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1989

# The City of Brewer, Maine - Centennial 1889-1989

Brewer Historical Committee

Geraldine Burrill

Barbara Drew

Gertrude Bowden

Howard Kenney

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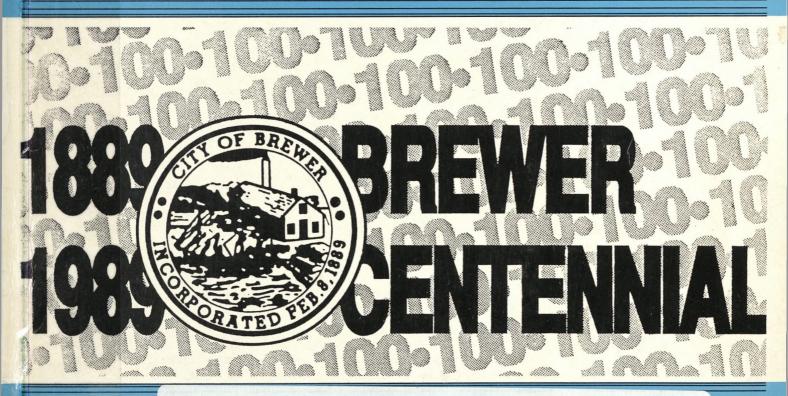
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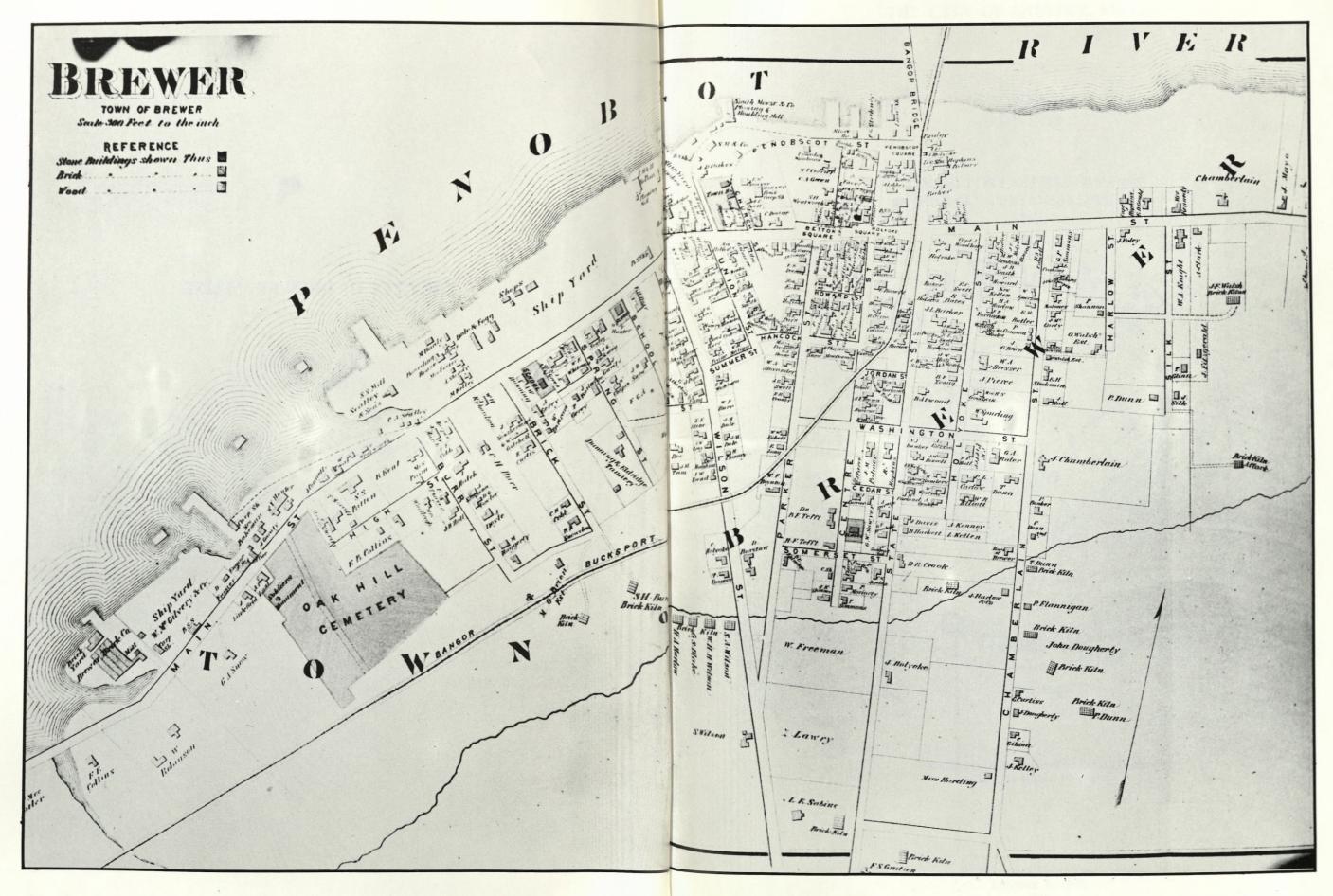
Authors  Brewer Historical Committee, Geraldine Burrill, Barbara Drew, Gertrude Bowden, Howard Kenney, Edward Foley, Brian Swartz, James Vickery, Joseph Coffin, Brian Higgins, Charles "Dusty" Fisher, and Constance Holling



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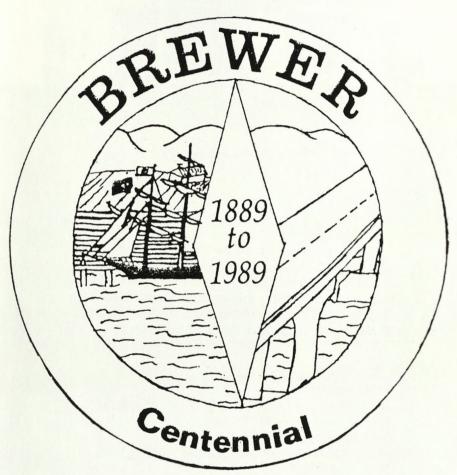
CENTENNIAL 1889-1989



# THE CITY OF BREWER, MAINE

# CENTENNIAL 1889-1989

# ITS HISTORY and OBSERVANCE FOR ITS CENTENNIAL YEAR 1989



By Neil Saucier

Edited by James Vickery and Brian Swartz Brian Higgins: Official Photographer

L. H. THOMPSON PRINTING, INC. BREWER, MAINE 1989

# 974.1 tB84s 1989

Saucier, Neil.

The City of Brewer, Maine, centennial 1889-1989 LIBRARY USE ONLY



Photo of South Brewer Block

It is my pleasure to thank the Historical Committee for their efforts to assemble the various contributions found in this volume. The members are: Geraldine Burrill, Howard Kenney, Edward Foley, Barbara Drew, Gertrude Bowden, Brian Swartz, Constance Holling, Brian Higgins and Joseph Coffin, who is responsible for the advertisements.

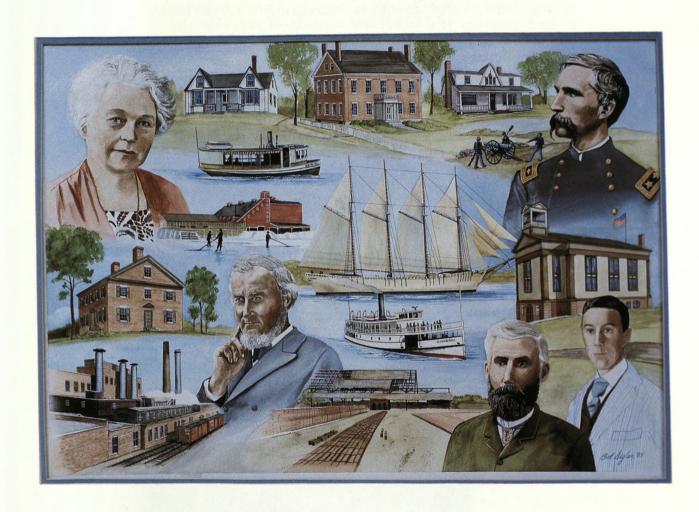
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Permission by Robert Woodward, Librarian of the Bangor Public Library, has been granted to publish for the first time the Article by Fannie Hardy Eckstrom on her girlhood memories of Brewer.

# **DEDICATION**

This book is dedicated to the citizens of Brewer, from its time of settlement by its hardy pioneers, to those organizers of the town and city government, to its merchants and organizers of its industries past and present, to its homemakers who have organized clubs, supported churches, and schools. It is also dedicated to those professional citizens, doctors, lawyers, and educators who have faithfully served the community. Likewise, we must not forget those who served in the nation's military or naval conflicts, especially those who sacrificed their lives. As the city enters its second century we bear witness that Brewer will prosper in the future.



# THE WHITE HOUSE WASHINGTON

February 21, 1989

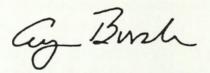
To the Citizens of Brewer, Maine:

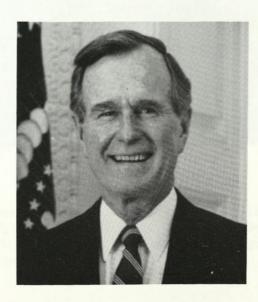
You have my warmest congratulations as you celebrate the 100th anniversary of Brewer.

As you well know, Brewer is more than a collection of buildings, it is more than a place on the map. From its earliest days, it has nurtured the lives and accomplishments of countless individuals — individuals united through the years by a common love for the place they call home. That deep sense of community, of responsibility toward one's neighbor and the common good, resonates through all cities and towns across America. It is one of our nation's greatest strengths.

This milestone gives you a splendid opportunity to reaffirm that community spirit, taking just pride in the past and rededicating yourselves to the promise of a bright future.

Barbara and I send you best wishes for a joyous celebration. God bless you.







WHEREAS, the City of Brewer, formerly the Town of Brewer and originally a section of the Town of Orrington known as Knapp's Square, was incorporated as a city on February 8, 1889; and

WHEREAS, Brewer is a city rich in historical background, and has a heritage that connects our state's earliest days as a raw frontier to the vigorous pulse beat of the present; and

WHEREAS, through its ship building, lumber, ice making, brick making, and other commerce, the city has throughout its history made significant contributions to the economy of the area; and

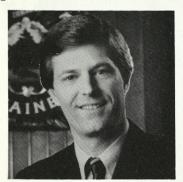
WHEREAS, always with a vision of a better community, the citizens and community leaders of Brewer have promoted and supported a first rate educational system, fine churches and cultural institutions, and an effective city government which, together, have made it a desirable community in which to live and work; and

WHEREAS, the City of Brewer celebrates its 100th birthday on February 8, 1989 and will continue to observe many commemorative ceremonies and functions throughout the year,

NOW, THEREFORE, I, JOHN R. McKERNAN, JR., Governor of the State of Maine, do hereby proclaim February 8, 1989 as

#### BREWER CENTENNIAL DAY

throughout the State of Maine and encourage all citizens to salute this worthy Maine city on the occasion of its 100th anniversary.



In testimony whereof, I have caused the Great Seal of the State to be hereunto affixed GIVEN under my hand at Augusta this thirty-first day of January in the Year of our Lord One Thousand Nine Hundred and Eighty-Nine.

John R. McKERNAN, JR. Governor

# **CENTENNIAL COMMITTEES**



Jerry Hudson Chairman Steering Committee



Front Row: Bonny Coffin, Jerry Hudson, Marilyn Lavelle Back Row: David Koman, Donna Thornton, Joseph Ferris, Stanley Isreal, Sheila Rechinski

# **Historical Committee**



Front Row: Geraldine Burrill, Barbara Drew, Gertrude Bowden Back Row: Howard Kenney, Edward Foley, Brian Swartz, James Vickery Absent: Joseph Coffin, Brian Higgins, Charles Fisher, Constance Holling Dear Citizens of Brewer,

Like so many other small Maine communities, the City of Brewer started over 100 years ago as a village, a community, a town and then it became a city.

It's rich heritage is rooted in the sacrificial giving of her citizens who laid the foundation for our city today. These were people with a purpose, insight, a dream and vision.

You and I are very fortunate to reap the benefits from the blood, sweat and tears of these pioneers; ordinary travelers from Massachusetts and other states who settled in our sister community of Orrington from which Brewer was formed.

As we reflect on our beginnings, let us do so with thanksgiving to the men and women who fought and gave their lives to preserve this city. Now, as we stand together in 1989 with graditude and admiration of the citizens who serve on our councils and community committees, let us encourage them to continue to provide leadership and direction as Brewer grows.

The children of our city are the leaders of tomorrow. Therefore let us pass the keys of opportunity, courage, service and spiritual insight on to them. Then they will continue to set the course for the generations to follow.

Let me mention the name of one of our citizens who has given many years to our city. Gerald Robertson, a man who is dedicated to serving. I hope that we will have many more citizens like him who will give that others may benefit. As I close this letter to you, I say thank you Councilman Gerald Robertson for giving me the opportunity to serve Brewer in this capacity. I am deeply humbled.

Furthermore, let all of us be very aware that all that we are and ever hope to be, we owe it all to the Almighty Everlasting God, who in His providence, has blessed not only Brewer but Maine and America.

Therefore I say to you, let us celebrate the centennial year of Brewer - 100 YEARS AND GROWING.

With gratitude,

Jerry Lewis Hudson

Chairman

Brewer Centennial Committee

my Lewis Huckson

# **BREWER CENTENNIAL COMMITTEE**



Jerry L. Hudson Chairman Centennial Committee

# Steering Committee

Vice Chairman, Exec. Sec.
Vice Chairman, Treasurer
Vice Chairman, Vinances
Vice Chairman, Publicity

Stan Israel

City Staff David Koman
Press Secretary Donna Thornton

Centennial Coordinator Sheila J. Pechinski

#### GENERAL COMMITTEE MEMBERS

Paul McKenney
Geraldine Burrill
Gertrude Bowden
Constance Holling
Jean Hamilton
Joseph Coffin
Marion Robertson
Janice Cox
Nancy Bell
Mike Chambers
Polly McKay
Ann Stickney
Sylvia Durepos
Millie Goodness

Fred Martin
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Ailine Simon
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Katherine Dolley
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Brian Higgins
Carol Eremita
Cynthia Jackson
Edward Youndblood
James Vickery
Roderick McKinnon
Vickee Chambers
Candace H. Kimball
Robert Turner
Bruce Kigas

# CALENDAR OF EVENTS

**FEBRUARY** 

Wednesday 8 Opening Ceremony at Noon - City Hall

Public Rally - 7:00 p.m. at the High School

Saturday 11 Centennial Dinner and Dance at Brewer Auditorium. 6:00 - 1:00

Wednesday 15 Centennial Play - Capri and Brewer High School

MARCH

Civis Tea - Brewer Historical Society

APRIL

Saturday 23 Centennial 5 Aces Road Race sponsored by Epstein's of Brewer

MAY

Saturday 20 3rd Annual Brewer Day Celebration

JUNE

Sat. - Sun. 3-4 Brewer Beautification Day - Brewer Garden Club
Thurs. - Sun. 14-18 Construction of Brewer Childrens Playground

JULY

Friday, June 30 to Tuesday July 4th

The Great 100 Year Happening Street Dance - 7:00-11:00

Friday Street Dance - 7:00-11:00
Saturday Craft and Food Fair - 9:00 - 5:00
Sunday Maine Talent Day - 12:00 - 4:00
Monday 35th Anniversary Concent 8:00 p.m. or

American Bandstand
The Drifters - The Spinners
The Guess Who - The Association

Tuesday 4th of July

Parade - 11:00 a.m. Fireworks - 9:00 p.m.

AUGUST

Thurs. - Sun. 10 - 13

Canusa Games

Riverview, New Brunswick, Canada

SEPTEMBER

Community Church Supper

Old Fashion Brewer Pagent at Brewer High School Lecture Series on History of Joshua Chamberlain

OCTOBER

Halloween Dance

**NOVEMBER** 

City Reception Thanksgiving Service

**DECEMBER** 

Holiday Social

Sunday 17 The Christmas Tree Lighting & Bon Fire

Middle School Home Economics Classes Recipe Book by Students

# A BREWER HOUSE ON THE NATIONAL REGISTER

At 613 South Main Street the Daniel Sargent house has been placed by the Maine Historic Preservation Commission on the National Register. It is a two-story and one-half Gothic Revival Villa. It has eighteen rooms with its original moldings around the doorways and most of its marble fire-places. It is one of three Gothic Revival villas in Penobscot County. The house was built in 1847 by Daniel Sargent (1811-1885) who operated sawmills and the first to cut and export ice on the river.



**Daniel Sargent House** 

# THE BREWER OF MY CHILDHOOD

Fannie Hardy Eckstorm

A long, wavering road bordering the river at about the distance for the depth of a houselot, scattered houses along it, rough and dusty streets of short length at right-angles to the River-road, or the longer ones harrow-angled in three sets of over-lapping harrows, two still there (Parker and Wilson, State and Wilson), the outermost and largest now disappeared. Wooden sidewalks, a few; many, many fences; swamps, mosquitoes, frogs, with outcrops of harsh, tough ledge, laid on edge dividing the lowlands and marked even from a distance by the clumps of arbor-vitae bushes growing there. I can remember being sung to sleep by the frogs (which were really toads) in the ditches along Brimmer Street, then so recent that for twenty years we called it "the New Road"; and I used to catch pollywogs in the little brook that drained the Church Street swamp and ran under the rear end of the present Carter Block and so, by the side of Betton Street, to the river.

Sixty years ago Brewer was a place of bustle and activity. Everywhere there were wharves lining the river. At every wharf there were swarms of vessels, often several tiers deep. On every wharf there were great piles of boards and lumber, or heaps of bricks dumped for loading on vessels, or hogsheads of molasses just unloaded. There was no coal - - it was hardly used; there were no tanks for oil --it was used only in small kerosene lamps; gasoline was unknown. Our trade was mostly outward bound, the products of our own woods, mills and brickyards; but the streets were almost as full of horse teams and ox teams as today of automobiles. The lowslung "jiggers" rattled along, the high, blue brickcarts jogged on, the slow oxen plodded in from the country with their heavy loads of wood, stone or produce. Everyone was busy. For there were vessels to be loaded, and there were vessels building. For almost a mile down the Brewer waterfront, from the bridge to Dyer's Cove, there were shipyards turning out every season, the fine large vessels for which the town was noted.

Why was it, when the country was so laced with juniper swamp and cedar swamp and worthless rocky land that

Brewer was such a busy, thriving place?

First, it was at the head of navigation. All traffic before the railroads came had to be by water, and the nearer vessels could get to the source of supply for their cargos, the cheaper the freights. As far as Bangor, the lumber had to transport itself by water; but it could be brought directly to the vessels.

The shores in Brewer, being lower than those in Bangor, which were largely high and bluff, though now much changed, permitted better access to the wharves, and more

vessels lying there to load.

And in Brewer there was clay at the waterside. Bricks could be made, carted a few rods only and loaded on vessels for shipment to large and growing cities, much cheaper than they could be manufactured within a few miles of those cities. Moreover, they were of superior quality. The back country also produced large amounts of very fine hay. An ideal load for a vessel was lumber under the deck, bricks laid upon the deck, and large quantities of baled hay piled upon the bricks. In Brewer all three commodities could be loaded from the same wharf, so that the charges for lighterage wharfage, and the usual fees were the minimum. Therefore Brewer throve as long as transportation had to be by water. The coming of the railroad broke up the old commercial routes, and the decline of the lumber trade destroyed the mills and the vessel industry: steam killed all its rivals.

The swamps have disappeared; and the brooks are gone. Land which, by under-draining, is now dry and wholesome was in my childhood wet and unusable. The arrangement of the streets is largely determined by conditions which have entirely changed. In my childhood/between Union and Parker Streets there was a low area drained by a small brook. There was another area at the head of Union Street, facetiously called "Barbour's Duck Pond", because Captain Barbour built several small houses there for rental. There was an almost permanent pool of water under the house built by Frank B. Wood at 182 Wilson Street. This drained off through a low, mucky area under the homes of Fred W. Averill, 6 Fling Street and Fred Nye next door. Back of the Methodist church it was so springy and swampy that my father could remember an Indian woman, partly intoxicated, falling into the swamp and being almost drowned. A small brook running into the river a little below the ferry, drained the place. All the land from Wilson Street to High Street and back to the high land beyond the railroads was low, juniper swamp, with a few knolls of dry ground in it. In winter we used to skate over a large part of this region now built up to good houses. The tale might be extended by citing the upper and lower ends of the town. Hills, too, have been cut away. The rise where the Carter Block now is was good coasting in winter.

On Wilson Street in front of 159, the Hardy home, was enough of a descent to send a sled, in icy periods, as far as Main Street. From State Street Hill one could sometimes slide almost to the Ferry; and so from Brastow's Hill, at Blake Street. The Meeting-house Hill, where the First Congregational Church stands, was in those days much higher, as it seems to me; it certainly extended much nearer Main Street; for I can remember the raw cut bank behind the Congregational Parsonage and the bank swallows nesting in it.

But it is the brooks which have changed most, by most of them disappearing altogether. To be sure Burr Brook near the Bangor Dam still remains; also Sededunkeunk (Usually wrongly called Segeunkedunk) in South Brewer; but the Tannery Brook and at least two small brooks above it have totally disappeared. One of the latter, as already stated, drained the section from Fling Street and Upper Union, down between Brimmer and School, with a branch which began near Union St. and crossed Wilson above Dr. Lethiecq's office, 115 Wilson St. with additons from Ayer's Court, where there was springy land. My father could remember nothing of this little tributary crossing Wilson Street just below his own land, and was surprised when digging on the street near Mr. Goodwin's home, 137 Wilson St., revealed a very old culvert deep under the present road.

The important drainage system, however, was the Tannery Brook so called from the tannery situated a little back of School Street but not on the site of the most recent tannery, now out of use. I can remember two tanneries on the

first site, both of them burned.

There was no School Street then, just as there was no Brimmer Street (until about 1870), and the land lay in humpy cradle knolls, just as it was cleared of the woods, except a clump of juniper trees some distance infront, (up river), of the tannery. The Tannery Brook ran past the tannery and took its drainage, carrying it across Spring Street and just behind the school house which is now the Central Fire Station, across Maple about four rods from Main, then parallel with Main for a short distance, across Main and into a narrow cove of some depth between South Main Street and the old Dirigo Saw Mill, which later became the dumping ground for defunct automobiles. Here in my father's boyhood was a grove of fine oak trees and the Indian camps and the spot was called

by the Indians, Bassadowbussit, which conveyed the idea of something which could not be seen until one closed upon it; that is, anyone going up or down the river would not discover the camps, which were reached by the narrow cove, fringed with tall pine trees, a pretty spot. The word is much the same as that for a near-sighted person, and the old Indian who gave it to me explained it by snatching up a newspaper and pretending not be be able to read it until it was close to her eyes. I do not recall when Dirigo Mill was built, but probably not much before 1850; it was always there in my childhood.

But this was just the mouth of the Tannery Brook. Above the Tannery it crossed the Bucksport railroad track, and took in a branch which drained the land back of Oak Hill Cemetery, while the main brook turned sharply to the northward around the end of the hill upon which Blake Street is, passed between two sharp hills, now dug away by brick-yards, crossed Wilson Street beyond Blake, crossed Parker and State and Chamberlain and headed on the higher land by Eastern Avenue, unless perhaps the main stream was the branch which made from springy land between Eastern Avenue extension and the Bar Harbor Road and flowed for some distance between these two roads until it entered the other at about right angles. This must have drained also a large tract in the angle of the Bar Harbor Road and Green Point Road and the juniper land between the angle of the Bar Harbor Road and the Pierce Road, which was all wet land and had been flooded by beaver dams. From the junction of Wilson Street to the Pierce Road the old first road was laid on corduroy, the land was so wet, and in the spring this was always working up and making the road rough. Indeed, I remember that there was an extension of the Tannery Brook which drained this region and crossed the main Bar Harbor road before one got to Mike Doyle's, now John Long's place. Thus it flowed, in its branches to all points of the compass, a very considerable brook.

The Tannery Brook also had another affluent, long since disappeared. This must have arisen above Chamberlain Street, cross that and Holyoke and State, coming down about on the line of Jordan Street to the neighborhood of the railroad station and so across Union and Wilson under the side of the hill, about as the Bucksport track runs and into the Tannery Brook. I think this could hardly have received the drainage from the Fling Street region, for as I remember there was a ridge of higher land between, built on with houses. Those narrow lines of hard ledge, traversing the town, made these local brooklets run very near each other and yet keep distinct. The matter is one of no importance except as showing that the laying out of a town is governed by circumstances which pass entirely out of memory, and in later years people wonder why a street crooks, or two do not connect on a line, as that double turn at Union and Summer Streets. Often there were reasons why one part built up long before another.

The parts of the town changed by brickyards were first of all the sidehill near the Bangor Bridge, where a line of brickyards extended almost from the river to Washington Street. The steepness of the bank beside the Bucksport track is due to the clay having been dug out in brickyards there. Farther out on State Street were extensive brickyards run by the Holyokes. The field on the west side, now an Athletic Field was once largely a hay-field owned by my father. I can recall on Wilson Street a fairly good-sized yellow house, said to be Sabine's, where it is now all dug away. Likewise the land between the crotch of Parker and Wilson streets and Blake was in my father's youth all high land except the valley of the Tannery Brook. The brickyard called Brooks' or Littlefield and Brooks' is much later. It was not started until I was grown. On South Main Street there was a steam brickyard operating where the Tidewater Oil tanks now are. They dug down to blue marine clay and stopped work, after dig-

ging a roadway through the hill to get clay from back. Some bricks were carted to the wharves in "Brewer brick-carts", a special vehicle made with a box body on the rear axle so that by unhooking a hook the load could be balanced backward and dumped without re-handling. The rear pair of wheels were connected with a smaller fore pair by a V-shaped brace, on which the driver of the pair of horses often sat instead of occupying the board seat upon the top of the box body. These carts were always painted a special shade of bright blue, the color of a bluebird's back. The rumble of brick-carts down our street was one of the most familiar sounds. It was quite unlike the clatter of the "jiggers", another local cart made for hauling stone, heavy timber or anything which they did not wish to lift far from the ground. It was a most useful vehicle, good for anything from barrels of flour to cord-wood. The jigger was long and low. It had two pairs of wheels, the rear ones largest and a stout platform was underswung beneath the strong axle, a good-sized timber or combination of sticks. One horse or two were used according to the size of the jigger; some were made quite light weight. This cart has now gone out of use entirely.

In winter bob-sleds were used for long teams. These had two sets of short runners, working on a pivot so that they were more flexible and could be easier turned. Smaller sleds had only one set of runners. The two bobs, without a platform, were used in hauling long logs and masts.

Sleighs in my youth were box-like and very low, with solid wooden runners, as I remember, and high sides and backs. We had one of this sort when I was very young. It was replaced by a nobby affair with light steel-framed runners, open and braced with steel rods, with a low back and sides and two seats, the front one removable and without back, just a high narrow support for two persons. Good robes were essential and ours were of the finest coon skins. Most still used buffalo robes or wolf.

For summer use the chaise had gone out when I first can remember things, save a few owned by old-fashioned people; four-wheeled carriages had taken their place as safer and more stylish. These had springs instead of being swung on leather straps. The old yellow stagecoaches, I believe, still were on straps. I ought to remember because Captain Arey bought one of the Mattawamkeag stages when it had passed its prime and kept it in his garden for us children to play in, and many a grand imaginary ride I had in it although I never drove on the road in a stage. This vehicle had three seats inside and a door in the middle of each side. The middle seat was in sections, hinged, so that when the door was opened the end of the seat could be turned up to allow passengers to take a front or a back seat. This middle seat was narrow, with a broad strap for a back, it was not comfortable but might be preferred to riding backward on the front seat all day. There was a metal rail about the top to hold small baggage or to tie down articles, especially canoes, which were carried on top of the stage. Trunks, which were small, were carried on a rack behind the stage, covered with a canvas curtain. Mail pouches also were carried here. Nine passengers inside and two outside with the driver was the regulation load. Usually there were four horses for a long trip, but two would do for a short one. I do not remember the windows of the old stagecoach except that the doors had windows which could be raised or lowered. My impression is that leather curtains were used on the other windows, but I may be wrong.

Driving in bad weather was by no means comfortable work and top carriages had leather curtains, folded beneath the back seat on a little shelf provided for the purpose, which could be buttoned on easily. The curtains had button holes in them, the framework of the top had little metal knobs projecting which fitted the holes. In many buggies and carriages, folded under a flap which buckled down on the dashboard, was a leather "boot", which came up like an apron

over the driver's legs and buttoned to the side of his seat. The driver always sat on the right; the whip and whipstock were on his side. A careful man carried wrench and wheelgrease with him to use if the axle got dry. He unscrewed the nut of the hub, took the wheel partly off the axle and applied the grease to the axle. Our old buggy had a box hub, and we unscrewed a plate on the inner side. These matters concerning transportation may not be important but once forgotten they cannot be revived.

In my early childhood most carriage horses wore heavy stuffed collars like those of work horses, which the hames sticking up at the top. A little later the collar was discarded and the breast-plate used for driving horses. Blinders were almost invariably worn, the open headstall coming in later. The blinder was supposed to keep the horse from being frightened by things partially seen from the side. In winter, bells were required by law. At first these were a long string of round bells, an inch and a half in diameter, worn as a belt around the horse. Later they were a few open bells, perhaps four to a string, permanently fastened to each thill. Being noi-

seless, the sleigh thus warned foot travellers of its approach. A team horse might were his bell on his neck.

What one remembers about driving on our roads is the discomfort of storms and winds in cold weather and the dust in summer. Four inches or more of light dust was not uncommon which was stirred up by every passing team. It settled on the occupants of teams, so that a dust-robe, or light covering was usually in every carriage. A shower laid it, but only to make mud. Roads were rutted and soft in spring when the frost was coming out were often impassible, wagons going down to the hubs in liquid mud which dripped from them in sheets as they turned slowly. But it was all we had or knew, part of the game of living then. Such roads as we have now were not dreamed of. I can remember when the main business streets of Bangor were unpaved dirt roads, as dusty as any unless sprinkled by the city, which kept great carts for the purpose. Even a few years ago such carts were used in Brewer and the town maintained high waterpipes under which the water carts might drive to be filled. There was one near Danforth's Hardware Store.

Permission by Robert Woodward, Librarian of the Bangor Public Library, has been granted to publish for the first time, this article by Fannie Hardy Eckstrom on her girlhood memories of Brewer.





## MANLY HARDY

One of the most prominent citizens of Brewer was Manly Hardy, fur trader, naturalist with interests in shipping, lumbering, ornithology, and hunting. He was born in Brewer on November 11, 1832 and died there on December 9, 1910. His father, Jonathan T. Hardy was likewise a dealer in furs and hides. In partnership with his father young Hardy learned the value of pelts, the skills required with trapping, became an expert in handling a canoe, and acquired an extensive knowledge of natural history.

In 1858 Manly became acquainted with Rufus Philbrook, a trapper Hardy's own age. Philbrook was born in the town of Unity, Maine, and at the age of eighteen settled with his mother near Brownville and ventured into the northern Maine woods hunting and trapping. He knew of Jonathan Hardy and sold his skins to him. In 1859 Manly joined Philbrook for a trapping expedition locating their camp half way between Schoodic and Jo Mary Lakes. Their equipment weighed nearly a half a ton including their canoes, comestibles and

traps.

They built a half-pitch camp, then established a trapline at Baker Lake Cary for beaver, muskrats, mink, and fisher. Manly had an exciting adventure tracking a bear which had been caught in a trap and carried it off. Hardy tracked the bear which charged him, but killed it. He and Philbrook skinned the bear, supplemented their diet with meat and used the fat to fry doughnuts. Hardy took note of the birds he saw, noting for the first time the pink plummage of the Pine Grosbeak and the numerous owls, and Canada Jays. They returned home having trapped five mink, six sables, four fisher, seven beaver, seventy-five muskrats, four bears, three lynx, obtaining \$250 for these pelts.

In 1860 and 1861 Hardy made two extensive trips much further up into the Maine wilderness. A. B. Farrar, later a Bangor photographer, accompanied him expecting to meet Philbrook and Billings at Daggett Pond, but since they were not there, they went on to Allagash Lake, but there was no sign of their friends. Snowshoeing onward they discovered Billings, who said Philbrook was on the headwaters of the St. John River. Finally, they found Philbrook's camp at Desolation. Hardy was charged by a cow moose, which he shot; however, the beast fell only ten feet away. This moose measured from hoofs to its shoulder, 6 1/2 feet. They went on to Caucomgomic Lake where Billings pointed out where they met a Mr. Locke who reported that the Fairbanks brothers

had killed 82 moose north of Katahdin. Hardy noted that most of the pine in this area had already been exhausted. Here he learned for the first time of the outbreak of hostilities at Ft. Sumpter.

In 1861 Hardy joined the Holmes-Goodale scientific expedition, serving as a guide and hunter; however, in his spare time he was supposed to collect bird skins, but had to use crude equipment to preserve them. The purpose of this expedition was to survey this unknown territory recording its geological past as well as its minerals and natural history. This expedition travelled from the chain of lakes north of Moosehead to the Allagash, then down to Fort Kent and returning by the descent on the St. John River. A complete report of their research was published in the Seventh Annual Report of the Maine Board of Agriculture (second series), 1862.

Hardy continued to go camping becoming familiar with the lakes of eastern Maine and nothern Penobscot and Piscataquis Counties. He eventually learned a sort of taxidermy and assembled a large collection of mounted birds. He retired from business but with his daughter, Fannie, continued trips to the wilds collecting indian lore and customers.

#### WALTER HARDY

Least known of the Hardy family is Walter Hardy who was born in Brewer on February 9, 1877, a son of Manly. After graduating from Bangor High School in 1896, he spent a year at the University of Maine. Disliking formal education, he transferred to the Art Students League at New York City. Completing his courses there, he went abroad to Paris, and traveled in Italy and England visiting the great art galleries. Like his father he took an interest in bird study and created illustrations for various nature books. One of his best was, Through The Years with Birds by Sarah Williams, published by Lee Shephaed of Boston with 24 Hardy illustrations. He also wrote and illustrated an article for the October 1908 issue of The Atlantic Monthly, entitled, "The Ferry Bells". His artwork was predominately landscapes. He was president of the Bangor Art Society and was a charter member. Most of his work was done in pastels. Because of poor health, he abandoned his art career and in 1911 bought a farm in East Holden, where he planted a large apple orchard. His apples were known throughout Maine for their excellence. Walter died on September 17, 1933, caused by lead poisoning from spraying.

### 1904 INDUSTRIAL BREWER

By Edward Blanding

A Growing and Prosperous Community - Its Present Industries Thriving and New Ones Cordially Welcome -A Locality Combining the Intermingling Charm of City and Country Life - Superior Opportunities for the Location of Industrial Enterprises - Business Notes and Personal Mention

The city of Brewer possesses the unique distinction of presenting combinative advantages appealing and compensating to the masses, and be they from the business or professional walks of life, capitalists or mechanics, the permanent home seeker or temporary sojourner seeking recreation or sport, prince or plebian, there is a plethoric sufficiency of attraction satisfying to the most capricious of mankind. This is from the fact that it combines the intermingling charm of city and country life, with a concentrated industrial community that neither distrubs the serenity or the populace, nor o'ershadows the charm of an habitable biding spot for the most aesthetic of the human family.

Its numerous trade marts are fully the equal in modernity and classified merchandise, on a lesser scale only, of their more pretentious duplicates in the larger metropolitan centers.

Brewer was originally a part of Orrington, having been set apart therefrom February 22, 1812, and named in honor of Col. John Brewer, one of the original settlers. The town was incorporated as a city February 28, 1889, and the charter adopted in March of the year following, its population at that time being about 4,000 with a valuation approximating a million and a third dollars, as against a population at the time of the last census of 4,835 and with a valuation aggregating \$1,686,690. The present city government is comprised in Mayor Leon F. Higgins, with a Board of Aldermen comprising two from each of the five wards as follows: Ward one - Moses Howard, Hugh J. Dougherty; Ward two - Chas. F. Prentiss, Herbert French; Ward three - Jos. D. Oakes, Chas. Small; Ward four - John T. Carter, who is also president of the board, Alton G. Ray; Ward five - Geo. Derusha, B. Frank Young; city clerk - Geo. W. Cushing; city treasurer - Christopher M. Cochran; street commissioner - Geo. W. Glidden; tax collector - Walter J. Sargent; city marshal, Luther M. Fick-

## THE SARGENT LUMBER COMPANY

The oldest lumber manufacturing plant in Brewer, if not in lower Penobscot territory which in conjunction with its predecessory management, having been transmitted from father to sons, and been controlled by the same influences for half a century, is that of Sargent Lumber Company, manufacturers of spruce, pine and hemlock lumber, shingles, clapboards, pickets and staves.

The present plant is the outgrowth of a grist and saw mill built by Col. Brewer in 1784, established some 120 years ago. The lumber manufacturing business for several years was conducted under the title of Sargent & Sterns, the latter having been identified with its interests. Subsequent to his retirement Mr. Daniel Sargent's sons became associated in its affairs, upon the decrease of the former in 1885, the title was changed to that of D. Sargent's Sons, remaining intact until the incorporation of the Sargent Lumber Company in 1902, Harlan P. Sargent being President and Treasurer, and D. A. Sargent, Vice President and General Manager thereof.

The manufacturing plant enlarged and improved since its incubation comprises some twelve acres of landed property intervening So. Main Street, and Sargent's Cove, the latter an inlet of the Penobscot at South Brewer. Upon this is a band saw mill with an adjoining shingle and clapboard mill all modernly equipped with the necessary machinery and

mechanical appliances, with a steam operating plant equipped with a 150 h.p. engine and two boilers. Across the street opposite the plant is a two story office building of modern design, while for convenience the general office is located at 76 Exchange Street, Bangor. The present output of this enterprising concern aggregates 60,000 feet of long lumber, 14,000 shingles, and 5,000 clapboards daily, in addition to staves and pickets, the latter being produced as occasion demands requiring an annual product of from eight to ten million of timber and furnishing employment to from 60 to 75 hands. The Messrs. Sargent were practically pioneers in the Penobscot ice business, having erected large ice houses on the shore in the immediate vicinity of their present plant, and cutting an aggregate of 30,000 tons of frozen water for several years until within a few years when they relinquished their interests in favor of the American Ice Company. In addition to the Brewer lumber plant they own and operate a smaller saw mill plant located on the Segeunkedunk stream at South Orrington, having a capacity of 10,000 feet of long lumber daily. They also control a general store of which S. S. Herrick is manager on So. Main St., Brewer.

The late Daniel Sargent came from Massachusetts, and he and his sons have been prominently identified with Brewer's public interests and identified with its more prominent business interests, particularly so with reference to the brothers who have been indefatigable in their efforts to develop the industrial resources of the city, as well as the advancement of its educational and social interests. When Brewer was incorporated as a city Hon. Harland P. Sargent served as its first mayor for two terms this being in 1889-90, and later, in 1898-99 Hon. D. A. Sargent for two years was mayor. The former also faithfully served his constituency as a member of the State Legislature in 1892-93. Hon. D. A. Sargent in addition to his mayoralty service was a member of the Board of Aldermen the two preceding years thereto, and is at present serving a second term in the State Legislature having been elected thereto in 1902, and again the current year. He has been a member of the school board for years serving as chairman thereof the first term and is president of the Brewer Board of Trade. Like his brother he has been instrumental in advancing the interests of Brewer and they were stockholders in the Eastern Manufacturing Company when it was incorporated. In fact there are no interests public or private within the corporate limits of the city that are in any degree beneficial to the city's welfare, but are assured of an earnest support from the Sargent brothers.

## THE EASTERN MANUFACTURING COMPANY

The leading factor contributory to the industrial growth and prosperity of Eastern Maine is the plant of the Eastern Manufacturing Company, manufacturers of lumber, pulp and high grade commercial papers, located in South Brewer with general offices at 92 Exchange Street, Bangor. The Eastern Manufacturing Company was incorporated in 1889, Fred W. Ayer being President and Treasurer and Charles B. Clark, General Superintendent, F. W. Ayer, N. C. Ayer, F. R. Ayer, Charles B. Clark and E. H. Sterns constituting the directorate. The vested rights of the company comprise a property of some 250 acres of land shoring the Penobscot River for nearly a mile between Dyer's and Sargent's coves in South Brewer with an inshore depth of from four to six hundred

feet. Upon this property, skirting the shore and practically

clustered, are the several manufacturing plants.

The nucleus of this vast enterprise was centered in a few acres of shore property, with a lumber mill thereon which for some years prior to 1889, at which period it became by purchase the property of Fred W. Ayer, was controlled by Palmer & Johnson. The saw mill was at once enlarged and remodeled, new machinery installed including three band saws, the first saw mill in New England thus equipped, which with modern haul up slips and other improvements adopted in later years ranks this lumber manufacturing plant among the foremost. Its present output aggregates 180,000 feet of long lumber daily, requiring an annual product of 35,000,000 of timber, the mill product being shipped to Boston, New York, Southern Ports and England. The undesirable dimension product of this mill is transported to the sulphite plant erected in 1890 and some 600 feet distant, by carriers, all refuse matter being culled out for fuel purposes through a midway sorting station.

Since its erection the sulphite mill has undergone many improvements and its capacity enlarged. It is divisioned into a wood room, equipped with eleven barkers and two shippers, an acid plant, digester apartment containing two 14 x 38 digesters of an aggregate capacity of from 30 to 35 tons of dry pulp daily, together with modernly equipped drying and screening apartments. A brick paper mill was erected in 1895, to which was added a second in 1900, and a third in 1902, all connected under one roof. This plant is equipped with three paper machines of 100, 112 and 116 inch respectively, in addition to which are three stacks of super calendars, and two paper ruling machines and is generally considered to be one of the best manufacturing plants of its character in the Eastern States. Its daily output approximates sixty tons of the finest quality of book, writing, bond, ledger and commercial papers plain and ruled. Added to the foregoing structures is a story and a half building of modern design and finish devoted to office, shipping, supply and general utility purposes, a foundry, machine and general repair shops, sedimentation plant for the purification of water, numerous store-houses and out buildings, and a dozen tenement houses bordering the main thoroughfare of Brewer.

For the operation of this extensive manufacturing enterprise, there are virtually two steam power plants that operate the saw mill containing a tandem compound engine of 550 h.p. and four boilers aggregating 700 h.p. The main power plant is equipped with a tandem compound engine of 500 h.p., a compound of 400 h.p. with one 200, one 50 four 275, and three 75 h.p. engines being utilized for the operation of an electric light plant, equipped with two 800 light dynamos. The maintenance of these power plants requires annually 20,000 tons of coal and some 8,000 cords of wood for fuel purposes. Ample fire protection is afforded through an underwriter and two compound direct acting fire pumps of 1,000 gallons per minute capacity with a triple expansion pump of 2,000 gallons per minute capacity all of which can be used in combination or independently and being in direct connection with the city water system are of incalculable service in public emergencies. Apart therefrom the office building and the several operating plants are equipped with automatic sprinklers, while scattered at convenient points about the premises are several fire hydrants with 2,100 feet of two and a half inch fire hose ready for immediate use.

Five hundred hands are employed the year round in the pulp and paper mills alone of the Eastern Manufacturing Company with a payroll of \$30,000 per month and the saw mill has 250 hands with a payroll of \$13,000 per month for about eight months of the year. The company also controls a fleet of sixteen vessels.

The foregoing does not represent the company's business

in its entirety, for located in the vicinity of Eagle Lake in northern Piscataquis is a subsidiary saw mill plant mainly utilized for local purposes, operated by a compound engine of 150 and a simplex of 100 h.p. This plant furnishes employment to 70 to 100 hands during the open season, while from 250 to 300 hands are engaged in the surrounding timber belt in securing the season's supply for the home plant, which is towed across the lake and thence transported by a 4,000 foot carrier through a connecting link into Chamberlain Lake and again towed to water ways emptying into the east branch of the Penobscot, the company operating two steamers for this purpose one upon each of the lakes mentioned. All of the logs cut on Eagle Lake are used in the operation of the saw, pulp and paper mills of the Eastern Manufacturing Company and they have a supply there that will last them for fifty years.

#### E. & I. K. STETSON, SHIPBUILDERS

One of the essential commercial factors to the growth and prosperity of Brewer, is the shipbuilding plant and marine railway, owned and operated by E. and I. K. Stetson, located on South Main Street, midway the ferry and Eastern Manufacturing Company's plant, the general offices being located

at 180 Exchange Street, Bangor.

The Brewer property, comprising several acres shoring the Penobscot River and fronting South Main Street, was purchased from Wm. McGilvray by I. K. Stetson, in 1880, Edward Stetson becoming associated as a partner about a year later. Since it accession by the present management the property has been vastly improved, the railway enlarged and reconstructed, the latter affording exceptional facilities for the overhauling and repair of marine craft of a 1,000 tonnage.

From the shipyard plant has been constructed and launched, under the present control, nine vessels of varied tonnage, the last three being four masters, with another of the same class under way. The ship building plant is fully equipped for the purpose, including a modernly equipped blacksmith shop, and employment is furnished to an average of 125 hands. In addition to this marine industry the firm deals largely in sourthern pine, wholesale and retail.

### SMITH PLANING MILL COMPANY

The Smith Planing Mill Company, of which James H. Smith is president and manager, S. H. Woodbury, treasurer, and who, with Fred S. Eddy, S. W. Woodbury and Henry Lord constitute the directorage, was incorporated in 1882.

Its plant, comprising several acres of property located on the highlands bordering the Penobscot River, upon which its has frontage of rising 600 feet a few rods south of the highway bridge in Brewer, is the outgrowth of a similar plant founded by the late Washington Hall, with whom Mr. Smith became associated some forty years since, and is one of the few old-time industrial enterprises that has been an essential factor to the business interests of the city across the river from Bangor. Mr. Hall, its founder, disposed of his interest in 1875 to the late J. F. Woodbury, and in 1882 the mill property was destroyed by fire. It was at once rebuilt and the management entrusted to a corporate company under the above title.

The manufacturing plant comprises a modern planing and box-shook mill, thoroughly machine-equipped and operated by an 100 h.p. engine, and furnishing employment to from 25 to 30 hands. In addition to this there are located upon the premises a convenient general office building and two large lumber storehouses, and several drying sheds, the company dealing in long and short lumber of all kinds, including shingles, clapboards and laths, together with box shooks. During a portion of the season the company is engaged in the manufacture of box boards for use in the construction of shipping cases for various manufacturing firms.

#### GEO. W. PATTEN'S WOOD WORKING PLANT

One of the most essential of the many industrial enterprises dotting the territory within the confines of the city of Brewer, is the wood working plant of George W. Patten, adjoining the property of the Smith Planing Mill Co., a few rods south of the bridge connecting the cities of Brewer and

Bangor.

Mr. Patten has successfully operated the plant for the past fourteen years, the property comprising a three story building 100 x 60, thoroughly machine equipped in all essentials for the manufacture of interior and exterior house and store finish of all kinds, including sheathing, moulding, hard wood floor finish, piazza and stair work and newel posts, Mr. Patten not only manufacturing to order, but dealing therein. As a specialty, Mr. Patten manufactures brush woods, largely of rock maple and birch, which, when complete, constitutes a serviceable floor brush not only for household use, but for halls, offices and business establishments in general.

The plant is operated by steam, of some 30 h.p., the exhaust thereof being utilized for the drying kilns in connection with the manufacturing plant. Mr. Patten has been a resident of Brewer for many years, and one of the city's most enterprising and public spirited citizens. He was chairman of Brewer's Board of Selectmen from 1878 to 1885; was a member of the State Legislature in 1885, and is at present chairman

of the Board of Registration.

#### HUGH O'BRIEN, BRICK MANUFACTURER

One of the largest, best-equipped and withal the only brick manufacturing plant east of Portland turning out brick under the improved stiff mud process engendering thereby a superior quality of brick, is that of Hugh O'Brien, whose plant is located on Maple Street, between the Bar Harbor and Bucksport lines of the M. C. R. R. in the city of Brewer.

Mr. O'Brien is not unknown to Brewerites, having served as a member of its first Board of Aldermen upon the incorporation of Brewer as a city, nor to the commercial world at large having been identified with brick manufacturing practically all his life and since the decease of his father, with whom he was associated in business, managing the property

himself.

The property comprises some sixty acres of tough, elastic clay lands, that, notwithstanding the inroads made thereon, its yield is apparently inexhaustible. The manufacturing plant comprises a modern brick burning kiln sub-divided into several apartments that can be used separately or combined as the demand may warrant. Added thereto are crushers, sanding and moulding machines and ample area for drying hakes. Brick from Mr. O'Brien's plant, which has an output of from three to four million a year, have been used for construction service all over the state, particularly the northern portion thereof. Among the more prominent structures for which Mr. O'Brien has furnished the brick material is to be mentioned the insane hospital and water works buildings of Bangor, the Catholic church and the two woolen mills of Old Town, the post-office and customs building with other structures in Houlton as well as many other structures scattered about the eastern and northern sections of the state.

The several brick kiln burnings during the year requires the consumption of some 200 cords of wood, and in their manufacture the services of from twenty to forty hands are required. Mr. O'Brien is prepared to promptly execute any order for brick, and having telephone connection and unexceptional transportation advantages, is prepared to as promptly deliver the material to any locality in the state that has rail-

road facilities.

## **BRITTON LEATHER COMPANY**

An important factor of the industrial element of Brewer

is the plant of the Britton Leather Company located on Spring Street. The company was organized in September, 1903, with the capital of \$100,000, Isaac Britton being President thereof, Carl P. Dennett, Treasurer, these two with C. V. Lord, Thornton Lyford and Henry R. Bradley, constituting the directorate. The plant comprises a four story building 350 x 50, an office structure and a brick building together with a leach house 60 x 100, all thoroughly equipped with the necessary paraphernalia for the manufacture of the finest grades of sheep and calf skin products, the former being secured largely from foreign countries including England, Australia and New Zealand. Operating power for manufacture is furnished by electric motors of 15, 35 and 45 h.p., generating power being derived from a 75 k.w. dynamo operated by a 100 h.p. engine and boiler. Employment is furnished to from 50 to 100 hands, and its output requries the consumption of 1,200,000 skins annually. In November the company purchased some few acres of additional territory with a view of enlarging the productive capacity of the plant in the near future.

## R. H. HOLYOKE, SHIP TIMBER AND SPARS

Shoring the Penobscot River with a frontage on Penobscot Square in immediate proximity to the highway and M.C.R.R. bridges in Brewer is the plant of an enterprise which for upwards of half a century has been, and is at present, of essential import to the commercial and marine interests of not only eastern Maine, but the world at large.

This is the general headquarters and storage plant of R. H. Holyoke, dealer in hackmatack, ship knees, masts, spars, deck plank and ship timber, generally, wharf piles, railroad ties, spruce poles, bean poles, oak lumber of all thickness, spruce dimension, and pine and hemlock boards. The landed property devoted to the interests of this business, with much more disposed of at various times, has been in the possession of the Holyoke family and its lineage for more than a century, the present business having been established by Caleb C. and R. Holyoke in 1842. Since that period the enterprise has been controlled and successfully conducted by Holyoke & Baker, F. H. Holyoke, F. H. Holyoke & Co., and its present owner - R. H. Holyoke, who assumed control about five years since, though identified with its interests several years prior thereto. During the years of its existence millions of feet of timber have been converted into the varied classes of manufactured product, and shipped to all parts of the continent, in addition to the local consumption thereof, and through the ship building interests of Maine of late years have not been as prominent as in the days of yore, the resultant effects of a recent revival therein, with an expansion of trade in other channels, has been very satisfactory.

While its business headquarters are centered in Brewer, its interests are scattered throughout the northern and eastern portion of the State, its products - more especially railroad ties - being yarded at various points along the several lines of railroad ready for immediate shipment, with deep water privileges in connection with the main plant unexcelled. While not, strictly speaking, an industrial employment enterprise, yet indirectly the business furnishes labor for hundreds of hands, and to the energy, enterprise and public spiritedness of its founders and successors is largely due the devel-

opment and thrift of the city of Brewer.

# BOSTON DYE HOUSE CO.

A representative, and withal a commercial enterprise of essential import to the general public is that of the Boston Dye House Co. of which L. J. Files is president and general manager, with an office and dye house in Penobscot Square, Brewer, in conjunction with a general office located at 101 Central Street, near the junction of Harlow Street, Bangor.

The business was founded by Mr. Files in 1895 since under the title of the Boston Dye House, its incorporation as a company in 1901. Prior to the establishment of this enterprise, Mr. Files had acquired a thorough knowledge of details incident to the business through many years' experience therewith in other localities, as well as in laundry work, having established the first steam laundry in Halifax, N.S., in 1877. The dyeing establishment at Brewer, facing the highway bridge connecting that city with Bangor, is thoroughly equipped for the purpose, including dyeing vats and other necessary appurtenances, the first story apart from a convenient office being devoted to dyeing, the second to steam pressing, and the third to the dry cleaning process, the business furnishing employment to numerous hands, and the service of a collection and delivery team. The dyeing, pressing and cleansing of ladies' and gentlemen's garments is promptly attended to.

Among the special features of this establishment is the dyeing and cleansing of all wool blankets without shrinkage, kid glove cleansing and in fact the dyeing, cleansing and pressing of any garment susceptible to such process. Both the dye house and general Bangor office are equipped with long distance telephones thereby insuring prompt attention to all orders.

### JOHN T. CARTER, BUILDER AND CONTRACTOR

In the accomplishment thereof is involved the skill and genius of the architect and building contractor, and in the latter classification is to be included John T. Carter of Brewer. Mr. Carter is a native of Maine and has been identified with the building trade for many years, and for the past eight years in business for himself, with offices at 155 North Main Street, Brewer, and 34 Harlow Street, Bangor.

During this period Mr. Carter has not only had largely to do in the finishing of many of Brewer's business establishments, but has had charge of the erection of many buildings, public and private, for Messrs. Pearl & Dennett, Louis Kirstein, and other well known real estate managers. Carter is prepared at very short notice to contract for the growing city of Brewer.

#### GETCHELL BROTHERS, ICE DEALERS

Equally as essential to the general welfare of the city of Brewer and its populace as its industrial enterprises, is its business interests. Included therewith is the ice business of J. C. and Fred Getchell, the partnership existing under the title of Getchell Bros. The business was first established some sixteen years since and not only included the furnishing of ice to the local residents, but also wood and coal, their yard and ice house being located on Main Street just below the Dirigo mills.

Subsequently the business extended to Bangor, more particularly the supplying of ice, this fact necessitating the enlargement of their ice storage plant, which within the past two years has included a double plant, the one in Brewer having a capacity for the storage of 8000 tons, and the other located on the bank of the Kenduskeag stream in the vicinity of Bulls Eye bridge with a capacity of 7000 tons. Within the same period the wood and coal business was disposed of to other parties, the brothers devoting their entire attention to the dealing of ice wholesale and retail with offices at the corner of Main and Wilson Streets, Brewer, and 17 State Street, Bangor. From the single delivery team which originally sufficed for the purpose the Getchell Bros.' present necessities require twenty-four horses and half as many supply wagons, this in conjunction with ice harvesting in the winter months furnishing employment to a small army of employees.

The Gethcell Bros. not only possess a large Brewer and Bangor patronage, but are prepared to deliver ice in any quantity to any individual or firm, including hotels, boarding houses, markets or public institutions anywhere within the limits of the cities of Bangor or Brewer at all seasons of the year, upon personal orders or by telephone with either of the above offices.

# L. J. MORSE, TORPEDO MANUFACTURER NORTH BREWER

Situated upon a commanding knoll on North Main Street, Brewer, edging the adjoining town of Eddington, and overlooking one of the most picturesque landscapes along the Penobscot, is a modest, tidy-looking building, which in the absence of knowledge to the contrary might readily be taken for a pretty rural school structure. In reality, however, within its walls are manufactured a patriotic holiday line of goods that are the delight of the younger generation, and even their elders, it being the laboratory and factory of L. J. Morse, manufacturer of juvenile torpedoes, made from a combination of Mexican silver and nitric acid, minute particles of which are encased in gun paper wads the size of a small marble, and though highly explosive from forcible contact are not as might be supposed extremely dangerous. These torpedoes are packed in cartons and carefully cased for shipment, their manufacture affording employment to not quite a few young ladies. Mr. Morse was for several years identified with a business of similar character in East Boston, Mass., having inauguarated the present establishment some fourteen years since, and though their manufacture in a sense is somewhat of a hazardous nature there has never as yet been any serious accident resultant therefrom.

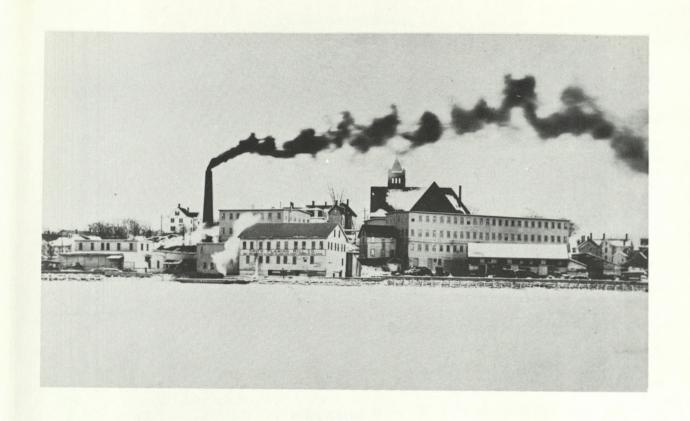
### INCIDENTAL

The Dirigo Mills on South Main Street, consuming from eight to ten million of timber, and furnishing employment to from 60 to 100 hands in the manufacture of long and short lumber. Like the other industries it has a river frontage of several hundred feet and is under the control of F. H. Strickland, whose general office is at 80 Exchange Street, Bangor. Then there is the plant of the Hathorn Manufacturing Company, a three story brick structure in which is manufactured ball bearings of all kinds, and which furnishes employment to numerous hands.

Brewer also supports a thriving savings bank located in the square, organized in 1869, and of which Alpheus Robinson is president, and Howard Floyd treasurer, the former with A. A. Kenney, F. A. Floyd, H. T. Sparks and S. H. Woodbury constituting its board of trustees. At present the bank has rising 1350 depositors, with deposits aggregating \$212,000.



Eastern Chemical Co., So. Brewer





Smith Planing Mill



D. Sargent's Son



Britton Leather Co.

# **BREWER'S BRIDGES**

By Edward Foley

When Brewer split from Orrington in 1812 and incorporated as a town, early settlers already looked ahead to when Brewer would be linked to its sister town across the Penobscot.

By 1830, positive steps were taken and the Bangor Bridge Company was incorporated to go ahead with the construction. At a cost of \$40,000 and with a length of 440 feet, the new bridge, covered to protect the deck and supporting structure, was completed in 1833. A toll bridge, traffic over it lived up to expectations and the bridge was a financial success.

The first of two disasters happened in March of 1846 when a giant ice dam some miles up the river let go. Tearing riverside saw mills along with it as it came down, a mass of ice and debris ripped out the whole center section of the

bridge as it swept by.

The Bangor Bridge Company immediately commenced repairing the bridge. Soon completed, the new Bangor-Brewer Bridge was to experience steady growth in traffic as Bangor and Brewer enjoyed a prosperity along with population increases which lasted through the end of the century.

A wooden railroad bridge, a covered one also, joined the Bangor-Brewer Bridge in 1873, being built just a few feet

to the east.

The second disaster came in 1902. In March, just as in 1846, the up-river ice let go with a roar heard for half a mile around. Irresistible as it came down, a mountain of ice hit, first the railroad bridge and a moment later, the Bangor-Brewer Bridge. Both center sections were taken out as the ice-mass swept by.

ice-mass swept by.

Undiscouraged, the Bangor-Brewer Bridge Company repaired the bridge again - this time with a new center section of steel. But business leaders on both side of the river in those early years of the new century, saw a need for an all-new steel bridge, one wide enough and strong enough to

join the trolley car system of the two cities.

Working through elected representatives to the State Legislature, a bridge bill was passed which created funds for a brand new all-steel bridge - a public one without tolls. Completed in 1911, this steel bridge still stands and has served Brewer well.

By 1950, post-war prosperity and growth in Brewer called for a second bridge. Meeting the need, Federal and State funds were used in 1954-55 to build a new steel and concrete bridge which linked major thoroughfares on each side of the River. In honor of a great Civil War hero and Medal of Honor winner who had been born in Brewer, the new, beautifully designed bridge was named the (Major General) Joshua L. Chamberlain Bridge. Tolls helped pay its cost until they were removed in 1971.

Traffic growth between Bangor and Brewer continued to increase rapidly and by the time tolls were removed from the Chamberlain Bridge, transportation officials were planning a third bridge - one to ease summer traffic jams that

had become a serious problem.

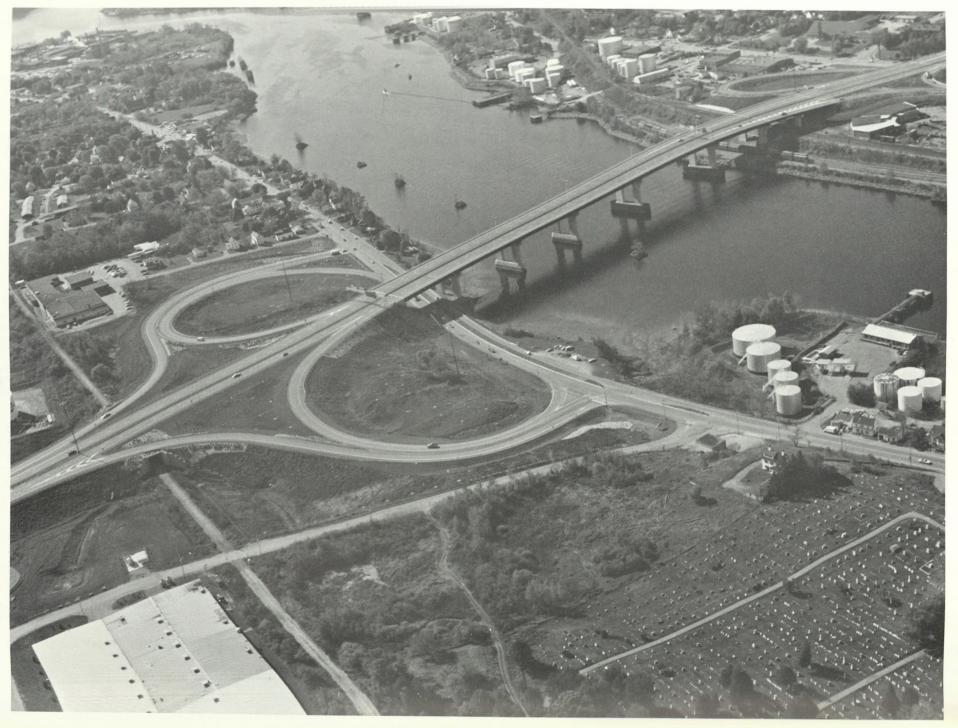
The third bridge, opened in November of 1986, is 1550 feet long and carries traffic at speeds of 50 miles per hour. Final cost figures may show the third bridge cost upwards of 50 millions. On the day of its opening on November 11, 1986, Veteran's Day, the new bridge was named, Veterans' Remembrance Bridge.

Highway engineers, when the third bridge opened, estimated it would carry about 20,000 vehicles a day with the old 1911 bridge leveling off with about 12,000 per day and

the Chamberlain Bridge with about 13,000.

Those builders of the old, first covered bridge in 1833 could be excused if in their wildest imaginations they could never have conceived 50,000 or more vehicles crossing the Bangor-Brewer bridges daily as they do in 1989.





Veterans' Memorial Bridge

# GENERAL CHAMBERLAIN ATTENDS 50TH GETTYSBURG REUNION

By Edward Foley

Nearing his 85th year, General Joshua L. Chamberlain, Brewer's distinguished native son and Civil War hero, joined thousands of Blue and Gray veterans who journeyed to Gettysburg for the 1913 50th anniversary of the great battle.

Roaming over the fields and heights where they had fought, the veterans of both sides shook hands and swapped reminiscences of what they did on those eventful days of July 1-3, 1863.

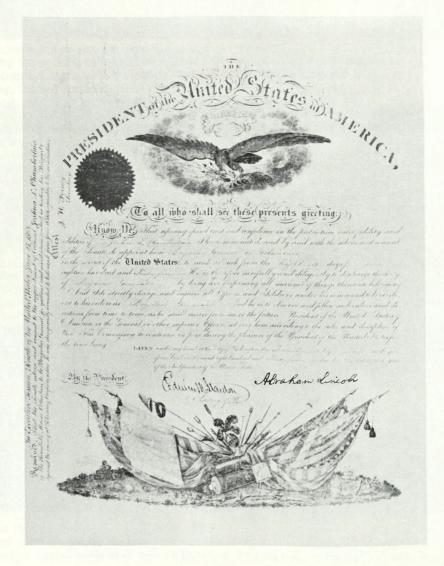
Frailities of age had overtaken most of them, but Chamberlain, although tiring easily, made his way to the summit of Little Round Top where he and his 20th Maine Infantry had so heroically distinguished themselves on the second day of the battle. By winning a savage contest with attacking Confederates that day, the 20th Maine is credited with holding that height and preventing its use by Confederate artillery which could have been a disaster for the Northern Army. Both Chamberlain and Color Sergeant Andy Tozier were to win Medals of Honor for their gallant action that day.

In the years since the war, Chamberlain had visited Gettysburg several times. In one visit not many years before, Chamberlain had climbed Little Round Top as he always did. On this day, in the late afternoon, he walked along the crest

as he looked down the slope where so many Maine men had died. Overcome by his thoughts, he sat down as his memories relived that day when the 20th Maine met its test of valor and was not found wanting.

The old General later, when back home in Maine, wrote of this moment: It seems to him while he remained there as dusk fell and twilight settled on the hill, that the young men of the 20th Maine who had fallen there still remained there as a very part of the earth itself in a fellowship of spirit belonging to those who did not know as they died, "...what were their lofty deeds of body, mind, heart, soul, on that tremendous day."

On the last day of the reunion, Chamberlain said goodbye to Gettysburg for the last time. A few months later he was dead, succumbing to an inflamation and infection of an old wound from 1864 that had never fully healed. Eminent historian Bruce Catton declared that "Chamberlain. . . .almost certainly (was) the last Civil War soldier to die of a wound received in action."



# THE CHAMBERLAIN HOUSES



Joshua Chamberlain, Sr. home built in 1817 on North Main St. Birthplace of Gen. Joshua L. Chamberlain in 1828.



The Chamberlain-Farrington home on corner of Washington and Holyoke Street Joshua L. Chamberlain spent his youth here until he went to Bowdoin College.

# HISTORY OF THE BREWER PUBLIC LIBRARY

By Constance Holling



In July 1907, thirty persons met in the Aldermen's room of the old City Hall, their purpose, to discuss the feasibility of establishing a library. The idea originated with a suggestion from the men's class of the First Congregational Church. At the meeting, it was agreed or voted to start with a voluntary organization and 20 members were taken into membership. On October 14, 1907, the organization was incorporated under the laws of the state with the title of the Brewer Free Public Library Association. A constitution and by-laws were adopted, a Board of Managers, Trustees and Executive Committee named.

The history of library service in the Brewer area points up the fact that sponsorship and interest was intermittent, with a few citizens forming the working groups. Early records of the First Congregational Church gave information on a Female Cent Society, formed sometime before 1820, and having a social library of 70 to 80 volumes. The Union Library was established in Brewer Village in 1828 and existed until about 1855. This library recorded about 50 books, most of them donated. A Current Events Club sponsored a library in a room over the Sargent & Herrick Store in South Brewer. Records of this library continue to 1902. In 1896, a move was made to plan a public library to be financed by appropriation by the City and by private subscription. This plan did not get approval. In 1902, the matter of securing a Carnegie Library for Brewer was investigated, however, Brewer could not meet the qualifications. The 1907 meeting and work accomplished at that time became the basis of the first permanent library. In 1910, two libraries were operating, the one in Brewer, and another in South Brewer. The South Brewer library was located in a room at the back of what is now the Epstein building, later moving across the street to a room in back of Harnum's lunchroom. The collection of this library was stored in the Epstein building for many years until all the books were turned over to the present Brewer Public Library. In 1913, the voters turned down by 10 votes to make the library a municipal institution. On January 1, 1975, the library became a City Department, the new ordinance stating that the Librarian would be appointed by the City Manager, with confirmation by the Council. A new City Library Trustees Board was created; however, the Brewer Public Library Association, a corporation, retains its title and its trust funds management, with a Board of Directors and Trustees.

Throughout the many years of change in library service, the books and magazines used in the early reading rooms were usually donated, as funds were always scarce. Fairs, tag days and Association membeship dues were the source of operating funds, until the City provided some funds in 1919 or early 1920. The first Brewer Public Library had a working capital of \$12.00 and was managed by volunteer help. The present operating budget is near \$37,000.00, approximately

\$4,600.00 of this being trust fund income, and \$21,000.00 to be used for salaries. Donations of books, and funds to buy books are still very necessary to the operation and enlargement of the collection. The Library Association continues to benefit from the gifts of many individuals and clubs, namely the M.P.M. Club, American Legion Auxiliary, Volunteer Circle of King's Daughters, Brewer Garden and Bird Club, and the Col. Brewer Lodge #56, Knights of Pythias. The book collection has grown from a start of 500 volumes of fiction to the present total of 26,822 books, 70 magazines, 272 recordings, 32 filmstrips and 206 Large Type books.

The first library assistants were volunteer aides under the supervision of Mrs. Fannie Hardy Eckstrom. The group included Mrs. F. H. Nickerson, Mrs. C. N. Perkins, Mrs. J. N. V. Lane, Mrs. Howard Cole, Miss Alma Higgins (Also Secretary for many years), Miss June Lynch, Miss Helen Dougherty and Miss Mary B. Hutchins. Miss Alice Sawyer was appointed the first librarian, a position she held until retirement in 1920. Her assistant, Miss Frances Aiken, became librarian in 1920 and held the position until her retirement in 1946. Mrs. Frances W. Constantine became the first full time librarian in 1946, leaving in 1949 to return to teaching. Miss Mary L. Haskell was librarian from 1949 to 1959, leaving to become the first librarian in the new Brewer High School. Her assistant, Mrs. Constance G. Holling became librarian in April, 1959 and is the present librarian.

The Brewer Free Public Library was first established as a reading room housed in the Emerson Batchelder Building on Wilson St. near what is now the end of the Chamberlain Bridge. Later, in 1908, when the Carter Building was completed, Mr. John Carter offered rooms on the second floor at a nominal rent. The library had room to grow, with new furnishings and shelves. The Carter Building was occupied until 1938, when new quarters were built especially for the library use in the rebuilt City Hall, rent and heat free. Plans for a library building were discussed in the 1950's, but funds were lacking to carry out the idea. In 1961, the Library Association received a sizable bequest from the Alice Farrington Estate, the fund to become the base for definite library building plans. By 1963, discussion of possible sites became important, as more funds would be needed in construction than the trust funds would provide. The committees headed by the Association President, Mrs. Agnes Ames, and the chairman of the Trustees, Mr. Robert Witham, began a series of meetings. Mr. Randolph Adams was site chairman. Final plans evolved to use the present city-owned site, the City of Brewer to use a bond issue for construction and the Library Association to use the Farrington Fund for equipment. The City's portion was between \$47,000.00 and \$48,000.00; the Association expending about \$30,000.00 for steel stacks, furnishings, drapes, etc. The architectural firm of Crowell, Lancaster,

Higgins and Webster was engaged to draw up plans; contracters, Nickerson and O'Day, the construction. Former Bangor Librarian, Mr. L. Felix Ranlett was hired as consultant. All members of the Board were committee members and worked hard through 1964 and 1965 to finalize the plans. Ground was broken on August 5, 1965, the building completed and furnishings moved in by August, 1966. The month of August was spent moving from the old library rooms to the new building, taking inventory and hoping the last of the furniture would arrive before the dedication ceremonies began September 27, 1966. The new building has proven to be well heated by the central heating plant in the City Hall, well lighted, and easy to manage with the open stack shelving. The Board members were: Mrs. Agnes Ames, President; Mr. Randolph Adams, Vice-President; Mrs. Priscilla Bissell, Secretary; Mr. John Goodness, Treasurer, Directors: Mrs. Reed Davis, Mrs. Harold Burrill, Jr., Mrs. Albert Gerry, Mrs. Dudley Utterback, Miss Marcia Smith. Trustees: Robert Witham, chairman; Wallace Witham, Gerald Hart, Frank Floyd and Wayne Libhart. Others working with the Board were F. Lyndon Trueworthy, Mrs. Dorothy Matthews, Mrs. Eugenia Witham. Many of the above still support the library organization.

Many gifts and furnishings have been presented to the library, enhancing the reading room and keeping several paintings and articles of historical value. New furniture purchased for the reading room--Children's slope top table and bench, by family of George Leakos; double reference shelving, by employees of the Eastern Manufacturing Co.; study carrels and chairs: Brewer Kiwanis Club, American Legion, Daniel Geaghan Post, Brewer J. C. Wives (also encyclopedias).

In memory of:

Harold (Shorty) Brown, by friends and neighbors Rev. Basil Gleason, by Women's Fellowship of First Congregational Church.

1911 - bust of Gen. Joshua L. Chamberlain, sculpted by Charles Tefft presented by Mrs. Sarah Chamberlain Farrington, sister of the General.

1922 - Ship models, "Nevada" and "schooner yacht" presented by Miss Edith Doane.

1938 - Gift of \$1,000.00 from Miss Eva Arey for furnishings in old library. Plaque noting gift is on wall of present building.

1961 - Paintings of Gen. Chamberlain's parents, books, papers, Farrington genealogy gifts of Miss Rosamond Allen from Farrington Estate.

1962 - The first complete History of Brewer and surrounding area written by Miss Mildred Thayer and genealogies by Mrs. Agnes Ames. Title of the book "Brewer, Orrington, Holden and Eddington, History and Families". This work is of greatest value to students and citizens of the area, and is only source of material the library has for reference. After the Sesqui-Centennial of 1962, all copies were transferred to the Library for sale, the funds to be used for general book purchase.

1964 - Books and paintings by Walter Hardy from the Charlotte W. Hardy Estate.

Memorial gift book donated by Mrs. Natalie Thayer and Miss Mildred Thayer for recording all gifts to the library and donors names.

1973 - Two pieces of sculpture presented by Father John F. Hodgins. "The Wrestlers" a marble work, and "Mercury", bronze and marble.

Citation in frame and signed by Pres. Abraham Lincoln, promoting Joshua L. Chamberlain to General. Gift of Miss Eleanor Allen, granddaughter of the General. (This gift was carried from Miss Allen's home in Washington, D. C. to the Brewer Library by Congressman William Cohen, of Bangor.)

1974 - Gift of funds from Mrs. John Littlefield for memorial to Mr. John Littlefield, work in progress on a pictorial history of Brewer, collation and preparation by Miss Mildred Thayer.

In 1974, the Brewer Public Library became a member of the recently developed Regional District system of libraries for the promotion of better service. The Northern District system of libraries for the promotion of better service. The Northern District comprised of Penobscot, Aroostook and part of Washington counties, has Bangor Public Library as its Regional Center, for distribution of machines, books and materials for the handicapped, inter-library loan service, etc. This same year, the newly formed Certification Board of Maine Library Associaton, with a unanimous vote, put to work the voluntary plan for certification of head librarians, standards for cetification to be up-dated in five years' time. Mrs. Holling, a member of the Board, was voted in under the standards as meeting all qualifications for head librarian in a public library for the city population of 10,000.

Appreciation is due all members of the Library Boards over the years, the dedicated library staff members and all those who have shown interest in the library service.

Present Officers and Trustees of the Brewer Public Library, Inc.

President: Richard Gray Vice-Pres.: John Cayford Treasurer: John Goodness Secretary: Mildred Goodness

Trustees: Charles Harmon and Bourke Trask, Jr.

Directors: Geraldine Burrill Josephine Kiah Dorothy Cushman

Advocate for Library - to Northeast District - Mary Parker

Collated and written by: Mrs. Constance G. Holling

Sources used: History of Brewer Library, by Miss Irene Cousins and Miss Alma Higgins.

Brewer Orrington, Holden and Eddington: History and Familes, by Thayer and Ames Annual reports of Librarian





# THE BREWER HISTORICAL SOCIETY

The Brewer Historical Society was formed in 1977. The group met at the Bi-Centennial room at the Brewer Savings Bank, until it moved to its present location at 199 Wilson St. The house was given by the late Eleanor Clewley Snow, in memory of her parents, Alice and Lewis Clewley.

Mr. John Cayford was the first president of the organization, which meets the first Tuesday of each month at 7:30 p.m. A lot of refurbushing has taken place in the last few years. The society is always looking for artifacts to continue to furnish the museum. Any items pertaining to Brewer, or its residents, would be gratefully accepted. New members are always welcome.

Brewer Historical Society first met at 7:30, April 12, 1977 Incorporated by the State on August 2, 1977 First Officer: John Cayford, President House donated by Eleanor C. Snow 1981, Open house held June, 1981

Trudy Bowden, President
Susan Xirinachs, Vice President
Albert Eaton, Treasurer
Marion Robertson, Treasurer
Directors:
John Sullivan
Howard Kenney
Marjorie Rogerson
Eleanor Snow



# CLUBS AND SERVICE ORGANIZATIONS

## THE BOOSTER'S CLUB

Our organization is known as the Brewer High School Boosters Club.

We have been in existance for over twenty-five years aiding the athletes and the Athletic Department of Brewer High School.

The objectives of our club are to recognize wortty accomplishments of participants in all sport activities and to generate financial support within the community for special projects.

Membership is open to all interested persons wishing to boost athletics at Brewer High School. Dues are \$2.00 paid

annually. Members must be present to vote.

Meetings are held every Monday night during the football season and then evey second and fourth Mondays at 7:30 p.m. at Brewer High School. Notification of meetings is published in the Bangor Daily News.

The present officers are:

Barry Fraser and Ken Whitney, Co-Presidents

John Bristow, Vice President Kathy O'Sullivan, Secretary Mary Lou Armes, Treasurer

The officers are elected for a two year term not to exceed

two consecutive terms.

We provide up to \$100 to each coach for trophies and/or awards at the end of each season; beverages, paper goods and any help needed at their banquets.

We now provide a \$300 second semester scholarship to

four outstanding Brewer High School athletes.

Some of the recent purchases to aid the Brewer High School Athletic Department are: an ice machine, a leg press, a preachers bench, weights, an indoor pitching mound, a portable public address system, trophy case, banners for the gym, Eastern Maine and State of Maine Champion Patches, judges stand, portable score board, pom poms, I-beams at the baseball field, and a new back-drop for the baseball field.

Some of the ways we raise funds are: a bottle drive, the Food Wagon at the Football games, yard sales, raffles, sport programs and calendars and 50-50 drawings at the Basket-

ball and Football games.

#### BREWER POLICE ATHLETIC LEAGUE

The Brewer Police Athletic League is a non-profit corporation directed by a volunteer board of directors comprised of police officers, parents, and other interested adults. It serves the youth of Brewer, Orrington, Holden and Eddington. Approximately 15 years ago the Brewer P.A.L. was reestablished after a year hiatus to organize a basketball program for area children 8 to 10 years of age. Although the youth basketball and the associated cheerleading programs are still the major effort (there are 10 teams!) by Brewer P.A.L., we also conduct a tackle football program for Middle School youngsters, a P.A.L. Little League team, a P.A.L. Lassie League softball team, as well as sponsor a Law Enforcement Explorer Post. The board of directors is anxious to pursue other programs in the future: firearms competition, archery and soccer are under consideration.

## **BLUE KNIGHTS**

#### Law Enforcement Motorcycle Club, Inc.

The Blue Knights Law Enforcement Motorcycle Club, Inc. was formed in the Brewer-Bangor area in 1974. Officer Ed Gallant of the Bangor Police Department thought it would be fun to have a motorcycle club made up entirely of law enforcement personnel, so a meeting was called by Ed to discuss the idea. Seven people attended the first meeting.

As a result of this meeting a club was formed. The name Blue Knights was suggested by Chief David Koman of the Brewer Police Department. The motto "RIDE WITH PRIDE" was suggested by Captain Charles Shuman of the Brewer Police Department.

When the local club was firmly established, the members started recruiting other chapters. Almost immediately chapters started forming all over New England and eastern Canada. and the first International Convention was held at Squaw

Mountain.

Today the Blue Knights Law Enforcement Motorcycle Club, Inc. is truly a worldwide organization, with chapters in France and Australia and throughout all of the Canadian Provinces. There are now 7,700 members in 255 chapters in the organization, and an International Convention is still held every year in a different part of the United States or Canada.

# The Penobscot Aerie 3177 of the Fraternal Order of Eagles

The Penobscot Aerie 3177 of the Fraternal Order of Eagles received its charter on August 20, 1962 naming sixty one men as charter members.

The Aerie Auxiliary was formed shortly thereafter with its charter dated October 20, 1963 listing thirty one women as charter members. As of the end of 1988, the Aerie boasted

1453 members plus 1105 Auxiliary members.

Their primary objectives are to provide fraternal services to all its members; carry out social activities for Eagle familes; perform civic programs to serve the community; and to conduct youth guidance to help young people. In essence, our society provides fun, fellowship and fraternalism.

At the outset of its beginning in 1962 the Aerie established itself in rooms above Peter's Restaurant and Lounge on Main Street in Bangor where the fraternity remained until 1968 when it moved to a location on Wilson Street in Brewer. In 1969 the Penobscot Aerie relocated to a building in a former brickyard on Maple Street extension in Brewer. In 1973 they purchased a tract of land on Atlantic Avenue in Brewer and

in 1975 constructed the building where the Aerie now stands. At the present time, Aerie 3177 regularly supports nine local charity organizations. In addition, the Aerie responds to other charity requests on a one-on-one basis as accepted

and approved at gerneral membership meetings.

#### ISAAC E. CLEWLEY AUXILIARY #4917

Because our husbands and sons were involved in the Isaac E. Clewley Veterans of Foreign Wars several of us started looking into the possibility of forming an auxiliary. Several pre-meetings and discussions were held by help from the Bangor Auxiliary. On June 6, 1947 the Auxiliary was instituted by Past President Edna Currier, assisted by Past Department President Gladys E. Pelchior.

Charter members of the Auxiliary were: Doris Beatham, Edna Elliott, Mrs. Eugene Clewley, Fern Foster, Margaret Hodgins, Ada Kane, Marion Clewley, Lillian Davies, Theresa Gormely, Inez Little, Sadie Little, Norma Little, Pauline Little, Pauline Perry, Arlene Orcutt, Doris Phillips, Irene Pooler,

Barbara Watson and Marion Strout.

The first President was Doris Beatham 1947-1949; Margaret Hodgins, 1949-1950; Charlotte MacArthur 1950-1951; Nerke Robinson 1951-1953; Edna Elliott 1953-1954; Rita Gillis, 1954-1955; Ruby Driscoll 1955-56; Regina Baker 1956-1959; Edna Elliott 1959-60, Paula Bracy 1960-62.

During the earlier years we worked very hard earning money to remodel the Old High School Building at the corner of School and South Main Street. We helped the Post with Beano games, and with paint brushes, mops and water we cleaned and polished the old building putting in new floors in order to have a meeting place for our Auxiliary

The Auxiliary has received a citation each year for hospital work at Togus. Flags have been presented to schools and to Girl Scouts. Honors were received in 1957 for the Ways and Means. 100% certificate, 100% membership prior to January 1, 1957; top honors in the 100% membership class and the Elizabeth French Traveling Trophy for the largest precentage gain in membership.

Through the years several of our Auxiliary served in the State organization and although membership has been smaller in recent years the Auxiliary has remained active.

## BREWER COMMUNITY SERVICE COUNCIL

Brewer's Community Service Council has been helping

families in need for more than 60 years.

First organized by 15 Brewer ladies in 1926, the council soon became associated with United Way. In the years since, the council has been an important welfare organization in the City of Brewer. The council provides food baskets for the needy at Thanksgiving and Christmas, temporary fuel assistance in emergencies and a variety of services to youngsters in school who may need clothing, medical care, and those with sight problems and in need of glasses.

Mrs. Gloria Andrle is the present Council President.

# PRECEPTOR PI OF BREWER

Brewer's chapter of Preceptor P. was chartered in 1982 and has 22 members. Although not a service organization, its members are active in support of Spruce Run, Special Olympics and YM and YW camperships. The chapter meets twice each month at various homes of the members.

#### **BREWER'S AMERICAN LEGION POST**

The Daniel E. Geagon Post #98 was formed in 1920 by Brewer veterans of WWI and was named in honor of the first

Brewer soldier to die in that war.

The post has been an important service organization in Brewer from its beginning. Its first service was the purchase and placement of a flag pole in front of the high school (now Brewer Middle School). Not long after, post members led the way in raising funds to purchase land for an athletic field for the City of Brewer. To be known as Doyle Field, it was developed to become one of the best playing fields in this part of the state.

Over many years the post provided many of the programs and services for Brewer youngsters that the City Recreational

Department now provides.

The Post's auxiliary unit has actively supported the regular membership as public service goals were met.

Vernon L. Doak has been the Post Commander since 1980.

#### BREWER KIWANIS CLUB

Brewer's Kiwanis Club, organized 50 years ago, has been dedicated to public service right from the beginning.

Projects to benefit Brewer's young people have included raising funds to send several boys and girls to summer camps, the building of the Kiwanis Cabin at the YMCA camp, college scholarships, trophies to Brewer High School seniors with grades of 90 or more, and donations to the Little League baseball program and Youth Hockey program.

A significant contribution of the Kiwanis Club in the 1950's, along with the Brewer School department, was the sponsoring of the construction of the swimming pool on Wilson Street which became the Municipal Swimming Pool.

The Brewer High School Key Club, a junior Kiwanis club

at the teen level, was sponsored by the Brewer Kiwanis Club some years ago. Recently, several wives of Kiwanis Club members organized the Kiwanianne Club of Brewer. The Kiwaniannes already have many worthwhile projects underway and have assisted needy families.

The Brewer Kiwanis Club now has 65 members and meets each Wednesday evening at the Weathervane Restaurant on Wilson Street. John French is current President of the Brewer Kiwanis Club; Bonnie Turner is President of the Kiwanianne Club and Heidi Weiser is President of the Brewer High School Key Club.

### **BREWER GARDEN CLUB**

The Brewer Garden Club was organized in 1933, but became federated on February 1, 1934, changing its name to the Brewer Garden & Bird Club. Since that time, it has had 32 presidents, and presently has 48 regular members and 8 associate members. For many years, the club was able to meet in members homes, but now, due to increased membership, it meets at the First Congregational Church, the third Thursday of each month.

The purpose of the club, as stated in its Pledge, is to preserve and beautify the natural resources of our country-with the majority of its projects centered in the Brewer community. One of its major contributions during the past few years, was a \$500 donation toward the refurbushing of Doyle Field in 1988. A total of 18 white pine trees were purchased with this money, to further the clubs' theme of city beautification.

#### MPM CLUB

The MPM Club was organzied in 1892 by Mrs. Katharine Gardner, who invited a group of friends to form a literary club. Meetings were held weekly through the winter months on Monday afternoons. As meetings were held in member's homes, membership was limited to 25 ladies who were residents of Brewer. Among the first members were Mrs. Emma Currier, Miss Clara Farrington, Mrs. Sarah Farrington, Mrs. Evelyn Brown, Mrs. Addie Hall, Mrs. E. Estelle Woodbury, Mrs. Mary Gilman, Mrs. Mildred Littlefield, Mrs. Ethel Houston, Mrs. Rose Walker, Mrs. Lucy Fling and Miss Mary Fling.

During World War I, the club sent money to assist in the education of a French orphan. In 1926 the club raised funds for tables, chairs and steel stacks for the school library and support was given to the school lunch programs. In recent years, the members have given a tea during National Library Week and have donated money to the Brewer Public Library

for the purchase of books.

The bylaws written by the club founders are followed today. Current officers are: President, Joan Phillips, Vice President, Libby Hersom, Secretary, Arline Smiley and Teasurer Gloria Byers.

### CANUSA GAMES

By Brian Swartz

When Brewer and the New Brunswick town of Riverview Heights established the CANUSA (Canada-USA) Games in 1969, the seed planted then grew into a tradition that both communities have carefully nurtured for the last 20 years.

The concept of CANUSA took form in November 1968, when 11 girls from Brewer High School participated in a tugof-war contest in Riverview Heights. The team from Maine won the contest, and the girls were so impressed by the warmth of their reception, they told their friends and families about Riverview Heights when they returned home.

Apparently the Brewer girls also made an excellent impression with their Canadian hosts, because Raymond Drake, the director of recreation and parks for Coverdale, New Brunswick (his department included the town of Gunningville and Riverview Heights), traveled to Brewer in December 1968 and asked the city council to consider sending a delegation of Brewer residents to Canada in the summer of 1969 to participate in the first CANUSA Games.

Although an international border, a time zone, and 250 miles apart, the two communities shared some similarities. The town of Riverview, as the community was later named after the consolidation of Riverview Heights and one or two other towns, stretches along the south bank of the Petitcodiac River across from Moncton, a large city. Brewer, of course, is located opposite the larger city of Bangor on the Penobscot River.

Both communities, while containing some industry of their own, primarily are bedroom communities for their bigger neighbors. Each community serves as a gateway to nearby coastal regions: Riverview to New Brunswick's southeastern Funday shore, Brewer to Acadia National Park and Downeast Maine.

When Drake spoke to the Brewer City Council, he envisioned the games as a way to involve the residents of Brewer and Riverview in athletic competition while developing international friendships. The Olympic-style CANUSA games would emphasize such sports as golf, tennis, soccer, track and field, swimming and baseball.

Drake's appeal was supported by Wynston Lynn, then the director of Brewer's Parks and Recreation Department. The events proposed by Drake would mark only the second time

that an American city had participated in CANUSA. Neither Lynn nor Drake could know that their communities would establish the longest-running CANUSA Games.

After the Brewer City Council gave its blessing to the CANUSA concept, plans were made for sending a large contingent of young people and adults to Canada in mid-July 1969. Brewer businesses and residents supported the effort by raising money and helping with the planning.

Preceding the caravan of campers, buses, and private vehicles traveling to Canada was a group of eleven runners, young men from the Brewer area who relayed a CANUSA torch across Route 9 to Calais and into Canada at St. Stephen. While simulating the running of the Olympic torch from Greece to whereever the Olympics are held, the marathon also initiated another CANUSA tradition.

Brewer sent more than 250 young people to Riverview Heights and won the first CANUSA Games by a score of 322-288. For three days (July 18, 19, and 20), citizens of Canada and the United States mingled easily in the summer sun, squared off with each other during athletic contests, and met socially at a pancake breakfast and other activities.

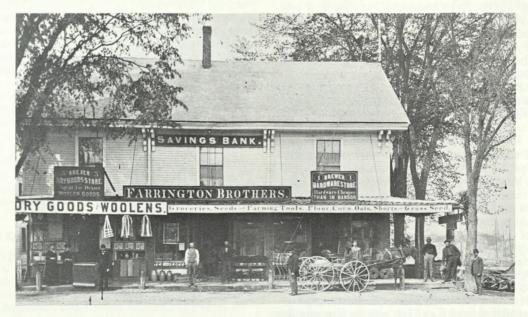
Participants rated the first CANUSA Games a resounding success. Brewer residents returned home to begin planning the second series of games, which were held in Brewer in July 1970.

The visitors from New Brunswick arrived in Brewer on July 16 and received their billeting assignments with local residents. This practice of housing as many participants as possible in local dwellings has brought the citizens of both countries into closer contact than could be achieved by placing visitors in local motels and hotels.

Nineteen years have passed since the second CANUSA Games were held in Brewer. Despite occasional political friction between Canada and the United States, the games have

prospered.

The 20th CANUSA Games, held in Brewer in August 1988, drew a large crowd of participants from Riverview and received ample coverage from Maine's media. The games have proved that through the avenue of athletic competition, the citizens of different countries can become friends.



Farrington Brothers, Center Street

# MAINE'S GREAT EASTERN CORPORATION ONCE ONLY A SAWMILL - ONE OF MANY IN BREWER

By Missi Foley, Grade 7

Known today for its manufacture of fine business papers, Brewer's Eastern Corporation was once a sawmill, one of many in Brewer. The partners, Palmer and Johnson, built their mill into one of the area's biggest on the site of the present Eastern Fine Papers Corporation.

By the peak years of the 1870s the Palmer and Johnson mill was one of the "big eight" producing most of the 250,000,000 feet of lumber each year in the Bangor and

Brewer area.

According to a brief history of the company published a quarter-century ago, Mr. Fred Ayer bought the company in the 1880's. It was Ayer who expanded the mill's capacity by rebuilding the facility and adding three more band saws. Not long after, the mill was producing 35,000,000 feet of lumber yearly and was the largest bandsaw mill in New England.

Ayer, very troubled by waste took a giant-sized step ahead of the other mills. He came up with the idea of turning waste slabs and edgings into sulfate pulp. By the early 1900's, the sulfite pulp mill had been built and under the mill's new name, Eastern Manufacturing Company, the production of manila and wrapping paper began.

For another twenty years the sawmill part of the company continued to produce lumber along with the pulp and paper. Both rag-content and chemical wood fiber papers were made

as the Eastern grew into the production of fine paper.

But the great days when Bangor and Brewer produced so much lumber were gone by 1915. Gone were the ships that had filled the Penobscot between the two cities. The sailors were also gone, along with the sawmills, the workmen and the loggers. The Eastern Corporation was no different. It shut its sawmill down in 1916.

#### NEW LIFE FOR THE COMPANY

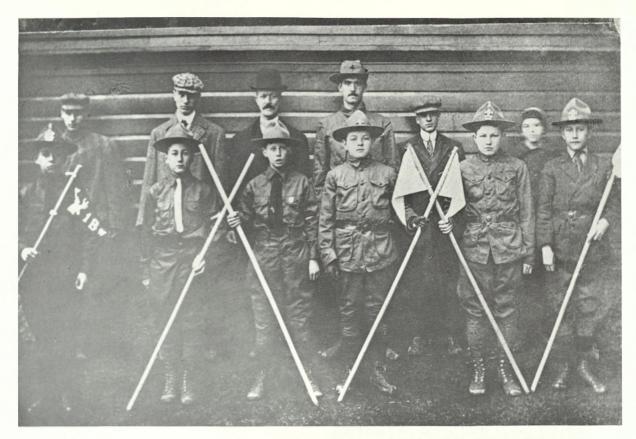
Fortunately, Mr. Ayer had wisely planned ahead in charting a new future for the company. New techniques in paper manufacturing were developing rapidly. Of great importance was a newly discovered way of producing pulp from hardwood. Another important factor was the available millions of gallons of clear water each day from Brewer Lake needed

for use in bright white paper production.

Today, the great Eastern Corporation continues to manufacture fine paper products as it heads into the year 2000. The original partners, Palmer and Johnson, wouldn't recognize Brewer now. Many of the houses would be familiar, but the sawmills, the shipyards, and the ice houses are all gone. Yet, they would be greatly pleased that the Palmer and Johnson Mill survives. It is the only sawmill to do so by successfully making the transition from boards to paper.



View of Eastern Corporation



BREWER Congregational Scouts began on October 25, 1909, four months before the BSA officially began. Pictured are (front, from left) Earl Bunker, Donald Ames, Audrey Wallace, Merrill Sproul, Paul Ames, Ralph Sinnett; (back) Harold Currier, Karl Currier, Warren Morse, Fred Oliver (Photo courtesy of Howard Kenney)

#### **BREWER BOY SCOUTS**

By Kenneth Liberty

The Scouting program in Brewer predates the official formation and chartering of The Boy Scouts of America in 1910. Having begun in England in 1908 as the brain child of Robert Baden Powell, a famous English Boer War hero, Scouting

was soon spreading around the world.

Sometime during or just prior to 1909, Frederick C. Oliver, a native of England, was a student at Bangor Theological Seminary and worked with the young people of the First Congregational Church of Brewer. The Rev. Warren Morse was pastor at that time. As a Veteran of the African Boer War and acquainted with Baden Powell's Boy Scout movement in England, Oliver organized one of the early United States Scout Troops in the Brewer Congregational Church on October 25, 1909. There being no Boy Scouts of America, Scout badges were ordered directly from Scout headquarters in London, England. The badges resembled a small blue shield, somewhat over one inch in size, and bore the identifying letters "B.C. SCOUTS". Every last cent in the Troop treasury was spent for the badges. When the badges arrived from England, an unexpected charge for tariff equal to the original cost was encountered, and the boys had to devise money-making methods in order to obtain their English-made badges from "Uncle Sam".

It is not known exactly how long or continuous Brewer's first Troop operated in those early years, but in 1920, when the Bangor-Brewer local Boy Scout Council was chartered by the Boy Scouts of America, the Brewer Congregational Troop was firmly established as Troop 1, Brewer, Boy Scouts of America. Weekly meetings were held in the basketball room over the church vestry, which in those days, was heated by a wood stove and with old long wooden settees serving

as seats.

In 1989, Troop 1 continues to prosper with Scoutmaster, Charles Ross having served for many years, and the Troop continues to produce its share of Eagle Scouts.

Present day Troop 15, currently sponsored by the Issac Clewley Veterans of Foreign Wars Post, was the third Troop organized. Troop 15 was orginially organized in 1917, as Troop 3, and was sponsored by the First Methodist Church. In 1935, Troop 3 was disbanded for lack of adult leadership. But in 1943, it was reorganized in the Methodist Church with the newly assigned number of Troop 15. In 1949, the Troop was again disbanded and it was 1953 before Troop 15 was reorganized under the sponsorship of the V. F. W. Post. Daryl Briggs is the current Scoutmaster.

In 1989 Scouting continues to prosper. In addition to Troop 1 and 15, there is also Troop 16, sponsored since 1920 by the Second Congregational Church. Arthur Stymiest is their

current Scoutmaster.

The program of the Boy Scouts of America also includes Tiger Cubs, Cub Scouts, Webelos Scouts all done in a unit called a Pack. It also includes Explorer Posts serving both

boys and girls of high school age.

In 1989, Brewer has two large Cub Packs: Pack 4, sponsored by the Brewer Kiwanis Club with James McNamara as Cubmaster; and Pack 11, sponsored by the Eagles Club, with Michael Tremble as Cubmaster. Brewer also has Explorer Post 7, sponsored by the Brewer Police Department, with Danny Green as Explorer Advisor. Post 7 gives young people a taste of the career field of law enforcement.

Other Scout units which have existed in Brewer include Troop 2, Troop 4, Post 4 and Post 15. Troop 2 was organzied prior to 1920 for the first time and then formed again for two years in May of 1921 at the First Baptist Church in Brewer. After a lapse of three years, it reorganized again in the fall of 1926 but faded in the summer of 1927. Troop 4, organized in May of 1920 in the First Baptist Church and a year later inherited the Troop 2 number with the same First Baptist Church, when Troop 2 and 4 merged to form one unit. Troop 4 was formed as a new Troop in January of 1966 under the sponsor ship of the Methodist Church of Brewer and continued until March of 1971. Exploring for high school students has existed as Post 4, sponsored by the Methodist Men's Club from 1948 to 1950 and as Post 15, sponsored by the Penobscot County Conservation Associates from 1961 to 1965 and again from 1974 to 1978.

The Katahdin Area Council, Boy Scouts of America, Inc., serves the youth of Brewer as well as the young people of the six northeastern counties of Maine. It serves 2/3 of the land area of Maine, making it the largest Council in area east of the Mississippi River. It serves 1/3 of Maine's population. The Council, chartered for the first time in 1920, was known at that time as the Bangor-Brewer Boy Scout Council, reflecting its service area. In 1923, the Council territory expanded and the Council became known as the Penobscot Council. And, with further expansion, it became known as the Katah-

din Area Council in 1927.

The Council office has moved to at least 5 different locations in the Bangor-Brewer area since 1920, for a brief time

occupying the former funeral home next door to L. H. Thompson Printing Company. In October of 1979, the Council purchased its first building and moved its service center to 302 North Main Street, Brewer.

The Council Camp is in East Eddington/Clifton, just 12 miles from the center of Brewer. Starting in 1921 with 15 acres of land on Little Fitts Pond, the camp, known as Camp Roosevelt and as Katahdin Scout Reservation, has now grown to about 1,600 acres. It has served thousands of boys over

its long history.

Brewer business leaders like Loring H. Thompson, H. Eugene Collett, Fred D. Oliver, Stewart Copeland, H. A. Hilton and John D. Littlefield were pioneers in the Council development. The oldest living active Scouter in the Council is F. Lyndon Trueworthy, a native of Brewer. Lyndon has long been associated with Troop 1, Brewer, and is now well into his 80's.

During the great Bangor fire of April 20, 1911, members of the Brewer Boy Scouts served on guard duty and in recognition of that service, received a citation on Memorial Day, 1911 from Maine's Governor Plaisted. The Governor and his party had been denied access to an inspection of the fire area by a Troop 1 Scout who was on patrol duty and had been told to admit no one without a permit from the Bangor Police Department. He was true to his order.

# SHAPING AMERICA'S FUTURE





HISTORY OF GIRL SCOUTING

By Vernita D. Leins

Girl Scouts of the U.S.A. celebrates it's 77th Anniversary on March 12, 1989. Founded in 1912 by Juliette Gordon Low, a wealthy, Savannah, Georgia lady, Girl Scouting is based upon the Girl Guide program she came to know and love in Great Britain. Girl Scouting rapidly spread throughout the United States.

In 1923, Troop #1 was started in Bangor by Lydia Adams (Lydia Adams Godsoe) and Miss Carrie Rowe. In 1928, they helped Mrs. Lyndon Trueworthy organize the Juliette Low Troop of 25 girls in Brewer. Frances Young (Crook) later became her assistant. The troop met at the 2nd Congregational Church. In 1929 and 1930, the troop attended the Girl Scout camp and Mrs. Trueworthy served as a camp counselor.

Sometime prior to 1934 Mrs. Pearl Abbot had a Girl Scout troop in Brewer and met at the 1st Congregational Church. About that time Ellen Day led the troop in So. Brewer and Mildred Thayer took over Mrs. Abbot's troop.

In 1928, a site at Camp Hayden, located at Cold Stream Lake in Enfield, became the first Girl Scout Camp called "Camp Wayuwasaka" with Miss Adams and Miss Rowe, codirectors. In 1929 the camp was named "Natarswi" (nature, archery, swimming) by the campers in Miss Carrie Rowe's unit, who were studying Indian Lore. In 1932, camp relocated to Branch Pond. In 1935, it moved to Green Lake and, in 1936, to its present site at Togue Pond beneath Mt. Katahdin near Baxter State Park. In 1937 and 1938, Miss Ellen Day, R. N. of Brewer, was in charge of the health program and the "Medicine House." In 1975 Great Northern Paper Company deeded the land to the Girl Scouts.

Camp Natarswi has had several directors over the years but one director was an adult Girl Scout from Brewer, Barbara "Jerry" Drew in the years 1954-57. In a Bangor Daily News article featured about the camp in 1955, Marie Ryckman reports: "There is love everywhere--love of living and doing, love of beauty, and a love of sharing and caring. The campers, under the direction of their beloved 'Jerry' Drew, who laughingly say does 'all of our worrying for us,' are organized in units with all unit members having similar interests

In 1930, there were enough lone troops in the Bangor-Brewer area for a committee to be formed headed by Mrs. James A. Gulnac of Bangor to see about incorporating a council. In 1932 the Bangor-Brewer Girl Scout Council of Penobscot County was incorporated and chartered. Miss Billie Pfaff of Bangor was named part-time Executive Director.

In 1937, a two-week day camp for the area was established at Prentiss Woods, now the site of Bangor High School, with Miss Rowe, as Camp Director. In 1947, the site was changed to Green Lake, where it stayed for ten years. The camp was named "Matomba" (Little Princess). In 1958, the camp was moved to Pushaw Lake. In 1959, property was purchased from Grover Bradbury on Davis Pond in Eddington. It was named in memory of a local Girl Scout--Mary Lou O'Connor. Mrs. Alec Solorzano of Bangor was the first Camp Director. Camp Mary Lou has served as a day camp for girls in the Bangor-Brewer-Hampden-Old Town area, since its founding.

In 1952, Hampden was added to the council's jurisdiction and the official name became the Bangor-Brewer Girl Scout Council, Inc. In May 1962, under a new structuring system of Girl Scouts of the U.S.A. to better serve troops, the Abnaki Girl Scout Council, Inc. was incorporated and chartered. The new council combined lone troops in northeastern Maine and four chartered councils (Central Penobscot at Orono; Presque Isle; Houlton; and Bangor-Brewer, the only council with a professional staff). Membership in the Bangor-Brewer Council was at 700-800 girls. With the new council, membership now was at 4,000 girls. Mrs. Adelle Wood, III of Bangor was the President; Miss Elizabeth Whitten was the Executive Director; Claire Carpenter of Bangor was the first Field Director; Pat Grant of Brewer was Secretary-Bookkeeper.

In 1989, the Abnaki Girl Scout Council has a girl membership (ages 5-17) of 6,500. It's office is located at 141 North Main Street in Brewer, where it has been since Spring 1970. The council has a professional staff of ten people with three full-time and two part-time business staff.

Girl Scout program is based upon the Girl Scout Promise and Law. Girls plan their activities to meet their interests in the arts, well-being, the out-of-doors, today and tomorrow (math and science), and people. Girls explore careers for women and learn good citizenship through community service projects and the development of leadership skills. Girl Scout program addresses contemporary issues, such as, preventing substance abuse, youth suicide, child abuse; facing family crises; and playing safe.

As of January 1989, in Brewer there are 124 Girl Scouts in eleven troops.

#### BREWER'S PUBLIC SAFETY DEPARTMENT

By Edward Foley

Brewer's Police Department, now a modem, fully-equipped organization, had its beginnings more than a century ago in the form of a single policeman. Typically, his hours were long with 12 hours spent on patrol duty, 6 days a week. In June of 1896 Policeman Brown hoped to get some relief from long hours and a petition for this was brought before the city council. Nothing much came of it, but the matter was referred to the police committee with a recommendation that Brown's hours be changed from 6 p.m. to 4 a.m. to 12 noon to midnight!

As the population grew, so did the police department. But even up to the eve of World War II the department consisted of only the chief and one patrolman. As no patrol cars were provided for police department use back then, personal cars were used when necessary. There are still many residents of Brewer who will remember Chief Earl Bradbury patrolling

the city in his '36 Buick.

The department today uses 5 vehicles and all of them together accumulate 160,000 miles of patrol duty each year.

Brewer's Public Safety Building on South Main Street which houses both the Police and Fire Departments was built in 1959.

Brewer's Police Department has more than doubled in size during the past 25 years keeping pace with the city's growth and today is composed of 17 officers, supported by 6 members of the administrative staff.

The members of the department along with years of ser-

vice are:

Chief David Koman, 16 Captain Charles Shuman, 24 Sergeant Lloyd Blanchard, 23 Sergeant David MacDonald, 21 Sergeant John Page, 16 Sergeant Michael Hall, 18 Sergeant Steven Barker, 12 Sergeant Danny Green, 11 Corporal Albert Parlee, 22 Corporal David Clewley, 8 Corporal Daryl Massey, 9 Corporal Arden Jones, 5 Patrolman Paul Haslem, 4 Patrolman Robert Hutchings, 3 Patrolman Perry Antone, 2 Patrolman Dain Bryant, 2 Patrolman Danny Costain, 2

Animal Control Officer:
Joseph Demkow, 7
Dispatcher
Constance Robichaud, 9
Dispatcher
Mary Norton, 2
Dispatcher
Juliana Caulkins, 2
Secretary
Gina Hutchings, 3

Brewer's Fire Department dates from 1869 when the town, as it was then, brought a second-hand engine from the City

of Bangor.

Ranging from upper Brewer to south Brewer, then called Brewer Village, were as many as four "Hose Houses" as branch fire stations were called. With the coming of fire trucks in the 1920s to Brewer, a central fire station made the neighborhood hose house unnecessary.

Brewer's Fire Department of today is well equipped to meet the needs of the city. Major equipment includes: a 1947 American LaFrance Pumper, a 1961 Maxim aerial, a 1966 Howe Pumper, a 1976 Mack Pumper, a 1981 E-1 Pumper

and a 1984 GMC Rescue Truck.

The department has 16 full-time personnel backed up by 19 call personnel. Full-time personnel along with years of service are:

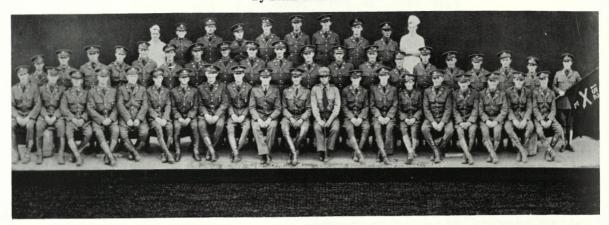
Chief Bruce Kigas, 2 (20 years with Bangor FD) Captain Gary Brown, 17 Captain Stephen Carpenter, 15 Captain Brian Huston, 18 Captain David Sturgeon, 16 Captain Larry Willis, 6 Firefighter Bruce Blanchard, 13 Firefighter Ralph Cammack, 2 Firefighter Joseph Doucet, 3 Firefighter Brian Goggins, 13 Firefighter Joseph McGowan, 2 Firefighter Richard Moore, 2 Firefighter Michael Mullen, 2 Firefighter Roger Parent, 4 Firefighter James Burns, 1 Secretary Margaret Porter, 7



Central Fire Station

#### 152nd FIELD ARTILLERY

By Brian Swartz



Almost ten months before the Japanese bombed Pearl Harbor in World War II, many residents of Brewer had already gone to "war" as members of the 152nd Field Artillery Regiment of the Maine National Guard.

Federally recognized in Houlton on May 15, 1922, the 152nd consisted of the 1st Battalion, with its headquarters in Houlton and batteries elsewhere in northern Maine, and the 2nd Battalion, which had a headquarters company in Old

Town and batteries in Bangor and Brewer.

During the Depression, an enlistment in the Maine National Guard had become a supplemental income for many Maine residents. Despite the international tensions created by Hitler's rise to power in Germany and Japan's invasion of China, none of the Brewer men who joined Battery E of the 2nd Battalion, 152nd Field Artillery, dreamed that they would be going

Equipped with four 105 mm, howitzers, the men of Battery E trained in an armory located at the corner of Oak and South Main streets in Brewer. The building still stands, though with the passing years, fewer people remember its existence as an armory. The present armory on Elm Street was not con-

structed until after World War II.

Responding to the outbreak of war in Europe in September 1939, the U.S. Congress soon authorized President Franklin D. Roosevelt to call up the National Guard. After reading the newspaper accounts about the events in Washington, D. C., Maine's National Guardsmen really were not surprised to learn on February 24, 1941, that they had been federalized.

The two battalions of the 152nd Field Artillery were mustered together as elements of the 43rd Infantry Division, the famous "Yankee" division of World War I. Most national Guard units attached to the 43rd were drawn from New Eng-

Brewer's Battery E went off to Camp Blanding near Stark, Fla., and trained with the rest of the regiment. The Brewer men were still training in Florida on December 7, 1941.

With the nation officially at war a day later, the need for combat-ready soldiers was suddenly pronounced. The United States had gradually increased the size of its military since 1939, but the only troops immediately available for overseas duty were those already in the training "pipeline." That included the 152nd Field Artillery Regiment.

The Maine soldiers traveled by train to Camp Shelby in Mississippi, where the 1st Battalion was summarily redesignated the 2nd Battalion of the 203rd Field Artillery Regiment. The central Maine men belonging to the 2nd Battalion of the 152nd found their unit redesignated the 1st Battalion

of the same regiment.

Not content with separating the two Maine battalions into separate units, the Army also saw fit to scatter the thousandodd Mainers to different parts of the globe. The former 1st Battalion, calling itself the "Aroostook" battalion, trained in the continental United States until February 20, 1944, when the unit boarded an English ship and sailed for Liverpool.

The "Aroostook" battalion later participated in the invasion of Europe and served with distinction in France, the

Netherlands, and Germany.

Warmer climes demanded the attention of the Brewer boys, who went to Ford Ord, California, in the fall of 1942 and spent a month on the West Coast before sailing from San Francisco in October for a 27-day voyage to Auckland, New

For most of the soldiers from Maine, Boston and New York had once seemed far away; few of them were prepared for the green mountains of New Zealand. That country's men had been called upon in 1939 and 1940 to aid England's fight for survival, so the hordes of Americans pouring into New Zealand represented the greatest concentration of young men in the island nation at that time.

But the 1st Battalion remained only a short while in New Zealand. The next stop on the unit's northward voyage to the Equator was at New Caledonia, a staging gournd for America's "island-hopping" campaign in the South Pacific. When en route to New Caledonia, the Maine men were packed below decks in the transports while some escorting destroyers depth-charged a Japanese submarine.

Then the 152nd Field Artillery and its sister regiment, the 103rd Infantry, landed on Guadalcanal. The vicious fighting for control of that island had all but ceased, so the soldiers saw little action other than an occasional air raid.

From Guadalcanal, the 152nd sailed to Doke-Doke Island in the northern Solomon Islands. American troops had invaded nearby New Georgia Island, so the Mainers unlimbered their artillery and fired in support of the invading force.

Tragedy struck close to home early one morning in July 1943, when the Japanese fired on Doke-Doke Island. Among the few casualties of the bombardment was Isaac Clewley

of Holden, who was killed.

The months spent in the tropics exacted a toll on men and equipment, so the 152nd Field Artillery returned to New Zealand later in 1943 for a four-week rest period. Then the Mainers sailed again, this time for one of the most inhospitable climates in the world.

Accustomed to the temperate climate of Maine, the Brewer men were not fully prepared for the steaming jungles of New Guinea, where jungle rot could quickly affect a man who did not look after his personal cleanliness. Sharks swarmed in the warm waters off Atape, where the 152nd landed to provide fire support for an American assault on Wewak, Despite their experience with the legendary blackflies of Maine, the men of Battery E saw more bugs in their months on New Guinea than could ever be conceived in the Maine woods.

From New Guinea, the 152nd Field Artillery sailed to the Philippines, landing at Lingayen Gulf along the western shore of Luzon on January 7, 1945. The division to which the regiment was attached moved toward Baguio, the so-called "summer capital" of the Philippines, but bitter fighting in the mountains around Baguio caused the Army to call off that attack and to impose a cordon sanitaire around that city.

The Maine men suffered more casualties in the Philippines, primarily from Japanese artillery fire; whether flung from an air burst or a shell impacting with the ground, sharpnel had a nasty habit of finding unprotected human flesh.

Though the 152nd Field Artillery remained in the islands until the Japanese surrender in September (the unit had been tapped for the invasion of Japan), most of the Brewer men had already rotated home before Hiroshima and Nagasaki. Because of a point system instituted by the Army, those soldiers called to active duty early in 1941 were considered old-timers four years later and were sent stateside.

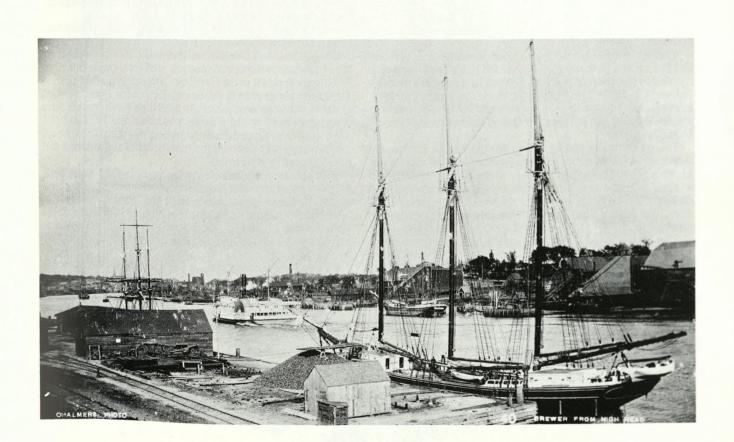
After the war, the 152nd Field Artillery was returned to

the control of the Maine National Guard. In a sleight of hand that would have played well in a poker game, the Army deactivated the 203rd Field Artillery in October 1945 and reactivated it on May 21, 1946, as the 152nd Field Artillery Battalion. On January 6, 1947, the battalion was federally recognized with its headquarters placed in Caribou.

So Battery E, 2nd Battalion, 152nd Field Artillery did not return to Brewer. In its place, the Army formed Battery A of the 314th Anti-Aircraft Battalion, but this unit was later disbanded in a sweeping reorganization of the Maine Army National Guard. Now stationed at the Brewer armory is Company A of the 262nd Engineering Battalion.

Many of the Brewer men who had been called up in 1941 did not rejoin the National Guard after the war. Their reasons were many and individualistic, but suffice it to say, most of them knew that having done their duty, they wanted to get on with their lives.

But for the young men of Brewer (most of them were in their late teens or early 20s in February 1941), life would never be the same after seeing the Southwest Pacific and experiencing the terrors of combat.



#### PENOBSCOT COUNTY CONSERVATION ASSOCIATION

By Brian Swartz

The Penobscot County Conservation Association, now located off North Main Street in Brewer on some of the most valuable real estate along the Penobscot River, celebrated its 68th birthday in 1989.

A group of outdoor enthusiasts in Penobscot County banded together in 1921 and formed the Penobscot Rod and Gun Club, the type of name taken by many other similar organizations founded in the years after World War I (a modern variant of this name is the Orrington Rod and Gun Club).

Even in those now too distant years, wildlife conservation was already an important issue for American sportsmen. Gone were the sunblotting flocks of passenger pigeons, on the verge of extinction stood the American bison (usually called the buffalo), and retreating from Maine's woods (probably for-

ever) were the wolf and the mountian lion.

The great stands of virgin timber that had once sheltered so much wildlife in Maine were almost wiped out, hacked down by lumberjacks who were finding more lucrative cutting grounds on the West Coast. The pulp mills appearing on Maine's rivers (including the St. Croix, the Penobscot, the Kennebec, and the Androscoggin) were polluting once pristine waterways with the byproducts of chemical pulping. Added to the declining quality of these rivers was the raw sewage produced by thousands of people in riverfront communities.

So the Penobscot Rod and Gun Club appeared at a fortuitous time in Maine's wildlife history. The club's members dedicated their activities to preserving wildlife and to

educating the hunting public.

The first project involving the club's efforts was the initial federal and state attempt to save the Atlantic salmon still running in the Penobscot River. Supporting a decision to build fishways in some dams along the river, the club purchased a large tank that was mounted on a truck for hauling salmon smolts from the fish hatchery in Orland to be released upriver from the dams.

Taking the name of the Penobscot County Conservation Association within a few years of its inception, the club organized its first Sportsmen's Show in the spring of 1932, at a time when many rural Maine families economically damaged by the Great Depression were finding rabbits, fish, deer, and other edible forms of wildlife one way to avoid starvation.

The show ran until 1942, when the national demands of World War II forced the suspension of many traditional activities. With peace restored after the war, the conservation association renewed its show.

Proceeds from even the earliest Sportsmen's Shows were donated to wildlife projects, including the pheasant-stocking program that was discontinued a few years ago by the state government. In 1941, the conservation association made its first scholarship donation to the University of Maine, and what funds that were raised during World War II helped to buy war bonds.

The conservation association lived a Gypsy existence from 1921 to 1956, alternating its meetings between Grange halls, restaurants, and motels in southern Penobscot County. Despite the lack of a permanent address for their group, the associations's members maintained an active interest in wildlife issues and raised money after World War I to buy land for a clubhouse.

The 20-acres site found in 1953 by Dr. Win Adams, the president of the association, was a miniature sportsmen's paradise fronting the Bangor Salmon Pool. Sandwiched between North Main Street and the river was a forested hill that had once seen the passage of Indians living along the Penobscot. The conservation association quickly purchased the site, then later added another six acres to protect the area from encroaching development.

Working under the supervision of Clarence Stubbs, association members built a small building atop the hill in 1956; this structure was expanded three more times in subsequent

years.

The clubhouse is reached by an access road from North Main Street (Route 9). Nestled among stands of pine trees and hardwood growth, the single-story building hugs the ground almost out of sight of the Eastern Maine Medical Center's towers across the river.

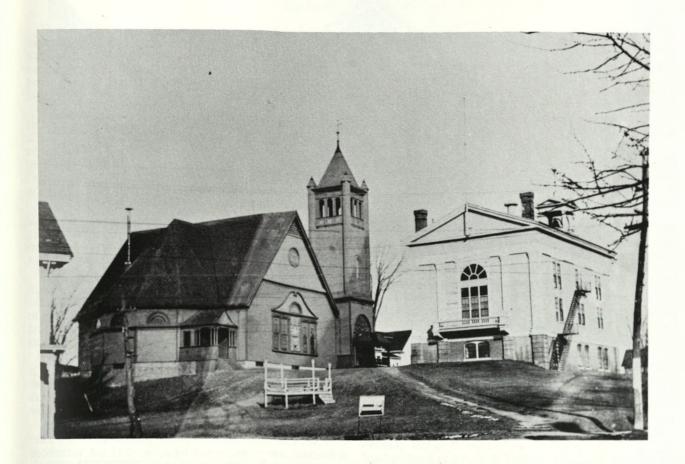
Also located in the clubhouse are a fully equipped kitchen next to the meeting room and an indoor rifle range strategically placed in the basement. Hidden in the trees north of the clubhouse is a concrete structure used for shotgun practice.

Dropping down to the river from the access road is a boatlaunching ramp open to public use. LeVasseur Pond, a small body of water located where the road dips down from Route 9 and then rises up the hillside, was created in 1972 to hold salmon smolts. Once the salmon project was completed, association members dammed the pond's outlet and stocked the pond annually with trout.

The conservation association has contributed a great deal of money to many wildlife projects. Among the organizations receiving financial assistance from the association are the Sportmen's Alliance of Maine, the National Rifle Association, Ducks Unlimited, the National Wildlife Federation, Friends of the River, and the Natural Resources Council of Maine.

Not an organization to retire with its laurels, the association continues its practice of teaching hunter-safety courses, sponsoring a junior conservation camp, and giving scholarships to wildlife students.





Congregation

First Methodist Church

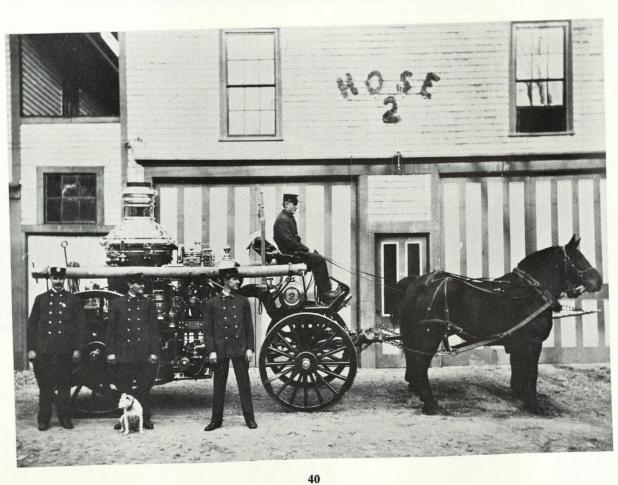
## OLD CITY HALL By Howard F. Kenney

Not many people remember when the old Brewer City Hall was destroyed by fire in March 1937. In the old days the City Hall was the site of many varied activities in Brewer. The three story wooden building stood on Church Street, the site of the present City Hall. The walls of the first floor, or basement, included a three cell lockup, the City Clerk's office and the City Council meeting room. To get to the main auditorium, one had to ascend stairs, and there were two flights going up, one on either side of the front doorway. It was sufficient and adequate for most of Brewer's needs. It had a stage across the south end. Above the main auditorium was a partial third floor, or balcony, around three sides of the hall. On top of the roof on the front was the belfry, where the old bell tolled loudly. This bell stands on the side of the present City Hall.

During the 1920's the Boy Scouts of Troop 1, Brewer, sponsored by the First Congregational church purchased one of the first radio sets ever owned and operated in Brewer, and the aerial or antenna for this set was a four wire with spreaders affair which hung between the City Hall belfry and the First Congregational Church tower. Several years before the fire Daniel E. Geagan Post, American Legion, built their legion hall on the south end of the City Hall. It was in the old City Hall auditorium that major social, civic, and indoor sporting events were held. These events included private and public dances, the fireman's ball, church fairs, church and school plays, high school graduations, basketball games, boxing matches, and minstrel shows.



THE BREWER FIRE DEPARTMENT



#### THE BRICK STORY

By Howard F. Kenney

There is an old saying that Boston was built of Bangor lumber and Brewer brick. And it is an easily demonstrable truth. Brewer actually lies in a series of hollows left by the excavation of its clay, which was pressed and fired into those bricks which nowadays compose so much of structural Boston. Doyle Field lies in one of these natural ampitheaters.

During the early days Brewer, brick making was one of this city's major industries and "Brewer-made bricks" were shipped to locales many miles away, and had an excellent reputation for quality. We can remember when the "brick-yard flats", where bricks were spread to dry, after being "burned" or baked, made excellent baseball diamonds when not covered with drying bricks.

In fact, the last brickyard in Brewer, Brooks Brick Yard, stopped making bricks in 1956, and since that time, the company has operated as brokers, importing bricks from brickmakers in Maine, Massachussetts, Ohio, and other states, as well as Canada.

Some of the geographical contours of Brewer can be traced directly to the days when brickmaking was a very important industry. The working of these yards caused the cutting away of many hills. One notable example of this is the Bucksport branch of the Maine Central Railroad. The tracks follow these cuts from Main to Jordan Street.

Lumber was stowed below deck with the brick on top of it. Bales of hay were then loaded on top of the brick, and the whole thing was covered with canvas to protect it from the weather. Ships carrying these articles as cargo returned with coal, pig iron, and cement.

At one time 17 brickyards used 3000 cords of wood in one year. The brick-making season was generally from May to September. Mr. Holyoke, who owned a brickyard, stated that if he began at the earliest point, he could make the first burn by July. Of the number of bricks burning at one time, which was between 250,000 and 900,000 bricks, only about one percent were found to be unusable. Usually seven men were employed steadily with extra help when it was needed. The men worked from 5 a.m. to 7 p.m., with the necessary time allowed for three meals. Many Irish laborers were employed in the brickyards. It took about nine days for a burn to be completed. We remember the active days of the Brooks Brick Company when a red glow in the sky made us realize the

kiln was burning.

Water for making brick was taken from a small brook near the Holyoke Brick Yard. This yard used almost 2,000 gallons a day.

An item for February 12, 1890, states that on Saturday, the largest load of wood ever hauled into Brewer was brought from Holden Center for William Burke's Yard. It was hauled by a pair of horses owned by George Hinman of South Brewer, and measured 3 1/2 cords.

It has been said that for a time the U. S. Government used the Brewer brick for a standard. At that time all government orders were written "to be constructed of Brewer brick, or the equal". These bricks were made from fine gray clay, and they seemed to have an indefinite lifetime.

A shipload of bricks contained 35 to 55,000 bricks. The rate on shipping bricks to North Carolina was cheap. This was because bricks were in demand for ballast on ships that carried hay to that state. Also, great many of the bricks were shipped to Boston, where they were sold at auction by commission merchants.

In Maine the brick export business was at its peak in the early 1850's. The Civil War checked the business for a number of years, but business picked up again in the early 1900s.

Brewer brick is known to have been shipped to Massach-ussetts, North Carolina, Florida, Texas, and the West Indies, and Newfoundland. The rebuilt section of Boston is said to have been constructed almost entirely of Brewer brick. The building material in the Good Shepherd Convent in Van Buren and in the old Bangor City Hall had its origin in Brewer. The brick used in the old Bangor Y.M.C.A. were hand-pressed in the Frank Gratien Yard. We found among some old notes that Fort Sumter in South Carolina was constructed of Brewer brick. This could be true because large numbers of bricks were shipped to that part of the East coast. In 1902, the year the middle span of the Bangor-Brewer Bridge was washed out a Brewer brickyard had the contract to furnish brick for the Bangor Courthouse (now Penobscot Court House).



#### "BREWER CHURCHES"

By Howard F. Kenney and Brian Swartz

Brewer's political boundaries assumed the shape of a rudimentary rectangle many years ago, after Orrington and Holden separated from the village called New Worcester and took on political identities of their own.

The city's topography, spread farther along the east bank of the Penobscot River than inland to the boundary with Holden, concentrated most residents in the river basin. Settlers initially built houses along the river, then moved grad-

ually onto the heights overlooking Bangor.

The first churches constructed in Brewer were located in the "village" areas, since inadequate roads and horse-drawn transportation (where available) kept parishioners from traveling far to worship services. The city's oldest churches can be found not far from the river, constructed in built-up areas amendable to the particular church's religious practices.

One of the first ministers to preach in Brewer was the Rev. Seth Noble, the musical pastor from Massachusetts who allegedly misinterpreted a question and caused the town across the river from Brewer to be called Bangor, not Sunbury. He held worship services on both sides of the river, but, fortunately for the residents of Brewer, Noble was not involved

in naming Bangor's neighbors.

Early parishioners were drawn from Brewer, North Orrington, and perhaps Hampden and Bangor across the Penobscot River. As Brewer's population grew, one or two churches split, forming new congregations in other parts of the city. As the years passed, a few new churches were formed in Brewer, but the predominant influences have remained Catholic, Methodist, Congregationalist, and Baptist.

In August 1800, Col. John Brewer and other local residents met at the home of Isaac Robinson to form a Congregational church, the oldest in Penobscot County. Parishioners came from Brewer, Bangor, Hampden, and Holden, and when Congregational churches later were formed in those communities, some founding members of each church came from the First Church of Brewer.

The original church, for many years the only church in Brewer, stood near Oak Grove Spring on what is now North Main Street, in an area that might have become the "heart" of Brewer had not settlement taken place across from the

mouth of the Kenduskeag Stream.

The meeting house had been built in 1794, six years before its official occupation by a church. British soldiers plundered the church on September 13, 1814. When the site proved too far from the center of burgeoning population (too many parishioners traveled great distances from Holden and South Brewer) several years later, the church was moved to an area near Rice's Ferry opposite Bangor. The original building was converted into a hay barn that later burned.

In 1828, members of the First Church of Brewer decided to build a meeting house on the hill above Rice's Ferry. This church, erected at a point visible to residents of Brewer and Bangor, gave its name to the street running from its front door

to North Main Street.

Fifteen years later, 18 members of the church left to form a Congregational church in Brewer Village (South Brewer). The "mother" church became the First Congregational Church, while the new church two miles downstream took the name of the Third Congregational Church (the Holden church was called the Second Congregational Church at this time).

When parishioners of the First Congregational Church decided to construct a new church in 1889, the existing structure was cut in two, hauled to the lower end of Church Street, and set up as two apartment houses. Wilfred Mansur, a Bangor architect, designed the new building, which was constructed

by Albert Kenney. The new church building was dedicated on March 28, 1890.

The First Congregational Church has stood since then on Church Street hill, its white tower reaching toward the heavens. Damaged by a fire that burned a nearby ice house in 1906, the church was renovated by its parishioners, many of whose decendants still worship in Brewer's oldest church.

When the First Church of Brewer became too crowded in 1843, parishioners living in Brewer Village received permission to form their own church, which held its first meet-

ing in Union Hall.

Renamed the Second Congregational Church in December 1855, the church has stood at its present location on South Main Street since late 1846. The first pastor, the Rev. Thomas Smith, split his time between the Brewer Church and the East Orrington Congregational Church, and when the Brewer congregation later opted for its own full-time minister, students from the Bangor Theological Seminary often filled the pulpit.

When the church was remodeled in the early 1900s, a chapel that had been constructed near the church in the mid-1800s was attached to the main building to form the vestry. The church was rededicated on Jan. 7, 1906.

Parishioners of the Second Congregational Church undertook a major project in the late 1950s, converting the church's basement into classrooms, a kitchen, and a dining room. Other

protions of the church were renovated, too.

Two meeting houses were constructed about six miles apart in New Worcester (or Orrington) in 1794. The meeting house built upstream near the head of tide later became a Congregational church; the structure constructed downstream served

as a meeting place for Methodists.

Methodism was a new religious denomination in the United States in the late 1700s, but adherents were found wherever Methodist preachers held services in New England. Early Methodist ministers came primarily from Massachusetts, with one of them, the Rev. Enoch Mudge, becoming the first minister to settle in Orrington. Through his efforts, many residents of Orrington became Methodists, but a Methodist church was not formed in Brewer until the 1840s.

In those days, congregations often met in local barns or homes, a practice that might be looked upon with some disfavor today. Brewer Methodists met in the Town Hall until 1853, when they spent \$3,000 to build a wood-frame church on the site of the present church on South Main Street. The land for the church cost \$250 in the fall of 1850.

For many years, this church served Methodists in Brewer and Eddington. When another Methodist church was constructed on the Brewer-Eddington town line, the church on South Main Street was renamed the First Methodist Church.

City officials condemned the original church building as unsafe in June 1902, so parishioners soon voted to build another church in the same locale. The cornerstore for the present church was laid on July 17, 1903, with a dedication ceremony following in January 1905. The new buildling cost about \$16,000.

The stone walls of the First Methodist Church, now partially ivy-covered in summer, represented a stark contrast to traditional church construction in New England. Perhaps more medieval in appearance than most churches seen in Maine, the church was constructed with a tower on its northeast corner and a large window arch, containing stained glass, facing the street.

Catholicism became a fervent faith in Brewer when Irish immigrants arrived in some numbers in the mid-1800s. Fleeing famine, pestilence, and persecution in the Emerald Isle, many Irishmen came to the area to work as laborers and

brought their families with them.

The priests of St. John's Parish in Bangor served the Catholic residents of Brewer until the early 1890s, when enough Catholics had moved into South Brewer to warrant the establishment of St. Teresa's Parish in 1896.

The construction of St. Teresa's Catholic Church began in 1894, with many laborers already looking forward to attending Mass in their new church. While work on the upper levels of the church continued, services were held in the basement. The Rev. James O'Brien celebrated the first Mass.

Drawing parishioners from Orrington, Holden, and Dedham, too, St. Teresa's Church gained new members yearly, and a concern for religious education took hold in 1915, when St. Teresa's School was built. Hundreds of children from Catholic families received their elementary education in this school until it closed several years ago.

The original church building, lost to fire on November 6, 1945, was replaced by the present sandstone-colored church, which was built in 1946. A driving force for the church's reconstruction was the Rev. Morris Carroll, who was the

pastor when the church burned.

The parishioners of St. Theresa's Church observed their parish's 90th anniversary with a gala celebration in 1986. Two years later, the Roman Catholic Diocese of Portland received city approval to begin construction of a two-story assembly hall across the street from the church and next door to the rectory.

Until January 7, 1926, Catholics living in North Brewer (which to residents of South Brewer was anyone living north of Dyer Brook) could attend one of three churches: St. John's or St. Mary's in Bangor, or St. Teresa's in South Brewer.

By the 1920s, however, many Brewer Catholics had tired of crossing the river to Bangor or driving to South Brewer. To accommodate the faithful who lived in North Brewer, St. Joseph's Parish was established, and the Rev. Thomas Moriarty was sent to Brewer from St. James' Parish in Woodland. Until a church was completed in October 1926, Mass was celebrated in the Parish Hall on Penobscot Square.

St. Joseph's Catholic Church was built at the corner of North Main and Holyoke streets on land purchased from Drusilla Russell. Like its sister church in South Brewer, St. Joseph's was not constructed in the classic brick designs of Bangor's two Catholic churches, but of wood-frame construction that fit well with neighborhood architecture.

A rectory was built across the street in 1926. The church drew Catholics from Brewer, Eddington, and Holden, with many parishioners sending their children to St. Teresa's School in South Brewer and John Bapst Memorial High

School in Bangor.

Father Moriarty remained associated with St. Jsoeph's Parish for many years. A man of foresight, he urged parishioners in 1961 to purchase land on North Main Street in anticipation of the church's future growth. Even by the early 1960s, the existing church had little room for expansion -- and on-site parking was impossible.

In 1975, the church constructed a modern edifice and a rectory on the land that Father Moriarty had recommended. Built of a brick and glass design, the new church has ample parking, while enough land has been left undeveloped to

permit additional expansion in the future.

When St. Joseph's Parish vacated the former church on Holyoke Street, another congregation moved immediately into the building. For many years, only St. John's Episcopal Church in Bangor served Episcopalians in Brewer and Bangor, but the creation of St. Patrick's Episcopal church in Brewer all owed the faithful on the east side of the Penobscot River to have a church of their own.

In June 1974, with an eye to creating a mission church in Brewer, the Right Rev. Frederick Wolf, bishop of the

Maine Episcopal Diocese, asked a seminarian to study the possibility of establishing an Episcopal parish in Brewer. Spurred by the diocese's interest in their desire for a local church, several Brewer families gathered in a private home a month later to celebrate the Eucharist.

The fledgling parish received its first priest, the Rev. Ralph Durgin, in October 1975 and adopted the name of St. Patrick's Episcopal Church by the holidays. As the congregation continued growing in size, the church's alter and vestments were moved to the Brewer Auditorium, where church services were

held.

The chruch remained without a permanent home until September 1975, when the former St. Joseph Catholic Church was purchased from the Roman Catholic Diocese of Portland, which had viewed the church as surplus property after a new St. Joseph's was constructed farther out North Main Street.

The Brewer Episcopalians gladly renovated their new church and celebrated the first Eucharist within its walls on September 14, 1975. Many furnishings for the new church were provided by the Felician Sisters of St. Joseph Hospital

in Bangor

The United States has proved beneficial to many denominations not well accepted in Europe one or two centuries ago. Among the Protestant denominations bringing their religious beliefs from the Old World to the New World were Baptists, who first appeared in Maine not long after the Pilgrims landed at Plymouth, Mass.

On April 30, 1895, a group of about 50 men and women met at Brewer City Hall and discussed the possibility of establishing a Baptist church in Brewer. The faithful met again on May 15 and decided to pursue their concept of a church.

Until 1895, Brewer Baptists had attended churches in Bangor. In August of that year, the Columbia Street Baptist Church in Bangor was asked to dismiss 26 members, who as Brewer residents sought to form their own local church. With their request granted, the former parishioners of the Bangor church met on October 22, 1895, and created the First Baptist Church of Brewer.

After meeting in a public hall for a few years, parishioners decided to build their own church. A lot at the corner of State and Jordan streets was purchased, and the building was completed in time for a dedication ceremony on October 3, 1909. Although the church has been renovated and expanded several times in the last 80 years, the building still retains much of its original shape.

Since no other Baptist churches were successfully established in Brewer during the first part of the 20th century, the church was renamed the Calvary Baptist Church on April

5, 1933.

As the years passed, the church enlarged its Sunday School facilities by constructing an adjacent classroom building on Jordan Street. The church remained Brewer's only active Baptist church until the 1980s.

The parishioners of most churches that have been established in Brewer first met in private homes or public halls, and the congregation of the Twin City Baptist Church, the newest church to appear in Brewer, was no exception. Until December 1987, parishioners gathered for their worship services and Sunday School in a commercial building at 146 Parkway South.

The church formed in the mid-1980s during a time of intense theological and philosophical debate among some Bangor-area Baptists (another Baptist church opened its doors in Bangor about the same time). Parishioners soon bought 52 acres of land on North Main Street almost next door to St. Joseph's Catholic Church and built a brick church on the site in 1987.

Equipped with a 400-seat sanctuary, the church celebrated

its grand opening on December 20, 1987.

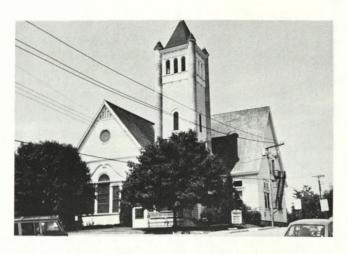
If most Brewer churches were created by parishioners tired of traveling to Bangor to worship, the First Apostolic Church on Parkway South took a different route by moving to Brewer from its original location on Exchange Street in Bangor.

Known as the Bangor Gospel Tabernacle, the church was founded more than 50 years ago by the Rev. J. S. Lounsbury in response to a Pentecostal revival. In 1946, the congregation moved to a site on North Main Street, renamed their church the Brewer Gospel Tabernacle, and then built a small

church on Parkway South in 1956.

The church underwent another name change in 1977, this time to become the First Apostolic Church. An addition was constructed in 1983, allowing the chruch to provide larger facilities for the Apostolic Christian Academy, a private shoool.

In April 1985, parishioners Dale and JoAnne Coffin provided a steeple for the church in memory of their son, Terry Coffin.



First Congregational Church



Sanctuary of the Twin City Baptist Church



First Methodist Church



St. Teresa's Catholic Church



St. Joseph's Catholic Church



Brewer Baptist Church

#### "BREWER POST OFFICES"

By Howard F. Kenney

Let's get back to the early times of the Brewer Post Office and its delivery system. The Brewer branch of the Bangor Post Office was located in the center section of the Carter Block, the area now occupied by the Maine Savings Bank. Wilbur Sawyer was the Superintendent. This had to be around 1909, because that was when the Carter Block was built. There were three city routes covered by this office and two Rural Free Delivery routes. Route 1 was covered by Edward "Ned" Rowe, a tall, slight, bearded man, who in spite of his long legs, was inclined to walk with very short steps, and often used a bicycle to save walking distances. The business section of Route 1 was mainly Center Street from Holyoke Square to Penobscot Square. From there, Mr. Rowe would plod up State Street hill to North Main and up North Main to Holyoke Street. The residential part of his route included all streets from Holyoke up North Main Street to the City Farm, now an apartment house, at 446. Delivery on Chamberlain stopped at McDonald's Brickyard, on Washington Street at Silk, and delivery on North Main Street above the "City Farm" was by RFD. In those days the housing developments known as "Green Acres," and "Penobscot Terrace" were hay fields. Route 2, which Cliff Merrill carried for many years, covered the area from State Street down to and including the east side of Brimmer Street. City delivery on State Street stopped at approximately the site of the present State Street School, and on Wilson Street near Glidden Street.

Cliff Hersey carried Route 3, which started with the south side of Brimmer Street and went south to and including Abbott Street.

There were no parcel post trucks in those days and city carriers carried packages in their bags, or tied them on their backs. There were two deliveries of the city mail per day, the city carriers walked an average of 20 miles a day, six days a week. The salary paid the city carriers was \$100 per month, which was considered excellent wages in the 1900's.

When Cliff Hersey terminated his services as a carrier for Route 3, Charles Cahill succeeded him, and a short time later, Cliff Merril was given Route 3, and Charlie Cahill took Route 2. Route 2 was considered the "hardest route" in Bangor and Brewer. Herbert Blakely succeeded Ned Rowe.

Two of the Rural carriers were Elmer McFarland and Bill Bowen in those days. Elmer McFarland, a resident of School Street, was a lover of fine horses, and owned at least two which he used alternately on his route. Bill Bowen was a Civil War veteran who lost a leg in the cause of the Union. Succeeding McFarland and Bowen as RFD carriers were Emery Folsom and Harris Holyoke.

There was no delivery service in South Brewer below Abbott Street. Residents of that area called at the South Brewer branch for their mail. This was in the 1910-1915 era. The first delivery of mail in South Brewer was established in 1925 with Lamont Curtis as the first South Brewer mail carrier. Mr. Curtis' route was from Elmwood Avenue to Roosevelt Avenue. He carried this route from 1925 to 1960. Mr. Curtis recalled that the South Brewer Postmaster in 1925 was Mr. Hoyt, who incidentally was the last South Brewer postmaster. After Mr. Hoyt's tenure of office, the South Brewer P. O. became the South Brewer branch of the Bangor P. O. and the man in charge was a Supt. Henry Doane and was succeeded by Otis Verrow, and he by Mr. Hoyt. Mr. Hoyt's successor, under Bangor PM William Holden, was Supt. John Tracy, later succeeded by Supt. Elmer Mitchell.

Elmer Mitchell first went to work in the Brewer branch of the Bangor P. O. on June 11, as a clerk under Supt. Wilbur Sawyer. After five years, Mr. Mitchell was transferred to the Bangor main office where he worked for about 10 years, when he again came back to Brewer as Supt. of the Money Order & Savings Bond Dept. In 1954, Mr. Mitchell was made Supt. of the South Brewer Branch, where he worked until he retired in 1958.

George Annis succeeded Wilber Sawyer as Supt. of the Brewer branch. He was succeeded by Ralph Came (1926-1929) who in turn was succeeded by Preston Williams, who was followed by Robert McManus, the last Supt. of the Brewer branch.

About 1960, the Brewer & South Brewer branches of the Bangor P. O. were abolished and Brewer was made one separate post office. Miles Fayle was named first acting PM, followed by Madelin Kiah.

Brewer's present postmaster is Steven Pelletier, a native of Caribou; who was installed in February of 1986.

The work force at Brewer includes 10 clerks, 20 carriers, two RFD carriers, one supervisor, and the postmaster. The Post Office serves south as far as Roosevelt Avenue, north as far as 1278 North Main Street; rural carriers go to the Hardy Apple Orchard Road and intown Bradley.



#### "SHIP MAKING"

By Howard F. Kenney

What does Brewer have in a way of public relations that typifies Brewer? Bangor has its Paul Bunyan statue which is significant of the wood cutters and the lumbermen of the old days but what does Brewer have? We are reminded in the old days Brewer did have lumber mills, ship building, and brick making.

Our city's founder, Colonel John Brewer, came here from Worcester, Mass. in 1771 and built a lumber mill at the mouth of the Segeukedenk Stream. This is without doubt the first lumber mill in Brewer, and was probably the forerunner of the Eastern Corporations's pulp mill at the same site. One of the early lumber mills built on the Penobscot, oppostie the mouth of the Kenduskeag Stream. This mill was known as the Smith's Planing Mill, which was part of the former C. Woodman Lumber Plant. Another mill was the Dirigo Mill, which was located on the land occupied by O. Rolnick & Sons auto parts business, and since torn down, located on South Main Street.

Ship building began in Brewer in the early 1800's, and shipyards were located all along the river from Dyer's Cove to the head of the tidewater. The first full rigged ship launched in Brewer was the *Premier* from Cooper's yard in 1853. This yard was the former Bangor Box Company's location. Names prominent in the ship building industry in Brewer included McGilvery, Dunning, Warren, Oakes, Doane, Stetson & Barbour. The Oakes yard, which became the Barbour yard, was located at the foot of Union Street, just above the Chamberlain Bridge. McGilvery yard was located across Oak Hill Cemetery, near the Maine Florists former building.

During World War I, several ships were built in this year: the last one being the *Horace E. Munroe*, launched in 1919; and when it was launched it gained so much momentum that it went across the river and the stern crashed into a coal shed on the wharf on the Bangor side.

In 1872, prior to the inauguration of the business, Mr. Barbour had built a three-masted schooner, which was christened Maude Barbour named for his eldest daughter. Captain Barbour served as master of this ship for several years. In 1874, Captain Barbour built a sloop, named for his wife Alice. While making family trips on the river with this sloop, he saw the possibility of organizing a steamboat company. During the winter of 1874-1875 he built the steam yacht May Field, which was launched on May 12, 1875. The May Field made two round trips a week to Bar Harbor, the fare being \$2.00. The May Field ran the first winter from Belfast-Castine and the next season from Bangor-Sedgewick. In June, 1881, this yacht was sold to Mr. E. P. Walker, who took her to Vinalhaven for the Bodwell Granite Company. The May Field was the first of 26 steamboats, large and small, built by and for Samuel H. Barbour. The Cimbria built in 1882, was named for a Russian troop ship which had laid off Southwest Harbor in 1878. She was the most widely known of the Barbour boats, running for many years on the Bangor-Bar Harbor route.

The Silver Star, a twin stack ship built in 1886, had a long career. She took passengers and freight from Belfast and spent her last days as a tow boat. The remains of the Silver Star are today under the fill at the Belfast Steamboat Wharf.





# "BON TON ONE, TWO AND THREE"

By Howard F. Kenney

One has to remember when we had only one bridge to give us a means to get us to Bangor. So we had the Bon Ton's 1, 2, & 3, which operated out of the dock at the foot of Wilson Street.

The first Bon Ton was steam operated and built in Camden by Ezra Bramhall, and was first launched in Brewer on May 13, 1884. She was thirty feet long, and with an eight foot beam, three feet, and drawing 2 and one-half feet. The finish was made of oak and black walnut, and a seating capacity of thirty passengers. The ferry was owned by Henry Leach and Charles Burr and had a trial run on June 14, 1884.

During the flood of 1902, she and the Tremont (which carried freight across the river) collided, which condemned the Bon Ton One.

In 1911 the Bon Ton 2 was built, and on the death of Mr. Leach in 1922, George Goodwin purchased the Bon Ton and acquired the franchise for operating it. He paid \$60 a year to Brewer for a docking fee. It ran from 5:30 a.m. to 9:00 p.m.

On July 4, 1922, Bon Ton 3, was built by the Cobb Brothers, and was launched. Her predecessor, Bon Ton 2, was sold to a sporting camp. The Bon Ton usually ran until December.

Mr. Goodwin died in 1937, and Mrs. Harlan Mayo became owner of the Bon Ton, and along with her sons ran the ferry. About this time buisness had began to decline.

About an hour after the Bon Ton 3 was docked for the night on November 9, 1939, a fire was discovered in the boat. The

boat was a complete loss, and thus ended the era of between city ferry transportation.

When Captain Jacobs (George) first started on the Bon Ton ferry in 1912, the price for crossing was one cent. Two years later the tariff went up from one cent to three cents and shortly before the ferry went out of business fire destroyed the Bon Ton 3, November 9, 1939, the fare was five cents.

Recalls Captain Jacobs, "At a penny a person, one can imagine the ferry trips it had to make to earn \$500. Captain Jacobs recalls that his pay at that time was \$15.00 per week for an 87 hour week, but this pay was supplemented by a Saturday night "bonus" pay. The ferry operated two extra hours that night, when the rate was five cents, and the bonus was split between Captain Jacobs, two other crew members, and the owner. This bonus amounted to \$1.75 apiece, and the men were "tickled to death" to get the extra money.

In the picture with this article, is pictured the Eastern Steamship lines, the Camden, which docked at Front Street in Bangor. We are reminded of the Katahdin operating their cruises out of Bangor. The Eastern Steamship Lines operated the last two steamers, the Camden and the Belfast which ran an overnight trip to Boston, taking 16 hours. This Boston boat was discontinued in 1935.

Bon Ton had become quite a famous little boat. Robert Ripley's "Believe It Or Not" listed her as the smallest steam driven boat in the United States.

## BREWER'S ECONOMY IN 1889 BOATS, BOARDS, BRICKS AND ICE, TOO

By Edward Foley

The first ship of much size launched in Brewer was in 1853. In the succeeding 50 years 69 ships were built and launched from Brewer's shores. The last ship to be built was the Horace Munroe in 1919. The Horace Munroe, perhaps knowing it was to be the last, decided to put on a bit of a show for the good pepole of Brewer lining the shore. Getting out of control during the launching, it built up too much speed and shot across the Penobscot to tear a hole in a Bangor dock!

Brick making was another important industry in Brewer. More than twenty brickyards operated in Brewer in the last century. Although Bangor produced bricks on it's side of the river, the clay found in the banks on the Brewer side was far superior and Brewer's output far exceeded Bangor's.

Sawmills, of course, were operating in Brewer along the streams leading to the Penobscot from the earliest days and lumber exports were always a part of Brewer's economy.

But ice harvesting, its storage, and massive shipments of ice to sourthern ports was one of Brewer's biggest industries, too. Conservative estimates place a season's harvest in the late 1800's at more than 300,000 tons. To store this immense volume, ice houses lined the shore over much of the length of Brewer.

Preparation for the ice harvest began in early December with the first skim of ice on the Penobscot. The first step was the "staking-out" by workmen from the various companies for portions of the river they claimed. The staking-out invariably led to arguments and sometimes fighting by the workmen from the several companies and rivalry was intense

between them.

By early January the harvest began and continued to mid-March. In the process, everyone wanting work has hired. A great many of the horses for twenty miles around were used, too. The horses were used to pull plows and scrapers in removing the snow. Then the ice cutters went to work carving out blocks which were hauled to the ice houses to wait for the spring thaw and the opening of the river. During the nearly three-month season of the harvest the Penobscot was black with men, horses and equipment.

No one seems to have been troubled by a thought that the ice was harvested from an, even back then, contaminated Penobscot River. Massive pollution didn't come until well into the twentieth century, but early sewer systems in Bangor, Brewer and upriver were already emptying into the Penobscot in the latter quarter of the 1800's when ice harvesting was big business.

Probably most of the ice harvest was shipped out for use by commercial food processing plants, but also much ice was shipped to southern ports for home use. Memories of the Civil War not yet faded away, die-hard Maine yankees were known to get a chuckle or two from their knowledge of what kind of water the ice came from!

Southerners sipping mint julips on their porches on hot summer evenings seem not to have known or cared that melting ice was lacing the concoction with good old Yankee bacteria!



#### EASTERN A.A. BASEBALL - 1919

By Howard F. Kenney

In 1919 The Eastern AA baseball club won 11 out of 19 starts, lost seven, and one game was called in the ninth inning when the Newport manager refused to abide with the umpires decision when the score stood at 4-4.

The South Brewer club went through the season with exactly the same team they started with and claimed the amateur championship of the state. The season brought some great baseball to the fans of the vicinity, especially on Labor Day, when the home club lost twice by 1-0 to the Dexter AA club. The Bangor Chamber of Commerce gave two fast exhibitions at the South Brewer Park which they lost 1-0, 7-5. The Eastern ball club whipped the Millinocket team twice, once in Millinocket with Derocher pitching, and at Brewer with Doc Dwyer doing the pitching. Bill James threw for Millinocket in the latter game and although he held the Easterns to two hits, he lost the game 4-1.

The real star of the South Brewer tournament was captain Earl Heal. Without a doubt he was the best second baseman in Maine. His headwork gave the Easterns many a victory and his hitting was of the Ty Cobb style. He played his position in grand style; hit the ball hard, and was fast and clever. He was on his toes every minute fighting for victory and many a pitcher in had any man at the bat other than captain Heal.

The Eastern club boasted of a few more exceptionally good players. For instance, Chick Baker, Doc Dwyer, and as a fielder and all around ball player Eddie Johnson, and last but not least Elmer Williams. Chick Baker tried hard for the Easterns. He caught in many a hard game and was involved in many spectacular plays. He made two errors the whole season and was a big factor in many Eastern victories. Baker got some fine knowledge of the game in the Army and for a good consistent hard hitting player it would be hard to beat Chicken. He was surpassed headed only by captain Heal in the batting averages. A story of praise must also be given to Eddie Johnson. Johnson was a regular ball player. He hit hard and played his fielding position in perfect style. When

Johnson's arm was right there was no better throwing player in Maine and he was also a good catcher. Eddie played the right field position most of the year and made a fine showing. The Easterns were well equipped with catchers in Johnson and Baker.

Although he could not hit to any extent, Elmer Williams was about the surest fielder playing ball around these parts. The Colby star made many a hard catch in the left garden and knocked many a hit down in the long number of games played. He could run fast on the sacks, and had the bunting game down to perfection. He was a big asset for the Easterns in the fielding. To Doc Dwyer, the king of all South Brewer twirlers must be given much praise. Dwyer did the bulk of the pitching for the team and had good luck. He won five games and lost three. He lost to PCF, with Penfold against him; Dexter with Buckland against him; and to the Rovers. Dwyer beat Bill James at South Brewer, with the Easterns getting only two hits. Most any team would rather have faced any pitcher than Doc Dwyer. With a little better hitting behind him he would no doubt have had a better record.

The other members of the team played good ball for the most part. The boys tried hard for the good record they hung up and are certainly deserving of all the credit that their followers at the Mill gave them.

A word must be said here for Billy Kiah, who finished his 19th seasons with the Easterns. Kiah had been at Brewer since the first year of baseball here and saw many a winning and losing team. Billy knew the ball game as good as anyone, and he played in the same fashion. His knowledge of the game was a big help to the Easterns and his playing won many a game for them. Billy is a big favorite and he's Eastern all the time.

### THE FOURTH OF JULY

By Howard F. Kenney

It was the Fourth of July 65 or so years ago. Brewer in those days was a city of approximately four or five thousand people, a city of happy homes and families. Its adults were closely knit, and its children more so. In those days wages were small but a dollar was a dollar and it had one hundred percent purchasing power. There were few autos, quite a few horses, carriages, and surrys, but mostly people walked. The "Bon Ton," Boston boat, street cars, express wagons, jiggers, and coal barges in the river were a way of life.

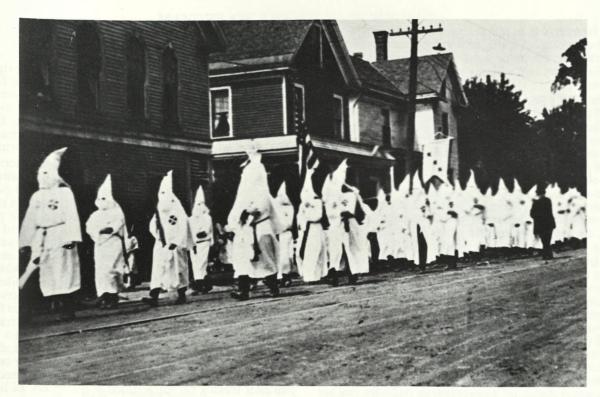
The neighborhood of State Street had its "stomping grounds," from the old bridge to way out "in the country" (in those days) to Burr's pasture, where the State Street school is today; on to Holyoke's pasture, now Doyle Athletic Field; and then as far as Hodgins farm, the site of Mardens. The stomping grounds took in Jordan Street and the railroad station area, where day after day there would be marble games on the station platform until the station master, just before the Bucksport train or the Bar Harbor Express would arrive, would drive the people off.

The stomping grounds continued up Center Street by the old Page Grammar School, which housed many memories for the crowd, to the "City lot" now the site of Brewer Junior High, where many games of "3 o'cat scrub" and - if they were lucky enough to get 16 or 18 players - a real game of baseball were played. The equipment consisted of whatever could be found: often it was an old ball that had been discarded by the elders because the cover had been torn off. Everyone

would chip in for a five-cent roll of bicycle tape, and tape the old ball. For bats there were old ones that had been broken and nailed together or taped or, if they were lucky a sawed off "cant dong" handle. Gloves? That was quite a problem. Out of 10 or 15 fellows, there was an average of three fielders gloves available. There were no catchers mitts since they cost \$1.50 or \$2.00 and that was too expensive. The catchers would get one glove, usually the first baseman got the second, and they would draw straws to see who got the third. In those days kids made their own good times and no money was needed.

Getting back to the "grand and glorious Fourth," those were the days of fire crackers, large and small, torpedoes that were thrown on the ground to go off, dynamite canes, cap pistols, hornes, all kinds of noise makers and above all, flags. As many flags were bought and waved on the 4th of July as anything else. On State Street, from the bridge, to the junction of State and Wilson Streets, there was a flag flying at every house.

Fourth of July evening was a great as daytime, with its sparklers, Roman candles, pinwheels, and many other kinds of fireworks. By 10:00 p.m. on July 4th, the kids and their parents were too tired and called it a day. The kids would tumble in bed and start dreaming about next year's Fourth of July.



KKK marches up Wilson Street in 1924

#### **GROWING UP IN BREWER - THE 1950'S**

By James H. Mundy

Looking back is always a dangerous adventure. The mind plays tricks; nasty little tricks of sequence and intensity, especially when the observer is a child. Time blends myth and with no parental or government complaint. Our music teacher recoiled with disgust when we informed her that A Mighty Fortress Is Our God was not part of our musical repetoire. The Congregational Church was still the establishment, and no one had the temerity to question why the Boy Scout troops met in the basement of the church and held its field trips on Sunday morning. Fortunately, we were the last generation to endure that holdover from the twenties and thirties but it left me with a great understanding of the tyranny of the majority and a strong belief in the separation of church and state.

Of course, the great benefits of homogeneity were present as well. We all shared the same world view that the greatest moral achievement attainable was for Brewer's football team to beat Bangor's on Veteran's Day. It didn't happen all that often, but when it did we knew that God was in his heaven and all was well in the world. Brewer was not only working class town, but it was also a football town. If you were man or boy, the conversation in the local barberships was always sports or politics. Heads always nodded with sage approval when talk of Brewer winning the state championship, the Red Sox chances for a pennant, or how the Democrats were ruining the country came up. If you were a girl your greatest aspiration was probably to be a cheerleader; if you were a really smart girl it might be to marry someone who would take you away from Brewer. Girls in the 1950's didn't dream of becoming doctors or lawyers.

Brewer of the early fifties was, I suspect, very much like Brewer of the twenties or thirties. It was really in the mid fifties when memories of war and depression seemed to evaporate in a wave of "boosterism" and "progress". Wilson Street with its elm trees and shady maples disappeared with the building of the Chamberlain Bridge. A lazy two lane street with lawns and front porches became a state highway propelling people toward Whiting's Hill and Bar Harbor. Brewer even had its very own version of a housing development when Parkway North became the local middle class dream. Those Cape Cod's and one story ranches had all the stuff that Ronald Reagan was peddling on G. E. Theatre and Death Valley Days. Dreams of a front parlor had given way to patios and charcoal grills and it seemed that the closer you stacked them together the better they sold. New was in, flash was in, drive-ins of both the movie and eating kind became cultural centers and we all envied our friends whose parents owned a '57 Chevy. New schools were being built to meet the leading edge of the baby boom. Their new gyms and chemistry labs had everything except a sense of tradition a feeling of community, a sense of place. Brewer was becoming a little Leavittown, anywhere U.S.A.

I went on to the University of Maine in the sixties along with many of my classmates; more because it was affordable than by choice. The University did what it does best for many Maine young people - it showed us another world. Some rejected it and went home, others having tasted it could never go home again. I can never escape the feeling that Brewer's children of the fifties had been prepared like many small town youngsters for a world that no longer existed. Norman Rockwell may have been alive, but his image of America wasn't, no matter how much we and Ronald Reagan may have wished it so. It was too comfortable and unquestioning, there was too much certainty and too little compassion or understanding for individualism - it was not reality outside of Brewer. It had all the plusses and minuses of small town America. It was secure but it was intellectually and socially suffocating at the same time. It was life in small town America in the 1950's.

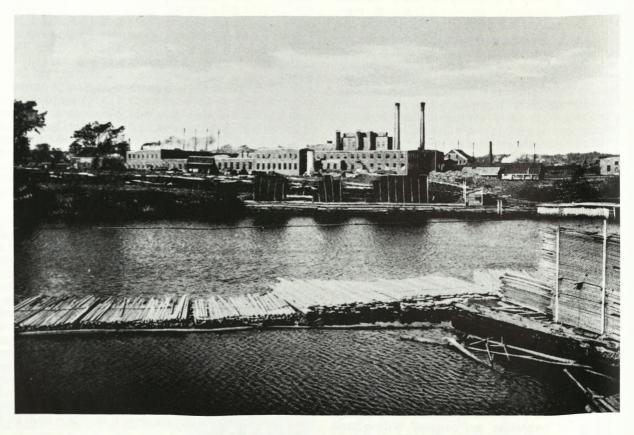
reality for most of us so that our most objective recollections are not chronological listing of events but rather a sense of time and place that holds some unique significance in our lives. Such is the case with my recollections of growing up in Brewer.

In the 1950's Brewer was a working class town with all the self imposed conformity that such a designation implies. With the exception of a very small professional class, most of those who weren't shopkeepers or tradesmen worked at the paper mill or made their living through some spin-off from the mill payroll. It always struck me later in life that my graduating class at Brewer High School (1961) featured no beaming parents who were doctors, lawyers or corporate executives. It was a proletarian world that was in one sense very comforting and insular. If we were not rich in material things, the burden was less heavy for there were very few who by comparison made us aware of that fact.

We knew our parents had won World War II or some small portion thereof. The men all belonged to the VFW or the American Legion and marched on memorial day in their gradually shrinking uniforms; gold Star mothers and disabled veterans out in front and the sidewalks packed with families and friends. Patriotism of the America right or wrong vintage (well, we were never wrong in the 1950's) was a way of life and no one had much sympathy for the Commies and fellow travellers that tailgunner Joe was ferreting out before our very eyes, on our new television sets. In school, on television, and in church we were constantly reminded that our country stood for all that was good in the world and that we were locked in a struggle to the death with monolithic, godless, communism. Some of us did our part by mowing down human sea attacks of chinese communists in the fields and woods around our houses and we couldn't wait to search the comics rack at the local drug store for the latest issue of Combat Kelly or Frontline Combat. We were outraged when the moralists who were ferreting out communists suddenly realised there was too much sex and violence in comic books and effectively destroyed an industry with their priggish comics code. The same generation who hid copies of Uncle Billy's Whizz Bang now took on the comic book. I have ever since been skeptical if not downright antagonistic toward those who would save me from myself. But another factor would have an even greater impact on me before I deserted comic books for record hops at the Brewer Auditorium.

As hard as it may be to believe today, I and others like me were outsiders in an insiders world - we were Catholics in a very Protestant city. We went to a church with people named Fitzpatrick, Conley and Geaghan. St. Joseph's parish in those days was a throwback with a Boston Irish priest named Moriarity whose chief antagonists in the world were bad food and the bishop. Father Tom as we alter boys called him drove a big black Buick Roadmaster, was gruff, authoritarian, and a wee bit to fond of good cigars and whiskey, but he had a heart as big as County Cork. He could bite your head off one minute and smile with a "whats this now" the next. He was truly in the best sense the shepherd of his flock; there was always candy for the altar boys at Christmas and when one of the pillars of the parish stiffed you at a wedding, Father Tom made it up out of his own pocket. He always evoked emotion from you, whether it was love or fear or both at the same time. Like many things in life I only appreciated him after making the acquaintance of a long line of bloodless "corporate" clergy.

It was in the public schools that we were made to feel our minority status. One hundred years after the Ellsworth Bible row had ended in the tar and feathering of John Bapst we read each morning from the King James version of the Bible



View of the Eastern Manufacturing Plant

## MAYORS OF THE CITY OF BREWER

1.	1889	Harlan P. Sargent	51.	1940	James Chamberlain
	1890	Harlan P. Sargent	52.	1941	James Chamberlain
2.	1891	Jasper Hutchings	53.	1942	Chester Robinson
3.	1892	Henry Tefft	54.	1943	E. Eugene Jameson
4.	1893	Henry Tefft	55.	1944	Henry Chute
5.	1894	Henry Tefft	56.	1945	Henry Chute
6.	1895	Frank Nickerson	57.	1946	Henry Chute
7.	1896	Bisbee Merrill	58.	1947	Eugene Gordon
8.	1897	Bisbee Merrill	59.	1948	Ray MacKinnon
9.	1898	D. A. Sargent	60.	1949	Paul Pooler
10.	1899	D. A. Sargent	61.	1950	Albert Gerry
11.	1900	Charles Hutchings	62.	1951	Gerald Robertson
12.	1901	Charles Hutchings	63.	1952	Gerald Robertson
13.	1902	Leon Higgins	64.	1953	Gerald Robertson
14.	1903	Leon Higgins	65.	1954	Doris Beatham
15.	1904	Leon Higgins	66.	1955	Gerald Robertson
16.	1905	Hadley Clapp	67.	1956	Doris Beatham
17.	1906	Hadley Clapp	68.	1957	Barrington Ivers
18.	1907	Charles Small	69.	1958	Richard Kiah
19.	1908	Charles Small	70.	1959	John Gass
20.	1909	Ambrose Pendleton	71.	1960	Gerald Robertson
21.	1910	Ambrose Pendleton	72.	1961	Barrington Ivers
22.	1911	Victor Mutty	73.	1962	Richard Kiah
23.	1912	Victor Mutty	74.	1963	Gerald Robertson
24.	1913	Frank Nickerson	75.	1964	William Jenkins
25.	1914	Frank Nickerson	76.	1965	Rudolph Marcoux
26.	1915	Frank Nickerson	77.	1966	Barrington Ivers
27.	1916	Frank Nickerson	78.	1967	William Jenkins
28.	1917	Charles Curtis	79.	1968	Richard Ruhlin
29.	1918	Charles Curtis	80.	1969	Arthur Doe
30.	1919	Charles Hutchings	81.	1970	Paul England
31.	1920	Charles Hutchings	82.	1971	Rudolph Marcoux
32.	1921	Chester Merrifield	83.	1972	Gerald Robertson
33.	1922	Chester Merrifield	84.		
34.	1923	John Stuart	85.		
35.	1924	Frank Cowan	86.		
36.	1925	Frank Cowan	87.		_
37.	1926	Frank Cowan	88.		
38.	1927	Frank Cowan	89.		_
39.	1928	Frank Cowan	90.		-
40.	1929	Harold Burrill, Sr.	91.		
41.	1930	Harold Burrill, Sr.	92.		
42.	1931	George Sargent	93.		
43.		_	94.		
44.		_	95.		
45.			96.		
46.	1935	Walter Sargent	97.		
47.			98		
48.			99		
49.	. 1938	James Chamberlain	100	. 1989	Ronald Harriman

50. 1939 James Chamberlain

#### 1891

Jasper Hutchings
J. M. Valentine
Henry Tefft
Alvah Bennett
S. A. Wilson
William Stone
A. A. Kenney
George Hook
J. N. V. Lane
S. M. Perkins
F. B. Dole

#### 1892

Henry Tefft
Charles Farrington
E. W. Sawyer
Daniel Emerson
Brian Dunn
William Stone
Charles Sargent
Charles French
E. E. Hussey
H. C. Snow
D. A. Sargent

#### 1893

Henry Tefft
Charles Farrington
Charles Sargent
Charles French
Samuel Stone
William Stone
Hugh Dougherty
E. E. Hussey
Irving Barstow
Charles Baker
D. A. Sargent

#### 1894

Henry Tefft
William Stone
Samuel Stone
Charles French
Charles Sargent
L. V. Gilmore
D. A. Sargent
Charles Baker
Irving Barstow
E. E. Hussey
H. T. Sparks

#### 1895

Frank Nickerson L. V. Gilmore Charles Sargent Charles French Hugh O'Brien Frank Ring Charles Curtis Aaron Sawyer Irving Barstow Henry Hardy F. W. Eaton

#### 1896

Bisbee Merrill
L. V. Gilmore
Aaron Sawyer
Henry Hardy
Frank Ring
Charles Curtis
Edwin Gray
Robert Jones
L. B. Pollard
Frank Eaton

#### 1897

Bissbee Merrill
L. V. Gilmore
E. M. Gray
Charles Worth
Henry Hardy
B. F. Young
Charles Currier
F. B. Foster
Robert Jones
L. B. Pollard
A. L. Little

#### 1898

D. A. Sargent
A. E. Johnson
E. M. Gray
C. C. Worth
George Barbour
B. F. Young
J. A. Cowan
A. L. Holyoke
H. C. Clapp
John Grindle
E. W. Eaton

#### 1899

D. A. Sargent Arthur Johnson E. M. Gray H. C. Clapp John Grindle William Stone Olin Saunders Mellen Farrington W. R. Atherton Joseph Mutty Victor Mutty

#### 1900

Charles Hutchings Arthur Johnson William Atherton Joseph Mutty Victor Mutty Charles Curtis Walter Sargent Benjamin Tefft Henry Hardy Charles Hoyt

#### 1901

Charles Hutchins Charles Curtis Leon Higgins Benjamin Tefft Joseph Mutty William Sargent Moses Howard W. J. Sargent Eugene Burr Edwin Hopkins Charles Hoyt

#### 1902

Leon Higgins
Henry Washburn
Edward Burr
William Barstow
John Carter
William Sargent
Frank Farrington
Edwin Gray
George Brimmer
Hiram Eaton
Chalres Hoyt

#### 1903

Leon Higgins
Moses A. Howard
Edward Burr
George Brimmer
Hiram Eaton
George DeRusha
Hugh Dougherty
Charles Prentiss
Joseph Oakes
John Carter
B. Frank Young

#### 1904

Leon Higgins
Moses Howard
Charles Prentiss
Joseph Oakes
John Carter
George DeRusha
Hugh Dougherty
Herbert S. French
Charles Small
Allan Ray
B. Frank Young

#### 1905

Hadley Clapp
Moses Howard
Charles Prentiss
Charles Small
John Carter
George DeRusha
Hugh Dougherty
Herbert French
James Long
Harry Gould
Daniel Mooney

#### Hadley Clapp Lewis Files Charles Small Harry Gould Daniel Mooney

Harry Gould Daniel Mooney Hugh Dougherty Elmer Goss James Long F. Herbert Hathom Artelle Palmer

#### 1907

1906

Charles Small
Hugh Dougherty
Lewis Files
Calvin Thomas
F. Herbert Hathom
Daniel Mooney
Byron Gilmore
Charles Hall
Edward Kelley
J. E. Littlefield
Artelle E. Palmer

#### 1908

Charles Small
Hugh Dougherty
Lewis Files
Calvin Thomas
F. Herbert Hathorn
Daniel Mooney
Byron Gilmore
Charles Hall
Edward Kelley
J. E. Littlefield
William Coffey

#### 1909

Ambrose Pendleton Salem Copeland George Field Charles Holyoke J. E. Littlefield Daniel Mooney John Trueworthy George Vayo Arthur Anderson Joseph Mutty William Coffey

#### 1910

Ambrose Pendleton
John Trueworthy
George Field
Arthur Anderson
J. E. Littlefield
Daniel Mooney
Peter McLeod
George Vayo
Elmer Strout
Joseph Mutty
Fred Kimball

#### 1911

Victor Mutty John Trueworthy Hoyt Parks Arthur Anderson Horace Green Daniel Mooney Peter McLeod John Smith Elmer Strout Charles Wood Fred Kimball

#### 1912

Victor Mutty John Trueworthy John Smith Arthur Anderson Charles Wood Daniel Mooney Peter McLeod George Field Oliver Nickerson F. Herbert Hathorn Fred Kimball

#### 1913

Frank Nickerson Everett Bissell George Field Oliver Nickerson F. Herbert Hathorn Hebron Hackett Bertrand Kellen John Smith Linwood Higgins Chester Merrifield George Sargent

Frank Nickerson Everett Bissell George Field Linwood Higgins Chester Merrifield George Sargent Albert Dole Mellen Farrington Morton York Henry Downes George Patten

#### 1915

Frank Nickerson Randall Pierce George Field Linwood Higgins Chester Merrifield George Sargent Franz Blanchard Mellen Farrington Ferdinand Leathers Joseph Gibbons George Patten

#### 1916

Frank Nickerson Franz Blanchard Mellen Farrington Linwood Higgins Chester Merrifield George DeRusha John Trueworthy Julian Turner Ferdinand Leathers Joseph Gibbons Hugh Lynch

#### 1917

Charles Curtis John Trueworthy Mellen Farrington Linwood Higgins Joseph Gibbons Hugh Lynch Emery Cushman Julian Turner Alfred Schriver Henry Lawson Joseph Pooler

#### 1918

Charles Curtis John Trueworthy Linwood Higgins Alfred Schriver George Patten Royce Brastow Emery Cushman Edward Miller Mellen Farrington Harold Burrill Henry Lawson

Charles Hutchings Emery Cushman Mellen Farrington Fred Boynton Henry Lawson George Patten Napoleon Hebert Victor Hinkley Homer Fraser Harold Burrill Royce Brastow

#### 1920

Charles Hutchings Napoleon Herbert Victor Hinkley Fred Boynton Henry Lawson Royce Barstow Franz Blanchard John Stuart George Smith Frank Cowan William King

#### 1921

Chester Merrifield Franz Blanchard George Smith Frank Cowan Hugh Anderson John B. Stuart H. N. Brooks Chester Hall Joseph Gibbons Walter Downes

#### 1922

Chester Merrifield Franz Blanchard Raymond Jenkins George Smith Frank Cowan Hugh Anderson Chester Hall John Stuart H. N. Brooks Joseph Gibbons Walter Downes

#### 1023

John Stuart Chester Hall Raymond Jenkins George Smith Fred Libhart Hugh Anderson Adelbert Bridges Ralph Merrill Harrison Brooks Henry Lawson Walter Downes

#### 1924

Frank Cowan Adelbert Bridges Ralph Merrill Joseph Drinkwater Hugh Anderson Bryon Gilmore Raymond Jenkins J. Harris Holyoke Fred Libhart Walter Downes

#### 1925

Frank Cowan Adelbert Bridges J. Harris Holyoke Fred Libhart Archie Adams Byron Gilmore Harold Lord Marion Jewell Henry Lawson Orael Williams

#### 1926

Frank Cowan Byron Gilmore Ralph Merrill Granville Goodwin Maurice Baker Archie Adams James Spencer Kenneth Mayo William Kenney Lester Carlisle Orael Williams

#### 1927

Frank Cowan James Spencer Elmer Cole William Kenney Maurice Baker Archie Adams Albion Farnham William McLaughlin Oscar Bruns Lester Carlisle Kenneth Naugler

#### 1928

Frank Cowan James Spencer Elmer Cole William Kenney Maurice S. C. Baker Kenneth Naugler Chesley Wilson Leon Thomas Oscar Burns Lester Carlisle George Sargent

Harold Burrill, Sr. James Spencer Elmer Cole Dana Brown Percy Shaw George Sargent Chesley Wilson Leon Thomas C. Harold Mayo Harold Wyman Max Getchell

#### 1930

Harold S. Burrill, Sr. Charles Kavanaugh George G. Sargent Chesley Wilson Leon J. Thomas Wilfred Burr Percy Shaw Max Getchell William McAllian C. Harold Mayo Harold Wyman

1931

George Sargent Chesley Wilson Horace Stratton Leon Thomas Charles Kavanagh Wilfred Brew Earl Bradbury Harold Newhouse Max Getchell Frank Floyd Harold Wyman

1932

Walter J. Sargent James Chamberlain Harry Churchill Sewall Brown Edward S. Mark

1933

Walter J. Sargent James Chamberlain Harry Churchill Sewall Brown John A. Smith

1934

Walter J. Sargent James Chamberlain Harry Churchill Sewall Brown John A. Smith

1935

Walter J. Sargent James Chamberlain Harry Churchill Sewall Brown John A. Smith

1936

James Chamberlain Albert Gerry Henry King Edward Jameson Sewall Brown

1937

James Chamberlain Albert Gerry Henry King Edward Jameson Sewall Brown

1938

James Chamberlain Albert Gerry Henry King Edward Jameson Sewall Brown 1939

James Chamberlain Albert Gerry Henry King Edward Jameson Chester Robinson

1940

James K. Chamberlain Albert Gerry Henry King Edward Jameson Chester Robinson

1941

James K. Chamberlain Albert Gerry Henry King Edward Jameson Chester Robinson

1942

Chester Robinson Albert Gerry Henry F. King E. Eugene Jameson Henry E. Chute

1943

E. Eugene Jameson Ray MacKinnon F. Everett Millett Eugene B. Gordan Henry E. Chute

1944

Henry E. Chute Ray MacKinnon F. Everett Millett Eugene B. Gordon Winslow K. Herrick

1945

Henry E. Chute Ray MacKinnon F. Everett Millett Eugene Gordon Winslow K. Herrick

1946

Henry E. Chute Ray MacKinnon F. Everett Millett Eugene Gordon Winslow Herrick

1947

Eugene B. Gordon Ray MacKinnon Winslow Herrick Henry Chute Paul Pooler 1948

Ray MacKinnon
Paul E. Pooler
Eugene Gordon
Albert F. Gerry
Gerald D. Robertson

1949

Paul L. Pooler Stanley Leonard Ray E. Collett Albert F. Gerry Gerald D. Robertson

1950

Albert Gerry Stanley Leonard Ray E. Collett Gerald Robertson Paul E. Pooler

1951

Gerald Robertson Stanley Leonard Ray E. Collett Philip E. Getchell Albert Gerry

1952

Ray E. Collett Stanley Leonard Gerald Robertson Philip Getchell Albert Gerry

1953

Gerald Robertson Doris Beatham John Gass Albert Gerry Barrington Ivers

1954

Gerald Robertson John Gass Albert Gerry Barrington Ivers Doris Beatham

1955

Kenneth Ludden Albert Gerry Kenneth MacLeod Doris Beatham Gerald D. Robertson

1956

Doris Beatham Kenneth Ludden Richard Kiah Kenneth MacLeod John Gass 1957

Barrington Ivers Richard Kiah Harold Burrill, Jr. John Gass Gerald Robertson

1958

Richard Kiah Barrington Ivers Harold Burrill, Jr. John Gass Gerald Robertson

1959

John Gass Barrington Ivers Gerald Robertson Richard Kiah Hazen Danforth, Jr.

1960

Gerald Robertson John Gass Richard Kiah Barrington Ivers Hazen Danforth, Jr.

1961

Barrington Ivers Hazen Danforth, Jr. Gerald Robertson John Gass Richard Kiah

1962

Barrington Ivers Gerald Robertson Richard Kiah Hazen Danforth, Jr. John Gass

1963

Barrington Ivers Hazen Danforth, Jr. Gerald Robertson Rudolph Marcoux William Jenkins

1964

Keith Ingraham Barrington Ivers William Jenkins Rudolph Marcoux Gerald Robertson

1965

Keith Ingraham Barrington Ivers Rudolph Marcoux William Jenkins Gerald Robertson

1966

Richard Ruhlin Keith Ingraham Barrington Ivers Gerald Robertson William Jenkins

1967

Barrington Ivers Keith Ingraham William Jenkins Gerald Robertson Richard Ruhlin

1968

Arthur Doe Charles Curran Richard Ruhlin William Jenkins Paul England

1969

Avis McKechnie Arthur Doe Gerald Robertson Rudolph Marcoux Paul England

1970

Rudolph Marcoux Gerald Robertson Paul England Arthur Doe Avis McKechnie

1971

Arthur Doe Joseph Goody Rudolph Marcoux Gerald Robertson Robert MacLeod

1972

Arthur Doe Richard Ruhlin Gerald Robertson Joseph Goody Robert MacLeod

1973

Arthur Doe Richard Ruhlin Joseph Goody Robert MacLeod Gerald Robertson

1974

Arthur Doe Richard Ruhlin Gerald Robertson Ann Dyer Donald Waring 1975

Irvine Marsters, Jr. Gerald Robertson Arthur Doe Ann Dyer Donald Waring

1976

Irvine Marsters, Jr. Gerald Robertson Donald Waring Ann Dyer Harry Dalton

1977

Gerald Robertson Irvine Marsters, Jr. Ann M. Dyer Donald Waring Harry Dalton

1978

Gerald Robertson Paul Hatt Donald Waring Ann Dyer Harry Dalton

1979

Gerald Robertson Paul Hatt Ann Dyer Donald Waring Michael Maybury

1980

Thomas Mercier Paul Hatt Gerald Robertson Michael Maybury James Pooler

1981

Thomas Mercier Ivrine Marsters, Jr. Michael Maybury James Pooler Gerald Robertson

1982

Irvine Marsters, Jr. Thomas Mercier Gerald Robertson Richard Ruhlin James Pooler

1983

Stanley White Gerald Robertson Irvine Marsters, Jr. Michael Maybury Richard Ruhlin 1984

Stanley White Gerald Robertson Richard Ruhlin Jerry Hudson Michael Maybury

1985

Jerry Hudson Gerald Robertson Michael Maybury Stanley White Irvine Marsters

1986

Gerald D. Robertson Jerry Hudson Larry Doughty Ronald Harriman Sherman Harrington

1987

Gerald D. Robertson Larry Doughty Ronald Harriman Sherman Harrington Michael Johnson

1988

Gerald D. Robertson Larry Doughty Ronald Harriman Michael Johnson Marilyn Lavelle

1989

Gerald Robertson Larry Doughty Ronald Harriman Miachel Johnson Marilyn Lavelle

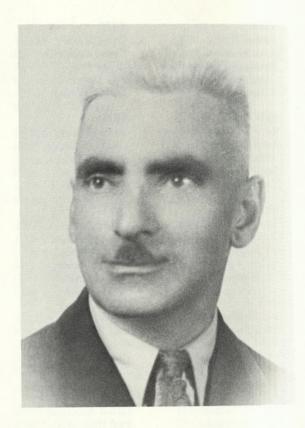
#### GENERAL INFORMATION

- 227 Citizens have served on the Council
   223 Men and 4 Women
- 2. Harlan P. Sargent was 1st Mayor 1889-1890
- 3. Doris Beatham, 1st Woman elected. 1st Lady Mayor 1953-1956
- 4. Jerry Lewis Hudson, 1st Black person elected. 1984-1986
- Gerald D. Robertson 1948-1989. 40 Years as Council Member
   13 Terms as Mayor

### CITY CLERKS OF BREWER



MARY BURR 1910-1937



PAUL E. CLISH 1937-1967

Frank H. Nickerson Otis C. Farnham George W. Nickerson George Curtis George W. Nickerson Mary Burr Paul E. Clish Arthur C. Verow March 30, 1889 to March 21, 1892
March 21, 1892 to May 5, 1898
May 5, 1898 to March 19, 1900
March 19, 1900 to March 17, 1902
March 17, 1902 to Sept. 2, 1909
Sept. 2, 1909 to Dec. 18, 1937
Jan. 11, 1938 to Jan. 1, 1967
Jan. 23, 1967 to Present

# WOMEN WHO HAVE SERVED ON CITY COUNCIL

1st Woman Elected 1st Woman Mayor



Doris Beatham 1954-1956

3rd Woman Elected 2nd Woman Mayor



Ann Dyer 1977-1979

2nd Woman Elected



Avis McKechnie 1969-1970

4th Woman Elected



Marilyn LaVelle 1988

### Longest Serving Council Member



Gerald D. Robertson 40 years as Council Member 13 Terms as Mayor

#### First Black Elected



Jerry Lewis Hudson Chairman, Centennial Committee

#### First Woman Post Master



Madelin Kiah



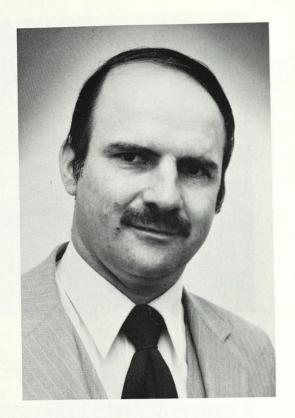
Ronald F. Harriman Mayor, City of Brewer



Mary E. Sullivan Mayor of City of Bangor



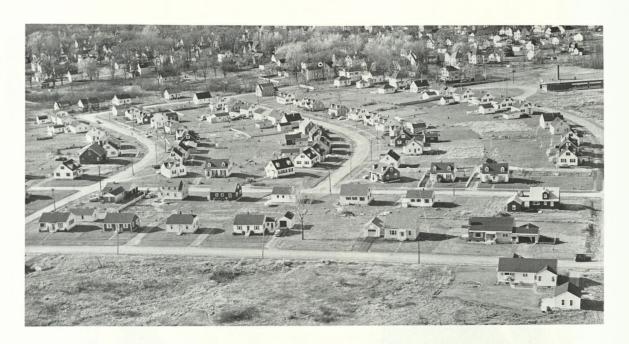
HAROLD F. PARKS CITY MANAGER - 1985



ARTHUR C. VEROW CITY CLERK - 1967

#### CITY MANAGERS OF BREWER

Fred D. Farnsworth Harry D. Eckler Ronald E. Stewart Donald J. Waring O. Lionel Pomroy Earle D. Stevens Reynold Perry Harold F. Parks Jan. 11, 1932 to Jan. 20, 1941 Jan. 20, 1941 to Mar. 14, 1953 Apr. 20, 1953 to May 2, 1955 June t, 1955 to Jan. 20, 1960 March 1, 1960 to May 19, 1965 Sept. 14, 1965 to July 10, 1981 July 11, 1981 to Oct. 11, 1985 Dec. 16, 1985 to Present





Residential Developments since World War II



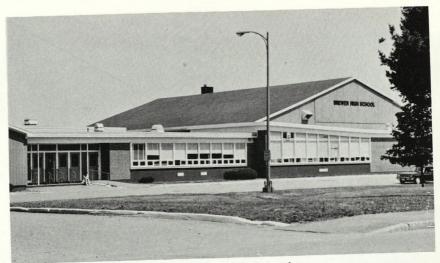
The Holyoke House, corner of State & No. Main



J. C. Thayer, No. Main Street



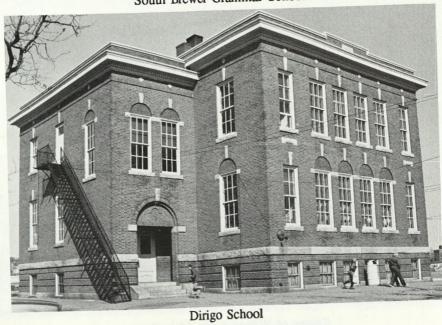
Corner of Wilson & No. Main Streets



Brewer High School



South Brewer Grammar School



# OPENING CEREMONIES AT NOON WEDNESDAY, FEBRUARY 8, 1989 AT CITY HALL



City Clerk Arthur Verow Reading Mayor's Proclamation



Mayor Ronald Harriman Giving Welcoming Address



Pastor Mike Davis, Opening Prayer First United Methodist Church



Rep. Richard Rulhin, Sen. Steve Bost Rep. Helen Tupper - Read State Proclamation



Official Brewer Painting - Artist Bob Siglar, Joe Ferris of Steering Committee, Jerry Hudson, Centennial Committee & Mayor Ronald Harriman



Guests at the Program

# EVENING PUBLIC RALLY 7:00 P.M. WEDNESDAY, FEBRUARY 8, 1988, BREWER HIGH SCHOOL



Chairman Jerry Hudson, Charles Pray, President of Maine Senate - Key Note Speaker



Joshua Chamberlain (Arthur Verrow) - Mayor Harriman Gen. Eremita, Commander Maine Air National Guard



Color Guard Brewer Police Department David Clewley, Lloyd Blanchard, Danny Green, Paul Haslem



Brewer Hometown Band Directed by Jan Cox



Diane Hudson, Marilyn LaVelle, Councilor, Steering Committee & Cathy Harriman



The Brewer Birthday Cake Presented by the Brewer High Drama Club

The advertising Sub-Committee of this Brewer Centennial History is pleased to present a historical background of many of the older Brewer Businesses. May you enjoy reading of their origin and growth.

John A. Brimmer Joseph A. Coffin, Chairman



# HISTORY OF AGWAY BREWER STORE by H. E. Marcho & Wendell Russell

The Brewer Agway Store was established in 1937. It consisted of a building 100' x 40' with a small office in one end of the building. The prime mover in establishing the store was Richard Dodge of Bangor. At that time he was the Eastern States Farmers Exchange fieldman for the Central Maine area. The store at that time was known as the Brewer Eastern States store. The first store manager was Willard Richardson of Bangor who had been the local dealer for Eastern States Farmers Exchange in the Bangor-Brewer area. The commodity line consisted of animal feeds, fertilizer, and grass seeds. The store was owned and operated by Eastern States Farmers Exchange of Springfield, Mass. the largest farmers cooperative in the Eastern half of the United States.

As time went on farmers asked the organization to increase its commodity line and items like motor oil, tires and batteries, paint, garden seeds, and dog foods were added. In 1960 a new "show room" and offices were built on Parker Street as an extension of the original warehouse building. Over the next few years a former garage adjoining the property was purchased for a storage room and shop and a residence on Parker street was purchased. These two properties were torn down and a new shop and storage building was constructed.

Roger White of Brewer served as a director of Eastern States Farmers Exchange and as a director of Agway. John Scripture of Brewer was the assistant Manager of the Brewer store for many years until he was promoted to the job of Construction Supervisor for the area.

In 1964 Eastern States Farmers Exchange of Springfield, Mass. and G. L. F. of Ithaca, New York merged and the new organization became known as Agway. At that time the name of the Brewer store was changed to the Brewer Agway Store.

The current store manager is Wendell Russell who has been manager of the store since 1968. The store was moved to 790 Wilson Street on March 1, 1989.

Managers of the Brewer store in order of their service were:

Willard Richardson
Norman Ness
Clarence Campbell
Owen Goss
Kenneth Shaw

Wendell Russell, current Manager



Wendell Russell proudly stands in front of Agway's new home on outer Wilson Street.

# **BREWER FEDERAL CREDIT UNION**



237 WILSON STREET • BREWER, MAINE 04412 • TELEPHONE (207) 989-7240

A MEMBER OWNED FINANCIAL COOPERATIVE SERVING THE COMMUNITIES OF BREWER • CLIFTON • DEDHAM • EDDINGTON • HOLDEN • ORRINGTON

The Brewer Federal Credit Union was chartered in April of 1960. At that time, it was known as the EASTCO Federal Credit Union, and had a field of membership that was limited to the employees of Standard Packaging, Eastern Division. For the first two years, the credit union was operated from the Eastern's gatehouse. In 1962, a building was erected on a corner of the Eastern property on So. Main Street. In 1979, the credit union moved its operations to 385 Wilson Street in the Brewer Shopping Center, a location it occupied until November 1984, when the land and building at 237 Wilson Street was purchased.

In 1968, the Charter was changed from an employee group to a community type - to become the Brewer Federal Credit Union. In January, 1970, the only other Credit Union in Brewer (The St. Teresa Federal Credit Union) was merged with the Brewer Federal Credit Union.

On April 9th, 1970, the credit union received authority to provide credit union services to the neighboring community of Orrington. On October 3rd, four additional communities were added. Today, the Brewer Federal Credit Union serves the towns of Clifton, Dedham, East Holden, Eddington and Orrington, as well as the city of Brewer.

At this time, the Credit Union is completing renovations and an extension to our existing building to enable us to meet the growing needs of our present and future members.

# Cap Morrill's

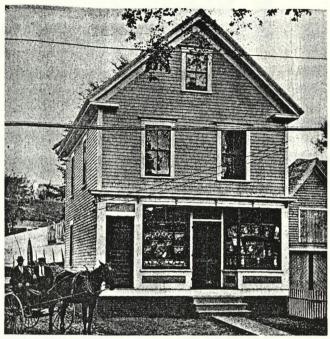


Photo of Cap Morills as it appeared in 1906

Founded in 1904 by Henry ("Cap") Morrill, the family business had been at 494 South Main Street ever since. Henry Morrill worked as a machine tender at the Brewer Paper Mill before setting up the original store as a cigar and tobacco shop. In 1913, Henry and his brother Peter, added a soft drink business. They sold their own soda under the "Switzer" label, named for its main ingredient, water, from the Switzer Springs in Prospect. Later the brothers split, with Henry retaining the tobacco business and converting the shop into a neighborhood bar after prohibition ended.

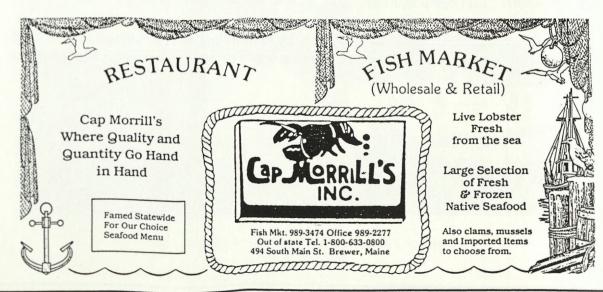
Henry managed the business by himself when his four sons, Henry B., James, Carleton and Richard left for overseas duty in World War II. After the war ended he retired and the boys took over.

Since then, the business has grown substantially. A small kitchen was added to the bar, then a Variety store was opened, followed by wholesale and retail Seafood, a Dining Room and enlargened kitchen, a bottle redemption center and finally a Fish Market.

Cap Morrills, Dining Room menu is almost exclusively seafood, although steak is served as well as many meat dishes during lunch. All the seafood is served fresh daily.

The Wholesale seafood business began with one lobster tank in 1959 with a holding capacity of 200lbs. Today it presently has nine tanks with a holding capacity of over 10,000 pounds.

Cap's supplies its own restaurant as well as a retail and wholesale outlet locally. It ships small and large quantities of seafood all over the United States. Still a family owned business it is located partly in the original building.



### COWAN'S SERVICE STATION, INC.

146 SO. MAIN STREET BREWER, MAINE 04412 (207) 989-5330

Cowan's Service Station was started in 1933 by J. Albert Cowan at 149 S. Main St. in Brewer. Out front of the small building were two gas globe pumps with which Mr. Cowan served his clientel. They pumped gas which came from Mexican Petroleum, which was later Amoco. They also did routine service on a variety of vehicles. Cowan's moved to its present location, across the street at 146 S. Main St. in 1946, after WWII. Albert's son James joined him in 1950 making the second generation to serve the people of Brewer and surrounding areas. Services were expanded and updated to keep up with the modernization of automobiles. The third generation, Phillip G. Cowan, James' son, joined the family in 1974. Throughout these 56 years, the Cowan's have prided themselves on quality service to their many loyal customers.



Cowan's Service Station as it appeared in the winter of 1935. Pictured on left is J. Albert Cowan and on right Henry Jordan.

# 1937...

# A Momentous Year.

A little over a half-century ago, Brewer citizens were reading about these news events...

- Airship Hindenburg crashes at Lakehurst, New Jersey.
- Joe Louis defeats Braddock for Heavyweight Championship.
- War Admiral wins racing's Triple Crown.
- Wilbur Shaw wins Indianapolis 500.
- Yankees win World Series.
- Hurricane devastates southern New England.

And in local business news,
Owen Darling opened the
Darling Motor Company in
Bangor to service the BangorBrewer area. Darling's
growth in Brewer during the
past decade has been
marked by the opening of...

- Darling's Auto Parts February, 1980
- Darling's Recreation Center March, 1980
- Darling's RV Center Spring, 1985
- Darling's Marine Center Spring, 1986

Darling's: Growing with Brewer





669 Wilson Street, Brewer

# **arling's auto parts**

685 Wilson Street, Brewer



685 Wilson Street, Brewer

# The History of Down East Auto Center

To recount the history of Down East Toyota -BMW, Down East Buick and Down East Auto Body is like taking a trip through a family album that belongs to Edward O. Darling, president of the Down East Auto Center.

Automobiles have been a part of the Darling family since 1901 when Ed's great-grandfather, Veraneus Darling, opened the Darling Automobile Company in Auburn and began selling Reo cars and trucks.

Years later Owen Darling opened his own Darling's Automobile Center on Oak Street in Bangor. After working many years in the family's auto parts division, Edward Darling, joined his father in 1968, managing the AMC/Toyota dealership.

In 1971 Ed purchased the Toyota franchise from his father; and Down East Toyota was incorporated that same year. Land availability, accessibility and high traffic exposure were just some of the reasons why Edward Darling moved the Toyota dealership to the corner of the Pierce Road and Wilson Street in Brewer in 1973.

Business at Down East Toyota grew steadily and in 1983 Darling added the BMW franchise to his line of automobiles. In January 1986 Down East Auto Body was moved into its own building on the Pierce Road in Brewer, and, what began as a single-bay operation was now a full service auto body shop.

In December 1986, Edward Darling purchased Twin City Buick from Herbet MacIntosh, and the franchise was incorporated as Down East Buick.

Ground was broken in January 1988 for construction of a new 30,000 square foot Toyota facility and by September 1988 it was completed. The new facility, located on adjacent property to its former location, provides much larger offices, a retail parts store, service drive-in, small gymnasium and other amenities.

In October 1988 Down East Buick also moved into its new facilities, which was once home to Down East Toyota-BMW. With Down East Toyota-BMW, Down East Buick and Down East Auto Body now side by side, came the creation of the Down East Auto Center. The Down East Auto Center complex spans eight acres and boasts the largest inventory display of Buicks, Toyotas and BMW's in Northeastern Maine.

And, as Edward O. Darling, great-grandson of Vernaeus Darling, is carrying the family automobile tradition through this century; other Darling family members are prepared to bring the Down East Automobile legacy into the twenty-first century. Daughters, Katie Fraser and Suzie Darling are administrative assistants with the Down East Buick franchise.

It seems fitting, during Brewer's Centennial celebration, to look at how the Down East story began and to plot its progress to present day 1989. As for the future, it seems certain that Edward O. Darling and his family will continue to write their own place in the history of the Maine automobile industry.



Photo Courtesy of Bangor Daily News. Darling family members who work in the Down East Auto Center. Standing: (L-R) Edward O. Darling, president; and Mary Ellen Darling. Sitting: Katie Fraser and Suzie Darling, administrative assistants.



Down East Auto Center - 1989
Foreground: Down East Toyota-BMW
Upper Left: Down East Buick
Upper Right: Immediately adjacent to Down East Buick is Down East Auto Body.

Edwards Tire Company
541 WILSON STREET
BREWER, MAINE 04412

(207) 989-2777 1-800-432-7939

Edward's Tire Company of Brewer, Maine opened for business on September 26, 1968. In the first ten years, Edwards Tire Company has grown from a modest two-bay wooded structure at 541 Wilson Street to eleven fully equipped bays with several storage buildings. A total of eighteen motor vehicles and an average of thrity-four people are now needed to run this busy complex. Edwards Tire Company serves all of Central and Northern Maine through a network of retail and wholesale customers.

The first ten years of Edwards Tire Company growth came under the management of Byron Edwards, founder and part owner. With his retirement in 1979, Robert M. Higgins, also owner, and then Wholesale Division Manager, assumed full management responsibility. Under Robert Higgins, Edwards Tire Company has continued to expand not only in new accounts but in services and products. Tires for three wheelers and lawn mowers, to tree harvesters and earth movers can be found in stock with the people to service and mount them. Some newer products now include batteries of every description, hundreds of truck and car rims, struts and shocks, oil products and tire changing and balancing equipment.

Edwards Tire Company will continue to grow by offering, as in the past, reliable service and quality products at competitive prices.

ARMSTRONG - SUMMIT - BRIDGESTONE
FIRESTONE - B. F. GOODRICH
RECAPPING - SKIDDER & OFF-ROAD - BATTERIES & OIL
11 BAYS - COMPLETE UNDERCAR SERVICE



### HAROLD "HARRY" EPSTEIN 1904-1988

In 1989, the name Epstein is well known to thousands of Northern and Central Maine residents as well as Canadians throughout the northeast provinces as a convenient and friendly store that offers clothing and footwear for all ages at reasonable prices.

The name was not well known, however, when Max B. Epstein began the business in South Brewer in 1910. Harold Epstein, known fondly as "Harry" was just a small boy at the time.

In the 1920's Harry Epstein began his career in the business as his father's only assistant. But, the store wasn't Harry's only interest. At the age of 17, he formed a basketball team --- The Five Aces and as their promoter traveled throughout the state. He then went on to promote a band.

Harry became well known in politics and was chairman of the Republic City Committee for many years. He was appointed as a bail commissioner by the many state governors throughout the years.

The Beth Israel Synagogue was one of Harry's biggest loves. He was President of the Synagogue for 30 years.

Perhaps the most outstanding character that Harry possessed was his generosity. He gave out of his pocket to the local people when help was needed. If you couldn't afford the clothes at the price they were marked then the price was lowered. If you had no money and needed clothes they were given to you.

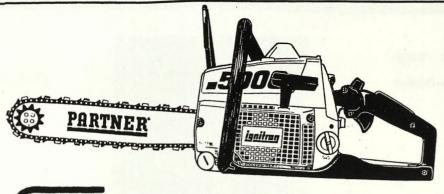
During Harry's 66 years at Epstein's he opened branches in Stonington, Searsport, Millinocket, and Presque Isle. In 1974 he purchased the Brewer School house across the street to use for storage and parking. At present the Brewer Epstein's has 6 floors of storage space and 2 floors on either side of South Main Street for selling.

The Family tradition of working at Epstein's continues. After raising two daughters, Harry's wife, Ruth, joined him at the store for more than twenty years. Stanley Israel, his son-in-law, started working in 1960 and at present is head of the corporation. His wife, Eleanor, Harry & Ruth's oldest daughter joined the family at Epstein's in 1975.

Although Harry passed away in 1988, he is still remembered fondly by many of his customers and friends. "Call me Harry and save money!" is a cherished expression still remembered in Brewer.

# EPSTEIN'S

BREWER • SEARSPORT • MILLINOCKET • PRESQUE ISLE • BAR HARBOR • STONINGTON BREWER STORE OPEN 9-8 open sunday 12-5



# R.D. FAULKNER CORP. Chain Saws & Accessories

In the late 1950's, when that Plymouth station wagon rumbled into a logging camp, everyone knew it was Reggie Faulkner up from Brewer with a load of saw chains and just about anything else a woodcutter could need.

A lot has changed in the woods industry over the last 33 years, but one thing has remained reassuringly constant -- Reggie Faulkner still has just about everything a woodcutter could need.

Of course, many station wagons have come and gone over the roads of New England as the R.D. Faulkner Corporation has grown from a one man operation to the largest chain saw distributor in New England.

The business began in Reggie Faulkner's barn on North Main Street, moved to 71 Center Street in 1970 and then to its present 30,000 square foot facility at 146 Parkway South in 1975.

The R.D. Faulkner Corporation now services all of New England and Eastern New York state with Sachs Dolmar and Partner chain saws and power equipment supported by a substantial inventory of units, parts and accessories.

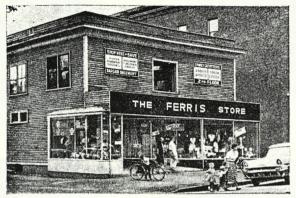
The company employs 18 people and is very proud to have its roots and its future in Brewer, Maine.

# - In The Business Since 1956 -

146 Parkway South Brewer, Maine (207) 989-3792

# **The Ferris Store**

ELIAS FERRIS, Proprietor
"Wares For All The Family Since 1926"



The Ferris Block 165 NORTH MAIN STREET BREWER, MAINE Paints—Hardware—Electric Supplies—Floor Coverings House and Kitchenwares—Stationery—Toys and Games

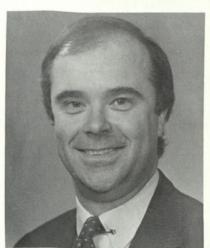
Tel. 9688

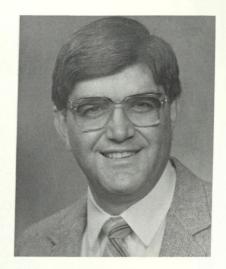
YOUTH CENTER

## THE FERRIS STORE

In 1922 Elias Ferris and Louis Ferris, two sons of an immigrant Lebanese mother purchased the mercantile stock in a bankruptcy of the Adams Dry Goods Company formerly on Columbia Street in Bangor, Maine for \$5,000 and started a department store on North Main Street in Brewer known as the Ferris Store. The Ferris Store was located in a portion of the so-called "Carter Block" owned by the Brewer Savings Bank, presently known as the Maine Savings Bank. A couple of years later the partnership dissolved with Louis Ferris becoming the head baker for the Mack's Baking Company located on Center Street in Brewer, at the present location of the Nyle Corporation. Elias Ferris continued to run his department store in the "Carter Block". Upon the planned expansion of the Brewer Savings Bank in 1948, Elias Ferris purchased the building at the corner of Parker and North Main Street and formed a Maine corporation known as the Ferris Store opening at its new location in the Fall of 1949. This family owned business was operated by Elias and Selma Ferris with the assistance of many loyal long time employees and their two children Gayle (Ferris) Moores and Joseph L. Ferris, ran successfully until the advent of the discount houses such as Mammoth Mart, K-Mart and Zayre. The Ferris Store closed its doors as a department store in January, 1968.









# FERRIS, DEARBORN & WILLEY

The current Brewer law firm of Ferris, Dearborn & Willey located at 120 N. Main Street, Brewer evolved in its current makeup from an association with Wayne P. Libhart formerly of Brewer, now of Seal Cove (Tremont), Maine. Mr. Libhart attended Brewer High School (World War II interrupted his graduation plan) and was graduated from Harvard College B.A. and The Harvard Law School (J.D. 1957). Libhart established a practice in Brewer in 1957 initially on Center Street and later with his wife, Virginia, purchased and operated out of the 120 N. Main Street location. In the early sixties Mr. Libhart formed a partnership with his two cousins, David M. Cox (now Maine District Court Judge) and Robert E. Cox now of Newport.

In 1970, Joseph L. Ferris of Brewer (graduated Brewer High School 1962 - University of Maine BS 1966, JD 1970) joined Libhart and Cox (David) in the practice of law in 1970. The firm specialized in a general trial and real estate practice.

In 1974, Joel A. Dearborn of Holden (Brewer High School 1966 - University of Maine BA 1970 - New England School of Law JD 1974) joined Libhart & Ferris.

In 1976, N. Laurence Willey, Jr. (Kennebunk High School 1971 - University of Maine BS 1971, MCD 1973 JD cum laude Suffolk 1976) joined the firm which by then had opened an office in Ellsworth, Maine as well.

In 1983, the partnership had an amiable dissoulution and the current Brewer partnership of Ferris, Dearborn & Willey was formed.

Two associates have been added to the current firm Richard D. Violette, Jr. and Laurie Anne Miller. The firm proudly represents the City of Brewer, the Brewer Economic Development Corporation and many other fine Brewer and area businesses. Ferris, Dearborn & Willey are proud to be an active member of this community and congratulate the City of Brewer in the celebration of its 100 years of incorporation.



## SINCE 1988 THE ICE INDUSTRY HAS MADE MAJOR CHANGES

One hundred years ago, about 80 ice companies lined the Penobscot and Kennebec rivers, with the companies that cut ice on the Penobscot maintaining many ice houses between Bangor and Bucksport. A survivor of that long-ago era is Getchell Bros. Inc., of Brewer, which celebrated its 100th anniversary in 1988.

Willard C. Farnham, the president of Getchell Bros. Inc., cited two factors for the popularity of river ice from Maine. Pointing to a map of the state, he indicated the north-south configuration of the Penobscot and Kennebec rivers. "Unlike many of the larger rivers in the Northeast, these two are almost at right angles to the prevailing winds. A northwest wind sweeps much of the snow off the ice, and the best ice came from rivers with similar conditions," he said.

"As the Charles and Hudson rivers became polluted by the turn of the century, attention focused more and more on Maine," Farnham stated. By 1900, cutting ice was a big business on the Penobscot and Kennebec.

"The industry was very efficient for its time," he said. "The horses used to haul logs out of the woods in the summer and fall were used to harvest ice in the winter."

Technology gradually changed the industry. According to Farnham, when the Penobscot River became polluted about 1920, Getchell Bros. Inc. purchased the rights to the Kenduskeag Stream.

In 1945, Getchell Bros. Inc. moved to a new plant at the foot of Union Street in Brewer. The comapny has remained there since then, constantly expanding its operations to meet the changing market for ice.

A factor in the growth is the major increase in leisure time and the recreation industry. Getchell Bros. Inc. markets its commercial ice under the trade name "Leisure Time Ice" to 1,500 outlets in Maine and northern New Hampshire. The comapny's large white ice boxes are familiar sights to tourists and local residents seeking relief on a hot summer's day.

The company is also diversified, and are the master distributors for several products, including Stewart Sandwiches, Mom's Best Cookies, Sealtest Ice Cream, Ben & Jerry's Ice Cream, Haagen Dazs Ice Cream, Gifford's Maine-made Ice Cream, Harbor Bars, and Deering novelties.

The original plant built in 1945 produced 60 tons of block ice per day. Later production increased by 20 tons per day, with another 20 ton addition made in 1988 for a total of 100 tons daily. Farnham said the company was building a 3,700 square foot addition that would increase production by another 40 tons per day in the future. At the peak of the summertime ice demand, about 80 people work around the clock at Getchell Bros. Inc. Employment drops to about 35 people in the winter.

The Brewer Water District supplies the water for Leisure Time Ice. "The quality of Maine water is excellent," Farnham said. "All of our water, including the ocean, rivers, and lakes, is cleaner than any other area of the country. It is our key asset to Brewer and the State of Maine. In the next century water will be one of this countries most important resources.



Gold Star had an auspicious beginning founded in a chicken house at 198 Wilson St., by Edward Pooler. He continued ownership with one employee until 1935, at which time, James (Hank) Pooler assumed ownership.

Hank expanded to Bangor in 1952. He also made four additions to the plant on Wilson Street in Brewer. Upon his death, Grace Doughty Pooler assumed ownership. She sold her interest to Edward and James Pooler in 1966.

Jim and Ed have diversified the operations with three coin laundry and dry cleaning stores in Old Town, Orono, and Twin City Plaza Brewer. They also added pick up stations in Ellsworth and Blue Hill.

In 1986 Gold Star moved its Main St., Bangor location down the street to include a large coin laundry store.

Presently Gold Star employs 58 professional hands to serve the public.

 DROP OFF SERVICE • SHIRT SERVICE • SUEDE CLEANING WEDDING GOWN PRESERVATION • EXPERT TAILORING

**BREWER** 

200 Wilson St. Twin City Plaza, State St.

989-5170 989-6277

BANGOR 329 Main St

942-8400

**ORONO** 

University Mall

827-3349

SERVING GREATER BANGOR SINCE 1907

# GRANTS TRASH DISPOSAL, INC.

BOB SPARKS, President
60 SPARKS AVENUE
BREWER, MAINE 04412

989-4000



Grants Trash Disposal, Inc. was founded in 1966 by Lawrence Grant. The company was purchased in September, 1982 by Bob Sparks and employed 3 people at that time.

In November, 1982, the business was relocated to 600 Wilson Street in Brewer. The building was purchased one year later. A 36 x 80 square foot addition was made in 1988.

Because of rapid growth and limited space, Bob Sparks purchased 16 acres of land on Wilson Street and started plans for a subdivision. Construction on Grants Trash Disposal's new building started in September, 1988.

After purchasing the company, Bob set several goals for the business; offering clean, efficient and dependable waste disposal service.

Municipalities have played a big part in the growth of Grants Trash Disposal, Inc., offering roadside collections for all of the residents in their town or city.

When the incinerator went on line in February, 1988, we expanded our services in include roll-off containers to dispose of construction and demolition debris that is not acceptable for disposal at the incinerator.

The company currently services 10 municipalities and provides container service and individual pick-ups to businesses and municipalities located within 50 miles of Brewer. The comapny presently employs 23 people.

"The local merchants and residents in the surrounding area have been very good to my company, and I would like to say thanks to all of them."



# Hamel Fuels



"The Comfort Shop"

P.O. Box 567 • 611 Wilson Street • Brewer, Maine 04412 • 207-989-3966

# 58 Years of Continuous Service

Wes Point (Bradford West) started the company in 1931 at what is now Dunkin Donuts Wellington J. Hamel bought the company in 1946

Serving You Since 1932



Richard P. Hawkins bought the comapny in 1981 and has expanded the service to include:

- · Heating Equipment Sales, Installation and Service
- Energy Fuels, LP Gas, Kerosene, #2 Heating Oil and Diesel
- 24-Hour Emergency Burner Service
- · Automatic Delivery Schedule
- · Cash Price or Budget Account
- · Hawk's Nest Convenience Store

Make Our Full Service YOUR Choice!



# Holiday Land, Inc.

P.O. BOX 463 220 STATE STREET BREWER, MAINE 04412 (207) 989-1208 FAX 989-1269

# MAINE RECREATIONAL & TIMBER LANDS

Holiday Land, Inc. has been an established and licensed Real Estate Brokerage Agency in the State of Maine since 1963.

The persons responsible for creating the Agency were James & Marsha Penick. However, during a period of time in the 1970's, the Agency was inactive. Since then, Holiday Land, Inc. has specialized in land and recreational properties. Their specialties have not been limited to this area, however, and they continually work with investors, developers and paper mills.

The Agency was responsible in the late 1960's for creating the largest recreational subdivisions, in the entire state, which is located in the Town of Wesley in Washington County.

In November, 1985, the Corporation took on new management and principals. The Designated Broker and Vice President for our Agency is Emma C. Leeman, and we currently are conducting business from our offices located at 220 State Street in Brewer.

At the present time, there are three (3) Brokers, five (5) Associate Brokers, and one (1) Sales Agent/Secretary licensed with the Agency.

While the Agency's intentions are to continue to specialize in land & recreational properties, we also handle residential properties and will continue to assist Sellers & Buyers with their specific needs.

# J. A. COFFIN & CO. Land Development

### **443 SOUTH MAIN STREET**

BREWER, MAINE

As owner and operator of Coffin's Shell Service a business which was purchased from Charles R. Kenney in August of nineteen hundred fifty one. Joseph A. Coffin Sr. was introduced to the land development business by becoming a shareholder of the Brewer Real Estate and Development Corporation in nineteen hundred and fifty-six. Other shareholders of that corporation were Hugh P. Elliott, Charles Demoulpied, James Flannigan and Keith Ingraham. After developing the land in Brewer on Grove Street, Park Avenue East, Park Avenue West and Parkway South the corporation was dissolved in nineteen hundred and sixty-two.

A substantial parcel of land consisting of one hundred and twenty acres owned by Joseph Taylor of Brewer was optioned to Frank H. Floyd and F. Everett Millett at about the same period of time as the Brewer Real Estate and Development Corporation discontinued its operation. This property was purchased by J. A. Coffin & Co. In order to finance the development of streets and sewers Albert A. Pillsbury was invited to become an equal partner and the business was then operated as Pillsbury & Coffin, a partnership. This very amiable partnership continued to develop land in Sherwood Forest for about fifteen years. At that time Albert Pillsbury experienced health problems and was forced to retire from active participation. In nineteen hundred seventy four his interest was repurchased by Coffin and the development continued as J. A. Coffin & Co.

At the time the Brewer Real Estate and Development Corporation was formed Joseph A. Coffin and Hugh P. Elliott formed the Coffin & Elliott partnership which was involved in house building and the buying and selling of Real Estate. Walter Brann and his son-in-law Richard Dow were excellent carpenters and built houses for Coffin & Elliott for a period of eight years.

During nineteen hundred and sixty-one Coffin's Shell Service was sold to Robert Kirkpatrick. In the following year a hugh housing project was completed for the benefit of Dow Field personnell. This increase in available housing had a softening effect on the real estate market in the Bangor-Brewer area. That year Coffin joined the firm of H. M. Payson & Co., Investment Bankers with headquarters in Portland. The J. A. Coffin & Co. Land Development Co. still continued in operation until nineteen hundred and seventy-eight. At that time J. A. Coffin Sr. semi-retired and the Coffin Reality Trust was created to involve the Coffin children in the operation of the business.

Under the trust three Coffin boys ran the business. Joseph A. Jr. became the construction engineer. Donald was in charge of records and Richard was the sales person. In nineteen hundred and eighty-five the Coffin Reality Trust was discontinued and the remaining land in Sherwood Forest was sold to Richard Coffin. At the present time Richard continues in the land development business having added other land to that purchased from the trust.

Sherwood Forest has become a pleasant, well developed, middle income housing complex. All its lots are serviced by water and sewer. Its two complete sewer systems relieve it from the problems of the older portion of the city. The development at the present time contains one hundred ninety-four homes with an approximate market value of eighteen million four hundred and thirty thousand dollars.

# LANE SUPPLY COMPANY

One Industrial Plaza • P.O. Box 218 • Brewer, Maine 04412

### CORPORATE HISTORY

Lane Supply Company was established in Brewer, Maine in the late 1950s by Ralph Lane. Although the company started from very modest beginnings, in 1960 new sales offices and warehouse facilities were constructed at 126 Parkway South, Brewer, Maine. Lane Supply company is a distributor of power transmission equipment, electrical products and devices, conveyor systems and components, and other related mill supplies. Its primary customer base are the Pulp and Paper and Forest Products Industries. During its approximate 30 year history, the company has enjoyed healthy sales growth, which has enabled it to expand its facilities on several occasions.

In the early 1980s, it became apparent that the I-395 extension from Bangor into Brewer would require the removal of the Lane Supply Company sales offices and warehouse located on Parkway South. At that time, the Company acquired property in the East-West Industrial Park, Brewer, Maine. Acting as its own general contractor, new facilities were constructed and occupied during 1982 providing an all new, modern facility for Lane Supply Company.

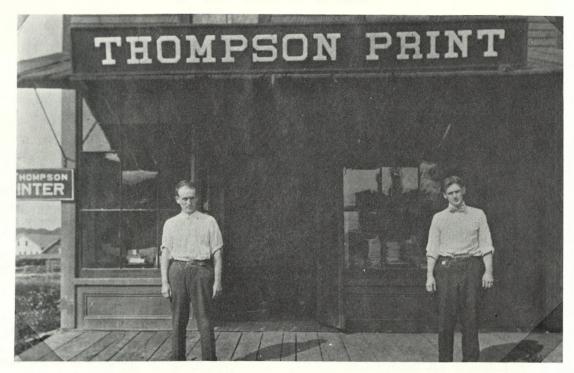
Hackett Machine Company, a wholly-owned division of Lane Supply Company, was established in 1929, and operated out of a modest, wood-frame building at 49 Maple Street, Brewer. Although Hackett Machine Company was sold in 1970, it was reconsolidated with Lane Supply Company in 1976. During the relocation of Lane Supply Company in 1983, the decision was also made to relocate Hackett Machine Company to the same parcel of land in the Industrial Park, thereby consolidating all of its operations onto one site.

Lane Supply Company and Hackett Machine Company owe its growth and progress to the loyal, dedicated employees of its Companies. Many employees and owners occupying management positions in the Companies have been with the Companies for years, and have provided the on-going continuity for the evaluation of customer needs, the marketing of product lines, and the engineering of systems, that has been most necessary to satisfy its customer base.

Along with the expansion of economic growth activity in the State of Maine, Lane Supply Company has also been able to expand its facilities on two occasions since 1982. In 1986, a new building was constructed to house the expanding steel fabrication and conveyor fabrication facility, with a further expansion of the same building occuring in 1988. These two expansions have provided Lane Supply Company the capability of having its power transmission warehouse facilities, its machine shop facilities, and its steel and conveyor fabrication facilities occupying their own independent buildings.

Lane Supply Company has thoroughly enjoyed its growth in the City of Brewer, and is particularly pleased with the added accessibility of this city brought about by the I-395 extension. The growth potential for the state, the region, and our particular city remains very bright, and the management and employee group of Lane Supply Company, as well as its other affiliated companies, will continue to be a "key player" in both the industry and the area. We look forward to the continued growth of our area, one that particularly offers a very attractive "quality of life" for all.

Specializing in Power Transmission and Conveyors



Pictured are Dana Witman and Loren Thompson, when Thompson Print was located on Wilson Street

Loren H. Thompson founded Thompson Print in 1904. Located at that time in a converted chicken coop, just above the railroad tracks on Wilson Street. After a short time at this location, he moved his business to the foot of Wilson Street, close to the Bon Ton dock.

Loren used to tell how back when he first opened his print shop, he had a little red wagon, similar to a child's wagon of today. He would solicit the businesses of Bangor and Brewer for their printing and after setting the type by hand and the printing was complete, make his deliveries with this little red wagon. It was very convenient for him to load his wagon onto the Bon Ton and make his deliveries to Bangor via this route, instead of the long way around by the Bangor-Brewer Bridge.

After a short period of time at the Wilson Street location, the business was again moved to its present location at the corner of So. Main and Wilson Streets.

Over the years, Loren built Thompson Print into one of the largest print shops in the Bangor-Brewer area. Businesses from all over Northern Maine and parts of Canada relied on Thompson Print for high quality and service.

Loren was joined in the business by his son, Thurston W. Thompson in 1934. Thurston became the outside salesman for the company and continued in that capacity until 1966. In 1937 Ralph T. McKay of Hermon joined the company and later became production foreman.

On July 1, 1957, Thurston W. Thompson, Ralph T. McKay and Paul (Ken) Smith purchased the business from Loren. At that time they renamed the business L. H. Thompson, Inc., Printers. Ken Smith brought with him, his business of typesetting known as Graphic Composition Company which he had established in Hampden seven years earlier.

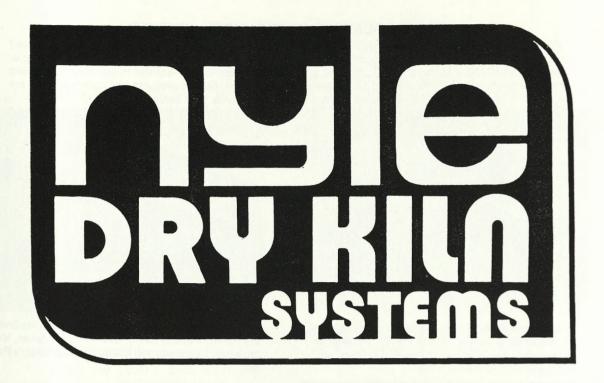
With the added typesetting equipment, and the larger offset presses that were added at the time, L. H. Thompson, Inc., maintained its position among the largest printers in the area.

After seven years together, Ken Smith purchased the interests of both Thurston Thompson and Ralph McKay and became the sole owner of the company.

Over the years Ken Smith's family has joined him in the business. Wife Margaret works in the bindery, son Thomas is production supervisor and daughter Dawn is bookkeeper with daughter Paula acting as a typesetter and layout person.

Also Among the employees of L. H. Thompson, Inc., is Clarence Weston, who has worked continuously for the company since 1926.

L. H. Thompson, Inc. has remained one of the largest commercial printers in the area. Producing letterheads, books, harness race programs and multi-colored catalogues daily.



Nyle Corporation was formed in 1977 by Sam Nyer and Don Lewis. In 1978 Nyle began to manufacture lumber drying systems which are used to produce kiln dried lumber using a unique refrigeration system developed and patented by the company. Nyle drying systems are now in use throughout the world producing high quality lumber. The systems have also been adapted to drying leather, fruit, vegetables, fish, paper and many other products. These fine products, designed and built in Brewer by skilled and dedicated members of the Nyle team, have gained a world-wide-reputation for quality and innovation



72 CENTER STREET BREWER, MAINE 04412 207-989-4335

### PEPSI-COLA HAS GROWN WITH BREWER

Founded in the mid-forties, the Pepsi-Cola Botling Company of Bangor and Haffenreffer Beverage moved its offices and plant to its present Wilson Street location in Brewer in the late 50's. Under the leadership of Vice-President/General Manager Carl Coutts, both privately-owned, community-oriented companies have grown from 31 employees in 1967 to over 125 on Brewer's centennial year. Quality products and quality service are the hallmark of the companies' reputation in the Eastern Maine area they serve.



Pepsi-Cola Bottling Company of Bangor distributes the Pepsi-Cola family of soft drinks, as well as Schweppes, Dr. Pepper, Hires Root Beer, and Orange Crush, to name a few.



Haffenreffer Beverage distributes the Miller Brewing family of quality beers, as well as Heineken, Narraganset, Schooner, and Maine-brewed Geary's Pale Ale.



The office and warehouse has grown from 20,000 square feet to 87,000 square feet in the past 20 years.



A modern fleet of 20 delivery trucks service the companies' retail customers throughout Eastern Maine.



A modern computer center processes orders quickly as well as maintaining vital sales information.



A large service department prepares vending machines for customer locations.

# PERKINS APPLIANCES, INC.

Perkins Appliances, Inc., "The Little Store with the Big Selection", has been located on Center Street in Brewer for over sixty years, being established by Victor A. Perkins.

In his earlier years, Mr. Perkins built, sold and repaired radios - as a hobby, and for part time employment.

Once in business, Mr. Perkins handled some of the first Philco radio sets, introduced in 1928. In those days the price of a radio, containing just eight tubes, could run up to as high as \$300.

Mr. Perkins, like many others, felt the effects of the depression years when business was so bad he was glad to repair anything, from radios to toasters. Gradually, by 1941, business improved; and Victor started selling small appliances and refrigerators. Then along came WWII. The effects of the war created shortages everywhere, from radio replacement tubes to refrigeration. Business took another plunge. But with patience and perseverence, Mr. Perkins waited it out.

Victor and his wife, Jennie Cort (now deceased), had a family of four: Delora (in Arizona); Richard (deceased); Elaine (in Orrington); and Robert (In New Jersey).

During the 1950's, both Robert and Elaine had a hand in the business: Robert in the kitchen cabinet line and Elaine as a bookkeeper. Neither stayed on in the business at that time.

Also during the 1950's, General Electric came on the scene, with a full line of major appliances. GE has proved to be a most successful avenue - with fine products, a solid warrantee program and excellent parts and service coverage for the consumer.

Mr. Perkins and his second wife, Doris, retired in 1978, at which time Victor's daughter, Elaine, and her husband, Ronald Elkin, took on the responsibility of carrying on the family business.

Mr. Perkins died in January, 1988, at the age of eighty. However, Ron and Elaine will continue to serve you at 91 Center St., Brewer, ME . . . . "Always Reliable" Perkins Appliance, Inc.



# Shop 'n Save

Late in the year of 1968, in a vacant lot just off State Street in Brewer, near the intersection of Wilson Street, a supermarket was born. This was to be the sixth store opened in the Bangor/Brewer area under the name of Doug's Shop N' Save. The Brewer Shop N' Save struggled in the early days just to survive. The company chose this location based on the assumption that it was going to be part of a shopping center, but the store stood virtually alone from 1968 to 1972. Closing the store was seriously considered, until local merchants began planning a shopping center in the area. Within months of the area's development, store sales increased dramatically. The store in fact became so successful, that in June of 1984, the business was relocated to the Brewer Shopping Center, in the former A & P building, and four years later was remodeled to its current size.

During the 21 year history of the store, it has grown from less than fifty employees to its current 175 plus. This was possible thanks to area development, a hard-working dedicated staff, and many loyal customers from Brewer and its surrounding communities. The expansion has allowed the store to display its goods in a more relaxed atmosphere compared to its previous format. From gourmet tastes to international flavor, the Brewer facility offers a wider range of food and goods than ever before. We have seen the latest concepts available, some of which include, scanning, video, salad bar, European seafood, Butcher Shoppe, American Buffet, in-store banking, carry-out service, full service deli, a complete array of non-food items and countless other innovations, too numerous to mention.

The management and staff of the Brewer Shop N' Save is pleased and proud to have been established in such a fine community. We look forward to serving the people of Brewer and surrounding towns for many years to come.



# SHORETTE ROOFING, INC.

# Commercial - Industrial - Residential

On January 20, 1983 Maison K. Goodrich purchased Shorette Roofing from George Shorette who had operated the company for twelve years as G. A. Shorette Roofing, located in Bangor.

Mr. Goodrich moved the business from Bangor to Brewer and has since purchased land and built a new office building and warehouse in the "Brewer Business Park", 50 Sparks Ave., Brewer, Maine

The office staff is made up of Maison K. Goodrich, President, Richard M. Goodrich, Vice President, and Barbara Gray, Office Manager.

The sales volume is now 12 times what it was when he purchased it and it employs five times the previous number of employees.

The number of local businessmen, friends, and employees who assisted us in the last 6 years is too great to list by name, and so I wish to thank them all for their time and consideration.

Maison K. Goodrich
President



50 Sparks Ave. Brewer, Maine

Telephone: (207) 989-5219

# STACEY'S BREWER MOTEL

Dick Stacey was born in Brewer in 1936. His first involvement in the Brewer business community was in 1967 when employed as Treasurer of the Fuel Mart (Which was owned and operated by Chesley R. Cole of the Cole's Express family). In 1970 Stacey bought the Brewer Fuel Mart from Cole and changed its name to Stacey's Chevron Fuel Mart. In 1976 Stacey bought the Plaza Motel on Wilson Street and changed the name to Stacey's Brewer Motel.

Stacey's twelve year sponsorship of the Saturday night TV show, Stacey's Country Jamboree, brought recognition and business growth. A highlight of the show was in July of 1983 when the ABC Network aired the Brewer based show from coast to coast. Stacey's Motel is a family business and every member of the family has or does now work at the motel.



Sue and Dick Stacey



Tina, Richard, Jr., & Heidi Stacey



Scott, Beth & Brett Stacey

Compliments of
Stacey's Brewer Motel
Dick, Sue, Scott, Brett, Beth-Marie,
Heidi, Tina & Richard, Jr.
A Family Operated Business





# TAYLOR RENTAL CENTER "The Store For Rent"

In 1963, a fledgling Taylor Rental Center opened for business in Springfield, Massachusetts, offering wholesale hardware and plumbing supplies. Within three years, there were 25 licensed operators, and Dave and Nancy Adams were one of the first.

Their first rental center was located in Boston from 1966 until late 1972, when the Adamses decided to return to their home state of Maine. Originally from the Dexter area, they chose Brewer as the city with the greatest potential.

Living in a motel with their children for three months, the Adamses moved all their inventory into the former Shuman's Auto Parts building at the triangle of Wilson and State Streets and opened for business.

In 1976, they remodeled the front of the building, and in 1981 purchased Frank Taylor's Antique store, formerly Marsh's Variety, on the same site. The addition of the second building increased their storage and showroom space from 2700 to 6200 square feet.

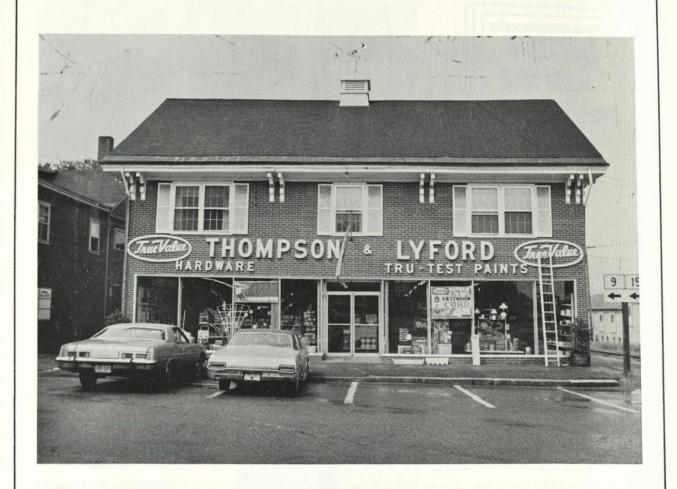
By 1987, their line of over 1,500 rental items necessitated further expansion, 2000 square feet, so a second floor with offices and storage was added, and a 2000 square foot canopy storage shed was constructed between the two original buildings.

Now in 1989, it takes 15 employees and a sophisticated computer system to operate and maintain the business, which has grown ten-fold since they opened.

A special area of the store offers party items and costumes, and consultants are available to plan social events. They service construction company requests for heavy duty equipment as well as handling orders and deliveries for tables, chairs and catering equipment and have traveled as far as Canada to erect tents for wedding receptions.

Taylor Rental Center has the largest variety of inventory of any rental service north of Boston.





Operating continuously as a hardware store at 39 Center Street in Brewer, Thompson & Lyford, Inc., began operations in 1849 as Farrington Brothers who featured hardware, groceries and seeds, farming tools, grain and a dry goods store. A prominent store of the community, the store was operated by Charles O. Farrington and his brother Edward P. Farrington and later Dana Farrington until 1924.

In 1924 the Business was purchased by Maurice G. MacLaughlin who operated a smaller store there for the next 21 years. Through the depression and war years the business operated with difficulty and on a reduced scale until in 1945 it was sold to Arthur C. Thompson and Albert L. Lyford and his son Lawrence W. (Bud) Lyford.

Following the death of Arthur C. Thompson in 1946 the Lyford family increased the scope of the business during the busy years after world war II. In 1955 William P. Hayes joined the corporation and in the ensuing years Bud and Bill achieved several modernizations and expansions of the business which resulted in improved service to the community.

Today, following the retirement of Bud Lyford in 1985 the store is run by yet another generation of Bud's son, Peter and Bill's son-in-Law Michael J. Legasse who, together with Bill Hayes, are maintaining the store's involvement with the community serving with integrity the needs of the people.

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Twin City Motel was the second Motel to be built in Brewer. The land was purchased from Murray Coney and the Motel was incorporated in 1954. In July, 1955, Twin City was open for business with 32 rooms. In 1956, 30 rooms were added and in 1958, 20 more were added bringing a total of 82 rooms in the main building. The Annex building of 35 rooms was built in 1965 and in 1969, 8 more rooms were added, making a total of 43 rooms in the Annex. In all, Twin City Motel has 125 rooms.

Last year, a major rehab program was completed, new draperies, rugs, wallpaper, etc., with such luxury features as waterbeds, in-room whirlpool spas and deluxe honeymoon suites, as well as exterior improvements, all in keeping with our progressive philosophy for the Motel.

Abraham Shapiro, one of the original owners, is general manager and Catherine Dupray, his assistant and comptroller, has been with the firm since its inception.

Through the years, Twin City has been the employer to many talented, hard working people, whose efforts have been responsible for what measure of success we enjoyed.

Good value, good service and a dedication to hospitality in the true friendly Maine tradition has been the policy of Twin City Motel for 34 years and we hope to follow these precepts into the future.

We take pride in being a part of Brewer's past and look forward to a bright future in an exciting, growing area in the State of Maine.



W. S. Emerson Co., Inc., Salesmen and Headquarters Group, May 14, 1966
From left to right: Win Vickery, Wil Libby, Howie Cole, James MacKay, Ed Marshall, Bob Derry, Sonny Crocker, Phil Michaud, Ken Stockwell, John Dwelly, John Vickery.

The above photograph was taken in 1966 in front to the new W. S. Emerson Company warehouse located in the Atlantic Industrial Park on Acme Road in Brewer. Construction of the building, by the M. D. Hardy Co. of Hampden, was finished in 1965. The building is 33,000 sq.-ft on one floor with up-to-date steel shelving and modern shelving and modern shipping and receiving facilities. The decision to move to Brewer was sudden because of Urban Renewel. Previous to this, Emerson's was located at 192 Exchange Street, Bangor for 44 years. This move signified a major commitment to the future growth of the company.

In 1921 Walter S. Emerson founded the company as a Wholesale Distributor of Dry Goods. Mr. Emerson employed John A. Vickery at the beginning. He was assigned as a traveling salesman. In those days the roads were unpaved and the means of travel were railroad, horse and buggy and eventually autos. John developed sales territories in Aroostook County as well as Central and Western Maine. The firm grew moderately during the 1920's until the Great Depression struck. During the low point of the Depression sales volume dropped drastically, causing the company to lose money for several years and the comapny almost failed. Then during the next few years Roosevelt's policies stimulated economic growth. In the meantime (1934) John A. Vickery, age 34, having keen business sense and vision, pursuaded Mr. Emerson to designate him Manager of the Company. With the able help of Ralph Frazer he was successful in expanding the company during the 30's and 40's. When Mr. Emerson died in 1952 John acquired the company.

In 1950 John's brother Winslow joined the firm. He was instrumental in engineering the move to Brewer, building a strong sales force and improving inside operations and office procedures.

Winslow's sons John and Russ entered the company in 1966 and 1976, respectively. Management of the company is now with John and Russ together with a strong inside team. In 1988 twenty year old John A. Vickery, Jr. came to work for the company. He represents the third generation in this family business.

At the present time the company has a sales force in Maine, Vermont and New Hampshire and operates four retail stores in Maine. The company employs 105 full and part-time people.

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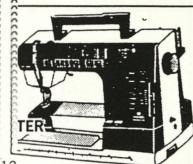


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