

A Pictorial History Of Maine

Thomas M. and Arthur M. Griffiths

Cover Picture Courtesy Maine Department of Economic Development

A Pictorial History of the State of Maine

Edited by Thomas Morgan Griffiths and Arthur Morgan Griffiths Thomas M Inffiths

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Foreword

OR BETTER SATISFACTION of the reader in this behalf, we have thought it fit, by the way, to acquaint him first with the nature of the place where we have settled ourselves, whereby he may see reason for what we have done, remembering him likewise, that in settling of plantations, there is principally to be considered; the air, for the health of the inhabitants; the soil, for fertility fit for corn, and feeding of cattle wherewith to sustain them; the sea, for commodity of trade and commerce, the better to enrich their publick and private state, as it shall grow to perfection; and to raise employments, to furnish the course of those affairs.

Now for the quality of the air, there is none of judgment but knows it proceedeth either from the general disposition of the sphere, or from the particular constitution of the place.

Touching the disposition of the sphere, it is not only seated in the temperate zone, but as it were in the centre, or middle part thereof, for that the middle part of that country stands in the forty-fourth and forty-fifth degrees of the northern latitude, that is, twenty degrees from the fiery tropick, and as much from the freezing arctick circle; under the same climate and course of the sun that Constantinople, and Rome, the ladies of the world; Italy, and France, the gardens of Europe, have their situation, within the limits of the fifth and sixth climate, after the latter computation; having their longest day fifteen hours and some odd minutes.

Touching the constitution of the place (which is about fifty degrees by sea from our continent westerly) the maritime parts thereof are somewhat colder, than the nature of the clime otherwise affordeth; for that the beams of the sun are weakened, partly by the unstable reflection of the same upon the sea, and partly by being laden with abundance of moisture it exhales out of the vast ocean, whereby the nature thereof is not so violently there expressed, as in the like parallel further into the main is accustomed. Nor is that sea coast so subject to droughts or want of rain in seasonable times, as other parts are of like latitudes, and by that reason the sea coasts are at all times more cold than is the inland. And the eastern coast which receiveth the rising of the sun, is likewise colder than are the western parts, towards the declining of the same, as our morning airs (for example) even in the heat of summer are cold and quick, when the day and evening are very sweltering. And this makes those parts more suitable to the nature of our people, who neither find content in the colder climates, nor health in the hotter; but (as herbs and plants) affect their native temperature, and prosper kindly no where else.

And indeed, the hot countries yield sharper wits, but weaker bodies, and fewer children; the colder, more slow of conceit, but stronger of body, and more abounding of procreation. So that, though the invention of arts hath risen from the southern nations, yet they have still been subject to the inundations, and invasions of the more northerly people, by reason of their multitudes, together with the strength of their body, and hardness of their constitutions.

But this country, what by the general and particular situation, is so temperate, as it seemeth to hold the golden mean, and indeed is most agreeable to the nature of our own, which is made manifest by experience, the most infallible proof of all assertions; in so much as our people that are settled there, enjoy their life and health much more happily, than in other places; which can be imputed to no other cause, than the temperature of the climate.

Now, as the clime is found to be so temperate, so delicate, and healthful, both by reason and experience; such is the soil also, some parts thereof yielding wonderful increase, both of the corn, the natives have most use of; as also of our own, of all sorts: with infinite variety of nourishing roots, and other herbs, and fruits, common among them, but rare with us.

Besides, the coast doth abound with most convenient havens, and harbours, full of singular islands, fit for plantation; replenished with plants and wood of all sorts; as oak, cedars, spruce, fir, pine, walnut, chestnut, elm, sassafras, plum trees, and calamus aromaticus, &c.

The people are tractable (if they be not abused) to commerce and trade with all, and as yet have good respect of us. The seas are stored with all kinds of excellent fish, and in many places upon the coast, fit to make salt in. The country aboundeth with diversity of wild fowl, as turkeys, partridges, swans, cranes, wild geese of two sorts, wild ducks of three sorts, many doves, especially when strawberries are ripe. There are several sorts of deer in those parts, and some that bring forth two, three, and four young at once, which is a manifest proof of the fertility of the soil, or temper of the clime, or both together.

There is also a certain beast, that the natives call a moose, he is as big bodied as an ox, headed like a fallow deer, with a broad palm, which he mues [changes] every year, as doth the deer, and neck like a red deer, with a short mane, running down along the reins of his back, his hair long like an elk, but esteemed to be better than that for saddlers' use, he hath likewise a great bunch hanging down under his throat, and is of the colour of our blacker sort of fallow deer, his legs are long, and his feet are big as the feet of our oxen, his tail is longer than the single of a deer, and reacheth almost down to his huxens, his skin maketh very good buff, and his flesh is excellent good food, which the natives use to jerkin and keep all the year to serve their turn, and so proves very serviceable for their use. There have been many of them seen in a great island upon the coast, called by our people Mount Mansell, whither the savages go at certain seasons to hunt them; the manner whereof is, by making of several fires; and setting the country with people, to force them into the sea, to which they are naturally addicted, and then there are others that attend them in their boats with bows and weapons of several kinds, wherewith they slay and take at their pleasure. And there is hope that this kind of beasts may be made serviceable for ordinary labour with art and industry.

The known commodities of that country, are fish of several sorts, rich furs, as beavers, otters, martins, black fox, sables, &c. There are likewise plenty of vines, of three kinds, and those pleasant to the taste, yet some better than other. There is hemp, flax, silkgrass, several veins of ironstone, commodities to make pitch, rosin, tar; deal boards of all sorts, spars, masts, for ships of all burdens; in a word, there comes no commodity out of France, Germany, or the Sound, but may be had there, with reasonable labour and industry.

Further we have settled at this present, several plantations along the coast, and have granted patents to many more that are in preparation to be gone with all conveniency. Those of our people that are there, have both health and plenty, so as they acknowledge there is no want of any things, but of industrious people, to reap the commodities that are there to be had, and they are indeed so much affected to the place, as they are loath to be drawn from thence, although they were directed to return to give satisfaction to those who sent them, but chose rather to perform that office by letters, together with their excuse, for breach of their duty in that behalf. And thus you see there is no labour well employed, but hath his reward at one time or other. These encouragements have emboldened us to proceed, to the engaging of ourselves, for the building of some ships of good burden, and extraordinary mould, to lie upon the coast for the defence of merchants and fishermen, that are employed there, as also to waft the fleets, as they go to and from their markets: and we purpose from henceforth to build our shipping there, where we find all commodities fit for that service, together with the most opportune places, that can be desired.

Lastly, finding that we have so far forth prevailed, as to wind ourselves into familiarity with the natives, (which are in no great number) along the coast for two hundred leagues together, we have now despatched some of our people of purpose, to dive into the bowels of the continent, there to search and find out what port, or place, is most convenient to settle our main plantation in, where we mean to make the residence of our state and government, as also to be assured, what other commodities may be raised for the publick, and private benefits of those that are dealers in that business, and willing to be interested in any of the lands there: whither is gone this year already, for trade and fishing only, thirty sail of the better sort of ships, belonging to the western parts, besides those who are gone for transportation of the planters, or supply of such as are already planted, whose return (as is supposed) will amount (at the least) to thirty thousand pound, the greater part whereof comes home in bullion.

And therefore as touching the third happiness of these parts, which is the sea, there needeth no other or greater commendation than this benefit of fishing assured unto us by common experience; although it affords many other hopes both in regard of the facility of the navigation, the boldness of the coast, the conveniency of roads, havens and harbours, for performance of all manner of employments; yet is there also found shows of pearl, ambergris, great numbers of whales, and other merchantable means to raise profit to the industrious inhabitants or diligent traders.

Here you may see to what profit our industry and charge hath been employed; what benefit our country is like to receive by it, and whether it be reason we should be so traduced, as we have been, we seeking nothing more than the glory of God, the enlarging of his highness' dominions, and general good of all his majesty's loyal subjects, and striving for the better accomplishment thereof to keep order, and settle government in those affairs, to preserve from ruin and confusion so fair a foundation, whereon is likely to be built the goodliest frame that hath ever been undertaken to be raised by our nation.

Gorges' Brief Relation of the Discovery and Plantation of New England 1622

Acknowledgements

Space limitations make it impossible to acknowledge individually all of the people in all of the towns in all of the counties in the State of Maine who have so generously contributed historical material to this Pictorial History of Maine. The editors express their warmest thanks to all who have sent in historical pictures, information and valuable suggestions for the preparation of this volume.

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Introduction

This book is an attempt to present in a brief view the colorful history of the State of Maine through a pictorial summary. The editors hope that this work will be useful to visitors and residents alike to gain new insights into this delightful Northeastern region of the United States.

The citizens of Maine, and their many friends from outside the State, who have shared the development and beauty of this unique part of America, review the magnificent history and look forward with common interest to maintain the delicate balance of its natural environment, economic development, industrial growth, and cultural achievement for the enjoyment of future generations.

To accomplish a complete review of the history of Maine in this brief volume is an impossibility. However, the editors hope that they have inspired the reader to probe further into Maine's rich historical heritage, to visit the multitude of picturesque and historic sites, and to contribute personally to the future progress of the State so that, at some future time, historians may chronicle a brilliant record of Maine's people.

THE EDITORS



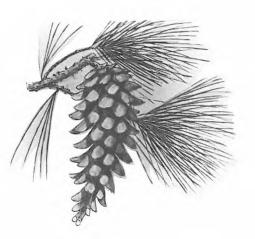
...to 1620

the discovery of Maine

The Maine Bird The Chickadee



The Maine Tree The White Pine

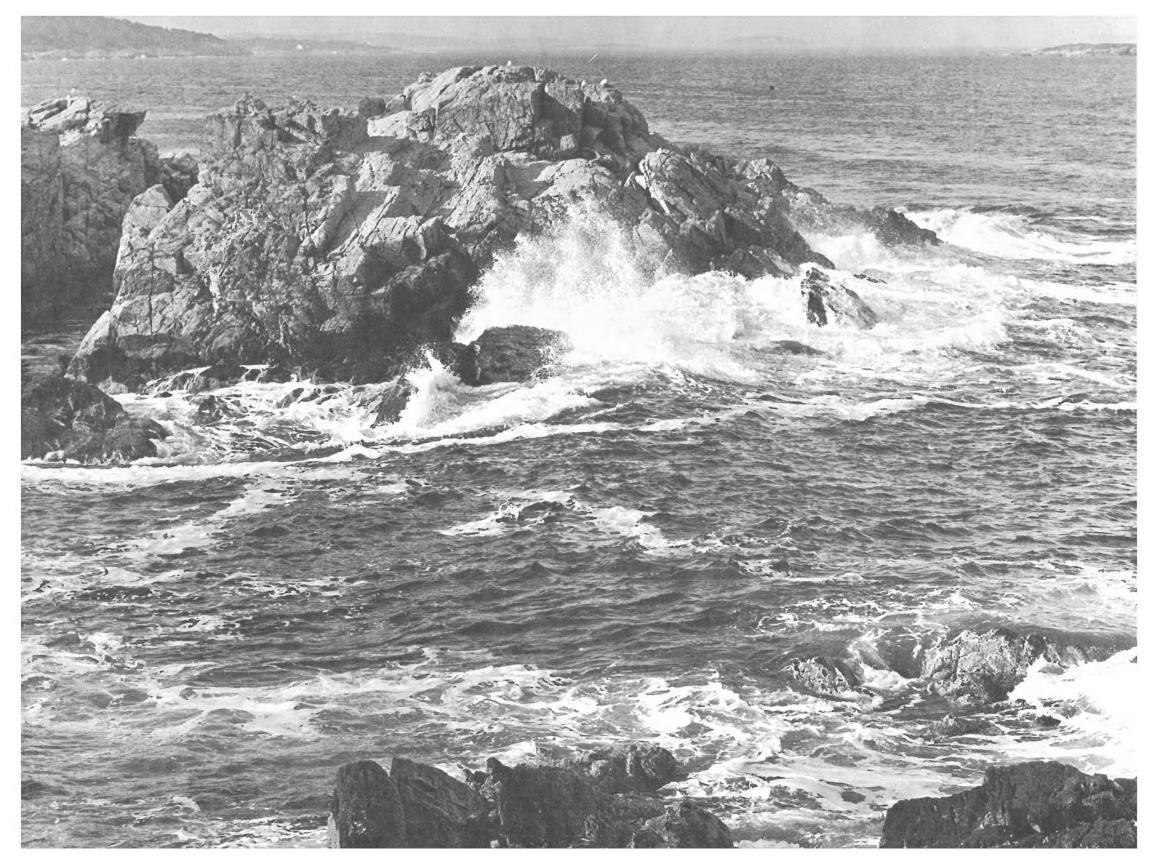


The Maine Flower The Pine Cone and Tassel

Left — Chimney Pond, Baxter State Park — Photograph by A. Rogers



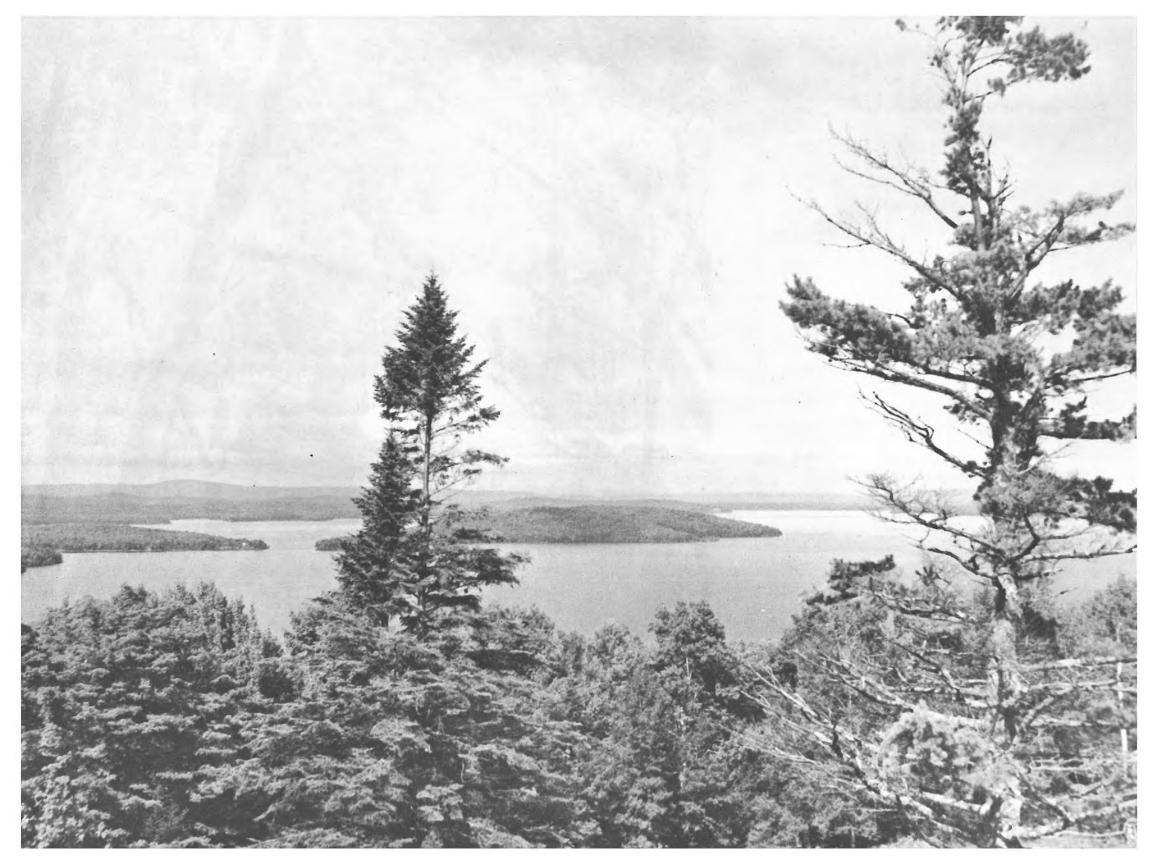
The Maine Flag



The sea meets the Main off South Portland.

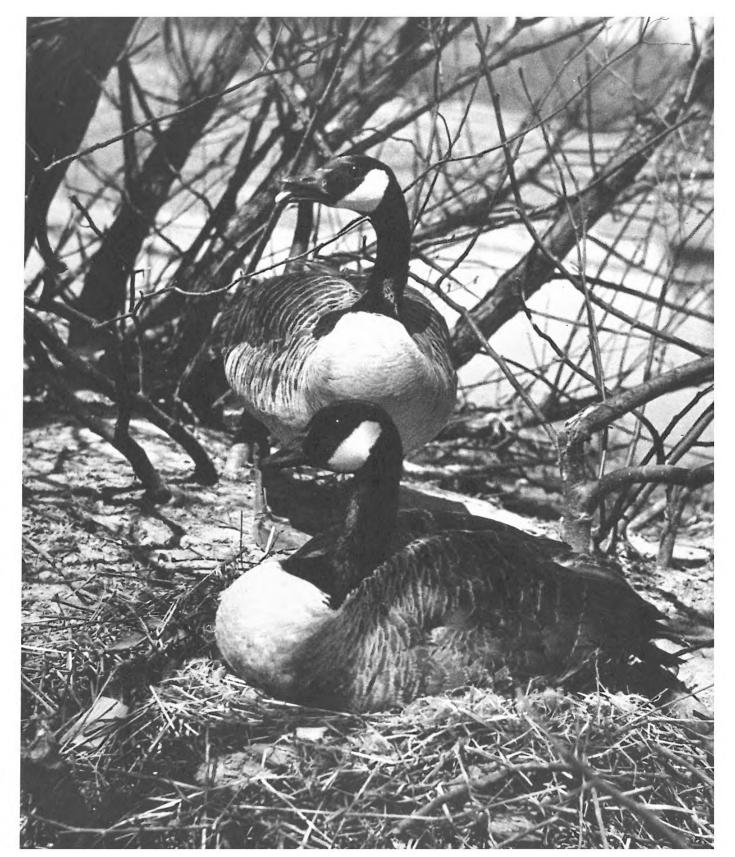


A young buck peers curiously through the brush.

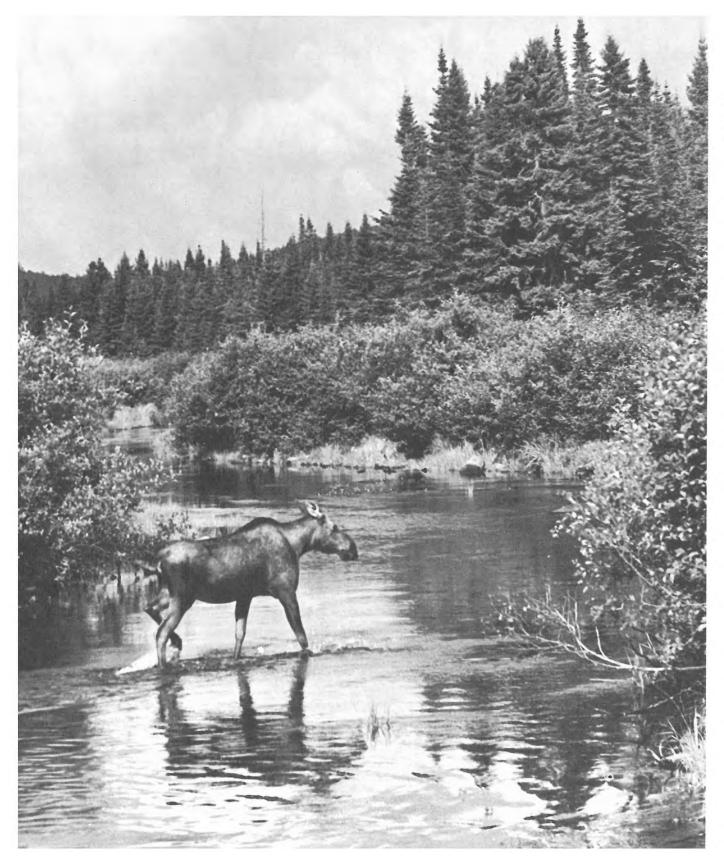


The "Broad, sparkling waters and Emerald Isles" of Moosehead Lake from earliest times "delineate the charm of these solitudes, and prove most convincingly the claim for superiority in this regard, which the Pine Tree State has a right to make."

- J. C. S. Abbott



Wild geese nesting in the Maine woods.



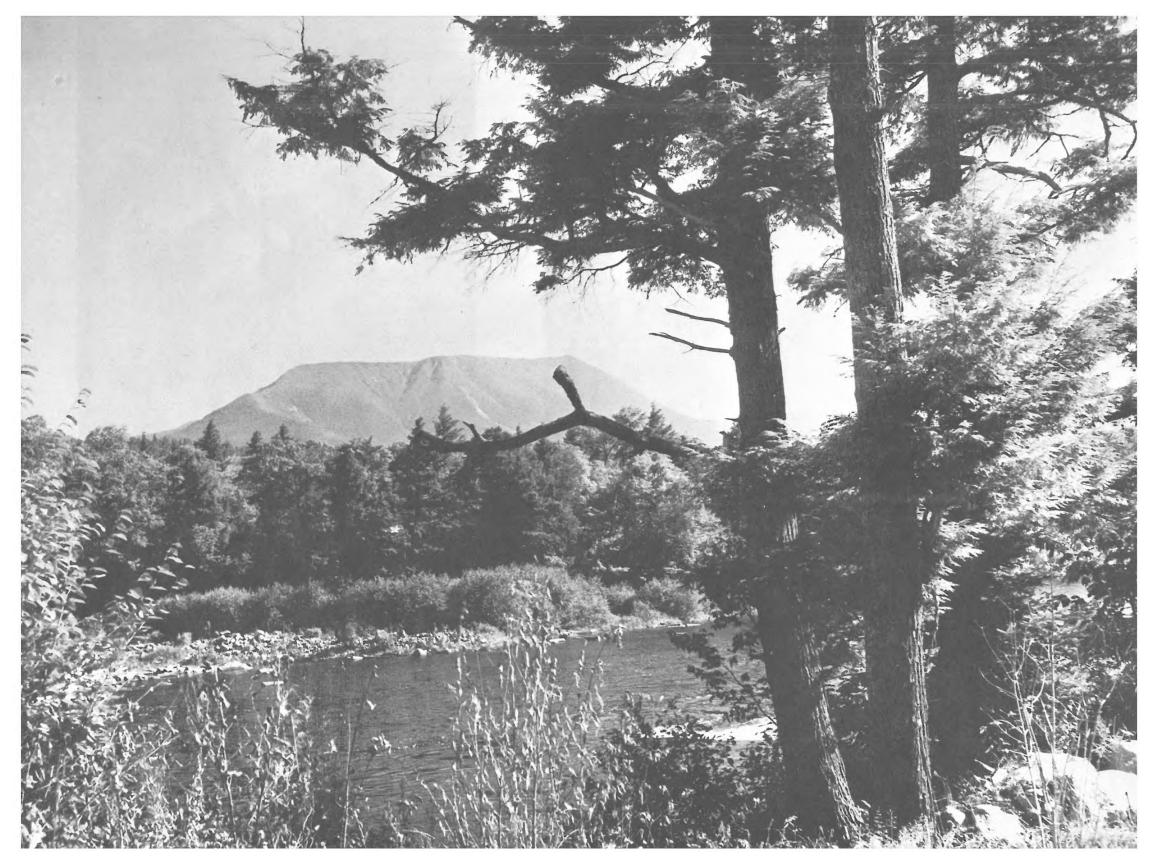
The noble moose, native of the Maine woods since the earliest times, crosses a shallow stream in the heart of the wilderness.





"Tidy Coon," the Maine racoon.

"Once upon a time there were three bears" - in the Maine woods.



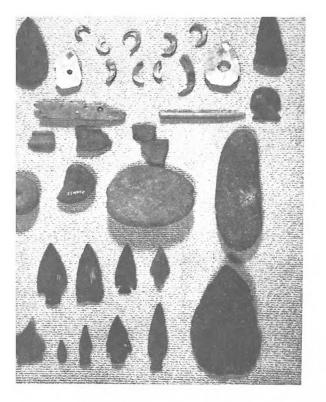


The Maine black bear hunts tidbits in the grass.

Mt. Katahdin rises toward the heavens, as the Penobscot River runs toward the sea.



The Indians of the Androscoggin Valley caught salmon at the Lewiston-Auburn falls. - Courtesy First Bank of Lewiston-Auburn.









Top left — Passamaquoddy Indian artifacts, including wampum, fish spears or harpoon points, pottery shards, pounding tools, arrow tips, and a spearhead. — Courtesy Maine Department of Indian Affairs

Top center — Maine Indian.

Top right — Sarah Polasses (Mrs. Attian Lola), daughter of Molly Polasses (Mary Nicola) and Lieutenant Governor John Neptune of the Penobscot Indians. This portrait appears to be a copy of an original by Jeremiah P. Hardy, owned by the Tarratine Club of Bangor. This picture is dated about 1825.

Left — 20th Century Passamaquoddy Indians at Pleasant Point.

- Courtesy Maine Department of Indian Affairs



Left — A contemporary watercolor of Denny Sockabesin, daughter of Francis Joseph, Governor of the Passamaquoddy Tribes, believed painted at Eastport by a young English officer during the War of 1812. She wears a typical cap and jewelry.

- Courtesy of Mr. and Mrs. Bertram K. Little, Brookline, Mass.

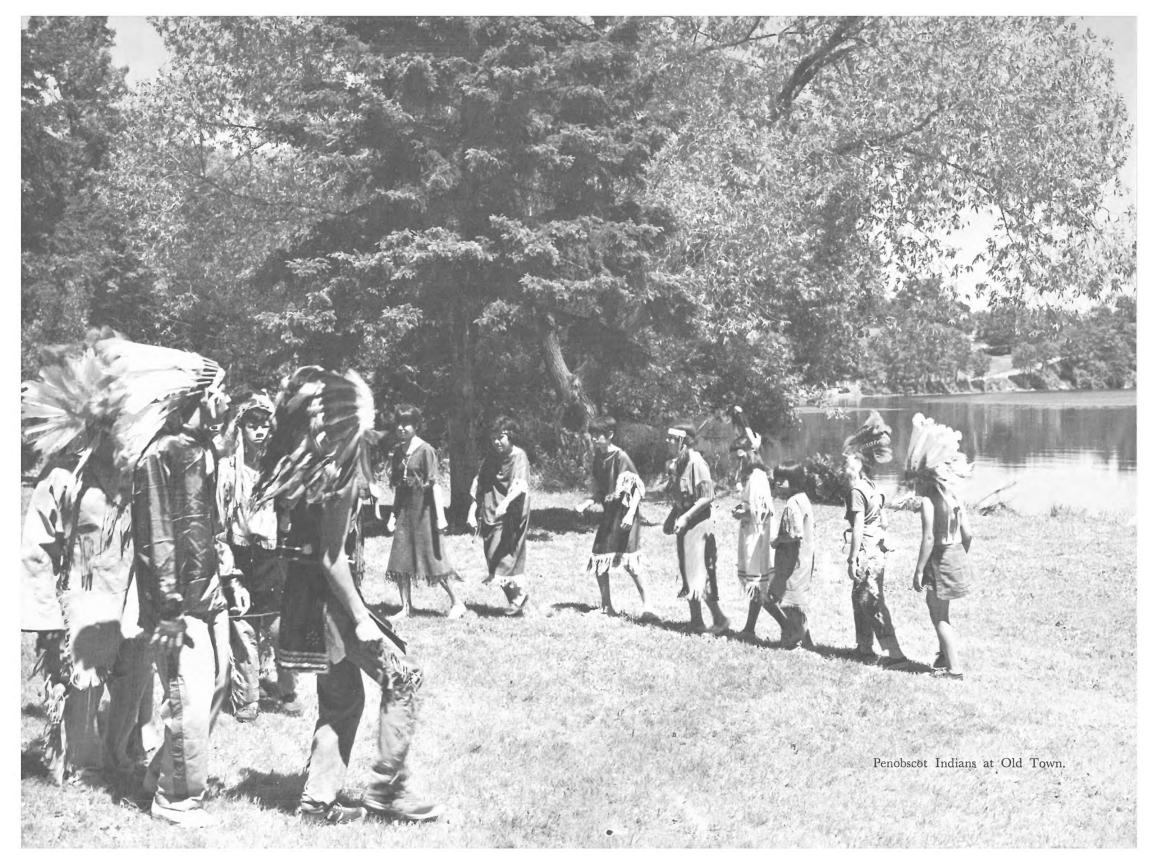


Mary Mitchell, a member of the Passamaquoddy Indian Tribe photographed in the late 19th century.

Right — A rare photograph of Maine Passamaquoddy Indians taken at Pleasant Point in 1900.

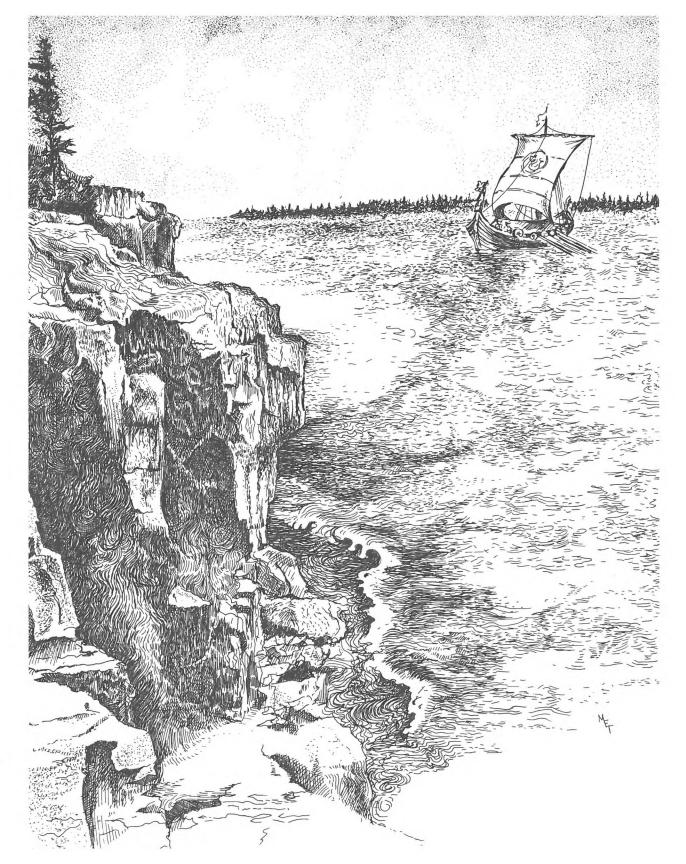
— Courtesy Maine Department of Indian Affairs





Passamaquoddy Indians at Eastport.





Did the Norsemen sail the coast of Maine?

Sketch by Mary Ellen Tollofsen.



The voyages of the Norsemen have been documented to Greenland and Canada.

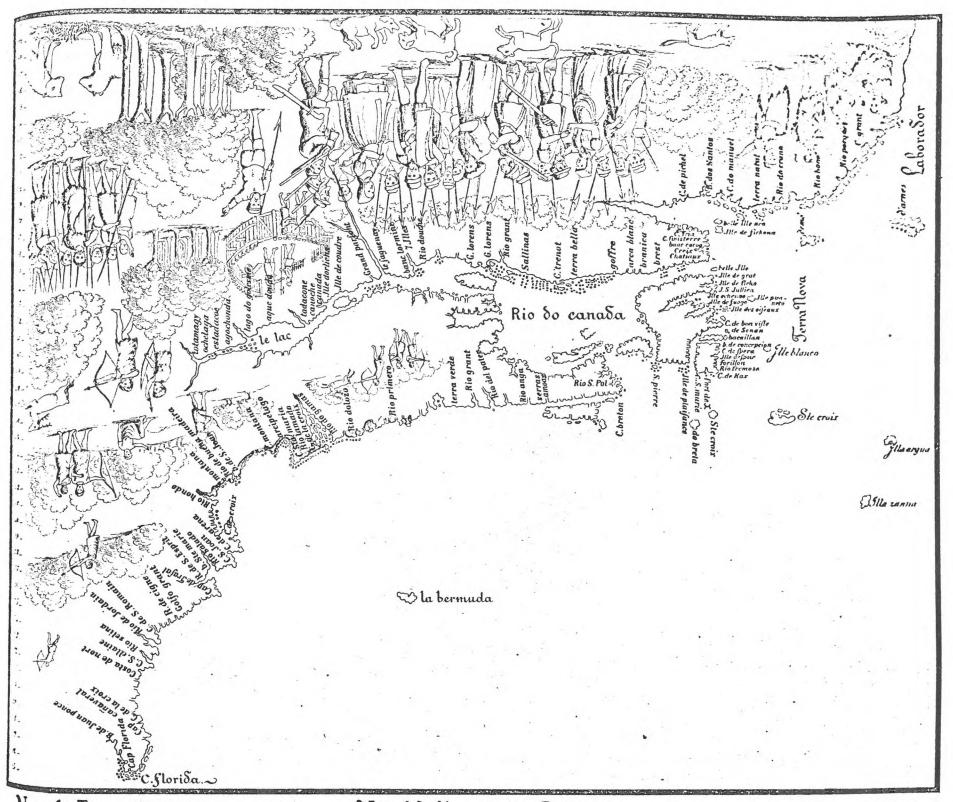
This map indicates the probable routes of Bjarni Herjulfson (986 A.D.), Leif Ericson (1003), and the voyagers to "Vinland."

Map by Mary Ellen Tollofsen.

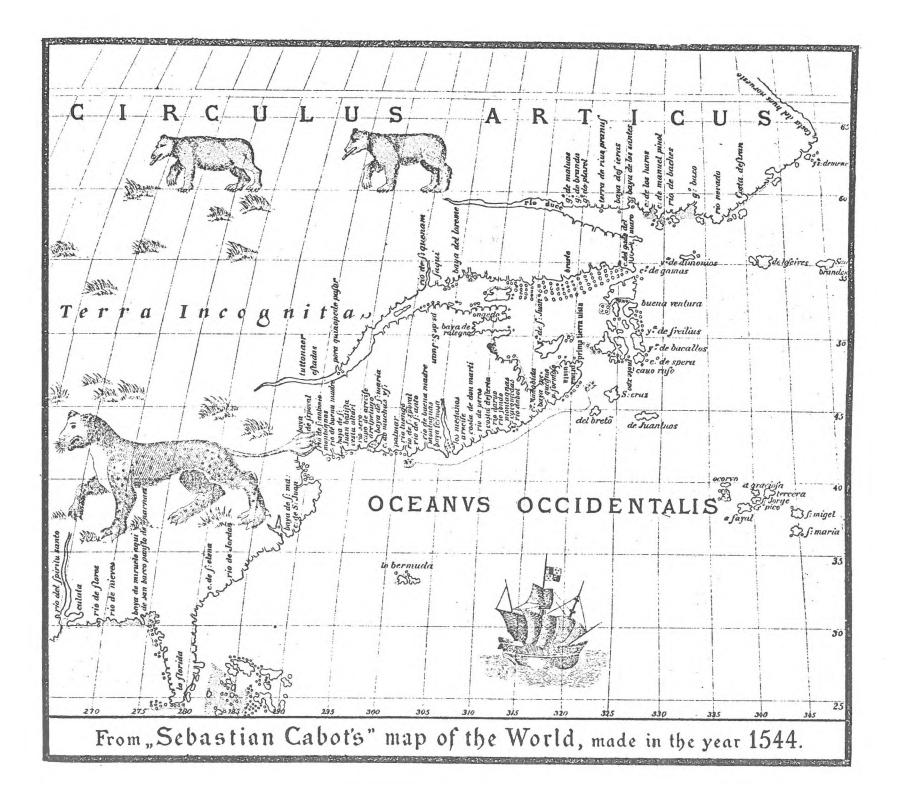


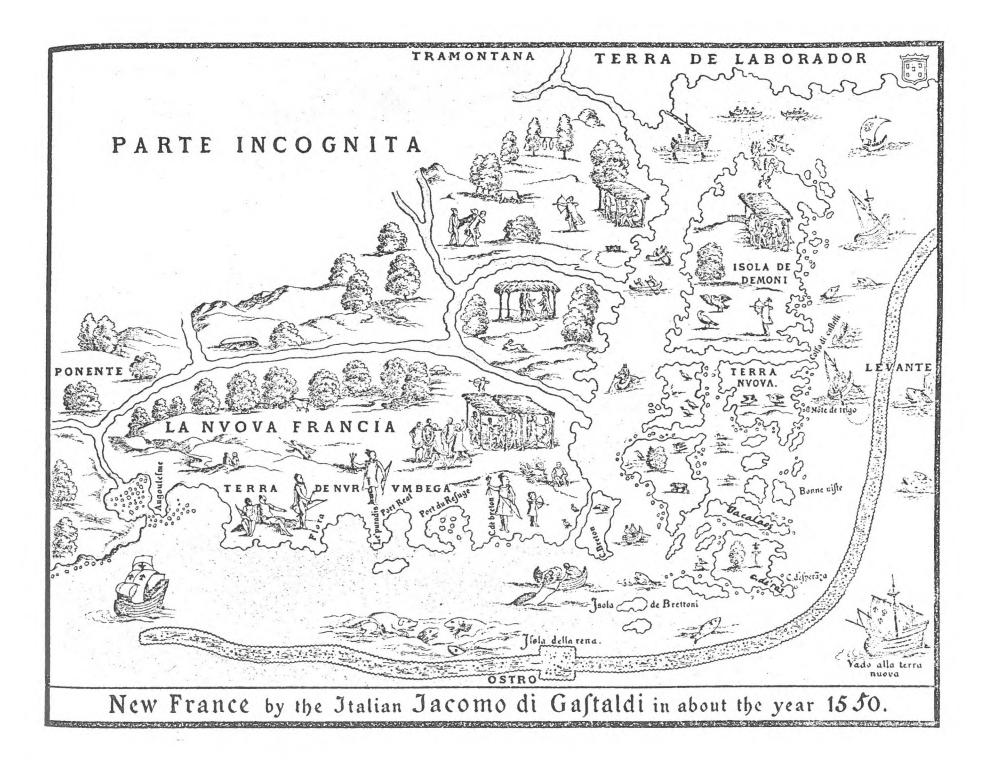


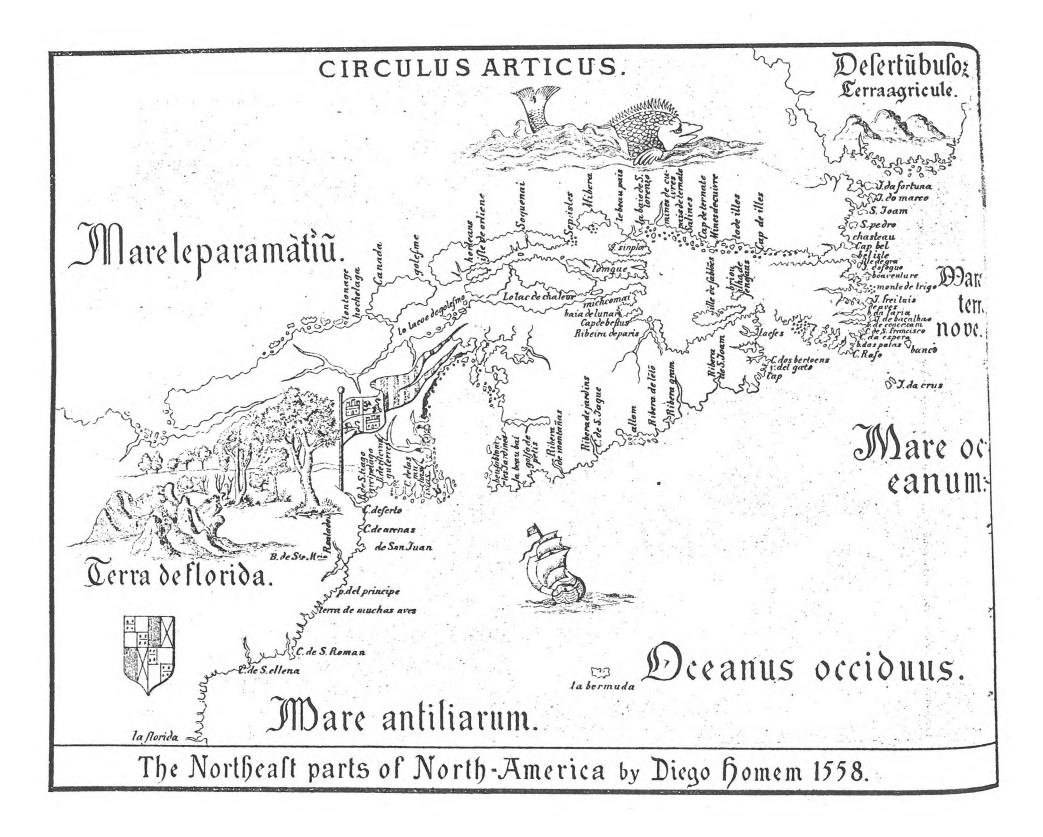
- Above Thorfin and Gudrida on the shore of Vineland. Top right — Discovery of grapes.
- Right Northmen discovering traces of human habitation.

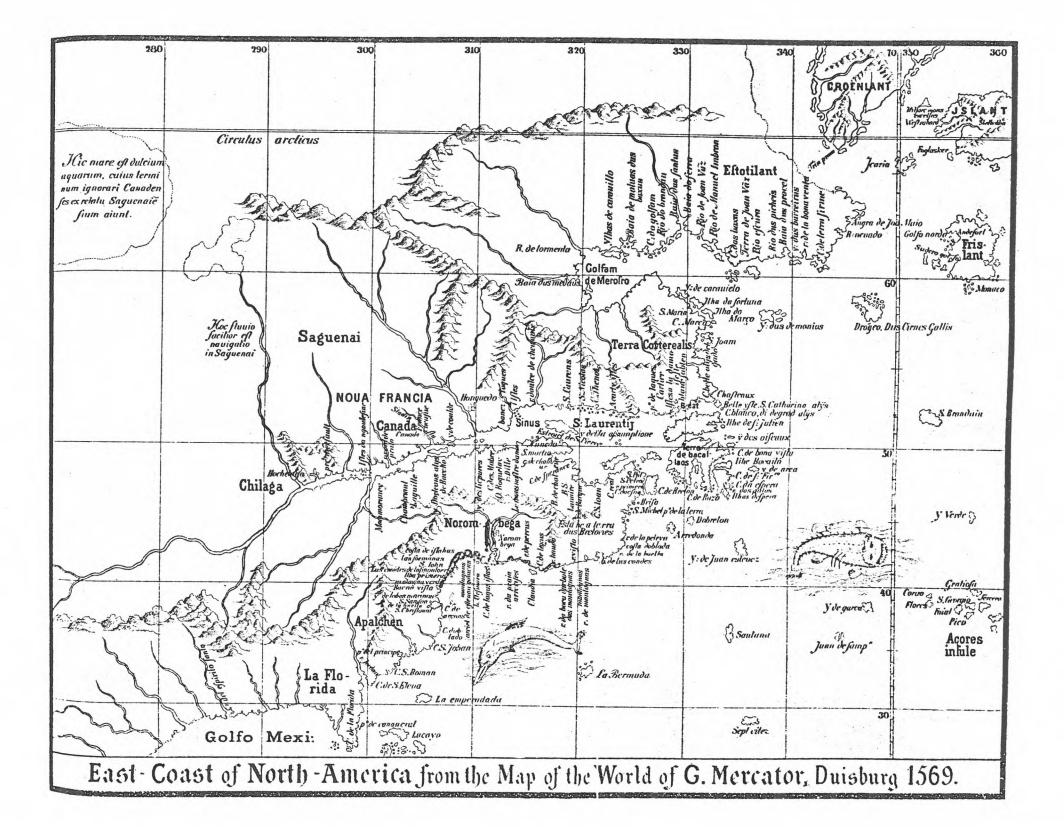


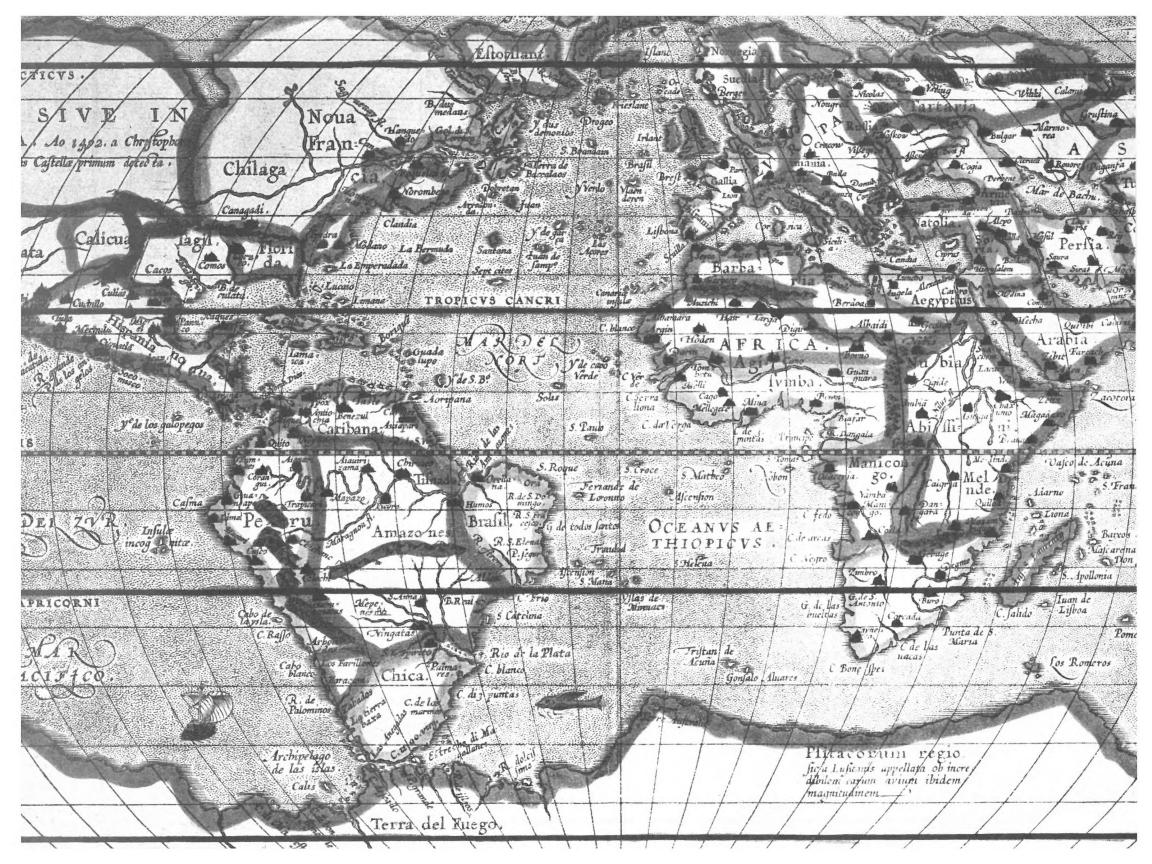
North America from an Atlas of Nic. Vallard de Dienne made Coon after the vear 1543.







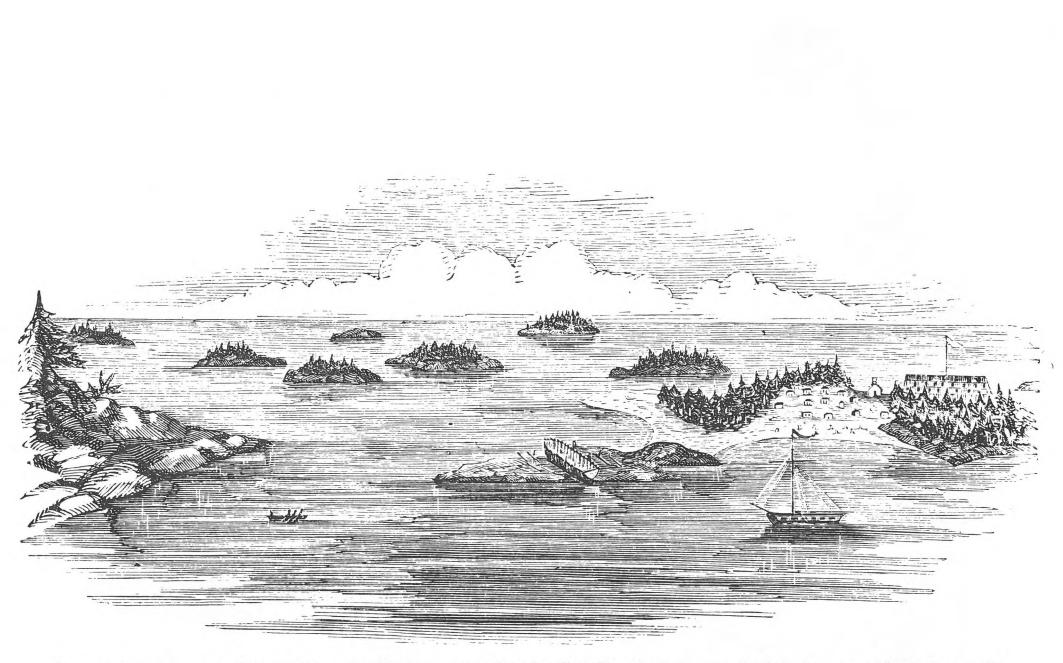






Samuel Champlain — "I have called it the Isle of Monts Deserts." September, 1604.

THE SAME DAY WE PASSED ALSO NEAR AN ISLAND ABOUT FOUR OR FIVE LEACUES LONG ** IT IS VERY HICH, NOTCHED IN PLACES SO AS TO APPEAR FROM THE SEA LIKE A RANCE OF SEVEN OR EICHT MOUNTAINS CLOSE TOCETHER. THE STATUS OF MOST OF THEM ARE BARE OF TREES FOR THEY ARE NOTHING BUT ROCK. ** I HAMED IT THE ISLAND OF THE DESERT MOUNTAINS. CHAMBLAIN'S JOURNAL, 5 SEPT., 1604



George Popham's "town of St. George," 1607, at Sagadahock, entrance to Kennebec River. Here, the Popham Colonists built the pynnace Virginia (seen on the stocks), first ship of record built in New England and forerunner of Maine's great maritime tradition.



Jean-Vincent d'Abbadie, Baron de St. Castin, governed the Fort at Pentagoet (Castine) in 1673.



Captain John Smith gave the Indian names to all the coast settlements in his New England map of 1616.



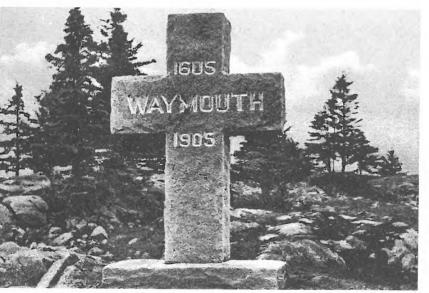
In 1583, Sir Humphrey Gilbert took possession of Newfoundland in the name of the King of England.



Sir William Phips, born in 1651 in Woolwich, Maine, became the first Royal Governor of the Massachusetts Bay Colony in 1692.



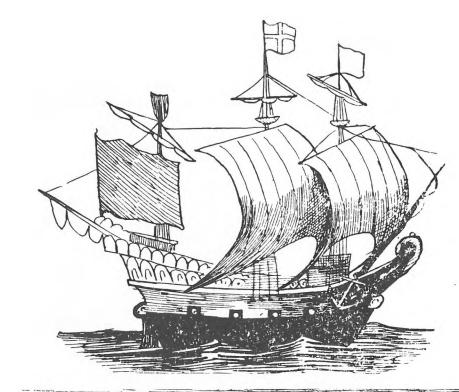
In 1534, Jacques Cartier took possession of New England in the name of the King of France.



Cross erected on Allens Island at the mouth of the St. George River at Thomaston, in memory of Explorer George Waymouth.

C COMMEMOR ATE THE VOIAGE C CAPTAIN GEORGE WAYMOUTH TO THE COAST OF MAINE INIGOS SUSCOVERY AND STPLOAKTION OF ST CEORGES RIVER AND MARTING A CROSSION THE ONE REPLY SUBRE OF THIS HARBON WHEN THE RUST A DOWN CLAIN OF THE EABLIEST A NOWN CLAIN OF THE CASE STOLED A THE OR AS WENCEAND TOOL MISTAGE IS SPECIFIC THE THEST OF OSSIESTION THE CHARGE IS SPECIFIC THE THEST OF OSSIESTION THE

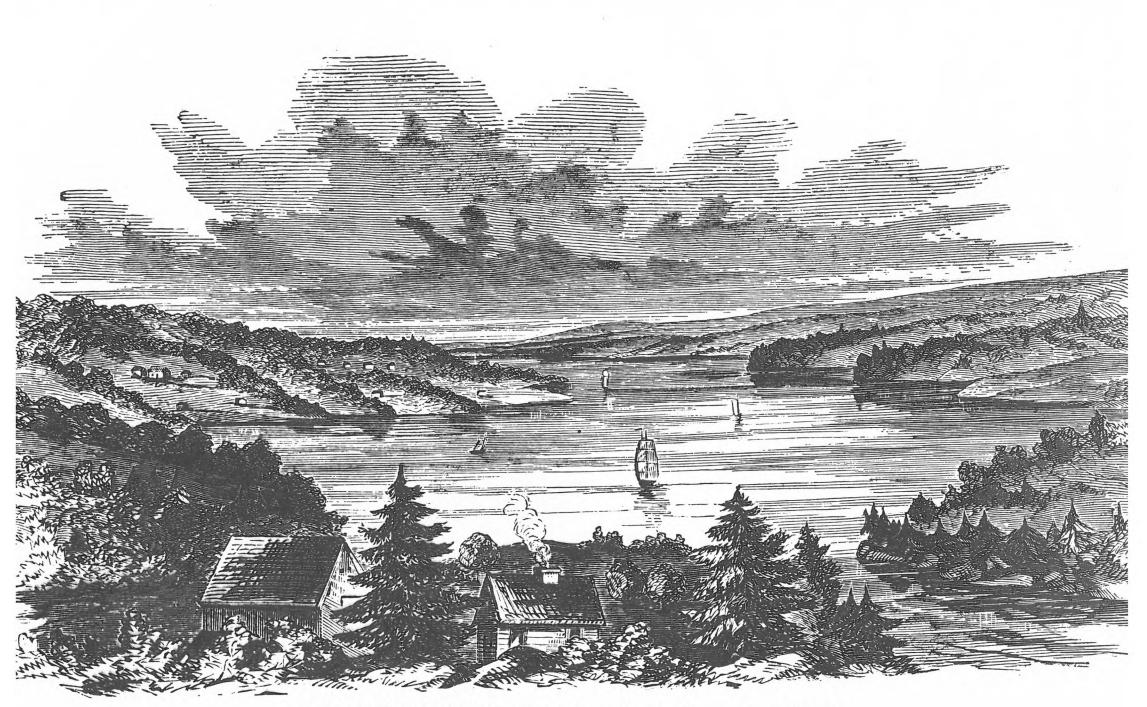
Plaque commemorating the voyage of Captain Waymouth to the coast of Maine, 1605.



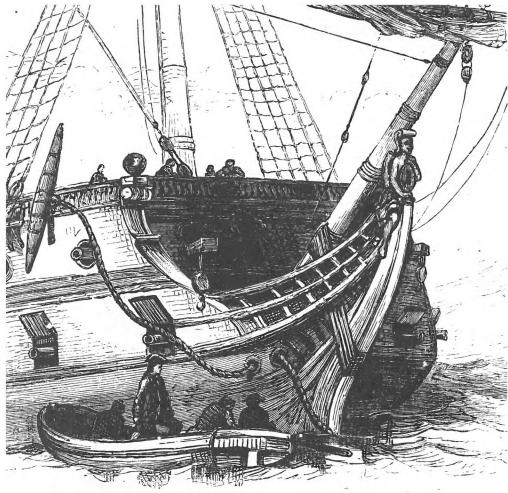
Left — The Archangel, 1605. Right — The seal of Pemaquid, 1631. Below — The Archangel in Pentecost Harbor, roadstead of Fisherman's Island, June, 1605.



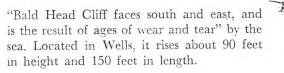




Anchorage of Captain Christopher Levett at the mouth of the Sheepscott River, 1623-24.



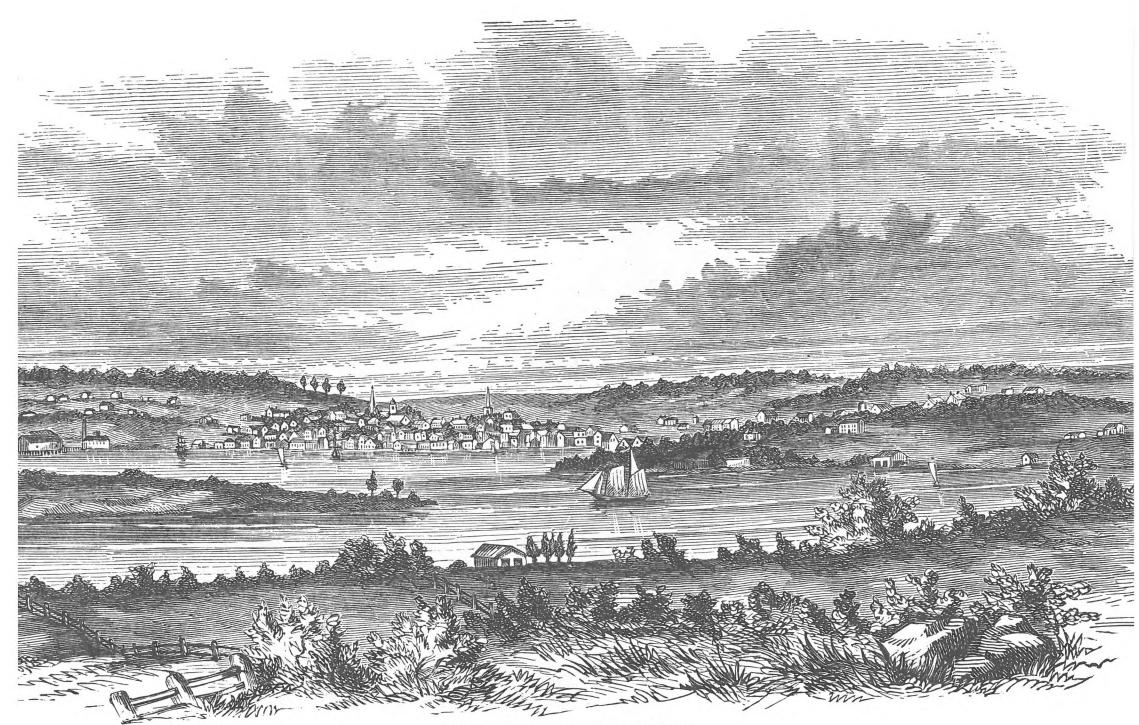
A French Frigate which sailed along the Atlantic Coast in the 17th century.



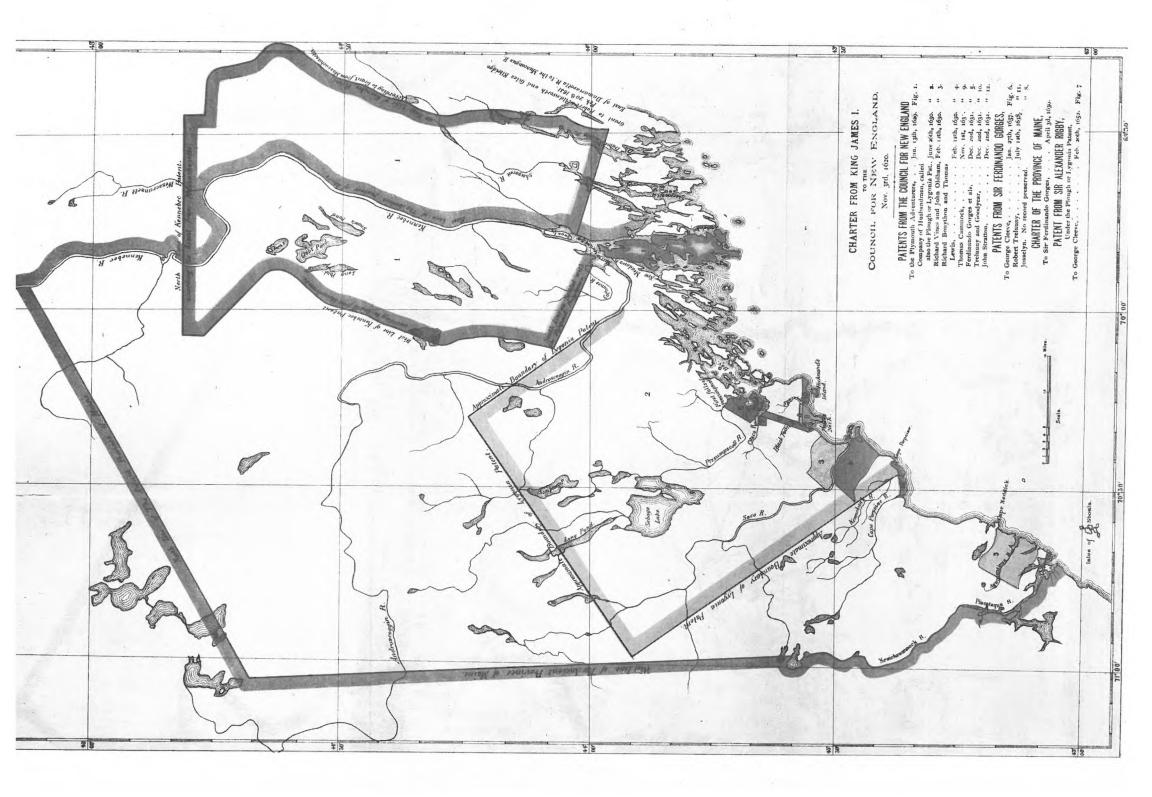


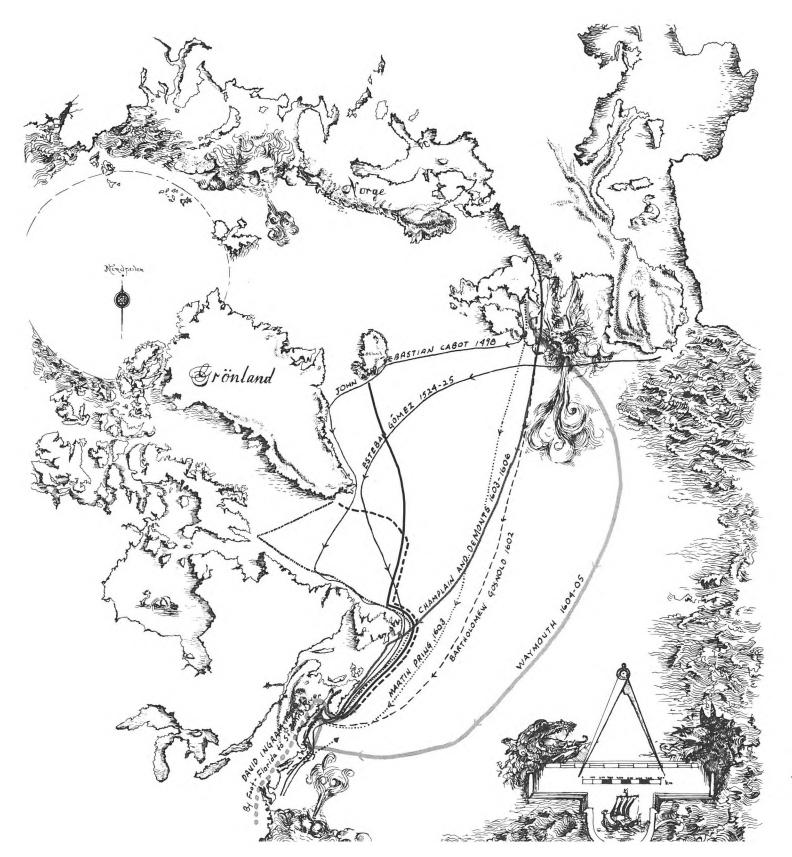


Gorge on Star Island near The Isles of Shoals rises "fifty feet at its outlet, at the shore."



View of Wiscasset from Edgecomb Heights.





This map indicates the propable routes of the English and French explorers in the 15th, 16th and 17th centuries.

Map by Mary Ellen Tollofsen.

1620 to 1820

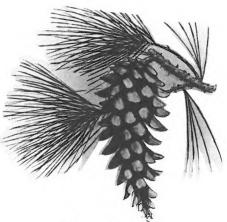
the province of Maine



The Chickadee



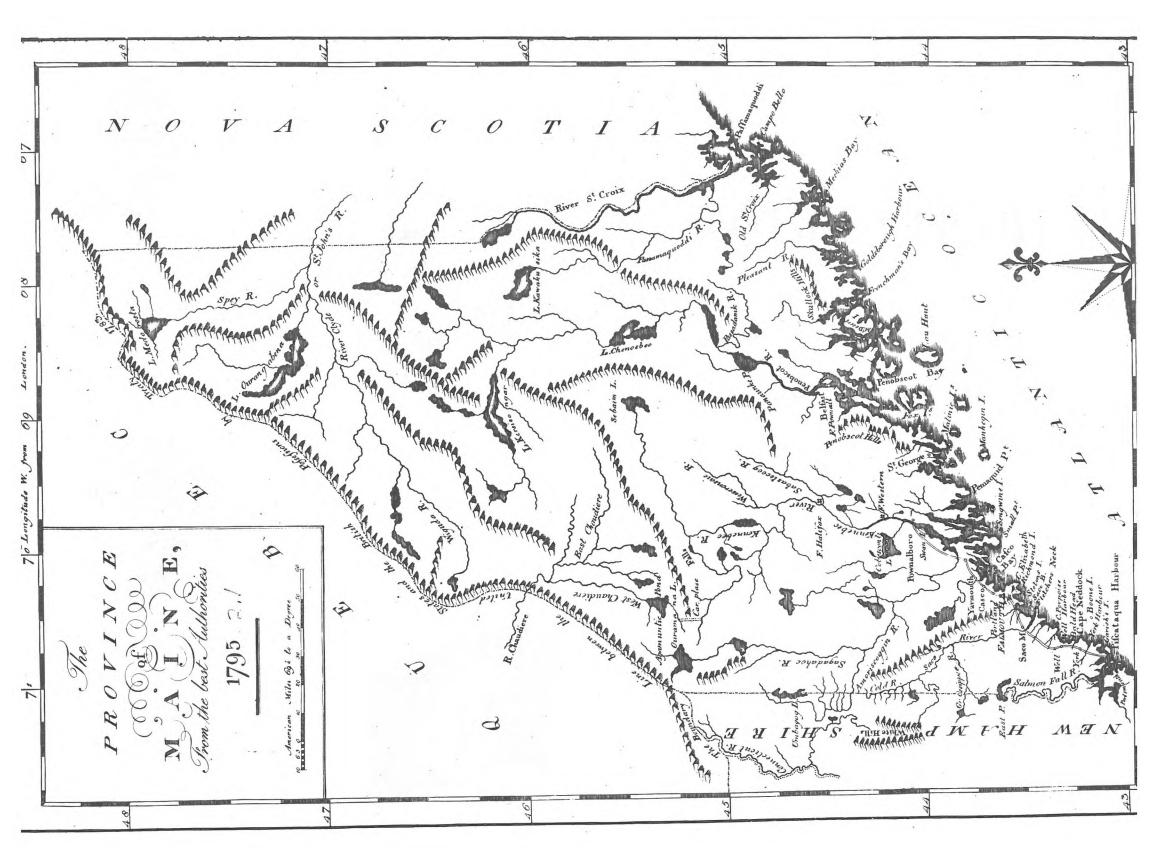
The Maine Tree The White Pine

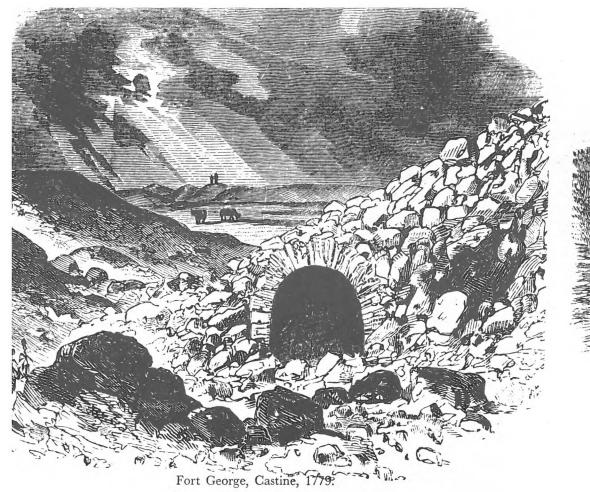


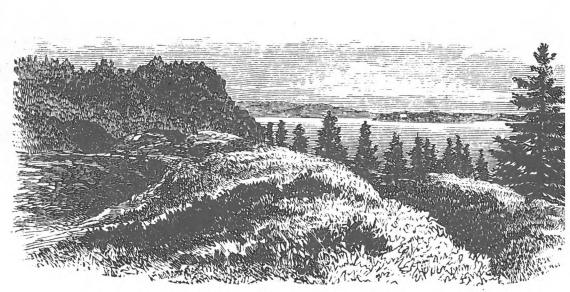
The Maine Flower The Pine Cone and Tassel

The Maine Flag

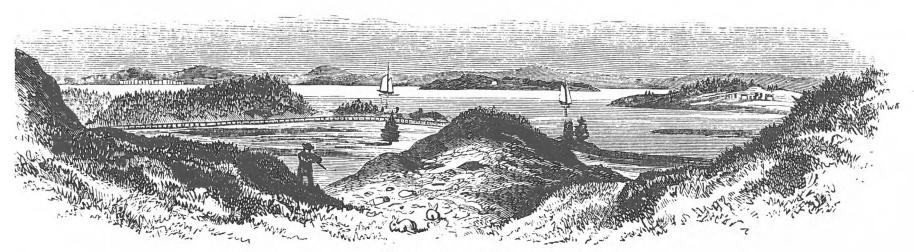






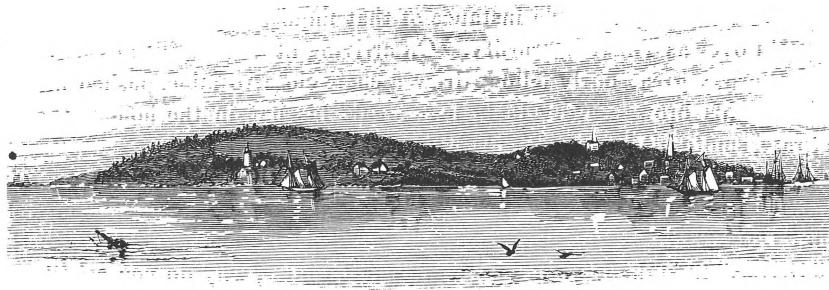


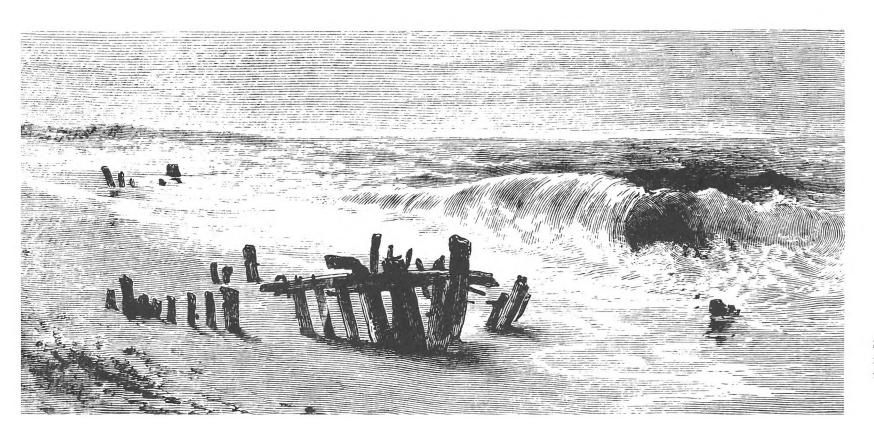
Fort Griffith, in Penobscot Bay, 18th century.



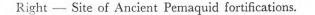
View from Fort George.

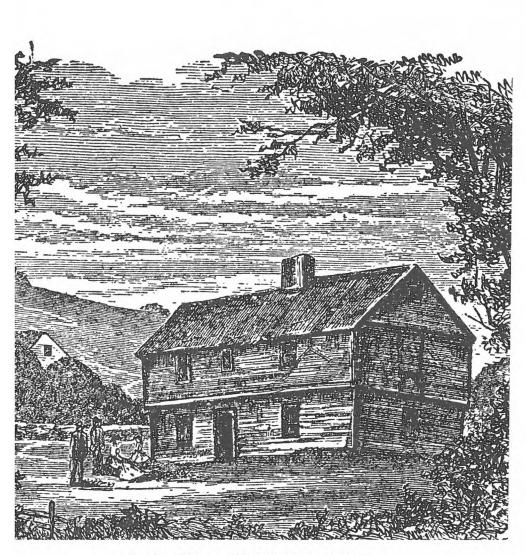
Castine, approaching from Islesboro.



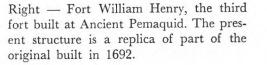


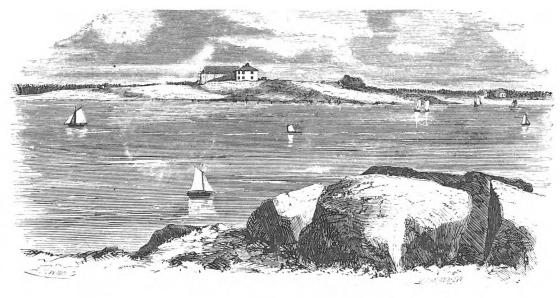
Ship wrecks on the beach were seen frequently on the Maine Coast in the Nineteenth Century.





Garrison House at York, built about 1645.



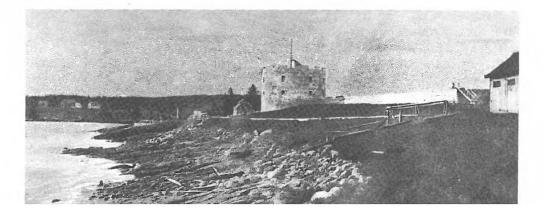


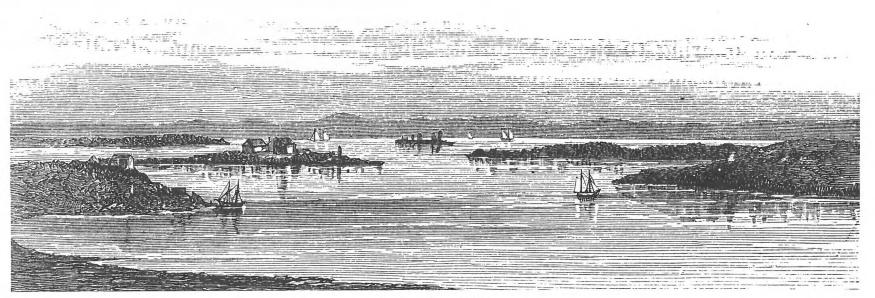
THE PEMAQUID FORTS

There were at least four separate Forts built at Pemaquid in Colonial times. Located on Fort Rock, the first Block House, planned by Captain Shurt, was built about 1614 for the protection of the English against the natives, but was destroyed in 1624 by English pirates who entered the harbor in search of fish and furs to carry back to their mother country. The second fort, Fort Charles, erected by Sir Edmond Andros, Colonial Governor of New York, was captured in 1689 by Baron de Castin who carried off fifty or more captives to Penobscot and later to Quebec.

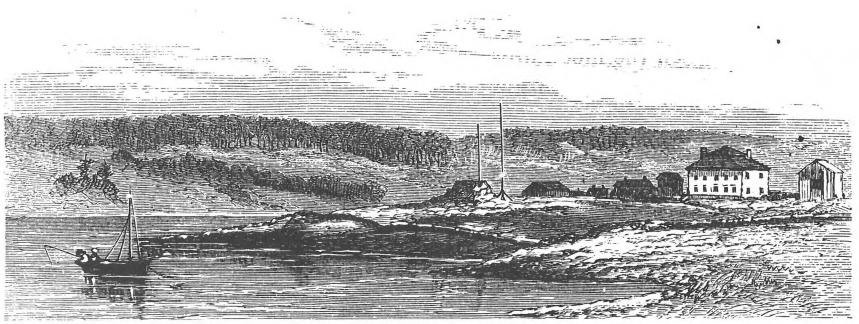
The third fort, Fort William Henry, was completed in 1692 by Sir William Phips, Colonial Governor of Massachusetts. Unlike the two previous Forts, this was built of stone and measured about seven hundred feet square. This also was attacked and destroyed by Baron de Castin in 1696 with the help of D'Iberville and Villieu who carried off the English to nearby islands for safety and protection.

The fourth fort, Fort Dunbar, was built in 1729, named Fort Frederick in honor of the Prince of Wales, and continued to serve the English settlers until the capture of Quebec. In 1762, the cannon were carried to Boston and the place is now marked by "the old Fort Rock" bearing the date of 1607.

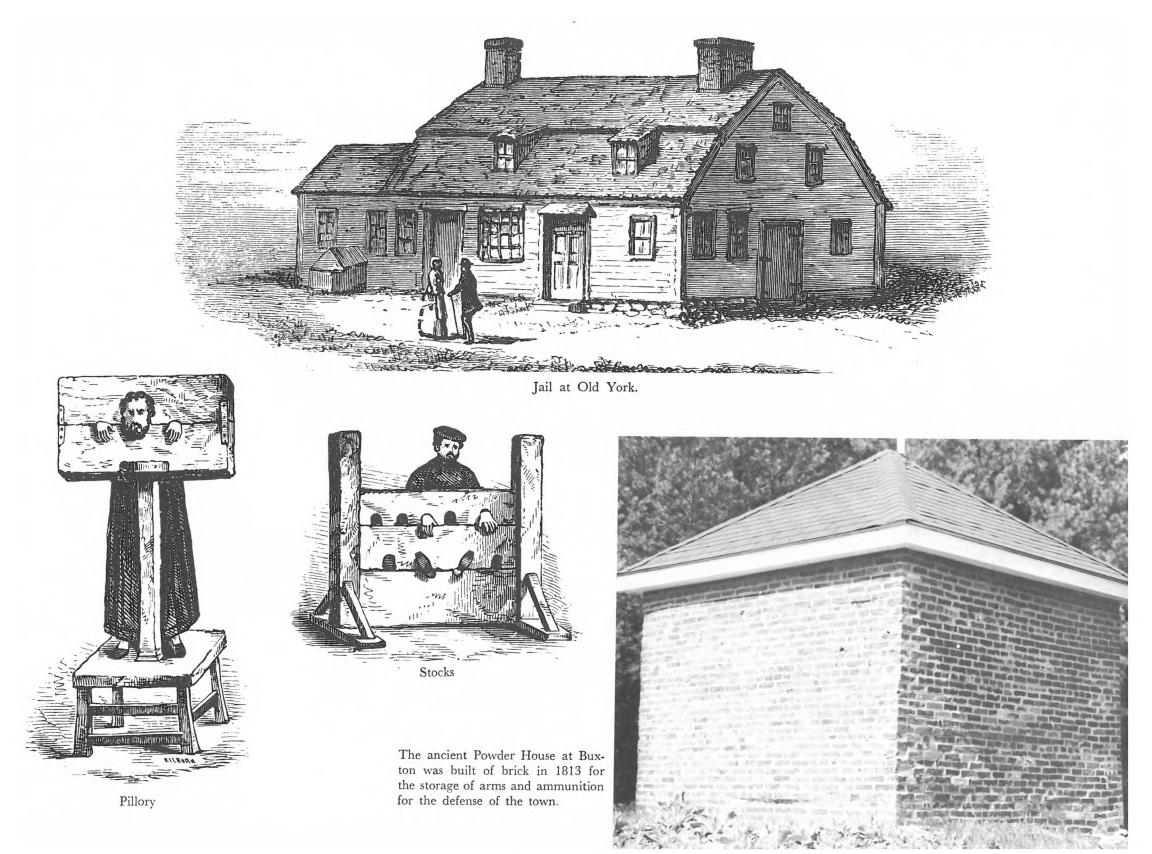


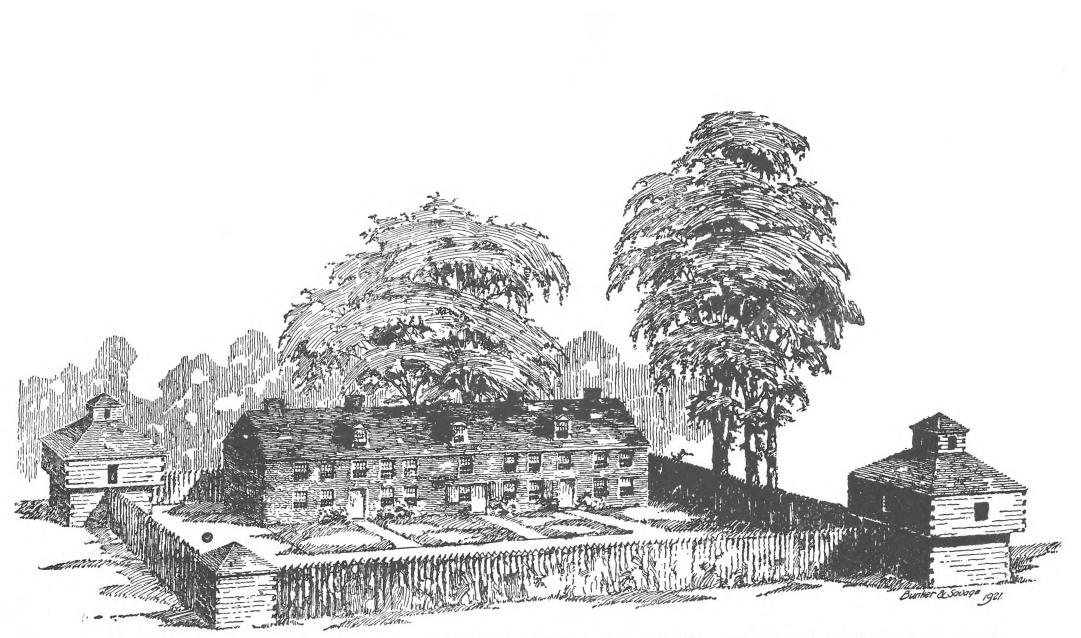


Ancient Pemaquid.



Old Fort Frederick, Pemaquid Point.

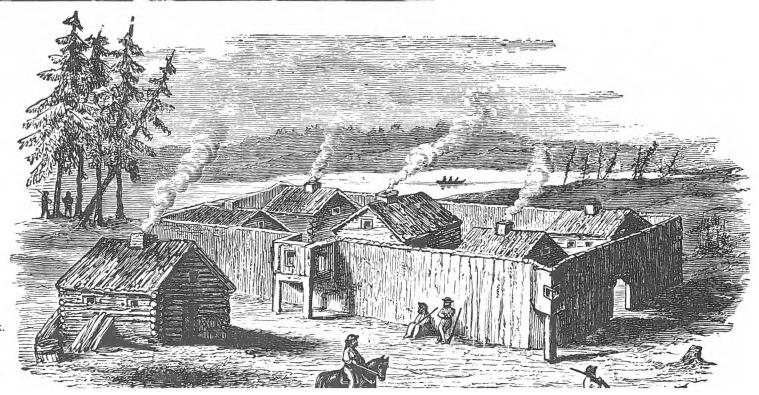




Fort Western was built at Augusta, in 1754, by the Kennebec Proprietors during the tenure of Governor Shirley of Massachusetts. A palisade enclosure was built fifty feet distant from the walls of the Fort and at each corner a Block-House was erected.



Maine lobster bake at Pemaquid beach. Fort William Henry stands in the background.



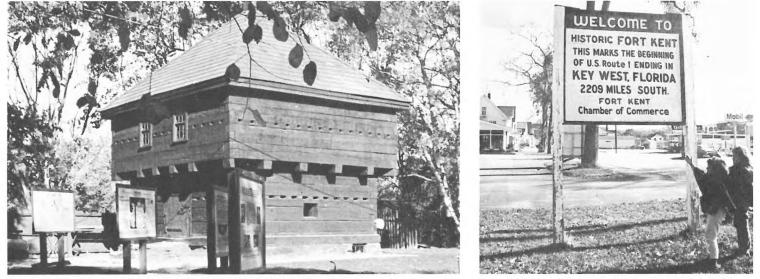
Sergeant Larrabee's Garrison, Kennebunk. 1724



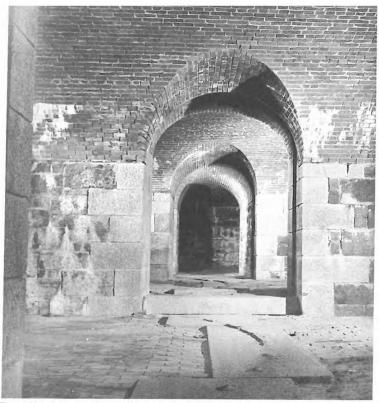
Block House and Fort was built c. 1814 at Kittery Point on the site of the first fortification of the Massachusetts Bay Colony in Maine (c. 1716)

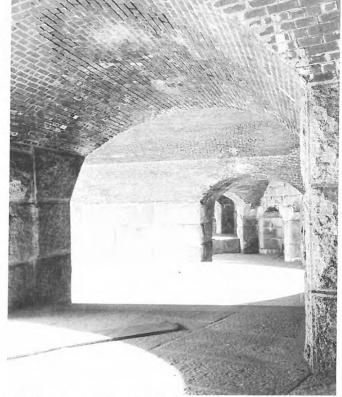


Fort Edgcomb — The Block House at North Edgcomb, built in 1808 "to protect Wiscasset", a striving shipping center on the Sheepscot River.

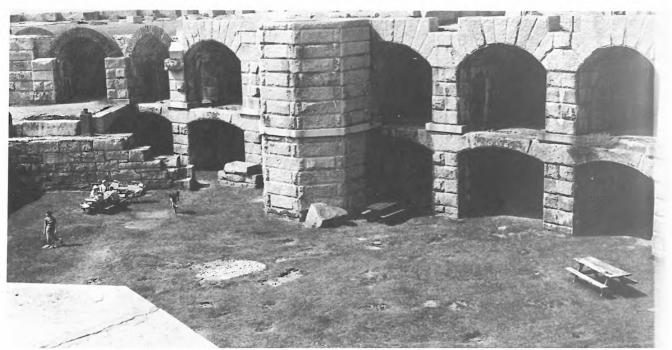


Block House at Fort Kent. At the junction of the Fish River and the St. John, the U. S. Government built Fort Kent in 1839 for defense of the frontier. In addition to the Block House, there was an officers' house, soldiers' barracks and commissary buildings.

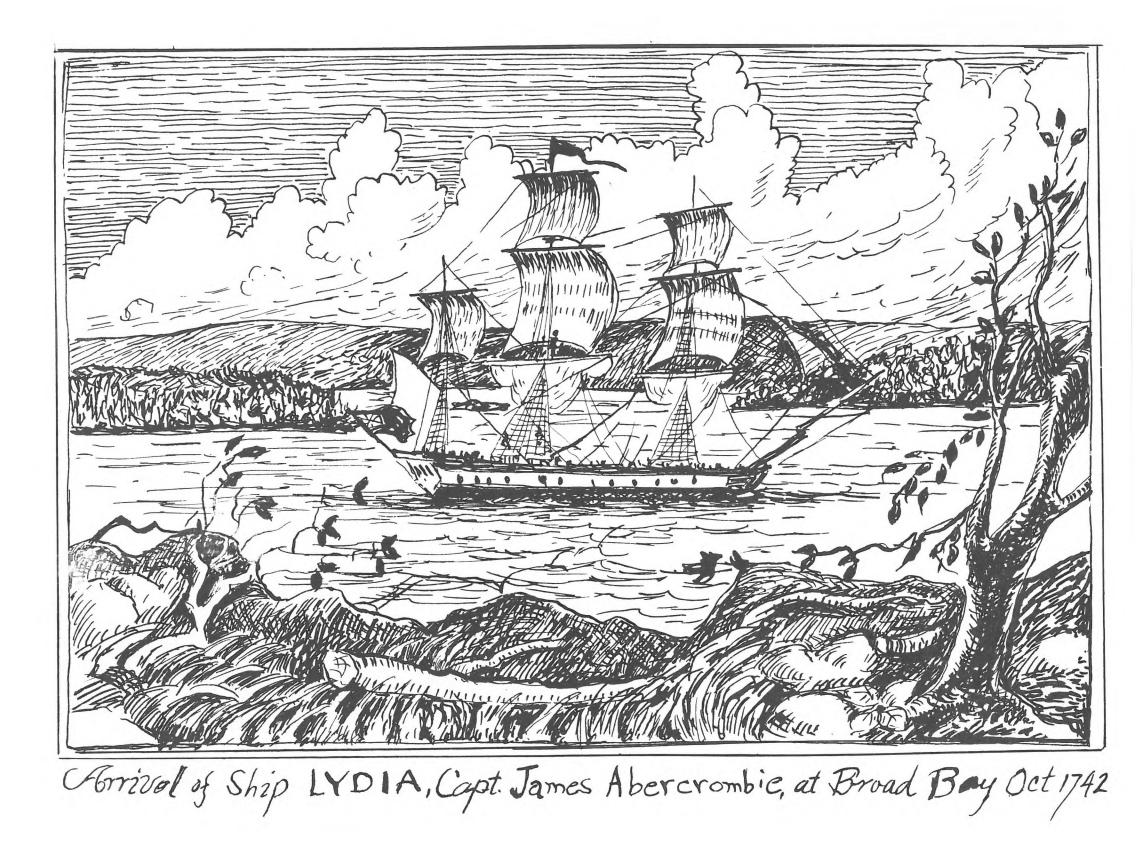


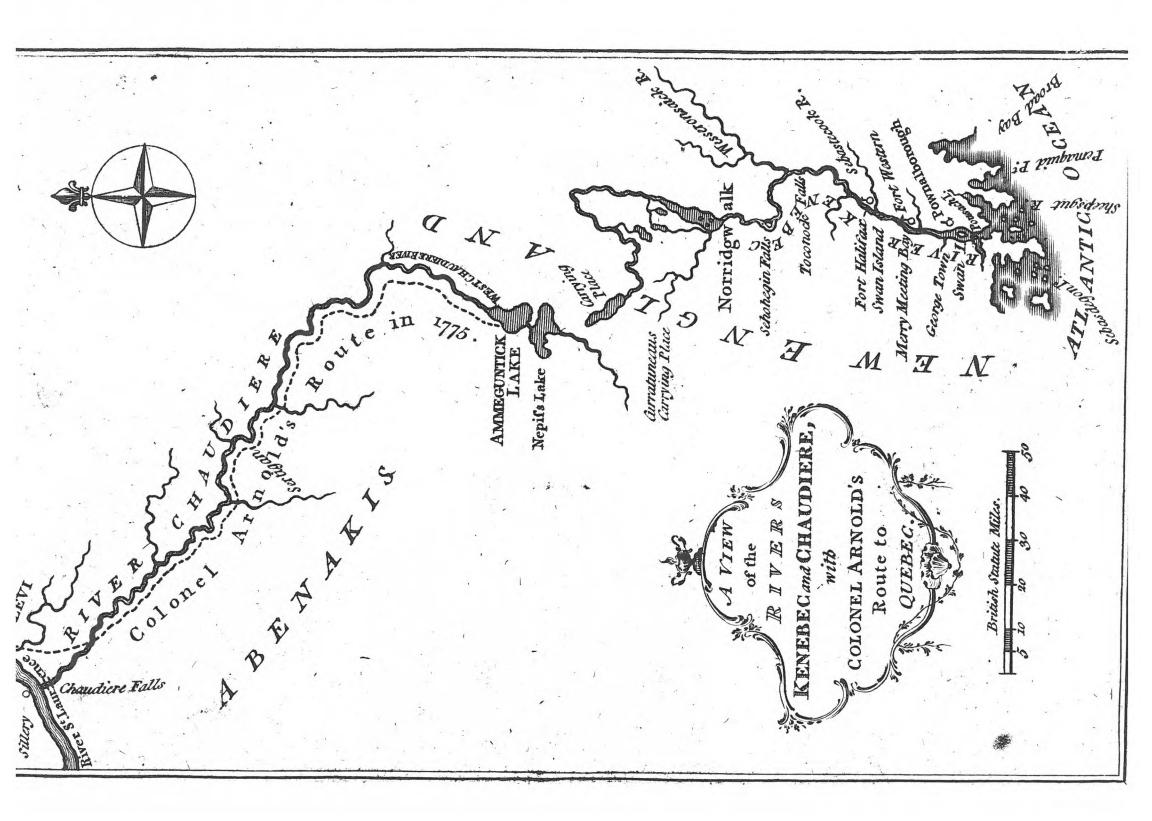


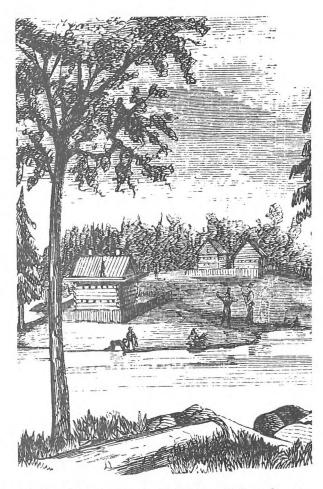
Fort Knox, begun at Prospect in 1844 and named in honor of General Henry Knox of Revolutionary fame, was constructed of granite from Mt. Waldo for the protection of the Penobscot Territory.



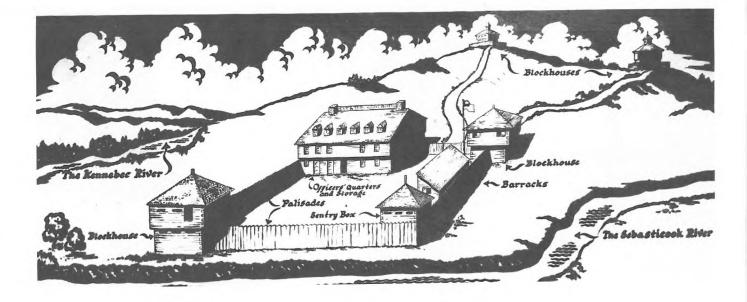
Fort Popham at Popham Beach, 1861. Last of several fortifications built to guard the entrance to the Kennebec River, it was never completed.

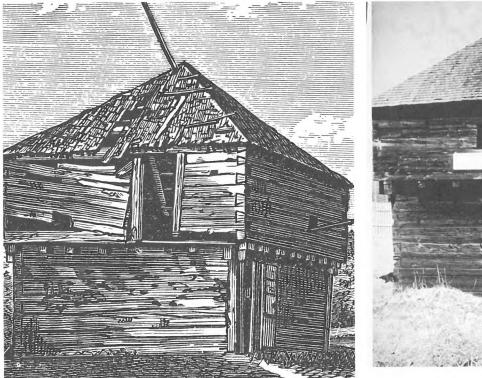






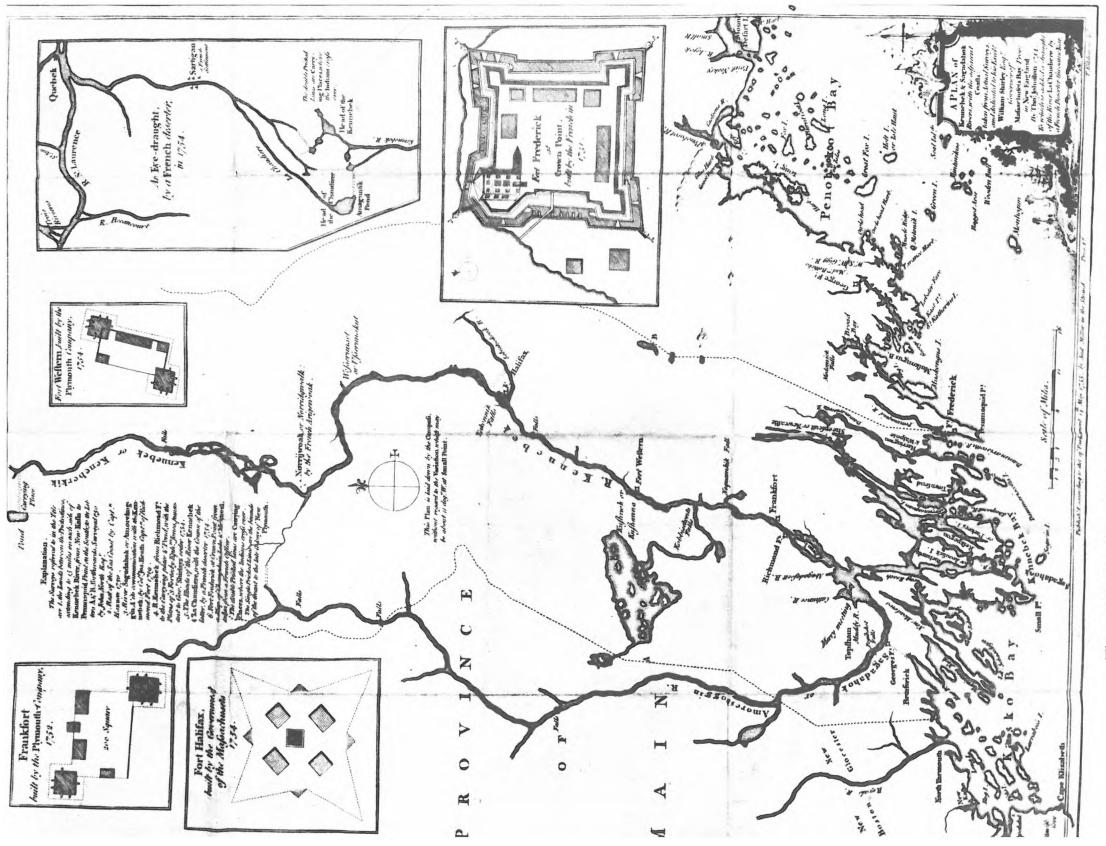
Fort Halifax, built by Governor Shirley of Massachusetts in 1754 on a point of land at Winslow between the Kennebec & Sebasticook rivers, was abandoned after the Peace of Paris, 1763.





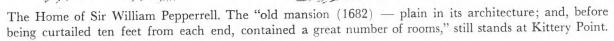
Before and after restoration — America's oldest remaining Block House, Fort Halifax.

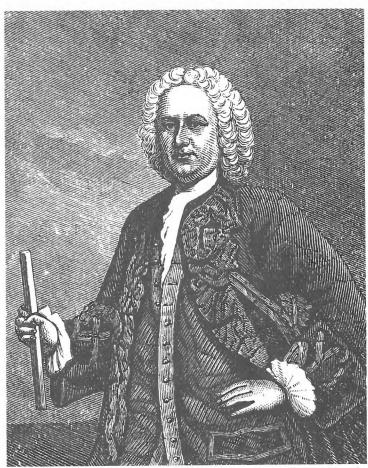




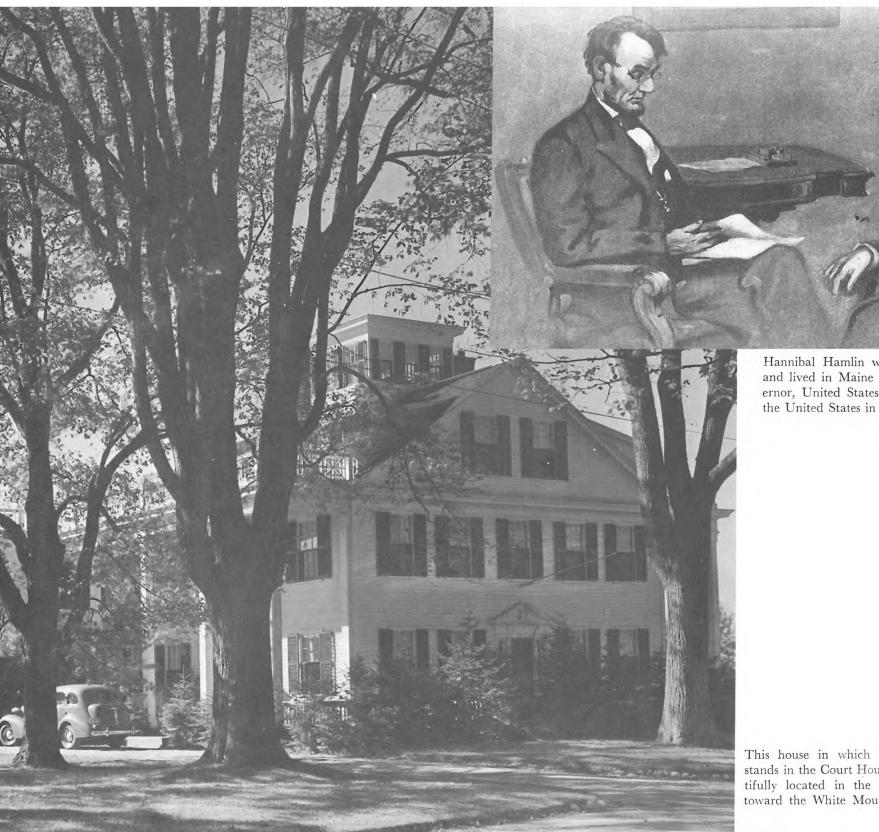
Thomas Johnston, Plan of Kennebek & Sagadahok Rivers: engraved man







Sir William Pepperrell, son of a Welshman who emigrated to the Isles of Shoals and became a wealthy merchant, was born in Kittery, Maine, in 1696, acquired "a princely fortune" in business and the title of Baronet for his successful attack on Louisburg in 1745.



Hannibal Hamlin was born in Paris Hill in 1809, and lived in Maine to become distinguished as Governor, United States Senator, and Vice-President of the United States in Lincoln's first term as President.

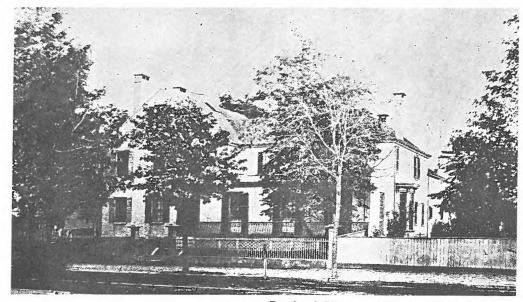
This house in which Hannibal Hamlin was born stands in the Court House Square on Paris Hill beautifully located in the Oxford Hills that look out toward the White Mountains.



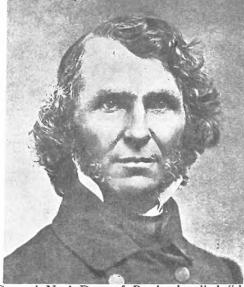
The Nathaniel Lord mansion — one of the show-places in Kennebunkport and among the oldest of its historical buildings — built in 1812.



The Black House (c. 1802), beautiful red brick mansion in Ellsworth, was the home of Colonel John Black, land agent for William Bingham, wealthy landowner and speculator.



Portland Home of General Neal Dow.



General Neal Dow of Portland called "the father of prohibition," was "highly commended for his wisdom and energy" as a commander in the war between the States.

When General Dow returned from the war to Portland on March 23, 1864 he was given a great reception! "In the Annals of Portland there has never been such a gathering of people on any occasion, as there was last evening at the City Hall to welcome General Dow. . . ." Portland Newspaper.



John Holmes was Chairman of the Committee that drafted the Constitution of the State of Maine, and was elected one of the two first United States Senators when Maine became a State.



The John Holmes House in Alfred.

Built in 1802, the Holmes house is admired for its pillars that support a balustrade holding bows and arrows pointing downward to suggest peace with the Indians. It was the Senator's home until his marriage to a daughter of General Henry Knox, when he moved into the Knox Mansion at Thomaston.





The Marrett House in Standish Village, built in 1789, and beautifully landscaped with huge elms and lovely gardens, was the home of the Reverend Daniel Marrett, a pioneer in the art of tree grafting.

The Lady Pepperrell House was built in Kittery in 1760.

"Quillcote" at Hollis, former home of Kate Douglas Wiggin, author of Old Peabody Pew, Rebecca of Sunnybrook Farm, Rose of the River and many other stories, some relating especially to Maine.



Replica of Montpelier, home of General Henry Knox at Thomaston. The original was built by General Knox in 1794 and was razed in 1871 to make way for the railroad to pass through Thomaston to extend to Rockland.

- Courtesy of Arthur M. Griffiths.



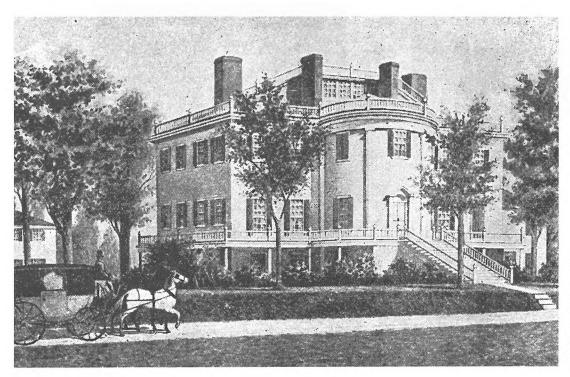
Major General Henry Knox was the first U.S. Secretary of War under President Washington, became owner of the Waldo Patent in Maine.

- Portrait by Gilbert Stuart



Feke portrait of Brigadier General Samuel Waldo, first proprietor of the Waldo Patent.

- Courtesy of Bowdoin College Art Museum



The Farm House of General Henry Knox as originally built with piazzas in 1796 at Thomaston.

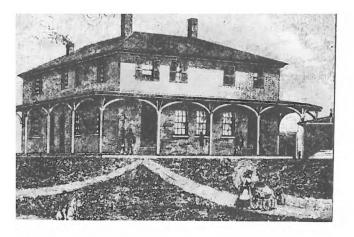
An artist's reproduction of the Knox Mansion showing the original piazzas surrounding the "big house". The artist misplaced the door on the front of the farmhouse.

Lower Left — The oval room in the replica of Montpelier, rebuilt by Cyrus Curtis in 1929, as it appears today.

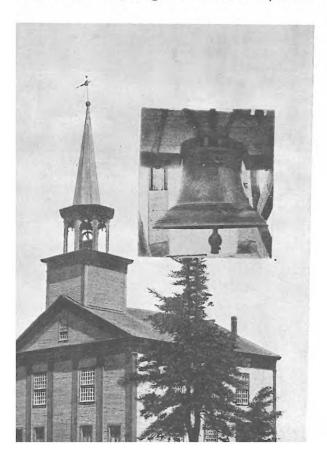
Below — The Farm House of General Knox, built in 1796 at Thomaston, as it appears today — the only one of the 18 outbuildings forming a semicircle at the rear of the Knox Mansion.





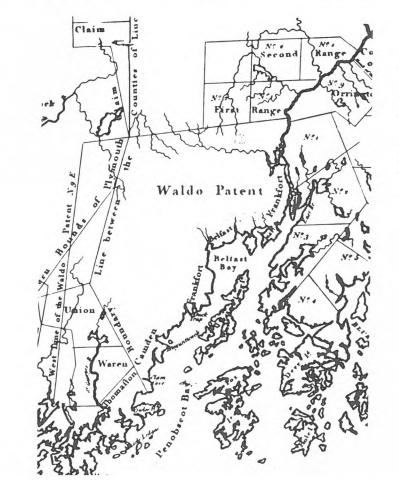


The North Parish Meeting House was built in Thomaston in 1796, on a hill overlooking the Saint Georges River. The church building contained 68 privately owned pews and, in the front, a high pulpit above which hung from the ceiling an umbrella-shaped sounding board supported by a well-carved hand and arm. In the tower was a Paul Revere bell, the gift of General Henry Knox.



Bank of the United States, Left 17 1793. PAY to Knox ______ or Bearer, _______ lenen thougand fix & Dollars. _______ humaed ______ 7600 DOLLARS.

Signature of General Henry Knox acknowledging his payment of \$7600 to the Bank of the United States where he had received a loan.



A map of Samuel Waldo's patent drawn by General Knox' surveyors and marked off by his own hand into townships which he named for his friends — George Washington, Nathaniel Greene, Benjamin Lincoln, Henry Jackson, James Swan, Benjamin Joy, and Joseph Warren who gave his life for his country at the battle of Bunker Hill.



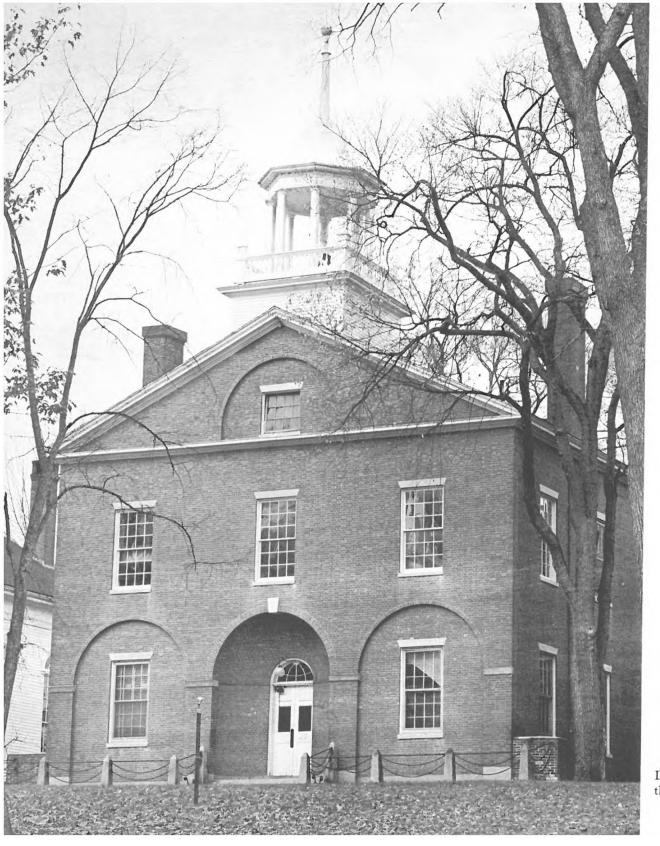
The Ruggles House, 1818, in Columbia Falls, is an outstanding example of early Maine architecture.

One of the rooms in the Ruggles House, noted for its fine woodwork and furnishings.

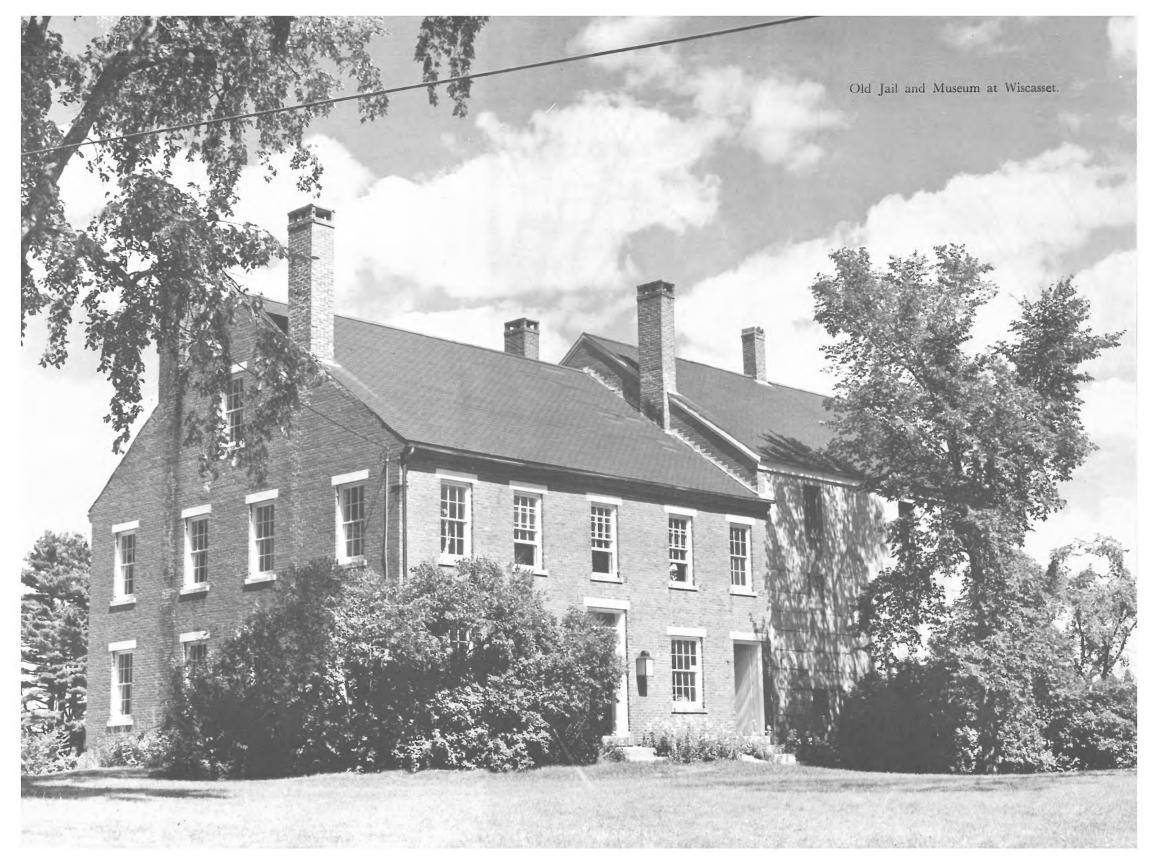




York County Court House, built in 1806, was remodeled and repaired several times and a new wing was added to increase its beauty and utility.



Lincoln County Courthouse at Wiscasset, 1824, one of the oldest active courthouses in the United States.







Madame Nordica wore costly gowns in her operatic roles. The 'Throne Chair' was a gift from Diamond Jim Brady.

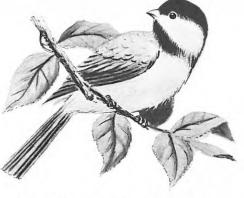
Madame Giglia Nordica, the Great American Songbird, born Lillian Norton at Farmington.



The State Capitol at Augusta, 1970.

1820 to 1970

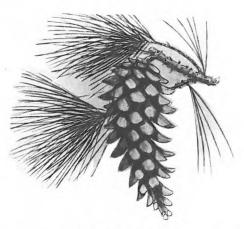
the state of Maine



Adopted as the State Bird in 1927.



Adopted as the Official Tree in 1945.



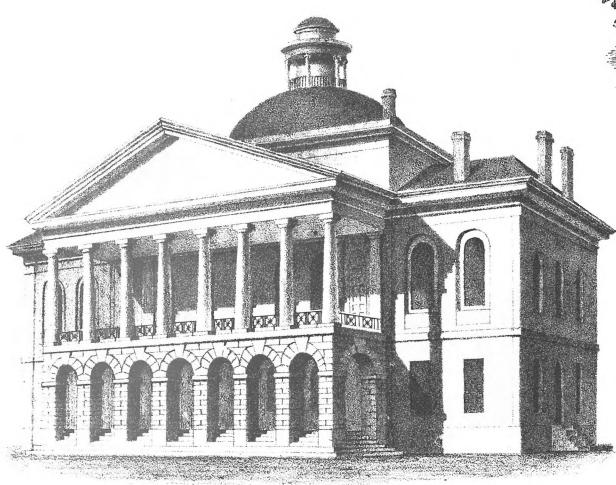
Adopted as the State Floral Emblem in 1895.

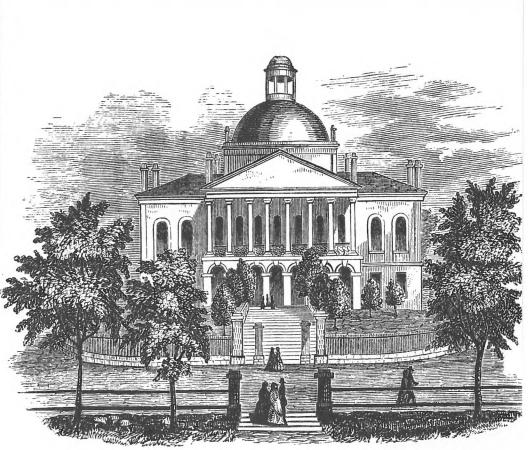


Adopted as the State Flag in 1909.



Scenic view of the State House at Augusta in 1835 as it looked when the building was completed in 1832.

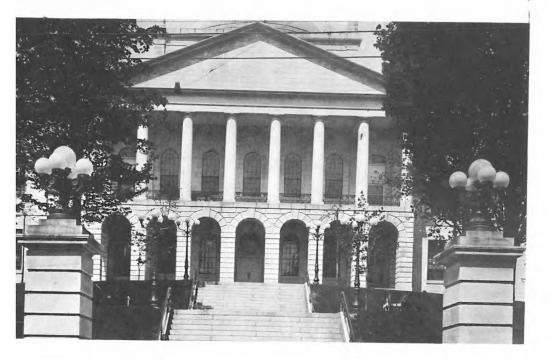


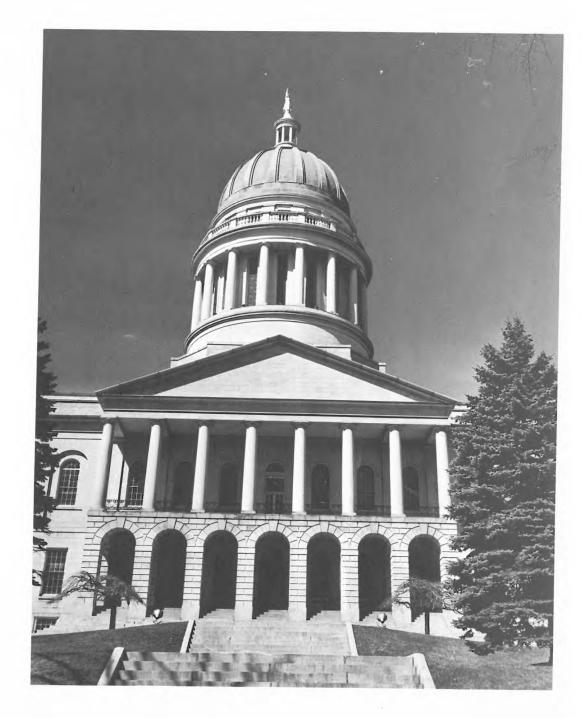


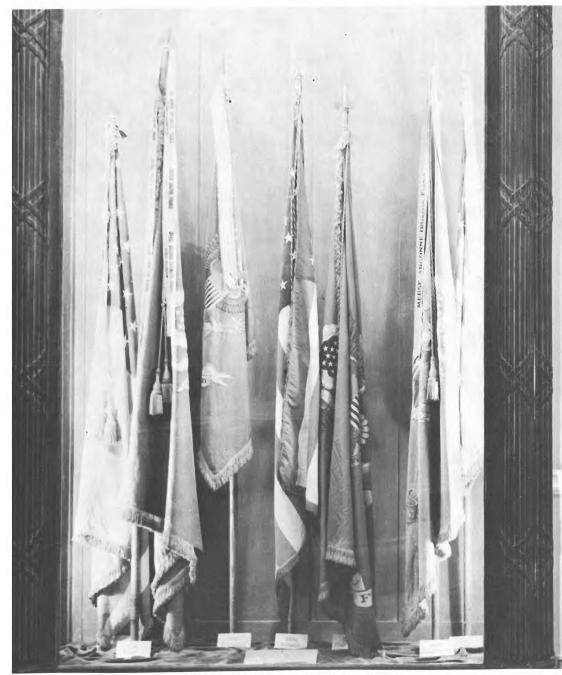
Pictures of the State House — The Capitol Building of the State of Maine stands on high ground overlooking the Kennebec River. The Capitol dome, surmounted by the figure of the Goddess of Wisdom, is visible for miles around. The cornerstone of the building designed by Architect Charles Bulfinch was laid July 4, 1829. The Bulfinch facade was retained when the building was enlarged in 1911 from designs by G. Henri Desmond.

Right - State House facade as it appears today.

Below — Front steps and pillars with electric cluster lamps posted on each side of the entrance (1905).

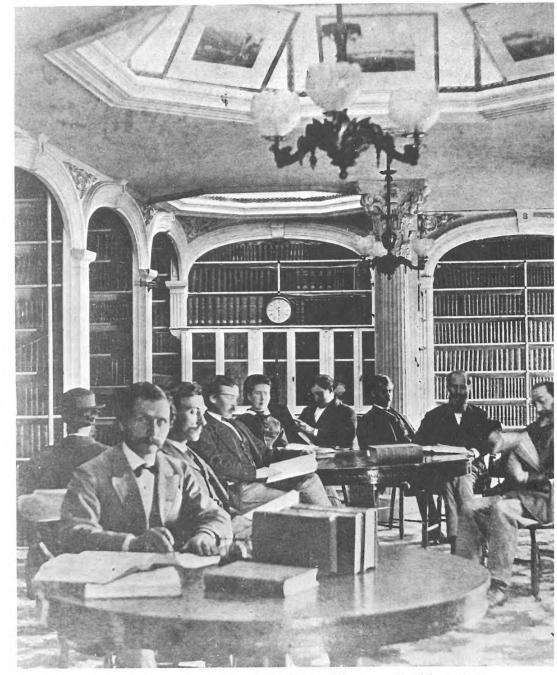






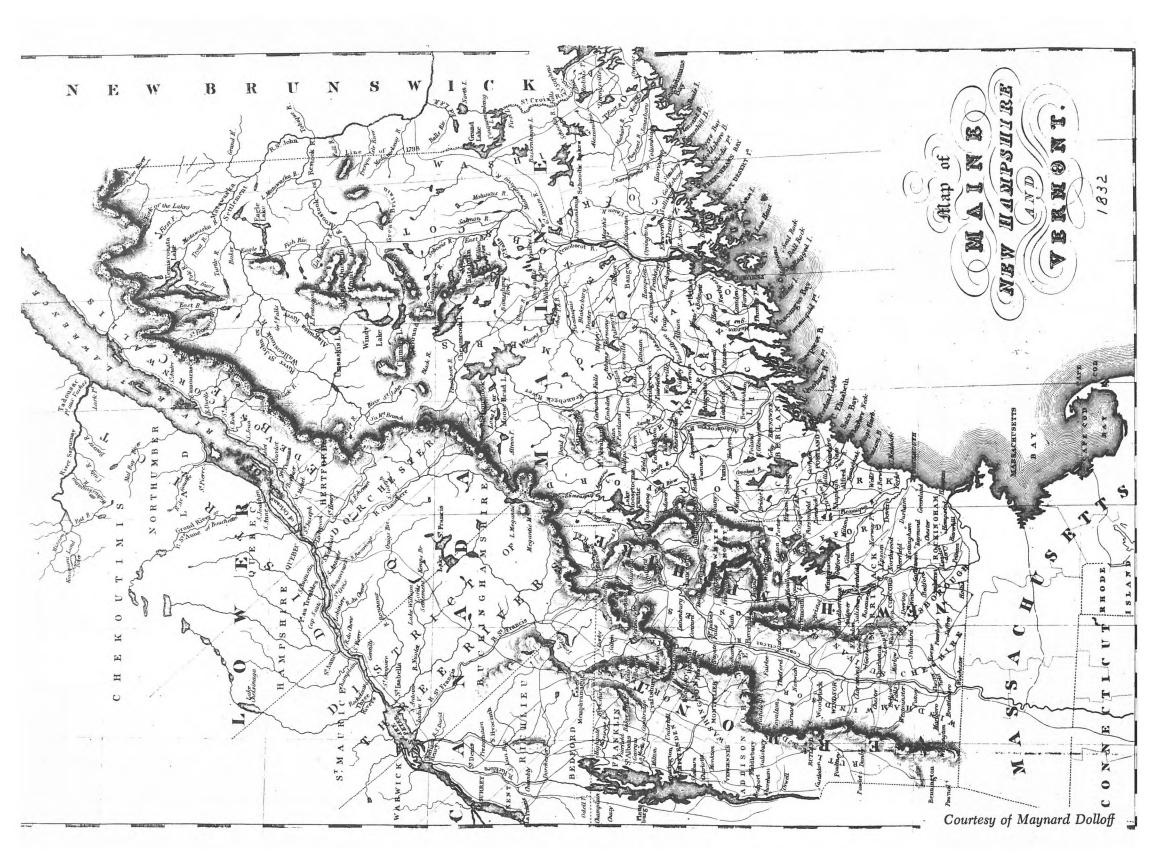
The Hall of Flags in the State House.

Opposite — The Blaine House (1830), official residence of Maine's governors since 1919, was given to the State by heirs of Statesman James G. Blaine.



The reading room at the State House Library, mid 19th century.







General Joshua L. Chamberlain - The Hero of Little Round Top.

The following is a condensation of a speech delivered by ex-Governor Chamberlain before the Fifty-Sixth Legislature in the House of Representatives, in 1877: —

Two conspicuous headlands strike the attention of the European voyager approaching the North Atlantic coast. Reaching out boldly seaward, they serve to mark the general direction of the shore, yet between them a vast expanse of water stretches to the north, a day's sail beyond sight. These headlands are Cape Sable and Cape Cod-great salients lying out like couchant lions gathering its broad approach.

This shoreland is also remarkable, being so battered and frayed by sea and storm, with its islands, cliffs and headlands — an advancing series from beauty to sublimity; and beyond all these are deep basins and broad rivermouths, affording convenient and spacious harbors, in many of which the navies of nations might safely ride at anchor.

There is no doubt that the adventurous spirits of the fifteenth and sixteenth centuries were greatly drawn to these waters and shores, all the natural products of which offered themselves with primeval prodigality. One needs only to glance at the early charts, or the wonderful stories of the voyagers of the times to perceive the romantic interest that centered here, and be prepared to understand why the great minds of that period attached such importance to the possession of this gulf, as if they foresaw it must become the key to the Continent. But after all; it must be confessed that Maine has no history the dignity of which is conceded; and hardly a place among the recognized factors of the Nation's destiny. Those that are acquainted with her know full well that her inhabitants are behind none others either in physical or mental endowments, in character, intelligence, and independence, and thrifty and well-to-do style of living.

Now at last — late, but we hope not too late — we have learned the lesson of true economy. We no longer oppose capital. We invite skill. We understand that diversification of industries, division of labor and the utilization of the forces of nature as well as the materials, is the way to wealth and the law of growth.

Now one great thing to say of Maine is, that she is full of power. In literal truth she overflows with it. The waterpower of Maine is mighty and exhaustless. More wonderful and useful still, is that it is available, controllable, constant.

And Maine is favored in other respects for manufacturing. The sea winds bring salubrious airs; the drainage banishes malarial taints, and even the cold is of good account.

Then too, there are broad fields yet to be taken up; for the rich resources of Maine stretch as far inland as the whole sweep of the shore. There are no fairer grain-fields in all the Western prairies than on the Aroostook highlands.

And all this toil and service and sacrifice — shall it be lost? Shall it not live, and live here, where it had its birth and belonging — though its work and burial be elsewhere? So they, born here, who have toiled and suffered and fallen, shall live in the life to be. For even though, as I sometimes fear, another Centennial shall not dawn upon the Republic, — if after all the toil and tears the Constitution proves inadequate to its idea, and the Union weighed down with opposing interests and disintegrated by sectional hate, breaks asunder, man will live — freedom will live and live here.

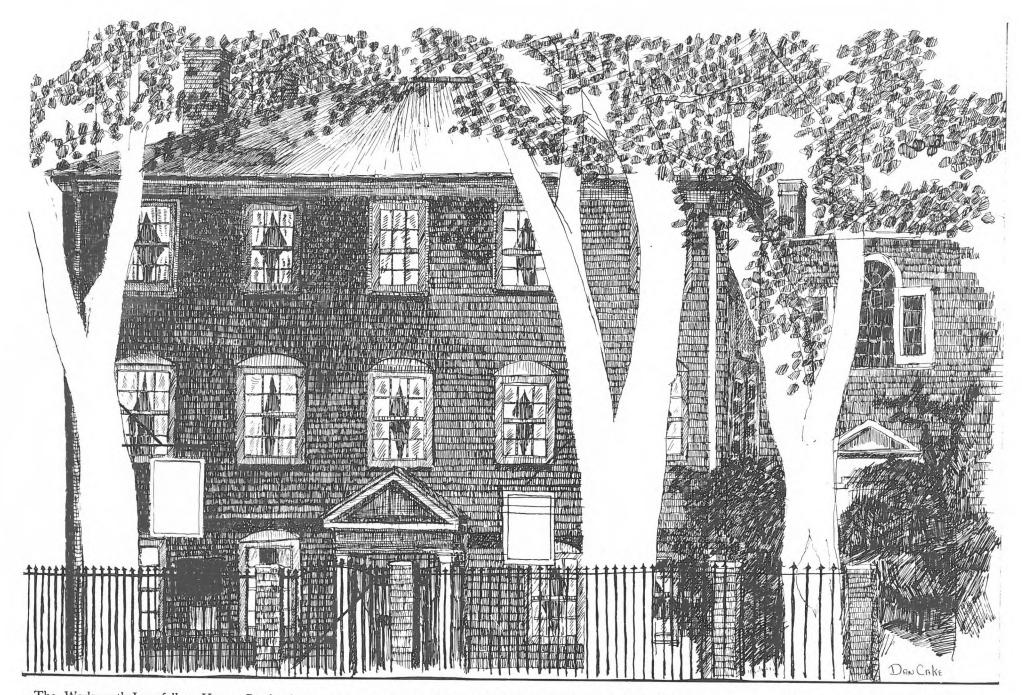
But brighter days are in store for Maine. We see even now the refluent wave. Slowly, as ignorance is dispelled and prejudice overcome, and interest appears, men are turning towards Maine. Labor and capital and mind learn that they can combine here with singular advantage. . . .

The thought I saw before me — to set Maine in her true light — is but half attained. Like all human endeavor the end disappoints the hope, — or rather the end is never reached.

But Maine has many things yet to take hold of human interests, and to stir life and love. Her thousand lakes embosomed in deep forests, — her Mount Katahdin, sombre and solitary, with its strange craters and battlemented peaks, its wider vision of far-stretching woods in a network of countless silver-threaded streams and blue waters, — and this great and wide sea — this wonderful shore — these beaches and bays and harbors, and bold headlands sunstriped in loneliness or stormswept in grandeur. These things invite the brave, the noble, the cultured; — those who love nature's simplicity, and are partakers of her sacraments. Thought comes here and swells. The wearied with work come here to worship. Homes of wealth arise, and scorn not humbler ones, but give a helping hand to honest and homely toil. This will knit hearts together anew, and they will love the land, and the land will give back strength. For Mountain and River and Sea — emblems of freedom and power — are more than emblems. They hold a people to their thought, and so make them strong.

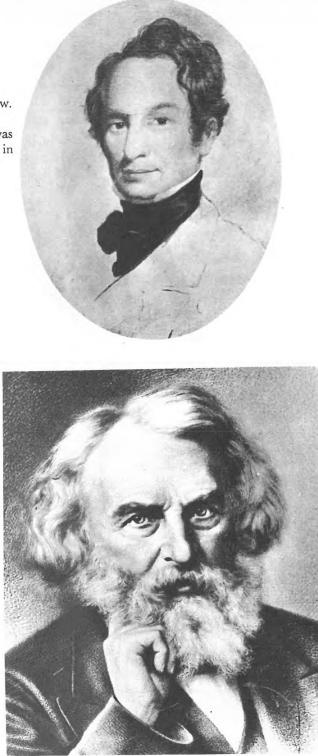


Entrance of Portland's Sweat Mansion (1800), owned by the Portland Society of Art whose Museum adjoins the Mansion. — Sketch 1966, by Dan Cake



The Wadsworth-Longfellow House, Portland, owned by the Maine Historical Society, was built in 1785-86 by the poet's grandfather, General Peleg Wadsworth. It was occupied by the poet's father, Stephen Longfellow throughout his life. — Sketch, 1970 by Dan Cake

Portraits of Henry W. Longfellow. Right — at age 35. Below — in later life when he was teaching at Harvard College in Cambridge, Massachusetts.





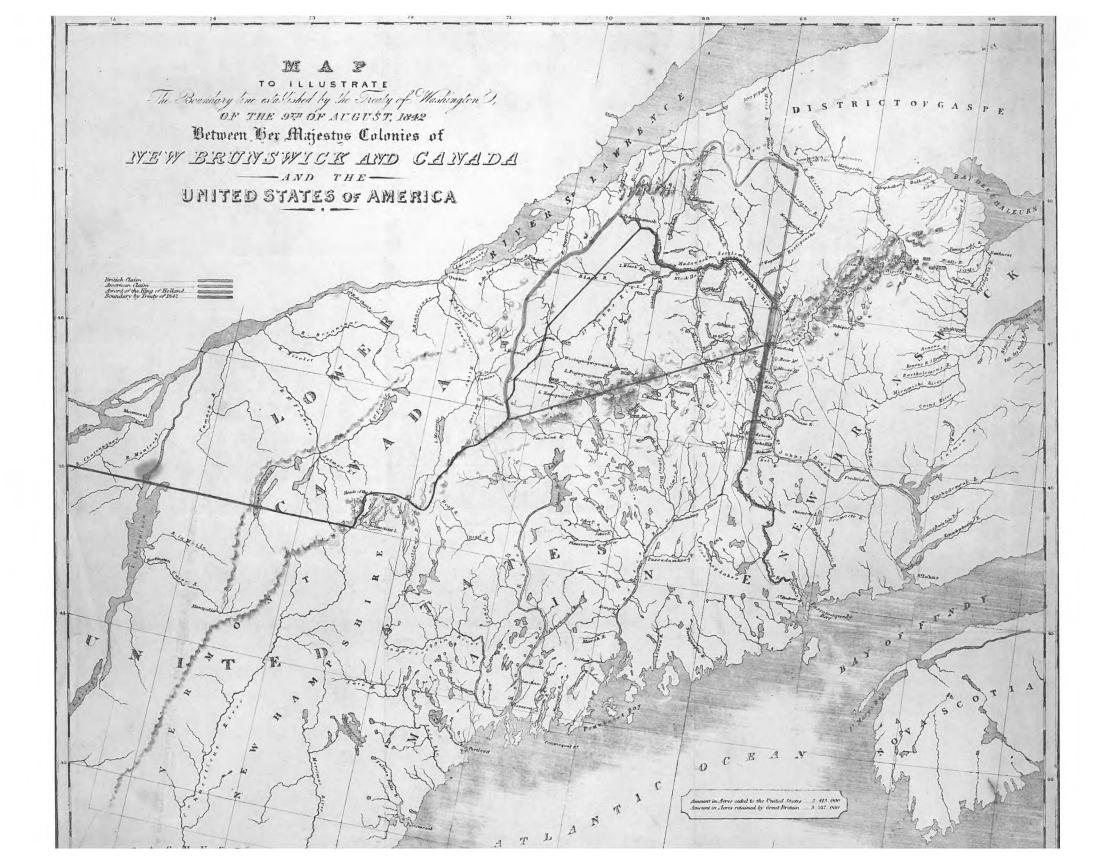
The seven-foot bronze statue of the poet in Longfellow Square, Portland, was executed in 1888 by Maine sculptor Franklin Simmons.



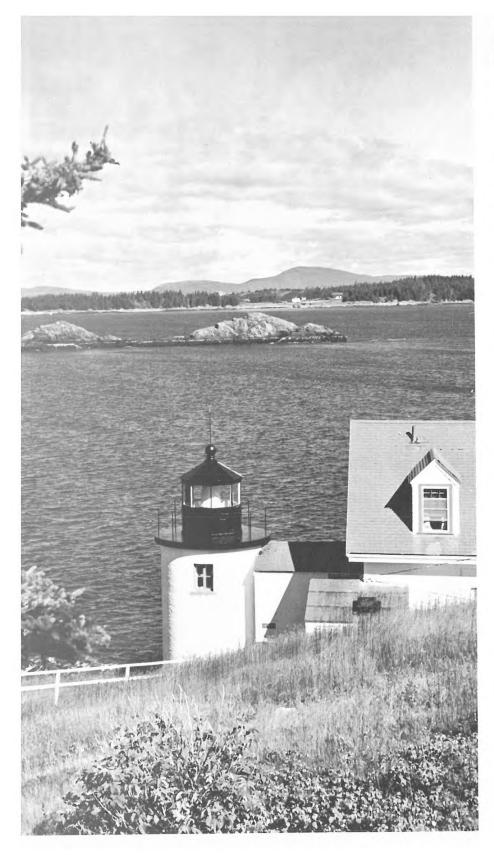
Dr. Rufus Jones, born in South China, Maine in 1863, became a distinguished teacher and preacher in the Society of Friends. He organized the Friends Service Committee that went to Germany during World War II to feed children and prisoners in concentration camps.



A family reunion in front of the house where Rufus Jones was born and spent his early years.

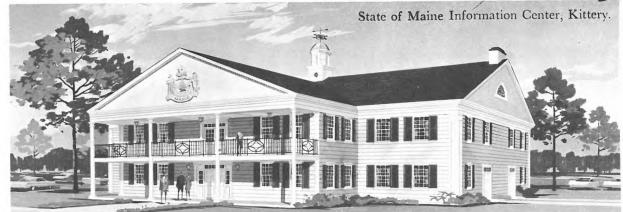






Maine facts and figures

- . . Has a population of 969,265 according to official 1960 census.
- . . Is approximately 320 miles long, 210 miles wide, with a total area of 33,215 square miles.
- . . Has 21,197 miles of public highways, more than any other New England state.
- . . Is practically as big as all of the other five New England states put together.
- . . Consists of 16 counties which contain 22 cities, 415 towns, 56 plantations, and 407 unorganized townships.
- . Possesses a geographical location, topography, and climate ideal for work and play.
- . . Is rightfully hailed as one of the most healthful, beautiful, and interesting states in the Union.
- . Has 17,425,000 acres of forest land; and (considering bays, coves, and similar indentations) 3,500 miles of indescribably beautiful coastline.
- . Has one county (Aroostook) so big (6,453 sq. miles) that it actually covers an area greater than the size of Maine's two sister states Connecticut and Rhode Island combined.
- . . Is an agricultural state with approximately 60% of population living in rural communities.
- . Numbers over 12,875 farms, total value of which including land and buildings is some \$253,000,000.
- . . Produces unsurpassed argicultural yields on these farms, that benefit from ideal climate and rich soil.
- . . Raises one-sixth of our nation's potatoes, and five-sixths of the blueberries.
- ... Value of poultry products \$98,045,000 annually.



"Facts and Figures" taken from <u>Maine — The Pine Tree State</u>, issued by the Department of Economic Development.

- . Is rightfully famed for the fine taste, texture and fresh color of its seafood. These superior traits are due to the cool, clear waters which provide a perfect sea garden for our finny denizens.
- Accounted for over 20,000,000 lbs. of lobsters caught in 1966.
- . . Is a leader in the sardine industry. Packed 120,000,000 cans in 1966.
- . . Counts 2,500 lakes, and 5,000 streams abounding in landlocked salmon, trout, small-mouthed bass, pickerel and perch.
- . . Has a land surface of 19,462,301 acres, 87 per cent of which is comprised of vast timber and woodlands.
- . . Cuts about 2,206,372 cords of pulpwood and 536,791,000 board feet of lumber each year.
- ... Offers outstanding opportunities for all forms of industry.
- . . Makes a tremendous variety of products, ranging from checkers to destroyers.
- . Paid out an industrial payroll of \$559,687,625 in 1966.
- . . Possesses New England's only cement plant, with an annual capacity of over 2,200,000 bbls.
- . . Produces more than 100,000,000 toothpicks daily.
- ... Has a mile-high mountain in Katahdin (5,267 ft. above sea level).
- . . Has the oldest lighthouse on the coast Portland Head light, built in 1791.
- ... Claims America's first chartered city York, in 1641.
- . . Abounds in natural assets lakes, beaches, mountains, sea coast a mecca for vacationists.
- . Computed a total recreational income from varied sources during 1967 exceeding \$348,000,000.
- . . Is truly The Land of Remembered Vacations.



MAINE

(1820-1970)

Remember now the men of Maine From King and Holmes to James G. Blaine,

And those before and others after, Each who added beam and rafter

To the building of the frame That made of this a noble name.

Poets, authors, all who wrote, And still are searching deep to note

The soul and greatness of a state With dreams beyond mere time and date,

Who know again that pine and fir, Granite walls and juniper

Are part of loveliness today With lakes and rivers, ocean spray —

These are people with a heart, Creating industry and art.

These are they across the years Who live above surrounding fears.

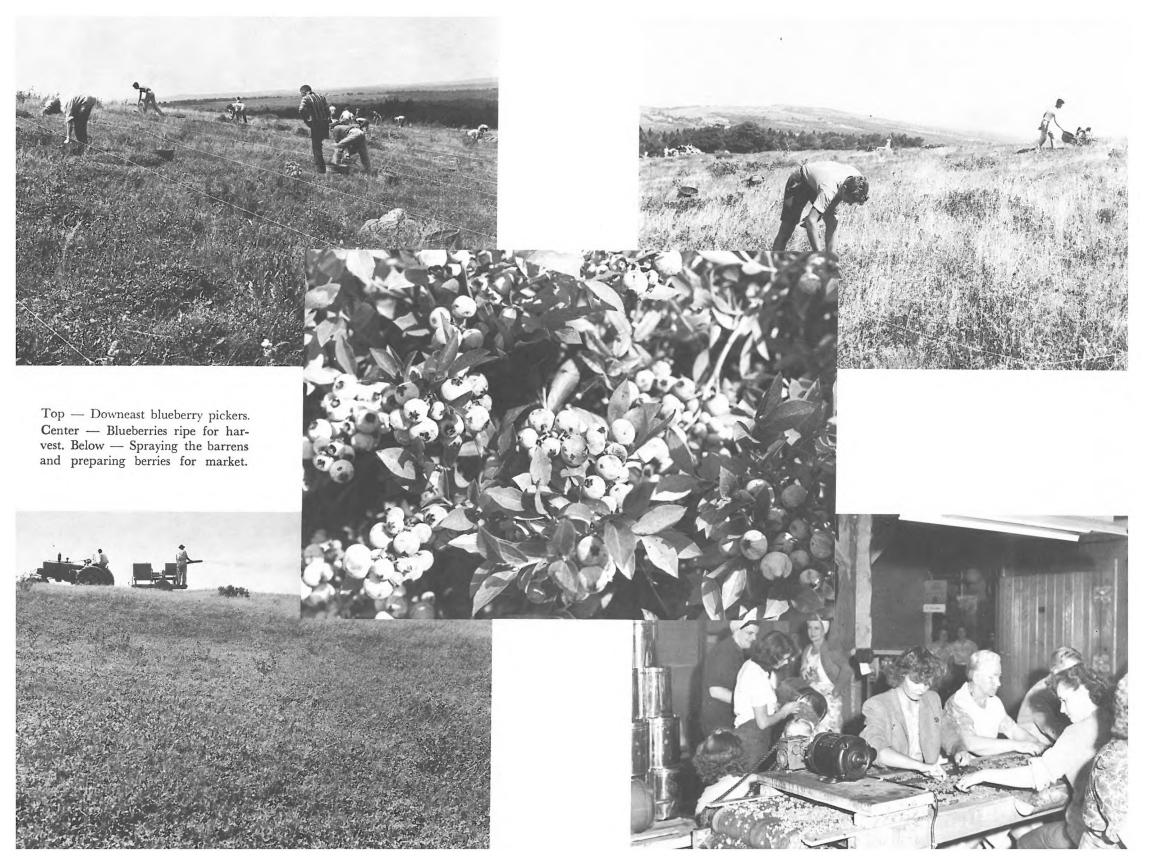
They look to trees, a covered bridge, A lighthouse, or a distant ridge

For beauty or a symbol bright Enough to live by day or night.

So walk forever here with pride Where peace and promises abide.

- Adelbert M. Jakeman





Top — Spraying apple trees in Maine orchards.

Center — Ready for harvest at Parsonsfield.

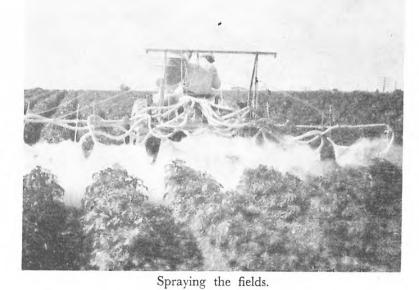
Below — Apple blossom time, New Gloucester.

Top — Judging fancy apples for quality. Below — Preparing for the market.





Potato fields bloom in Aroostook County.





Potato diggers.





Harvesting potato crop in Maine.



Haying on a Cornish farm. Mt. Washington, far left.



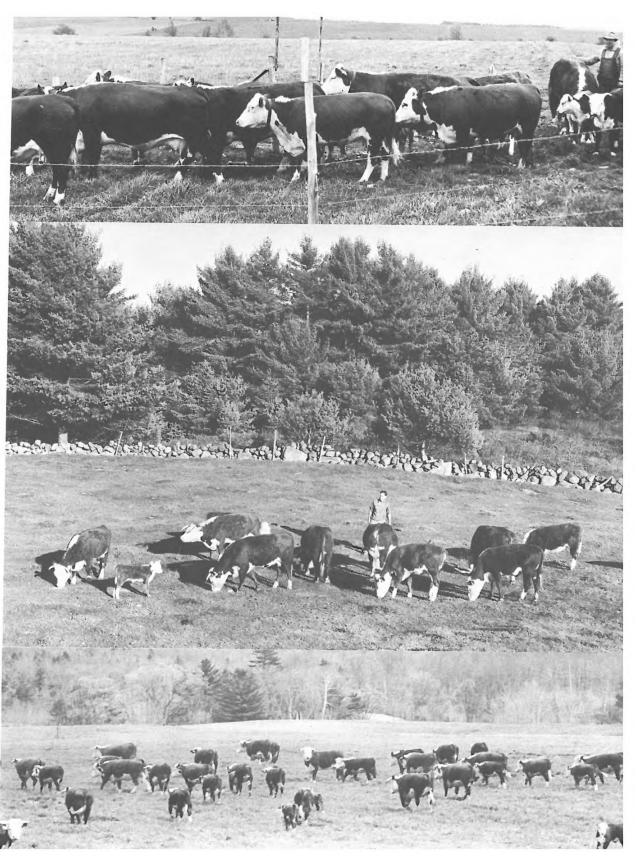


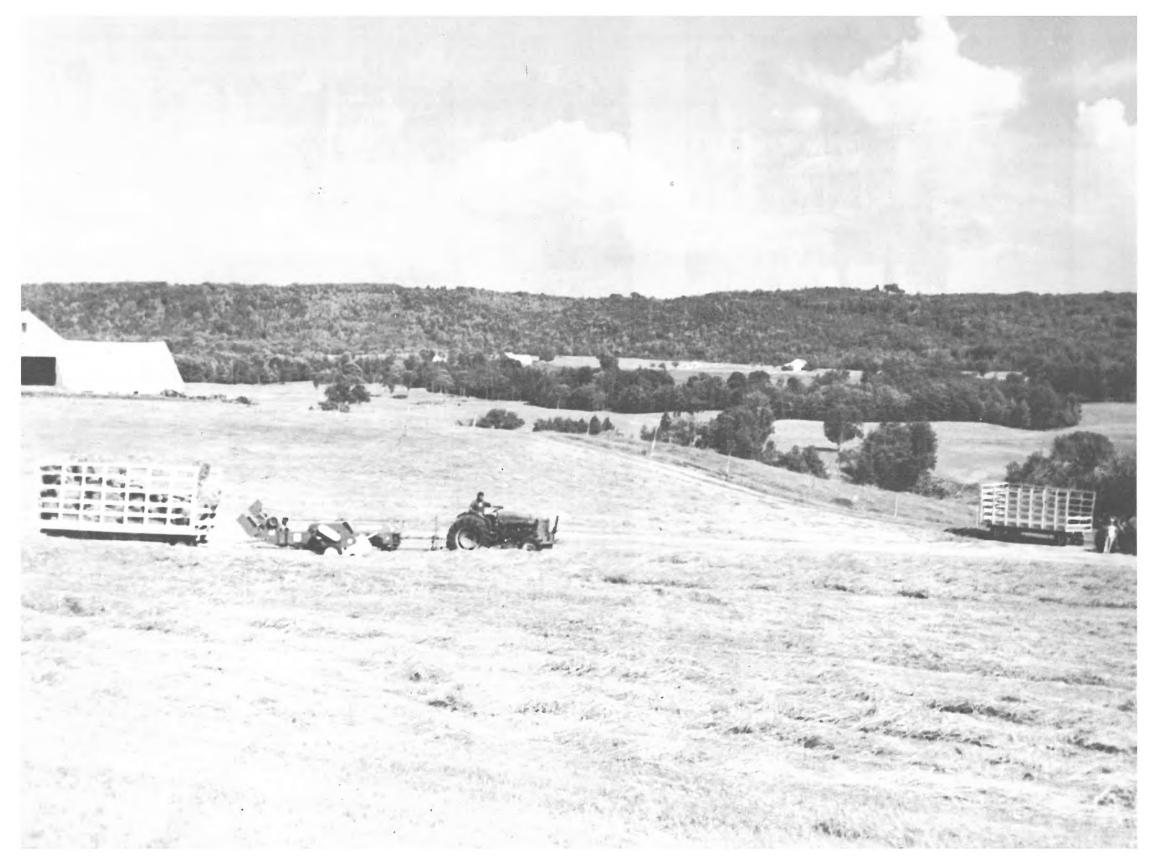
Haying on a farm in Wells with tractor and bale kicker.

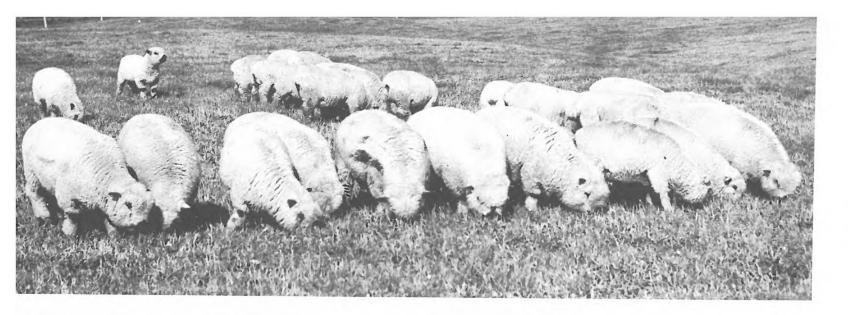


Above — Cattle and sheep at C. L. Locke Farm, Bethel. Below — 4-H boys and girls show prize winners. Right — Hereford cattle grazing in Maine pasturelands.







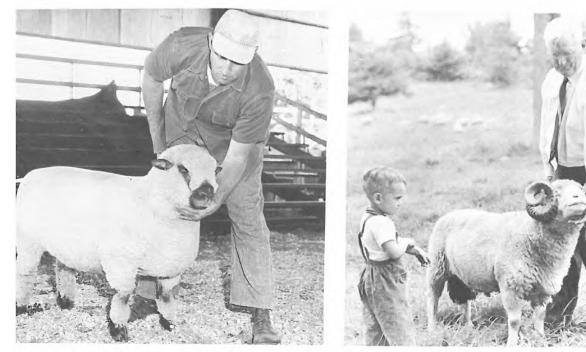


Below — Exhibit of thoroughbred rams at the Eastern States Exposition at West Springfield, Mass.

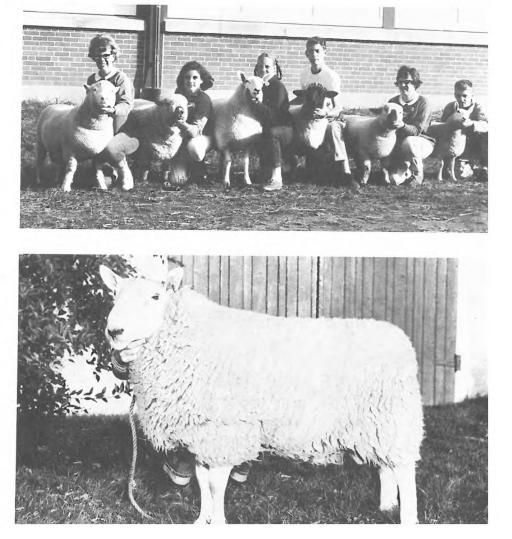
Bottom — Thoroughbred western cheviot ram being shown at a Maine fair.

- Photo by J. Holmes.

Courtesy of Dept. of Agriculture

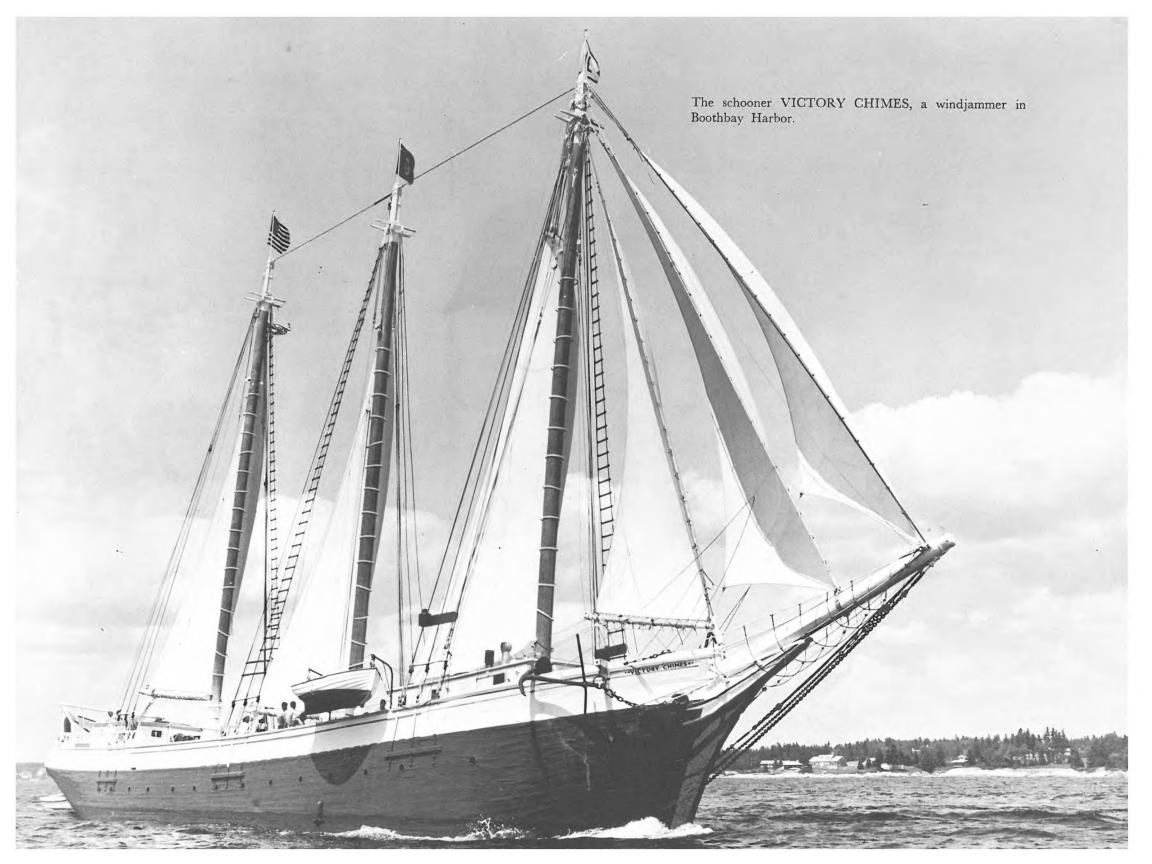


Top — Twenty-four thoroughbred Shropshire lambs grazing in the pasture. Above left — Thoroughbred Shropshire ram being shown at a Maine Fair. Above right — Registered Horned Dorset ram "ready for show." Left — Haying with modern machinery.



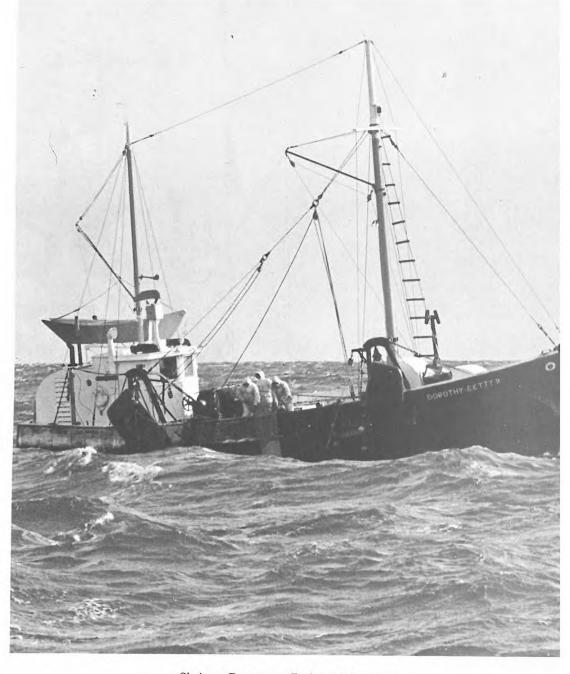
The ship ARYAN, built at Phippsburg in 1893, was the last fullrigged wooden vessel built in the United States. She was burned at sea in 1917.

1011





Trawler in the waters at Deer Isle. - Photo by Norton.



Shrimp Dragger off the Maine coast.









Bishop Asbury of the Methodist Church was an early travelling preacher in Maine. - Painting by Harry H. Cochrane.



Left - Our I ady of the Rosary Church, Sabattus.

Lower left — Old Meeting House, Harpswell Center, built in 1757-58 is a National Historic Landmark designated by the U.S. Department of the Interior.

Below — York Meeting House of the First Parish "Founded A.P. 1747. The Rev'd. Mr. Moody, Pas." Samuel Moody was the chaplain who accompanied Sir William Pepperrell on the expedition to Louisburg.





First Congregational Church, Freeport. Dedicated and consecrated on February 25, 1819. Destroyed by fire on April 13, 1894.



Harrington Meeting House (1772) at Pemaquid.

First Congregational Church at Kittery Point built in 1730, remodeled in 1874 with a dome rather than the traditional tall spire.





Church at Searsport.

The ancient German Lutheran Church, (1773) Waldoboro, one of the first churches built in Maine.

- Courtesy of Howard A. Marple, Waldoboro.





Friends Church, South China - 1941.

Old Tory Hill Meeting House (1822) at Buxton, in which is "presented each year its 'Old Peabody Pew' drama. Kate Douglas Wiggin, whose writings were best sellers at the turn of the century and whose home was in adjacent Hollis, authored the drama," first staged in 1915.



Old Congregational Church in Brunswick was built in 1806, razed in 1845. In the present church near Bowdoin College Campus, Harriet Beecher Stowe is said to have first thought of the theme for her famous novel, "Uncle Tom's Cabin."



A Church and Post Office at Kents Hill.



Church at Winterport.

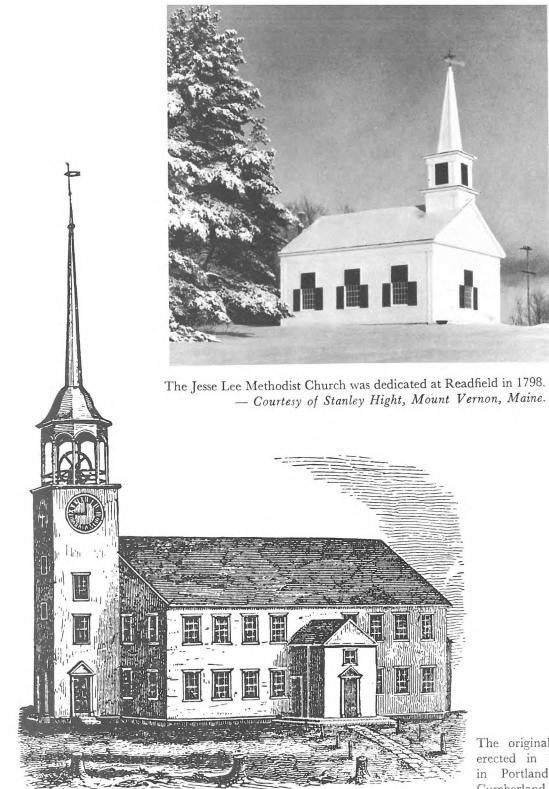


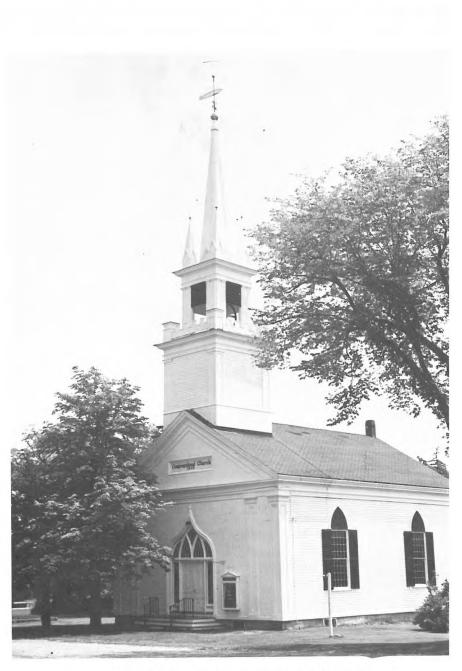
William Widgery Thomas who served as U.S. Consul General at Gothenburg, Sweden in the 19th century, brought 51 Swedish settlers to Aroostook County in 1870. The building at right, erected that year, was the first community center for the citizens of New Sweden and was called "The Capitol."



Of the voyage to America, Mr. Thomas wrote --

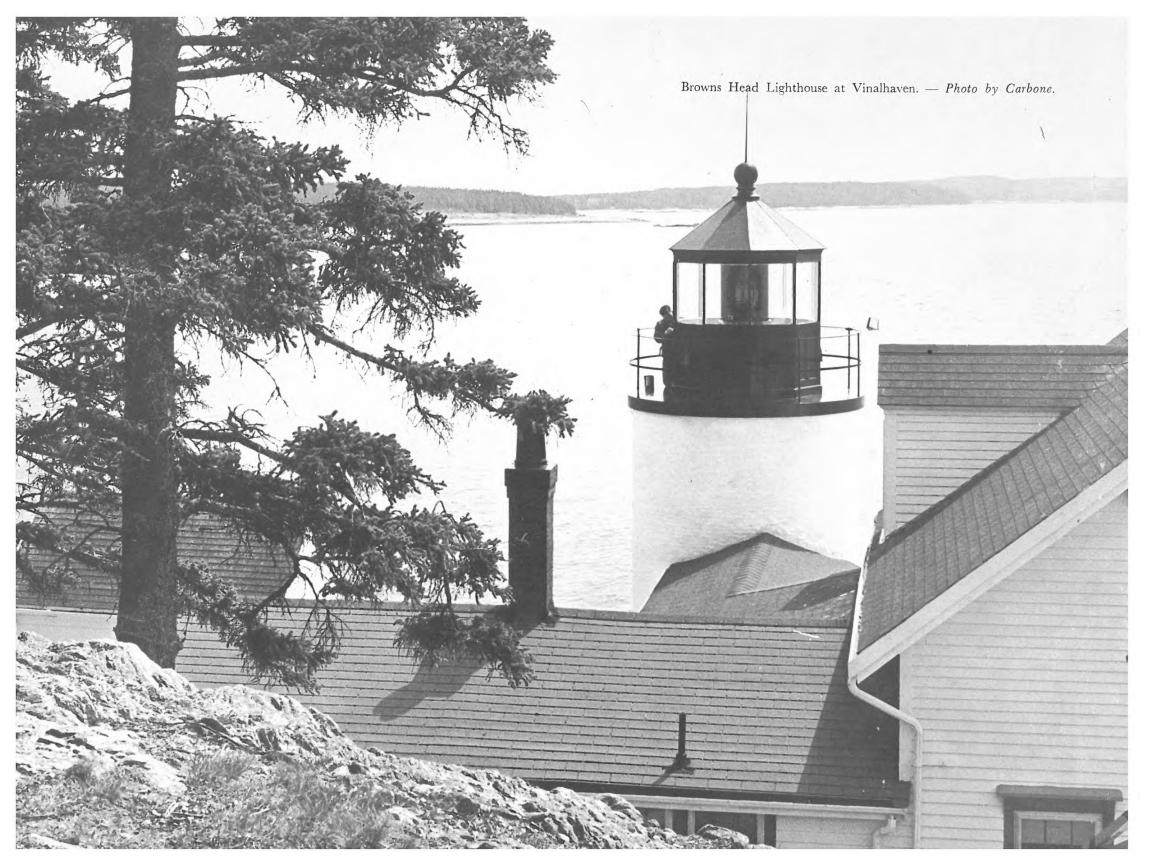
- June 25 "I sailed away from Sweden with the first Swedish Colony of Maine."
- July 13 "We landed at Halifax."
- July 14 "We went to the city of St. John."
- July 15 "We ascended the St. John River by steamer to Frederickton."
- July 16 "Went up river on flat boat pulled by horses."
- July 21 "Flat boats reached Tobique landing."
- July 23, 1870 First Swedish Colony arrived in Maine, "New Sweden."





Beautiful historic church at South Harpswell.

The original First Parish Church erected in 1825, the first church in Portland and the oldest in Cumberland County.





Warden Kenneth Cirone on duty at Pemaquid.

Fishing draggers anchored at a coastal wharf.





Native son ponders Stonington Harbor. — Photo by Charles Laffin.

This is to certify that the bearer, thanks allereland thereby promoted to the framma School, having passed an examination satisfactory to the undersigned, Directors of Megunticook School District, Camden, Maine, Mman DIRECTORS ile. OF Megunticook DISTRICT. une 61889 amden,





An early one-room grade school at Hinckley. Is the teacher saying, "Children, sit up erect in your seats, put your hands on the desk and look at the camera?" The little girl in the front seat of the center row looks beyond the camera — to become valedictorian of her class in the Academy, a pepsicola scholar in the U.S.A. and a college graduate, magna cum laude.

The Hinckley School was founded in 1889 by George W. Hinckley as the Good Will Home Association to educate needy children in the first twelve grades of the public school. The School has been sustained through the years by generous gifts from friends and by profitable investments.



Maine Central Institute at Pittsfield, and the athletic field.



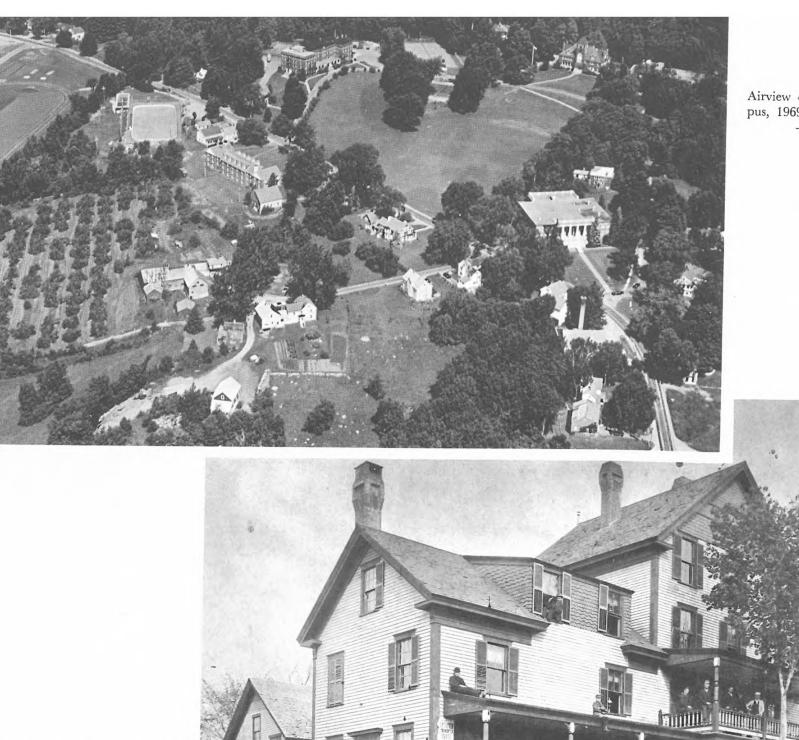
In 1847 there were twelve School Districts in the town of Perry. Boyden's Lake School shown here, District Number 12, continued in service into the 20th century.



The Brownville Village School was built in 1872, burned in 1931. — Courtesy of Kenneth Ellis



Modern school in the 1960's.



MINISTONIA

Till.

Airview of Hebron Academy Campus, 1969.

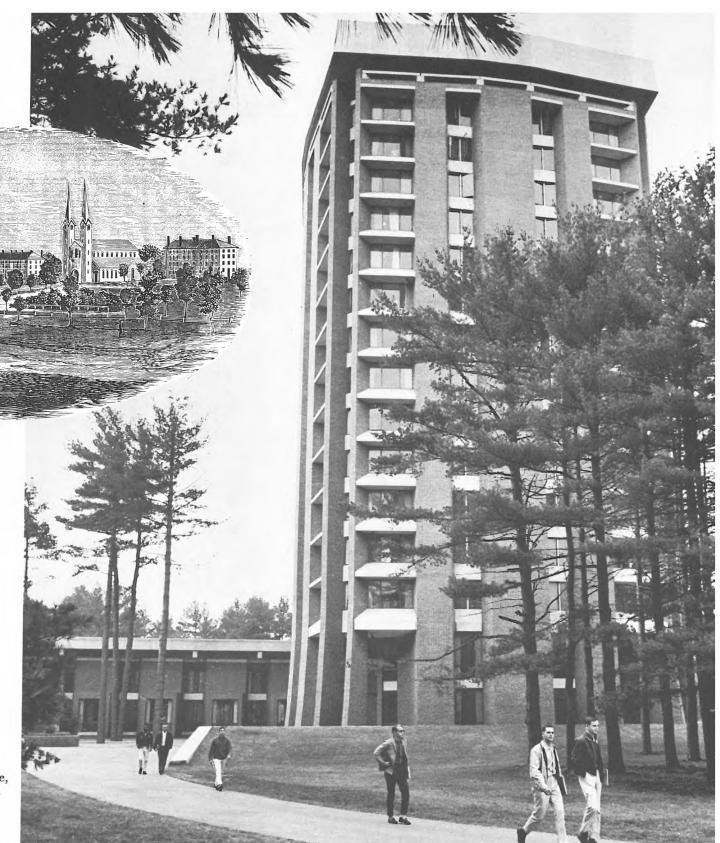
- Photo by A. D. Phillips.

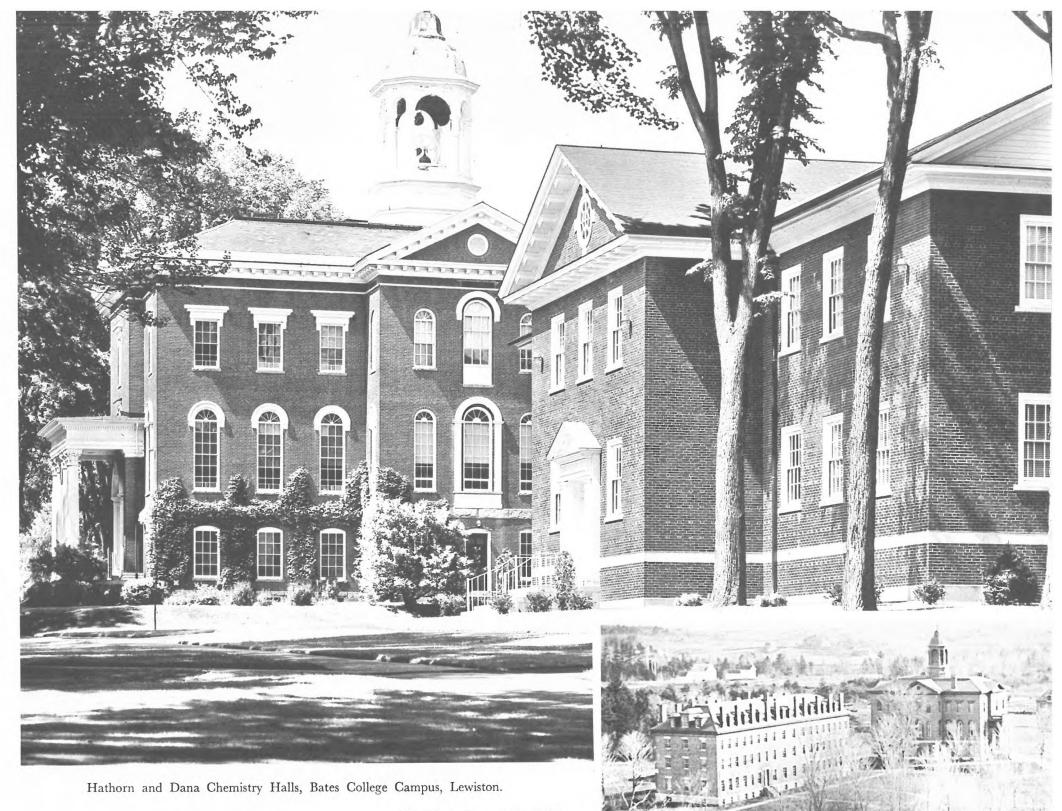
The Glover House at Hebron, where the students of Hebron Academy roomed in the 19th century. Many "co-eds" can be seen in this picture.

View of the grounds at "Little Blue" School at Faimington in 1908. The Abbot School continued here Itom 1844 to 1935. — Photo by Charles Sawyer. — Courtesy of Ben Butler, Farmington. ALL DUALS

Early print of Bowdoin College Campus as it appeared in the mid-19th century.

Senior Center at Bowdoin College, Brunswick, built in the 1960's.

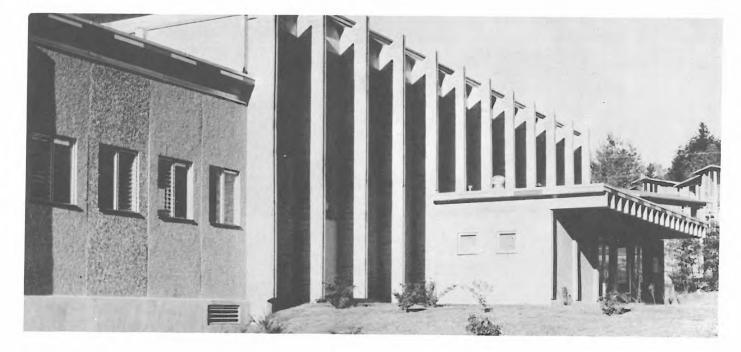


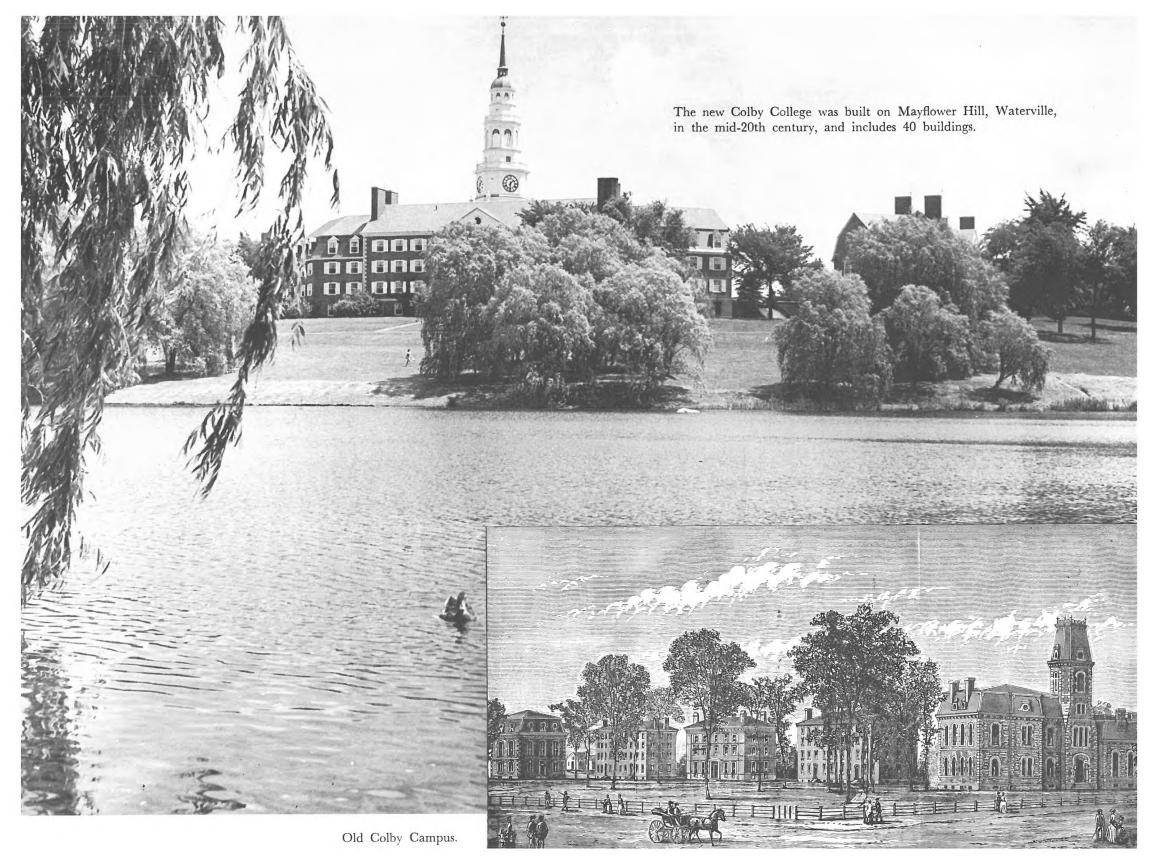


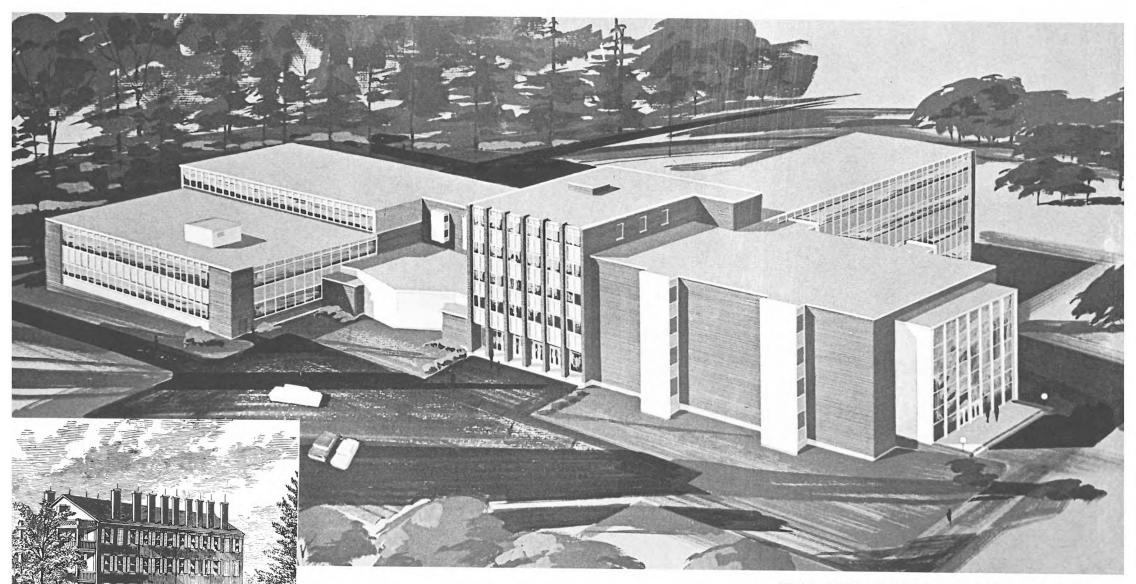
The Bates Campus in 1890.



Maine Maritime Academy, established in 1941 to preserve Maine's Heritage of the Sea, offers young men a maritime education and the opportunity to qualify as officers in the U.S. Merchant Marine. New administrative and class room buildings are being added to the facilities that now serve a faculty of 50 officers and a student body of 550.



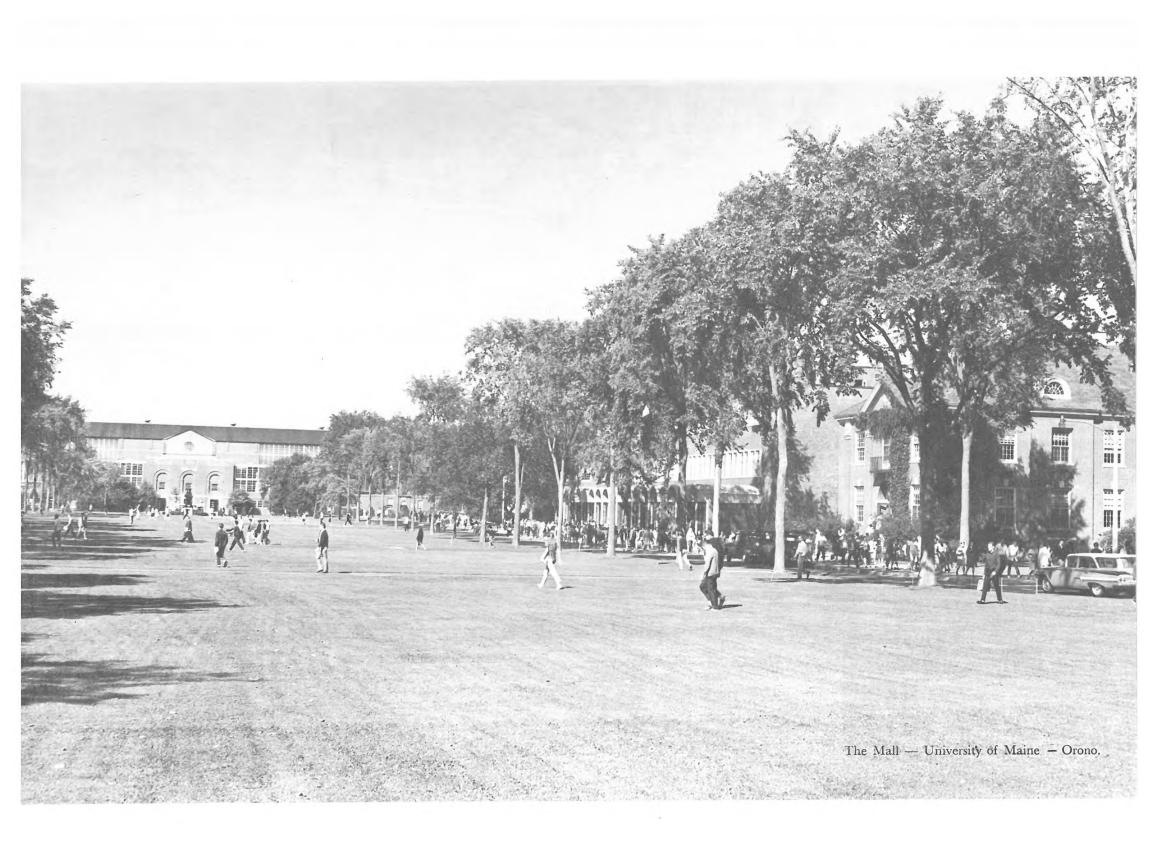


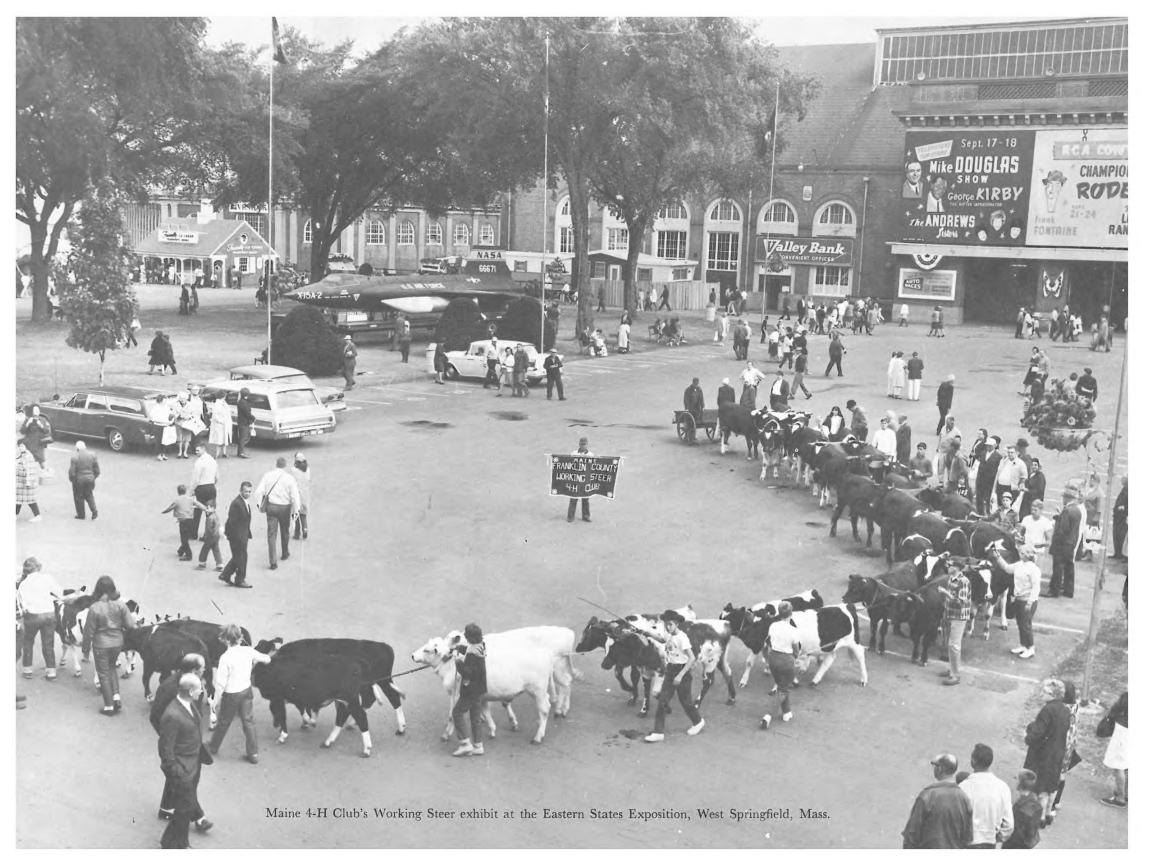


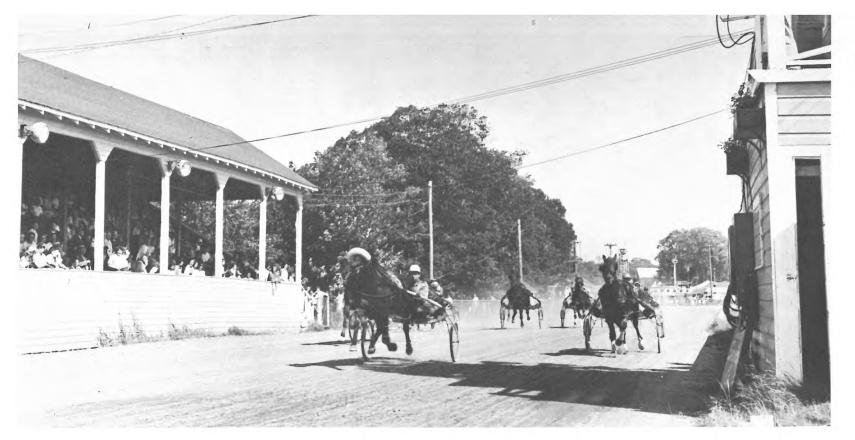
Model of Bailey Hall, University of Maine - Gorham.

Olden days boarding hall at Gorham Normal School.

SARA

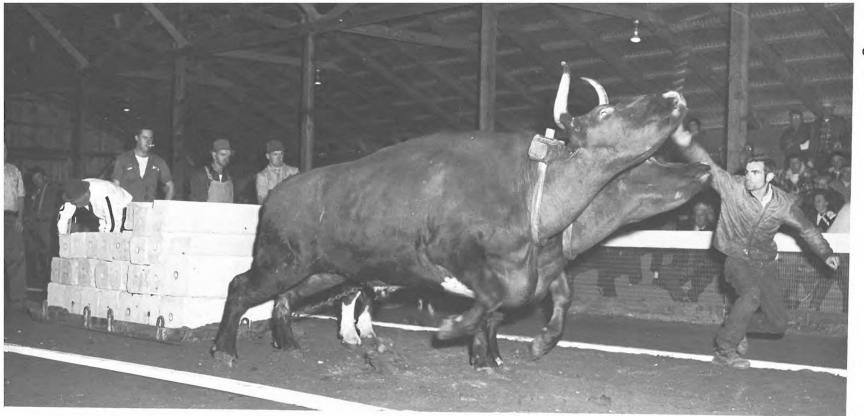




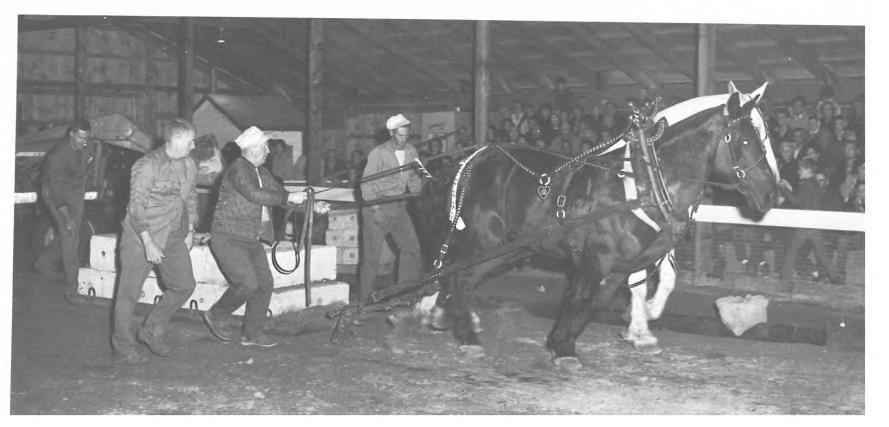


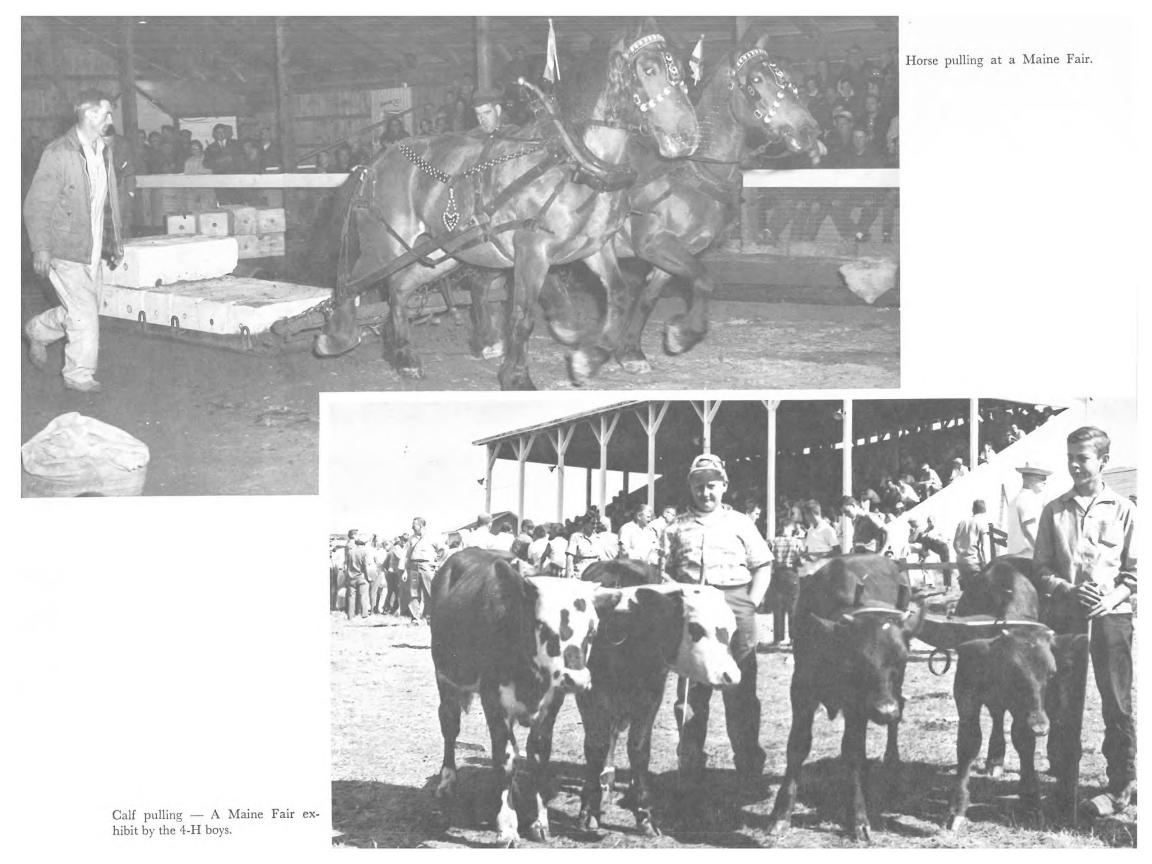


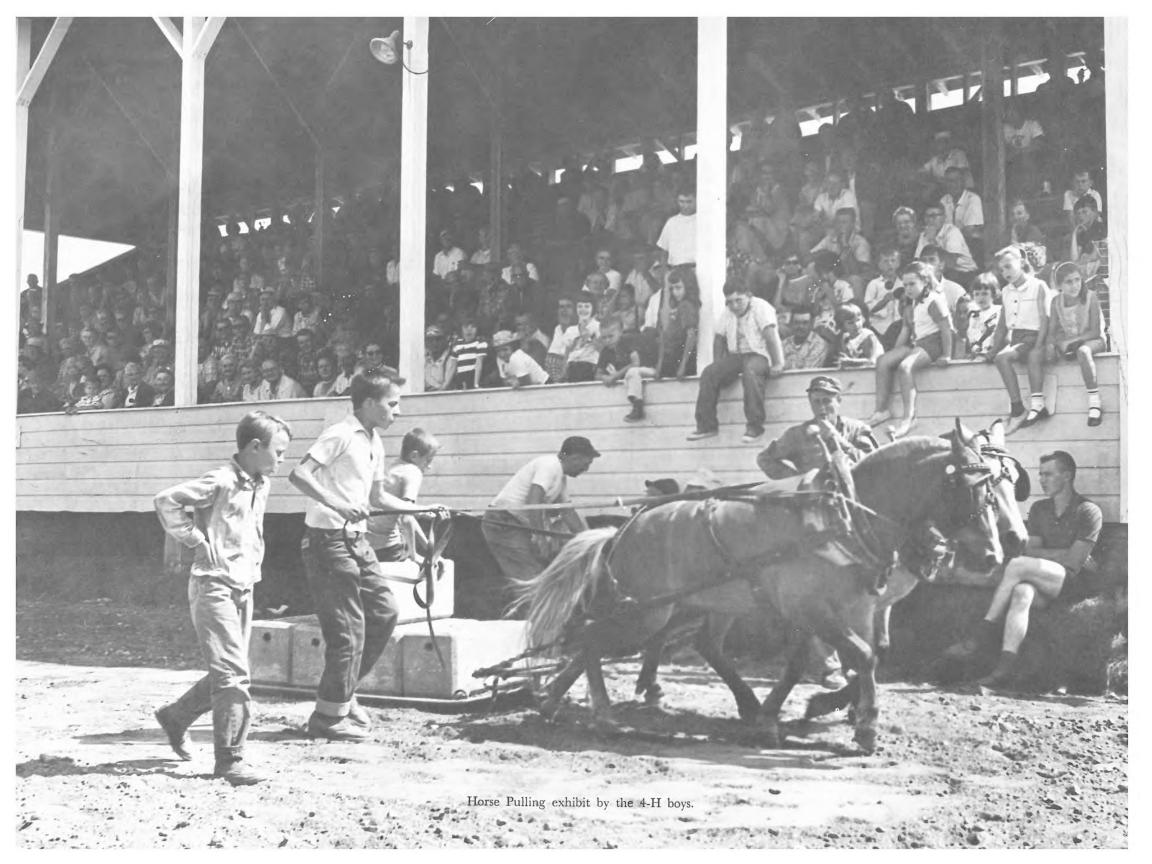
Getting ready for the horse race at Windsor Fair. — Photo by Boyd



Oxen pulling at a Maine Fair









Franklin County Agricultural Society Fair at Farmington in the early 1900's. — Courtesy of Ben Butler

Registered Hereford being made ready for show at the Fair. — Photo Courtesy O. B. Denison, Cornish, Maine



1881. 1881. COMPLIMENTARY. MOX. and Horticultural Society, Agricultural Invite... To their Fifteenth Annual Fair, to be held at Canden, October 4th, 5th and 6th. Not Transferable. F. W. SMITH, Secretary. JOSHUA ADAMS, President.





Going to the fair.

RATES OF TOLL. For each loot passenger, one cent, one personchorse six cents; single horse - cart, sled or sleigh six cents; cach team including cart, waggon, sled 'or sleigh, drawn by more than one beast a not exceeding two, twelve cents, a for every additional beast above two, two cents; each single horse a chaise, chair, or sulkey, twelve cents; each coach, charriot; or other pleasure carriages drawn by two horses 15 cents, a for every additinal beast; neat cattle, horses, mules or asses exclusive of those rode on, or in carriages; two cents each; sheep swine half cent each; to each team one person only shall be allowed as a driver, to pass free of toll. For each single wagon or buggy ten cents.

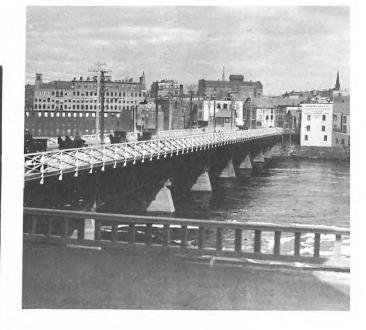
Sign showing the rates of toll on the Lewiston-Auburn Toll Bridge from 1823-1865.

Se la	a lewisto	N BRIDGE.	
	Permit Mr. Nicko	tas Rideout	-
nd, M	and family	-	with Horse,
ortlan	Sleigh, Chaise, Wagon, and on foot		
Fancy	till the 1st of April, 184/7, fo	rone Dollarso	
, Ilsley & Co., Book and Thers, No. 68 Eachange St	cents, provided he violates no law rel	ating to the Bridge.	Brdro Directors.
Thurston, Stareot,	TP Persons on receiving Permits will give in the n The right of revoking this Permit is reserved, on repa proportion as it bears to the whole time. All Permits sustained while, or in consequence of, violating any la	lying the money for the remainder of a to be paid in advance. Accountable	its duration, in
126124	To the Toll-Gatherer.		
16		184 6	

The North Bridge (above) across the Androscoggin River between Lewiston and Auburn was washed out by flood waters (below) in 1876.

- Courtesy of Mr. and Mrs. Howard Glover, Rockland





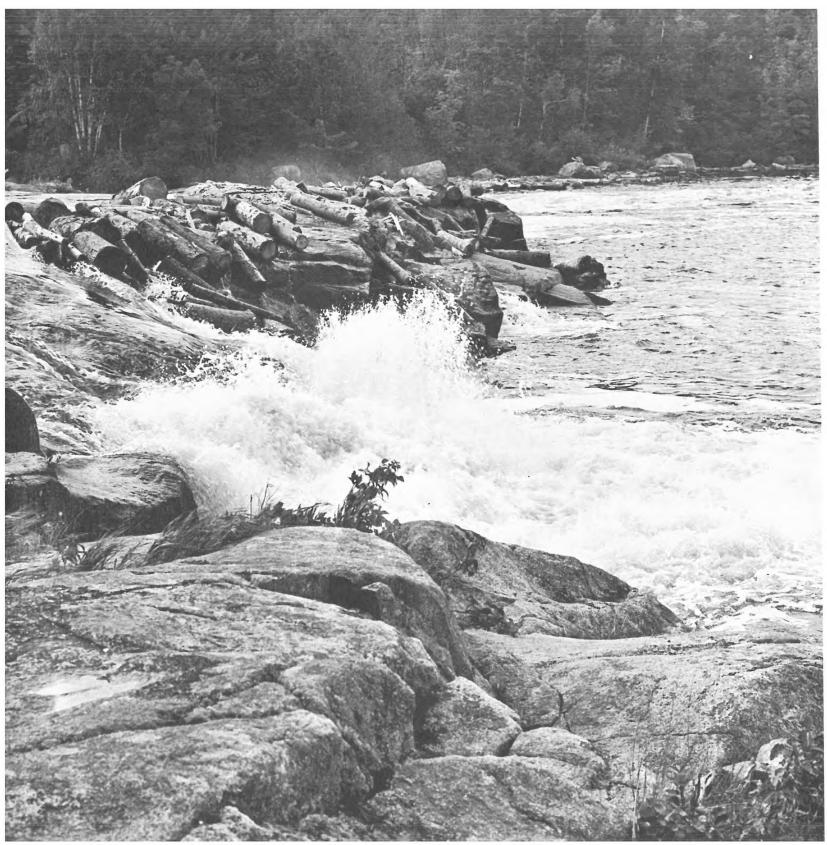


The Lower Falls at high water on the Androscoggin River at Rumford - 1895.

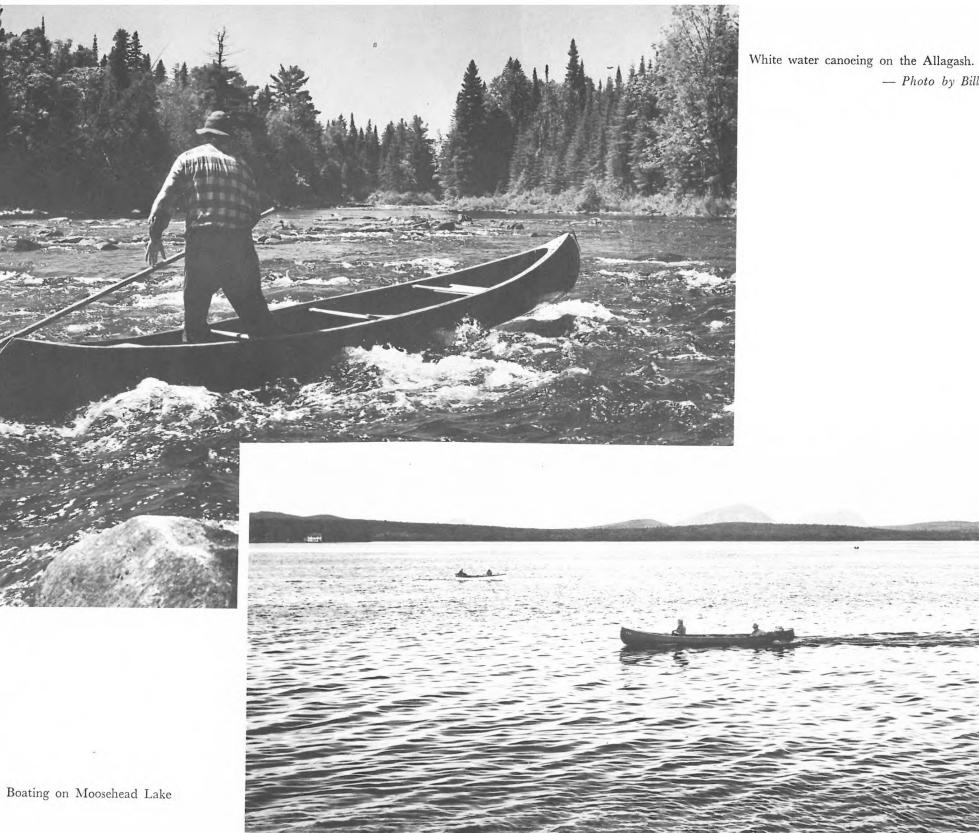




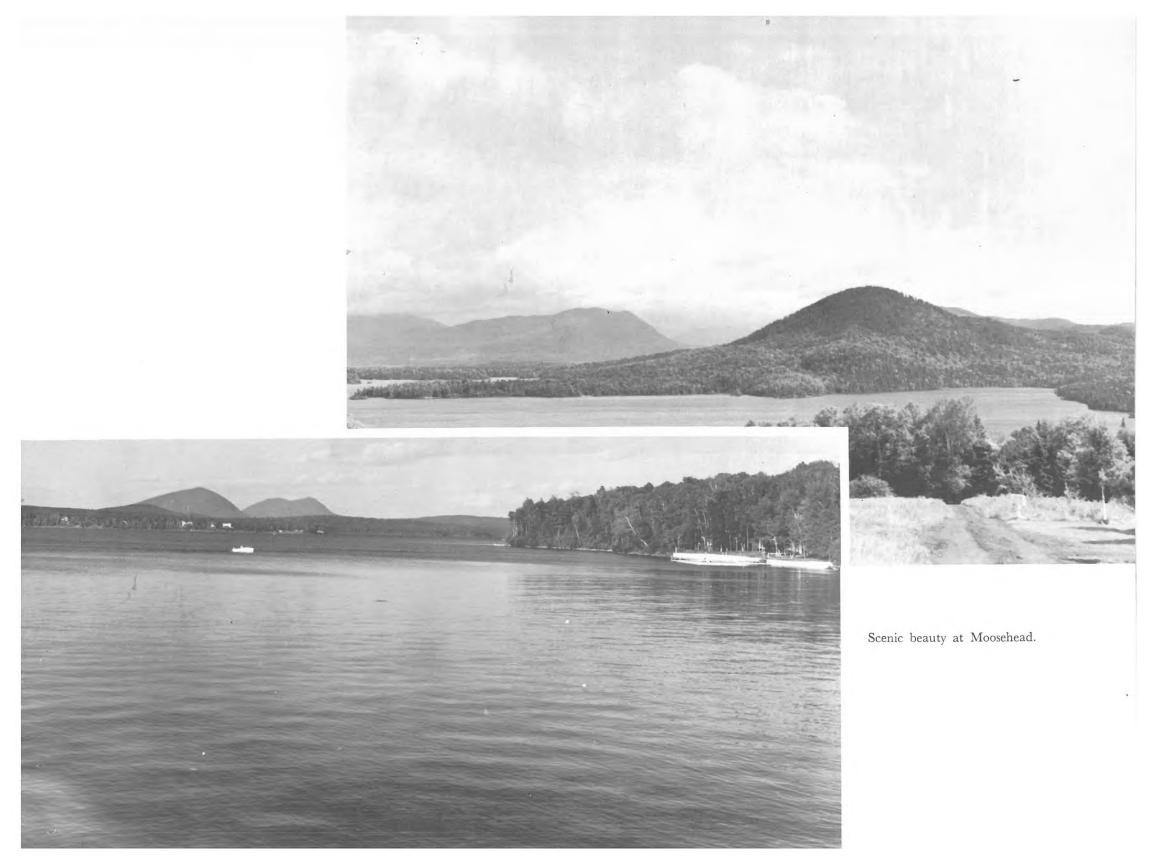
— Courtesy of Amy D. Moulton and Cora D. Towle, Auburn



West Branch of the Penobscot River.



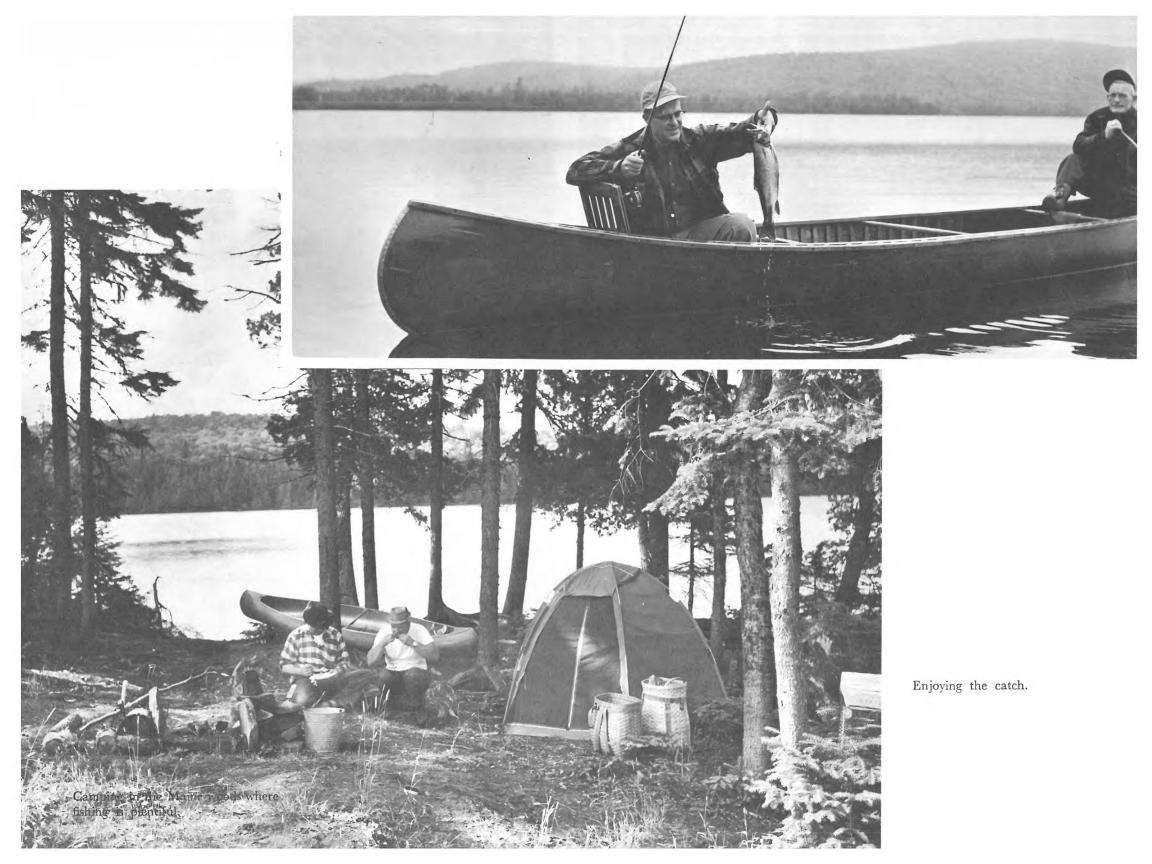
- Photo by Bill Cross.

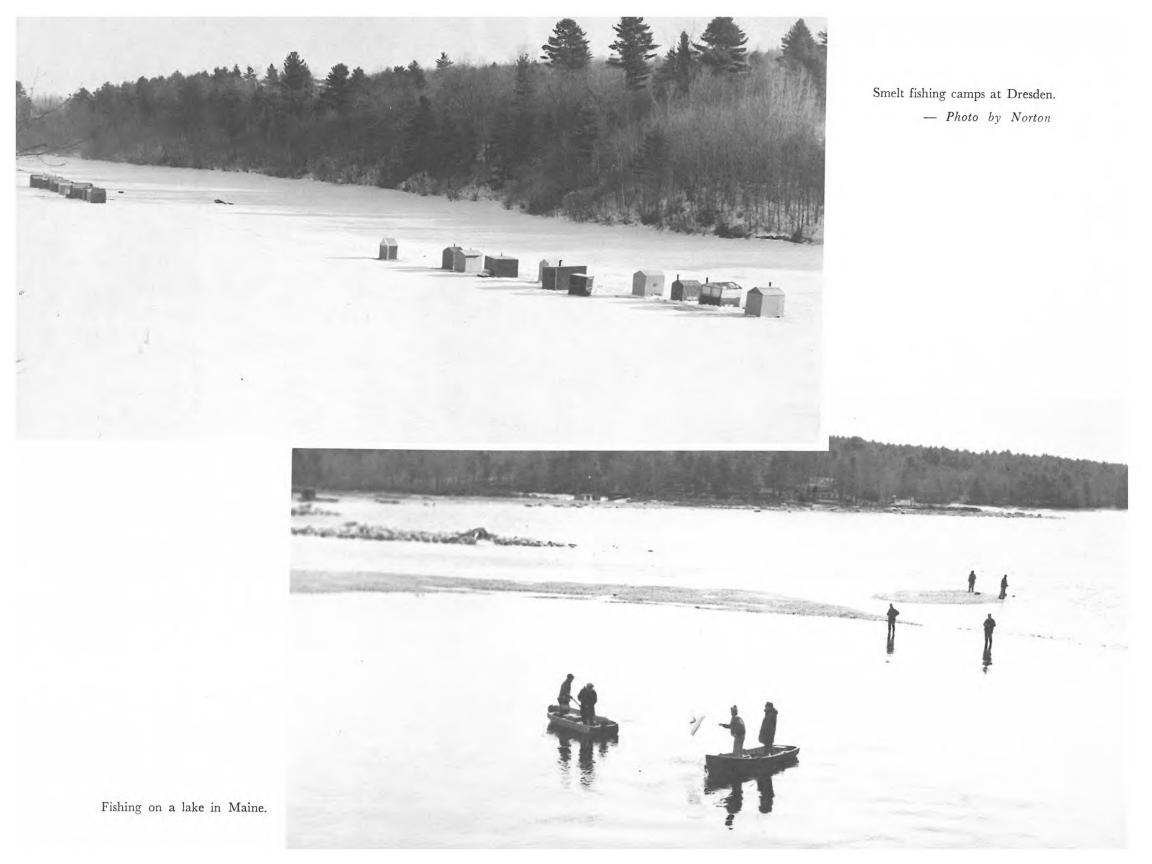


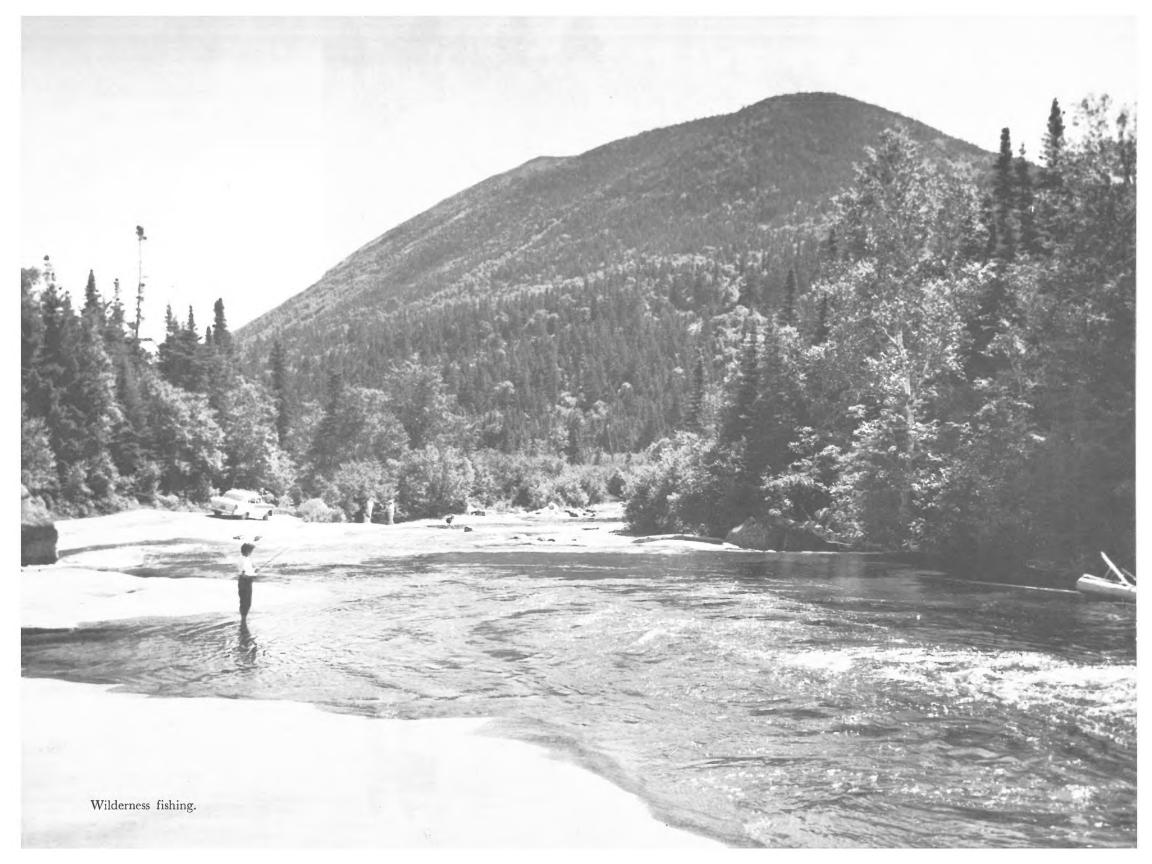


Fishing in lake and stream.











The Nash Cooper Shop, originally located in Waldoboro where it was used to build lime casks, is now part of an exhibit at Sturbridge Village, Massachusetts.

- Photo by Roger E. Miller, Waldoboro



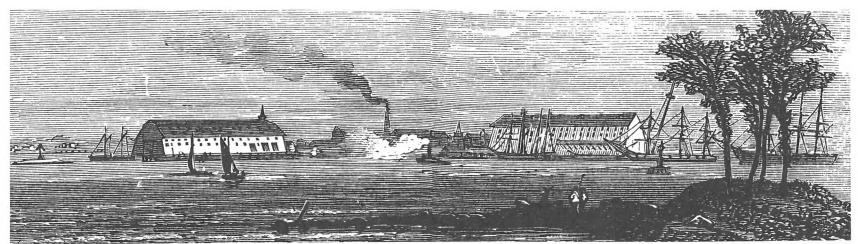
Readfield Woolen Mill, closed in 1910, made cloth for the Union Army during the Civil War.

Barrels made at Farmer's Machine Barrel Corporation, Readfield - 1920.



The old Grist Mill at Readfield, pictured in 1910, was an important part of early Maine economy.



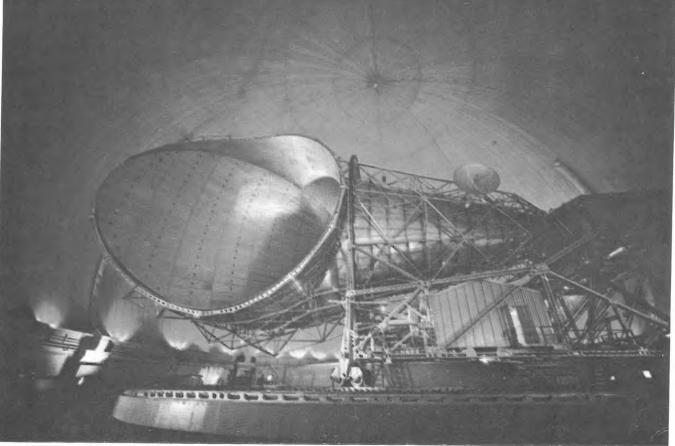


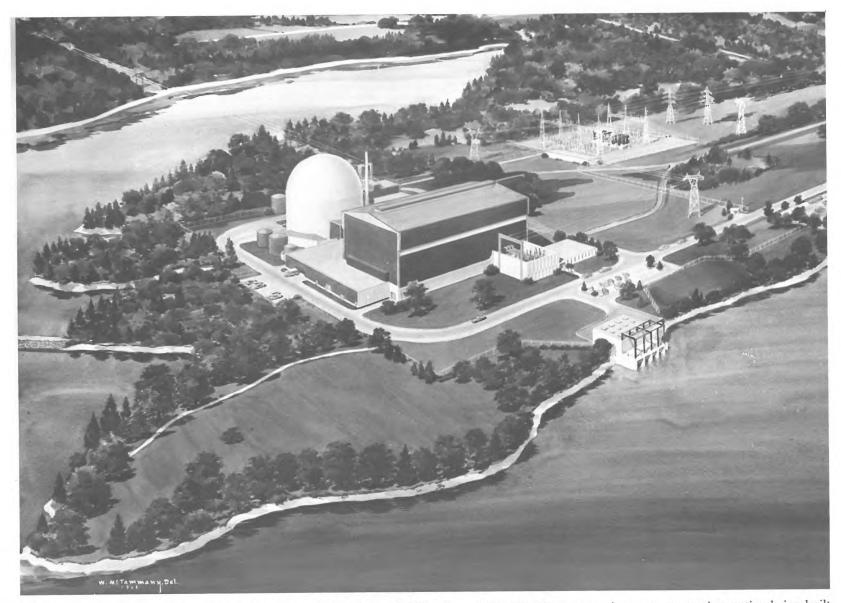
The Kittery Navy yard as it appeared originally and as it appears today: 1970.



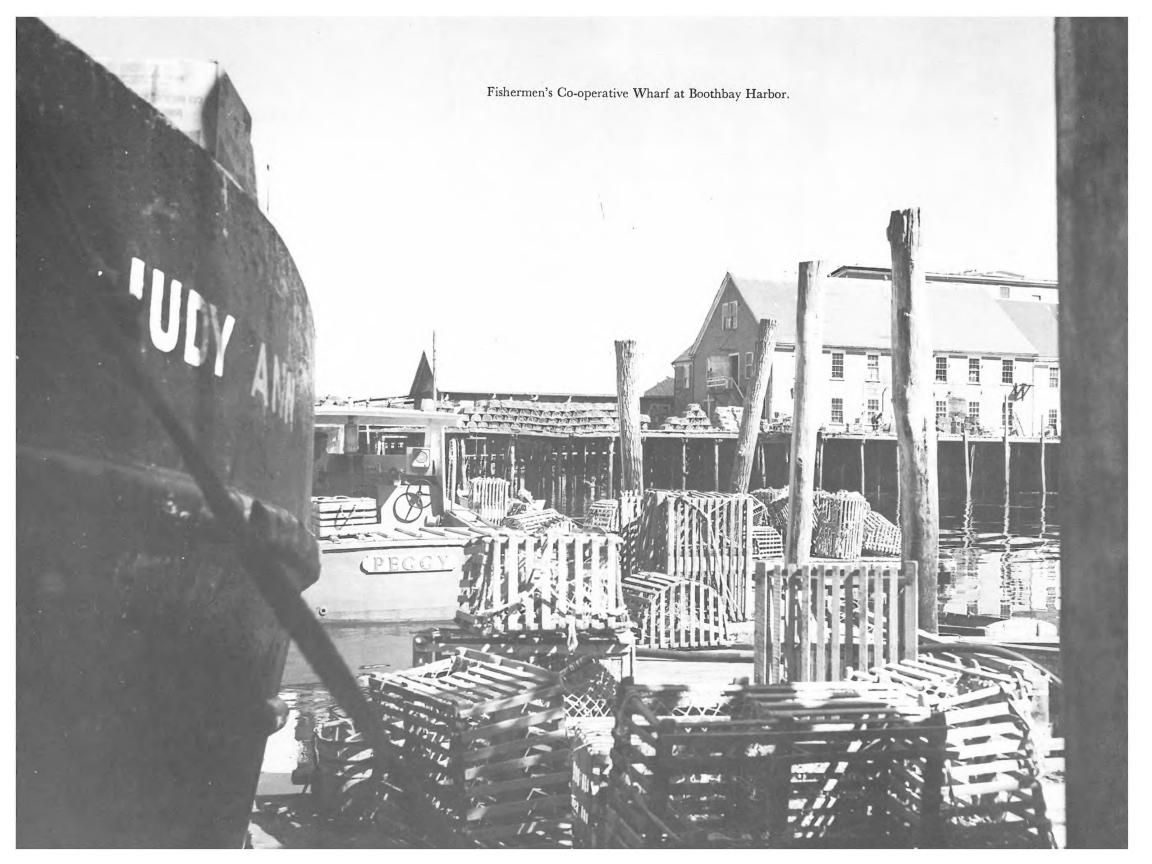


Communications satellite at Andover is one of four in the world.





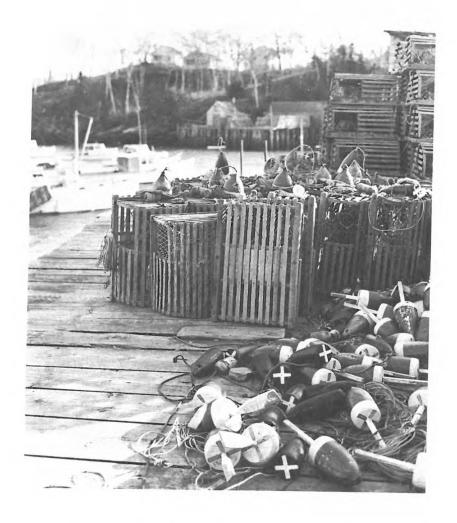
"The largest single industrial project in the history of the State of Maine." — A 855,000-kilowatt atomic energy generating station being built at Wiscasset by the Central Maine Power and Bangor Hydro-Electric Companies. — Courtesy of Piscataquis County Commissioners







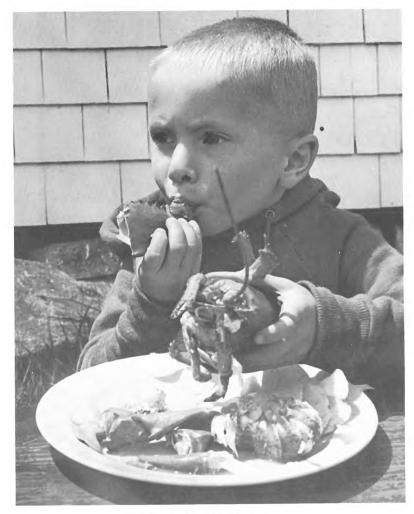




Lobster Gear at New Harbor.



Lobster Bake on the coast of Maine.



"Luscious lobster."







Lumbering — a woodsplitting machine at work at Chamberlain Lake.

- Courtesy Department of Inland Fisheries and Game



Oxford Paper Company pulp mills at Rumford.



Unloading logs to prepare for the River Drive in Maine.

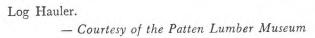


Lombard tractor hauling logs on icy roads in Maine.





The Lombard log hauler was invented by a Waterville man.





Pulpwood being hauled from the Maine woods in the early days of lumbering.

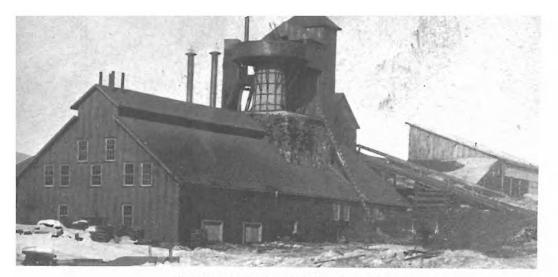


Winter log hauling.



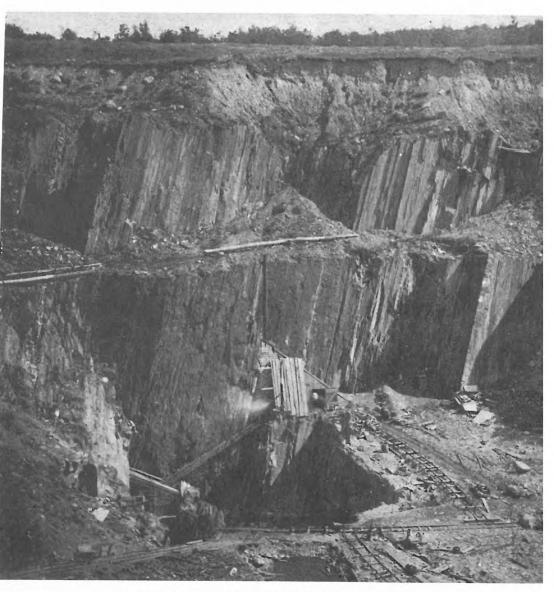
The State Forestry Department is currently sponsoring a "Big Tree Contest" to determine the largest living trees of each species in Maine. We are proud to announce the following <u>national champs</u> according to the Social Register of Big Trees -American Forestry Association.

	#1	#2	#3	#4		
Species	Eastern			Eastern Hophornbeam		
-	Wh. Pine	Pitch Pine	Tamarack			
Scientific	Pinus	Pinus	Larix	Ostrya		
Name	strobus	rigida	laricina	virginiana		
Year Reported	1969	1969	1969	1954		
Cir. @ 4-1/2'	18'2"	11'4''	9'8"	9'6''		
Height	147'	96'	95'	70'		
Spread	73.5'	50'	50'	57'		
Location	Blanchard	Poland	Jay	Winthrop		
Nominator	C. Page	M.Calderara	Fred Huntress	J.R.Hansborough		
	Atkinson,	Auburn,	New Gloucester,	Upper Darby,		
	Maine	Maine	Maine	Pennsylvania		



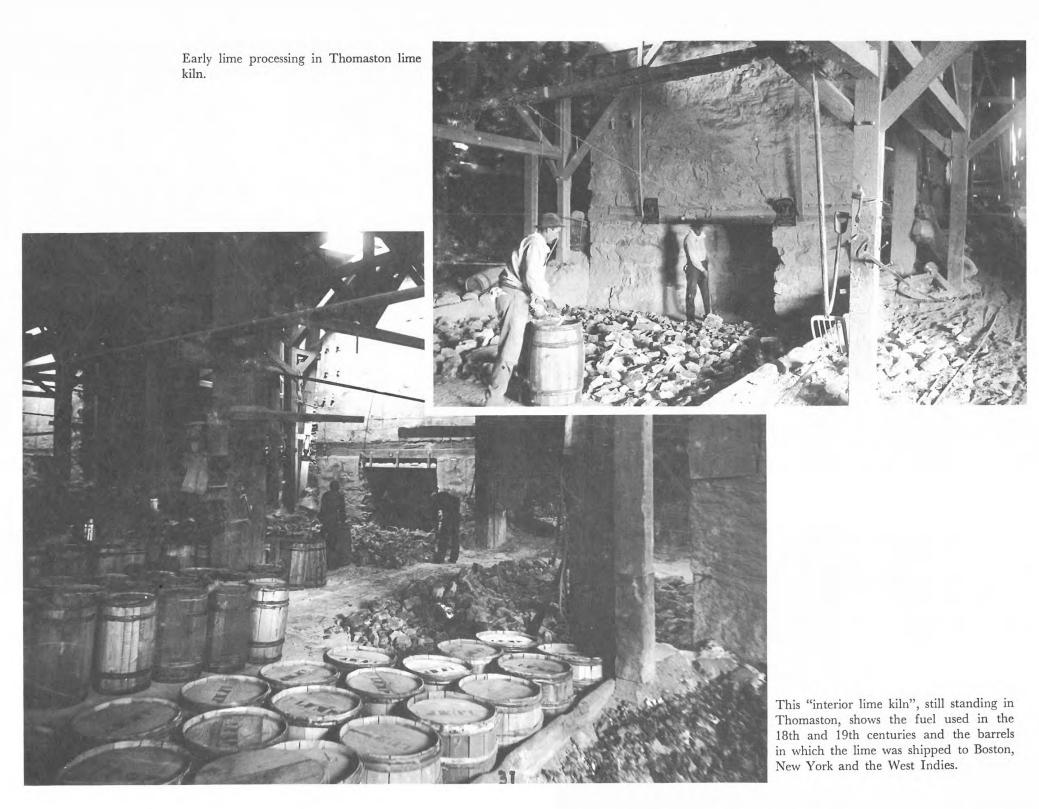
The Katahdin Iron Works, early Maine industry. — Courtesy of Mrs. Ethel Perry, Milo.

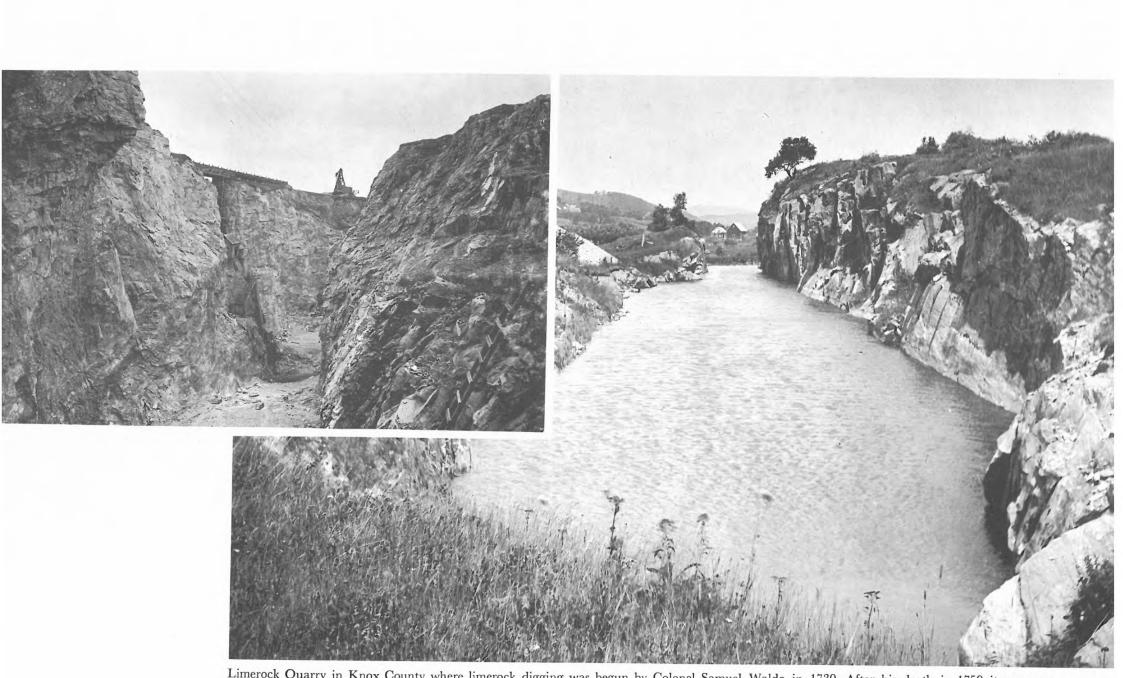




Crocker Slate Quarry at Brownville.

View of the entrance to the Katahdin Iron Works.





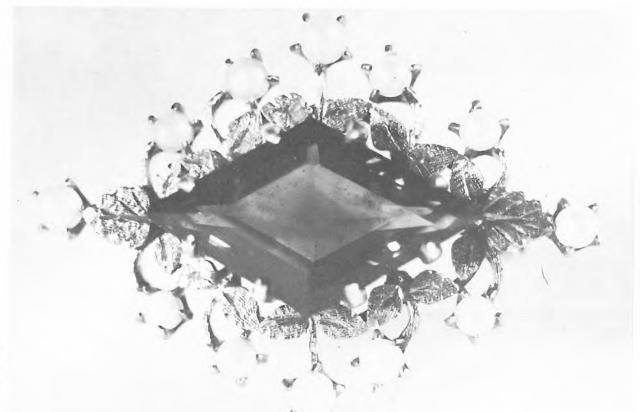
Limerock Quarry in Knox County where limerock digging was begun by Colonel Samuel Waldo in 1730. After his death in 1759 it was carried on by his heirs until General Henry Knox took it over when he moved to Thomaston in 1795. The lime business was purchased locally in 1806 and has continued ever since.

Panning gold in Swift River. Some 300 varieties of minerals, ores and gems have been found in this area.

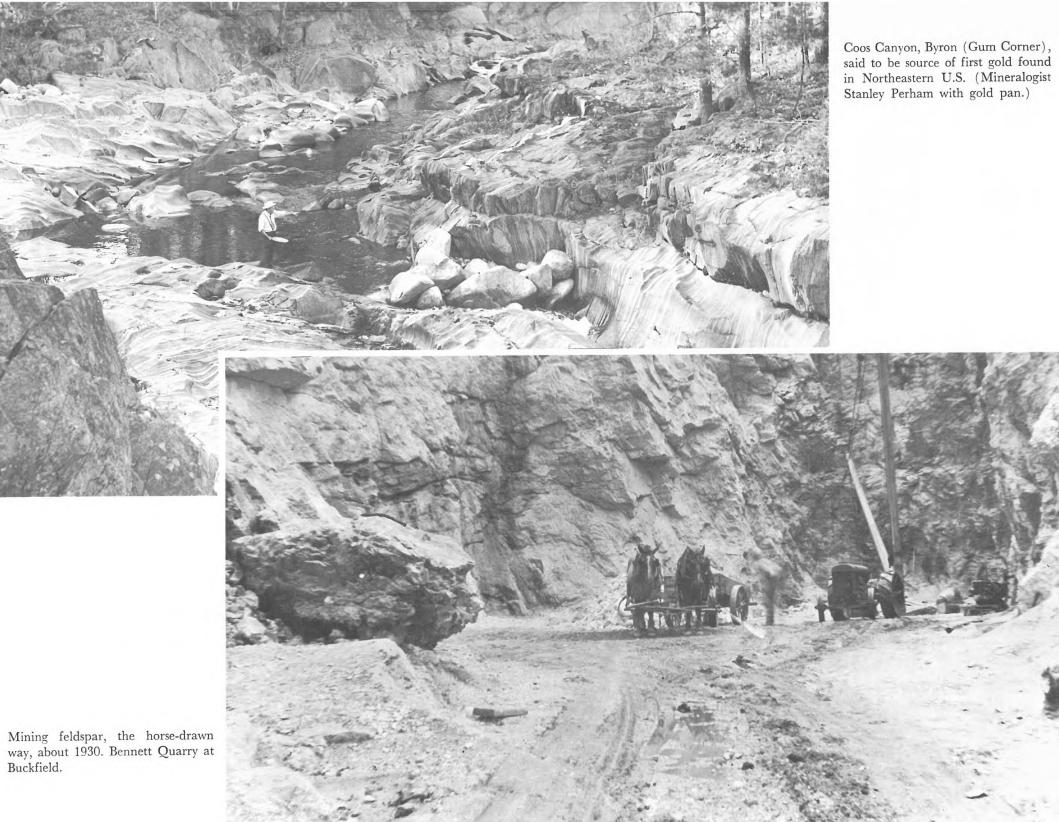


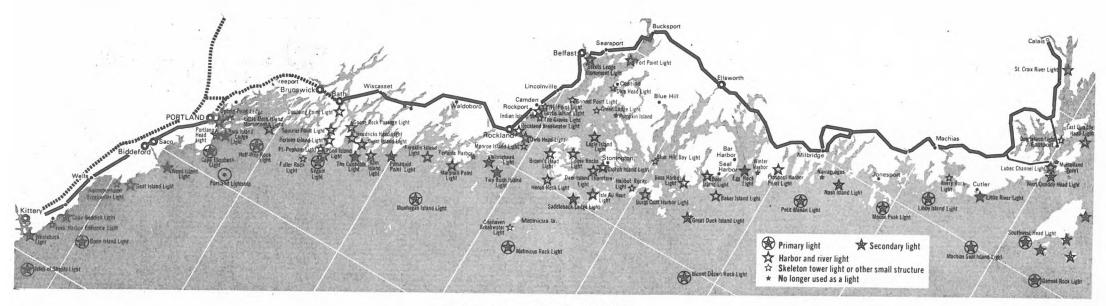
From Stoneham, Maine — Aquamarine, 13334 karats, from a picture in Perhams' Mineral Museum, West Paris, Maine.

- Photo by B. M. Shaub

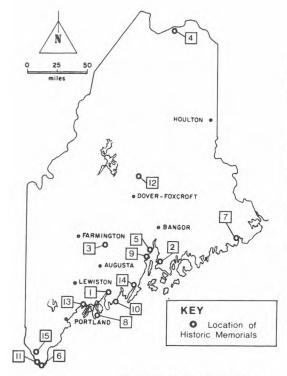


George R. Howe Brooch — Picture in the West Paris Mineral Museum. — Photo by B. M. Shaub



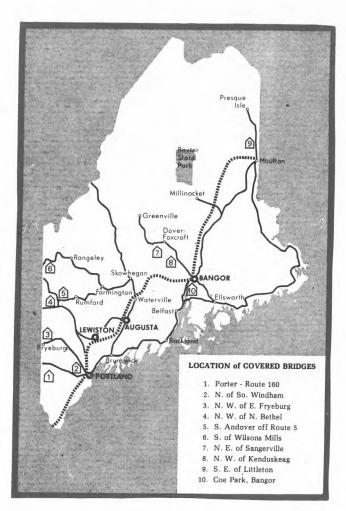


Lighthouses on the Coast of Maine.



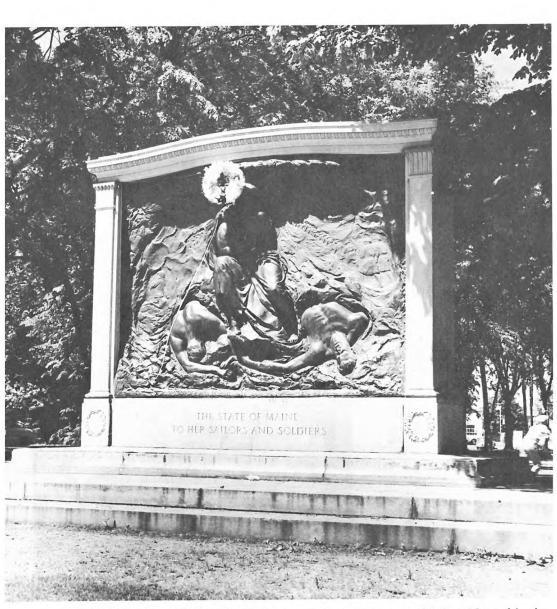
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H	STORIC MEMORIALS	LOCATION		1	T	ſ	T	T	Í	1	OPEN DATES
1	Fort Edgecomb	North Edgecomb	E-12	0		0			1		May 30 to Oct. 15*
2	Fort George	Castine	G-11	0			1	1		1	May 30 thru Labor Day
3	Fort Halifax	Winslow	E-10								May 30 thru Labor Day
4	Fort Kent	Fort Kent	G-1	0	0	0		0	0		May 30 thru Labor Day
5	Fort Knox	Prospect	G-10	0		0	0	0	-	0	May 1 to Nov. 1
6	Fort McClary	Kittery Point	B-14	0		0		0			May 30 to Oct. 15*
7	Fort O'Brien	Machiasport	J-10	0	1	-			1		May 30 thru Labor Day
8	Fort Popham	Popham Beach	D-13	0		0				Ŧ	May 30 thru Labor Day
9	Fort Pownall	Stockton Springs	G-10	0							May 30 thru Labor Day
10	Fort William Henry	Pemaquid Beach	E-12		0						May 30 thru Labor Day
11	John Paul Jones	Kittery	B-14								
12	Katahdin Iron Works	T.6, R. 9	F-7			0					May 30 thru Labor Day
13	Mere Point	Brunswick	D-13								
14	Montpelier	Thomaston	F-11								May 30 thru Sept. 10
15	Vaughan Woods	South Berwick	B-14	0		0				0	May 30 thru Labor Day*

For additional information write: Department of Economic Development, or State Park and Recreation Commission, State House, Augusta, Maine 04330.

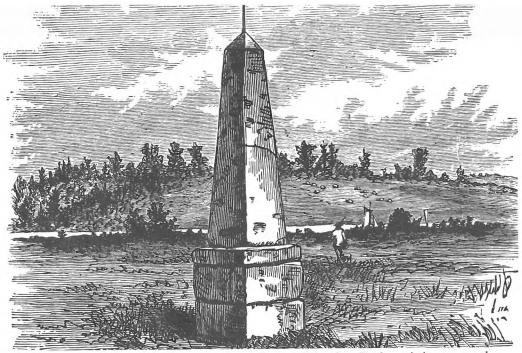


Historic Forts in Maine.

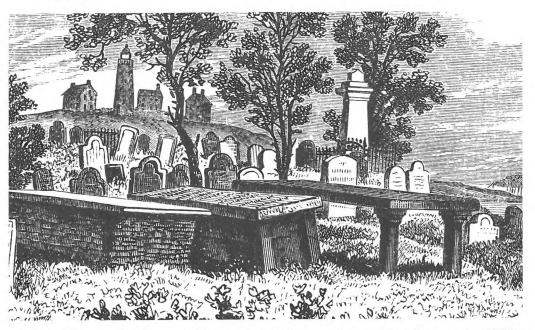
Covered Bridges in Maine



John Paul Jones Memorial (1927), on U.S. 1 entrance to Maine. Near this site, in 1777, the USS Ranger was built and launched. On this ship, Jones received the first salute by a foreign power given a man-of-war flying the Stars and Stripes.



Monument erected to the memory of Father Sebastian Rasle, missionary to the Indians at Norridgewock, who gave his life in the defense of the Mission, August 23, 1724.



British Commander Samuel Blythe of the Boxer and American Commander William Burrows, of the Enterprise, killed during an engagement off the Maine coast in 1814, were buried side by side in this Portland cemetery.





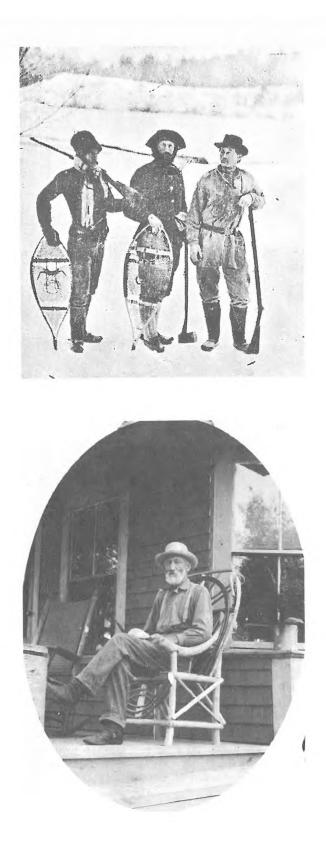


"AMONG MEN, A MOUNTAIN" KATAHDIN FROM THE WEST

SHALL REMAIN THE MOUNTAIN OF THE PEOPLE OF MAINE"

TO THE HONORABLE PERCIVAL PROCTOR BAXTER, GOVERNOR, STATESMAN, AND PUBLIC BENEFACTOR, THE PEOPLE OF THE STATE OF MAINE EXPRESS THEIR DEEP APPRECIATION FOR A LIFETIME DEVOTED TO THE CREATION AND THE GIVING OF THIS 200,000 ACRE SHRINE OF WILD NATURAL BEAUTY, BAXTER STATE PARK, BY ITS ACTION, THE 102ND MAINE LEGISLATURE MAKES PERPETUAL THIS GRATEFUL TRIBUTE TO A GREAT MAN'S LOVE OF HIS STATE AND OF HIS FELLOW MAN.

Baxter State Park, more than 200,000 acres of wildland was the generous gift of Governor Percival P. Baxter (1876-1969) to the people of Maine in 1933. More land was added to the original gift, and in his will Governor Baxter provided more than five million dollars for supervision and care to preserve the park in its natural state — "forever wild." In the top photo Mr. Baxter and John H. Reed, who also served Maine as Governor, view a bust of the philanthropist in the State House.



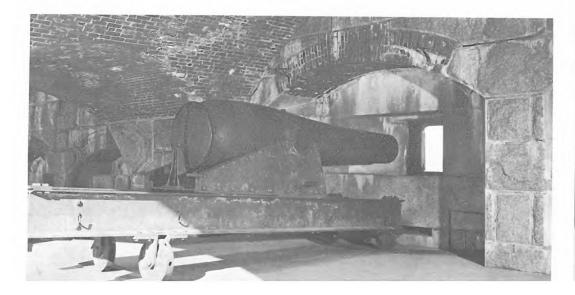


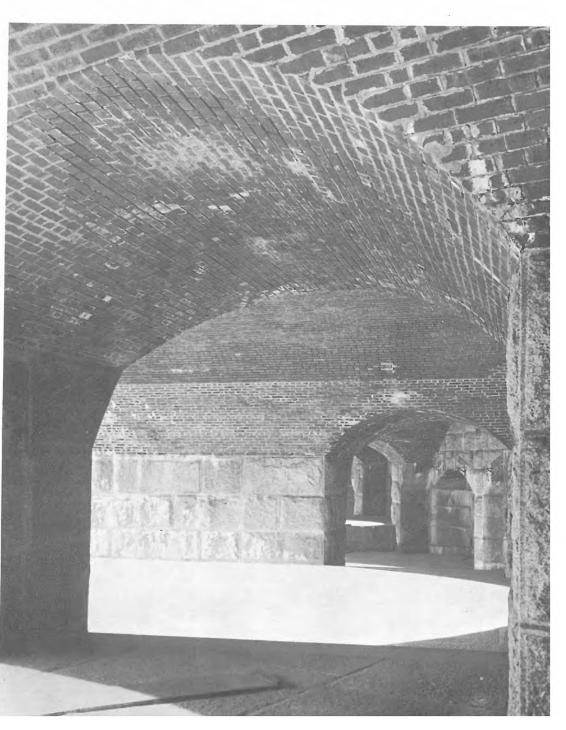
"I owe a personal debt to Maine because of my association with certain staunch friends in Aroostook County; an association that helped and benefitted me throughout my life in more ways than one." — Theodore Roosevelt.

Left — Bill Sewell — Theodore Roosevelt's friend and guide — at Mattawamkeag Lake, Island Falls. — Courtesy of Mrs. Frank D. Sawyer, Island Falls



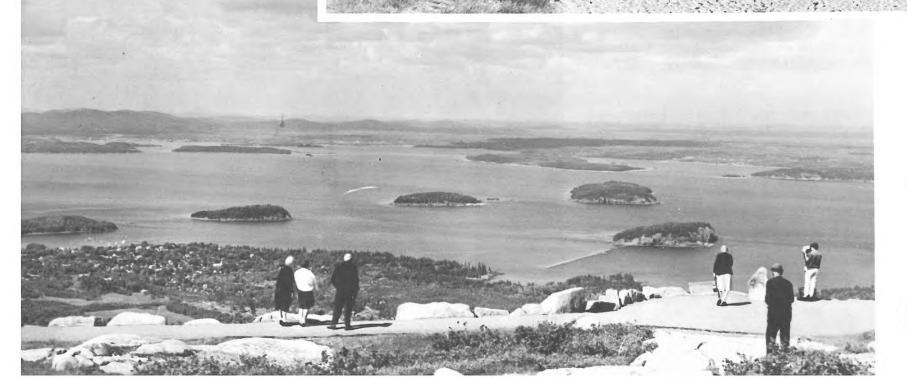
Fort Knox was begun in 1844 as part of the defense for the Aroostook War. Constructed of granite from nearby Mt. Waldo, the masonry shows master workmanship, remaining in excellent shape for more than a century.







Sandy Beach, Acadia National Park. — Photo by Wells



Scenic view from Mt. Cadillac, Acadia National Park.

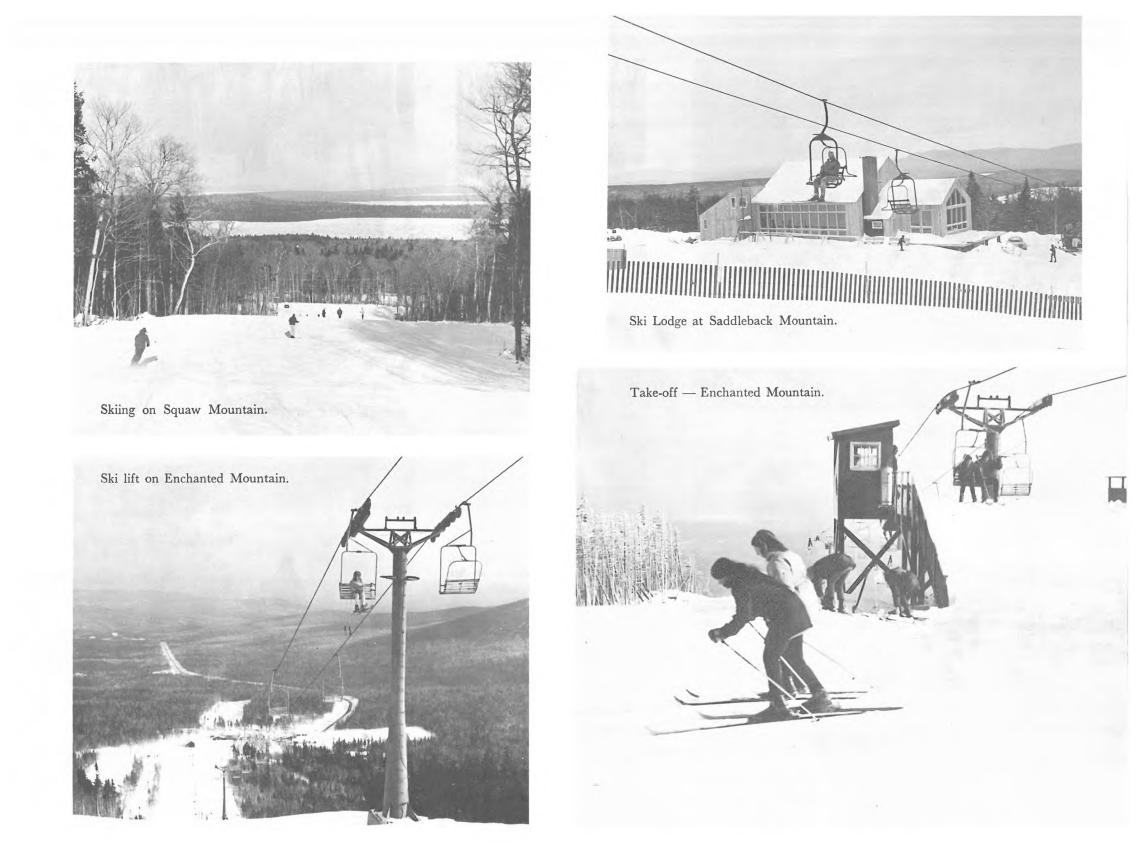




Top left and below — Power sled racing at Skowhegan. Top right and center — Sled dog racing at Augusta. Lower right — sporty snowmobile.









A blind skier follows Instructor Harry Baxter, who leads the way down Sugarloaf Mountain by the sound of the bells which hangs from his left hand — "a modern miracle."



Scenic winter view of Sugarloaf Mountain, one of Maine's famous ski areas.

At Lake St. George.

In the Maine woods.

Camping is Popular in Maine.

At Sebago Lake.



At Lilly Bay.









At Poland Spring.

At Kennebunkport.

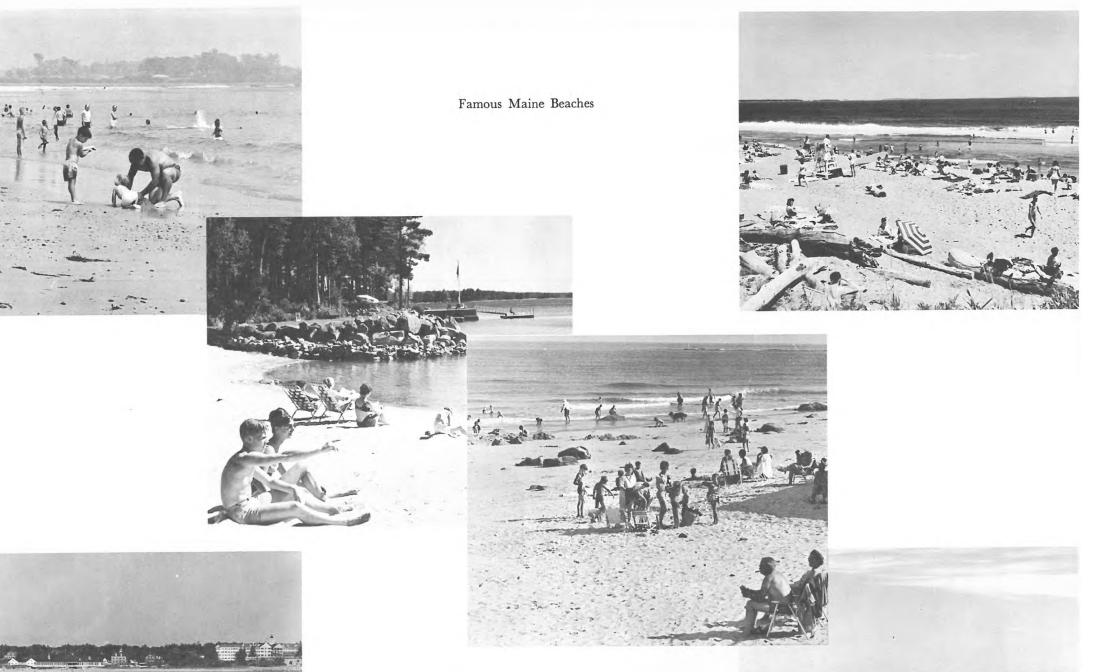
Scenic Maine golf courses



At Moosehead Lake.



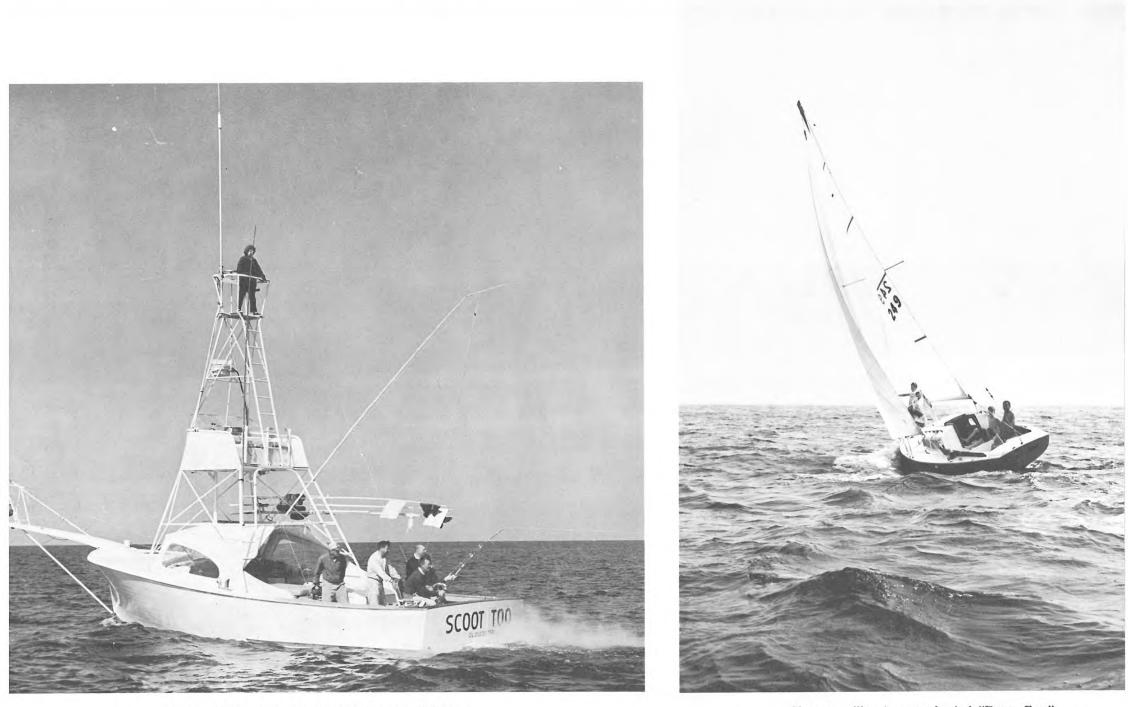
Martindale at Auburn.



Left, top to bottom — Old Orchard, Sebago Lake, and Kennebunk. Right, top to bottom — Reed State Park at Georgetown, Wells Beach, and Ogunquit.

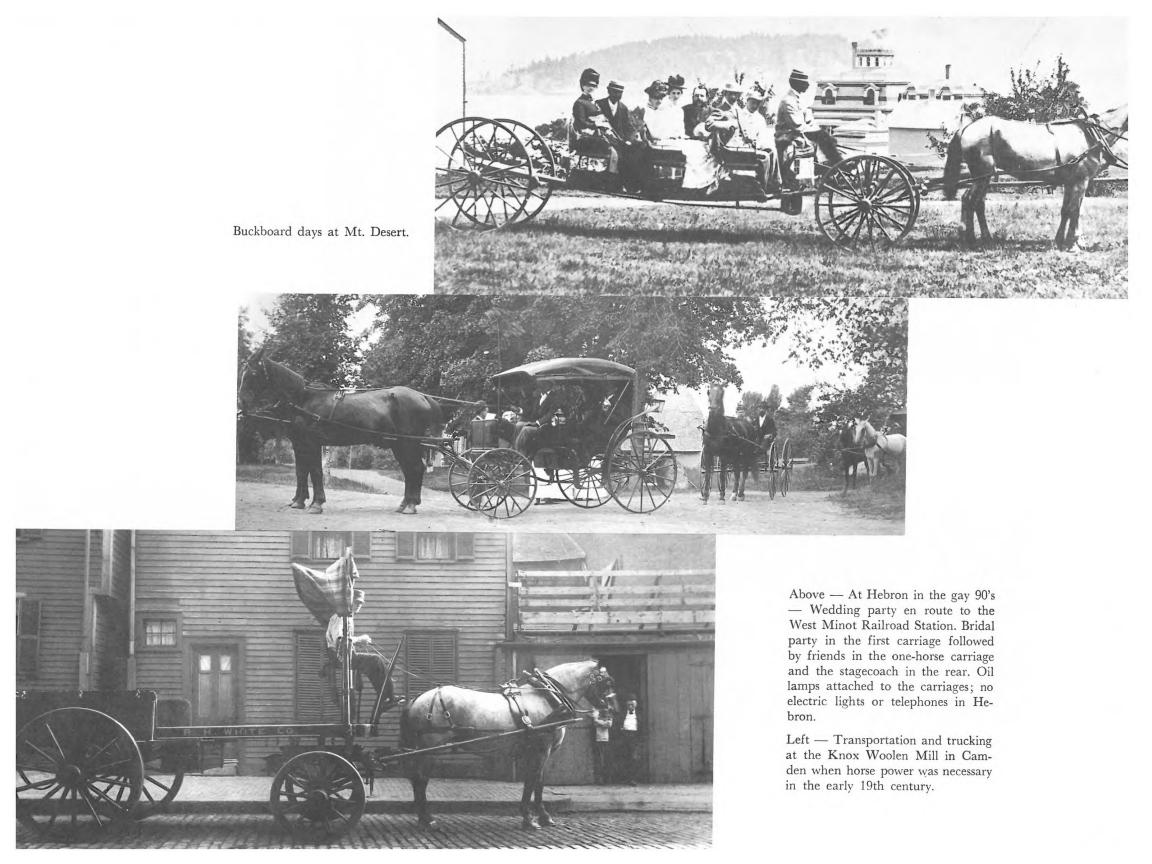






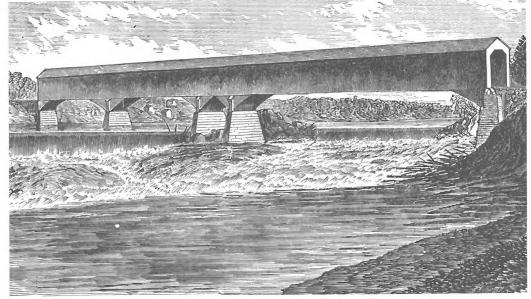
Sports fishing out in the deep off the coast of Maine.

Pleasure sailing in a good wind "Down East".





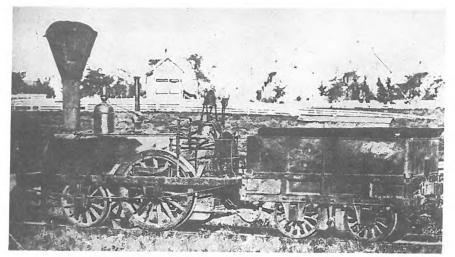
This covered bridge was built in 1869, in parts at Kezar Falls. The first bridge here was built in 1833.



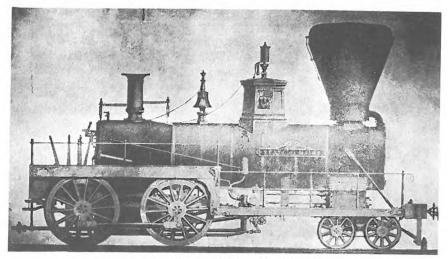
Ticonic Falls in Waterville and Winslow. Maine has ten remaining covered bridges.



Babb's Covered Bridge — Gorham-Windham.



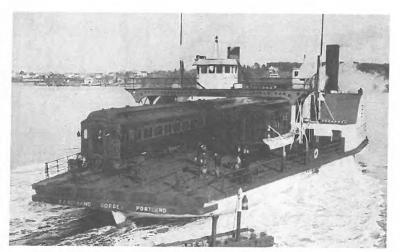
The first steam locomotive operated in Maine.



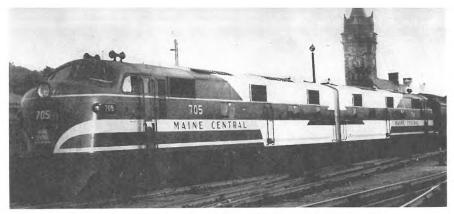
Locomotive State of Maine, K. & P. R. R.



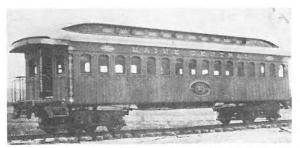
Portland and Rumford Falls Excursion Train. Lake Anasagunticook, Canton, about 1895.



Ferry boat Ferdinando Gorges.



Diesel Passenger Locomotive at Portland Union Station.



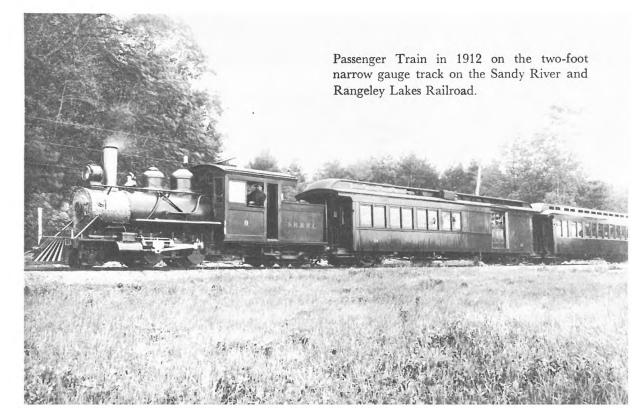
Back in 1873 this type of coach, built at Patten's Car Works, Bath, Maine was "the rage" on the Maine Central Railroad.

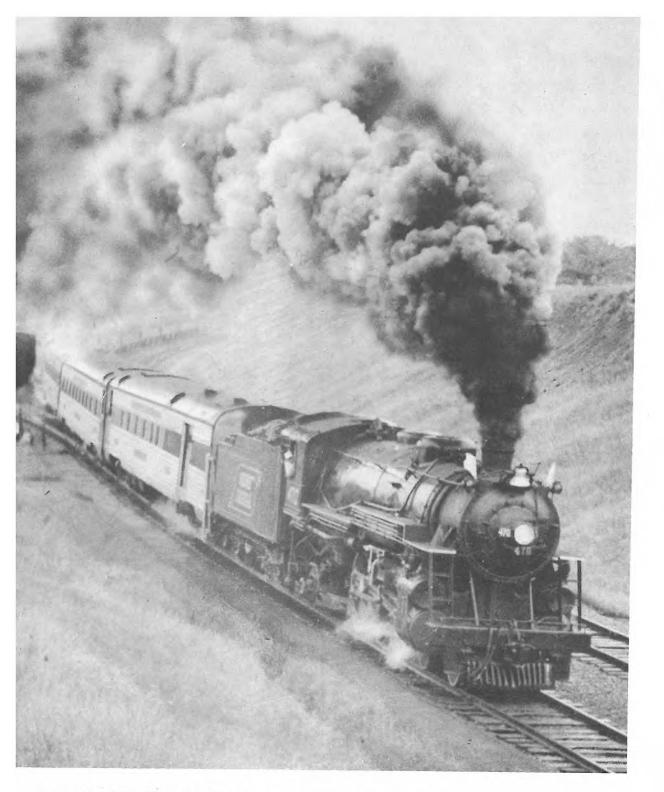


Train derailment in Auburn.



The Union Station at Portland served the traveling public many years before it was dismantled and removed to make way for a modern trading center.







Steam Locomotive *Coos*, built by the Portland Company for the Atlantic and St. Lawrence Railroad in 1850.

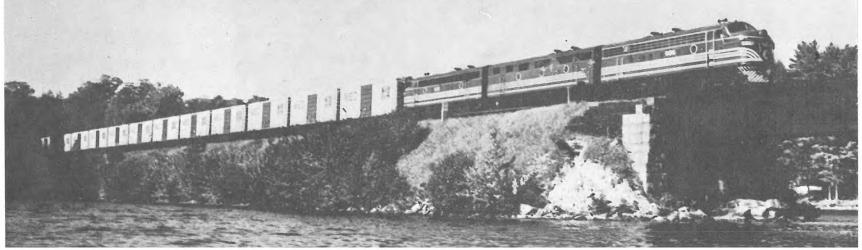


Steam locomotive built by the Portland Company for the Grand Trunk Railroad in 1869.

Locomotive No. 470 makes historic last steam run on Maine Central Railroad, June 13, 1954.



A Maine Central Railroad GP-38 boasting 2,000 horsepower, shown at the Rigby Yards of the Portland Terminal Company, South Portland.



Maine Central Railroad freight train B-11, with three diesel units and 152 cars, crosses the bridge over an inlet of Lake Maranacook, near Winthrop.

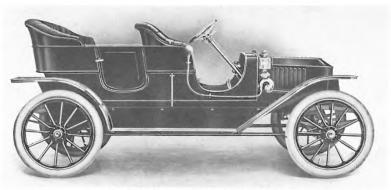


F.O. Stanley celebrates his 90th birthday.

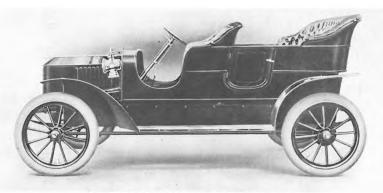


Inventors of the Stanley Steamer, the Stanley Twins out for a spin.

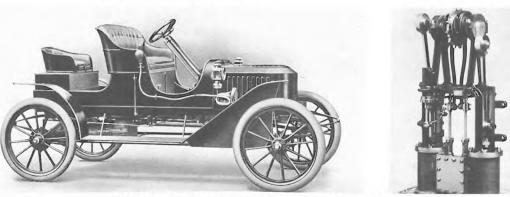
This portable power plant was manufactured by J. W. Penney and Sons. They supplied the whole rig including the wagon about 1889.



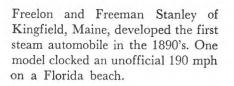
Model M Large Touring Car.

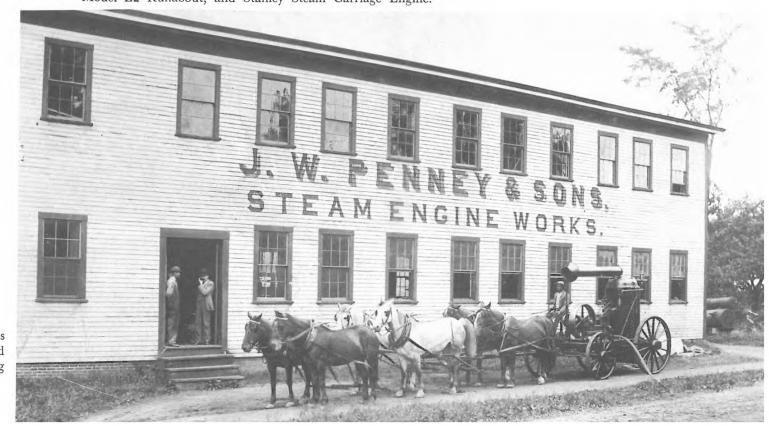


Model U 20 Horsepower Touring Car.



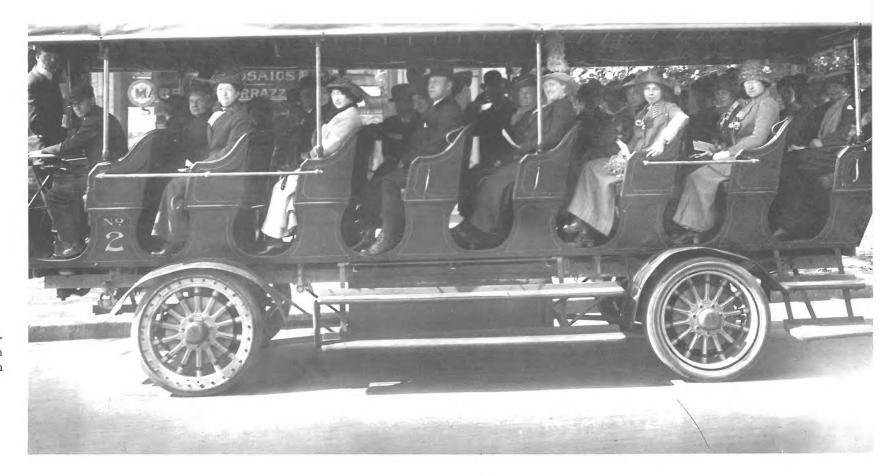
Model E2 Runabout, and Stanley Steam Carriage Engine.







Two Rand steam powered autos were made — 1900-1902. Here Mr. Rand is driving a Stanley Steamer.



Stanley Steamer — carried passengers between Danville Junction and Poland Spring after the turn of the century — 1900.





Landing on Moosehead Lake at Greenville.

First commercial passenger plane lands at Auburn-Lewiston Airport, December 1, 1937. Capt. Sanford Chandler and Pilot Jack Patterson brought in Boston and Maine Airways *Albatross;* greeted by municipal officials and interested citizens.

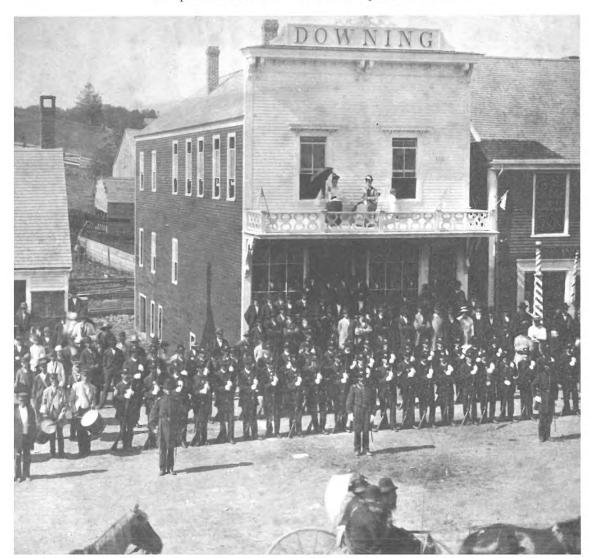
- Courtesy of Ralph B. Skinner

The SRO (standing room only) sign was applied to the Boston and Maine and the Maine Central plane inaugurating air service in 1934 to Boston and Bangor from Portland.



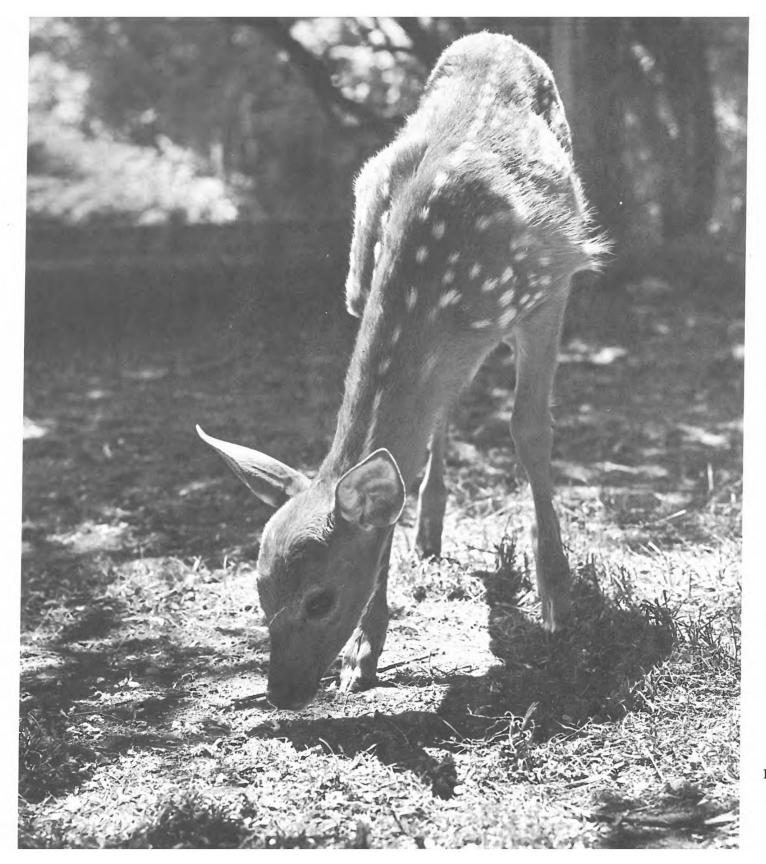


The Winnie Mae arrives at the Auburn Airport in Sept. 1932. In 1931 Wiley Post and Harold Gatty flew around the world in eight days in this plane. On August 16, 1935 Wiley Post and Will Rogers were killed at Point Barrow while flying this plane. A "public celebration" in Union Square at Dover.



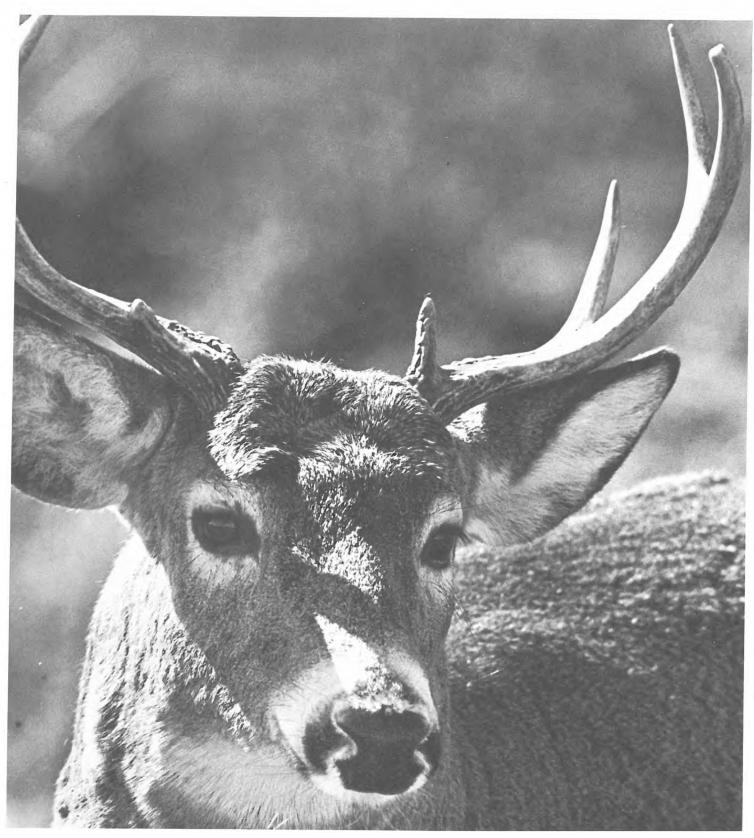


A group of "picnickers" relaxing at the Katahdin Iron Works. — Courtesy of Mrs. Ethel Perry, Milo

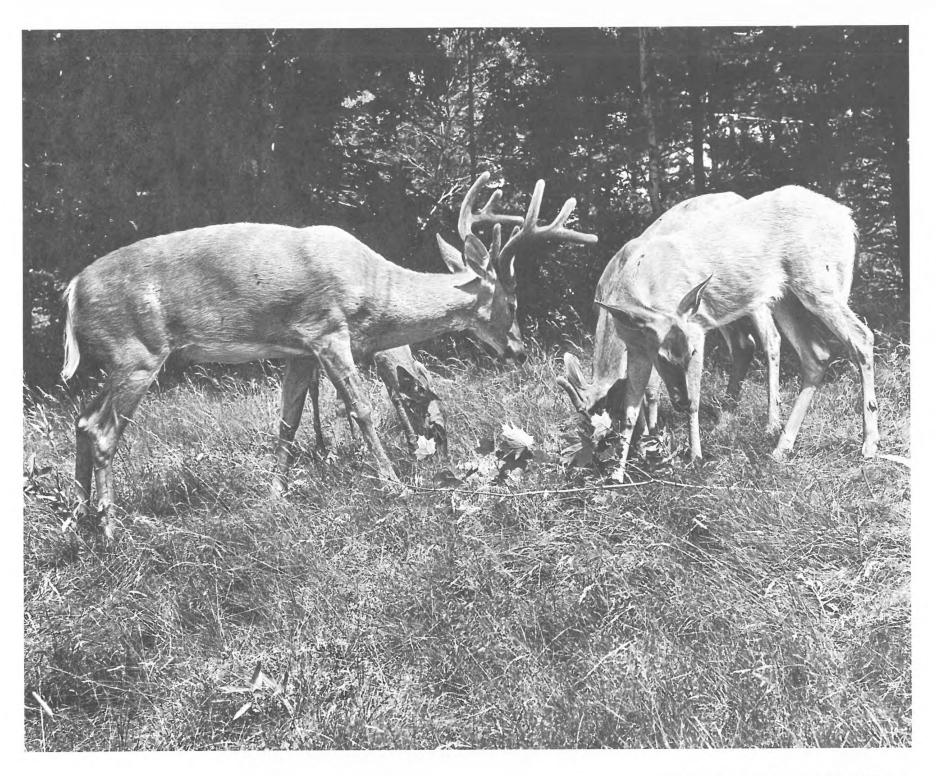


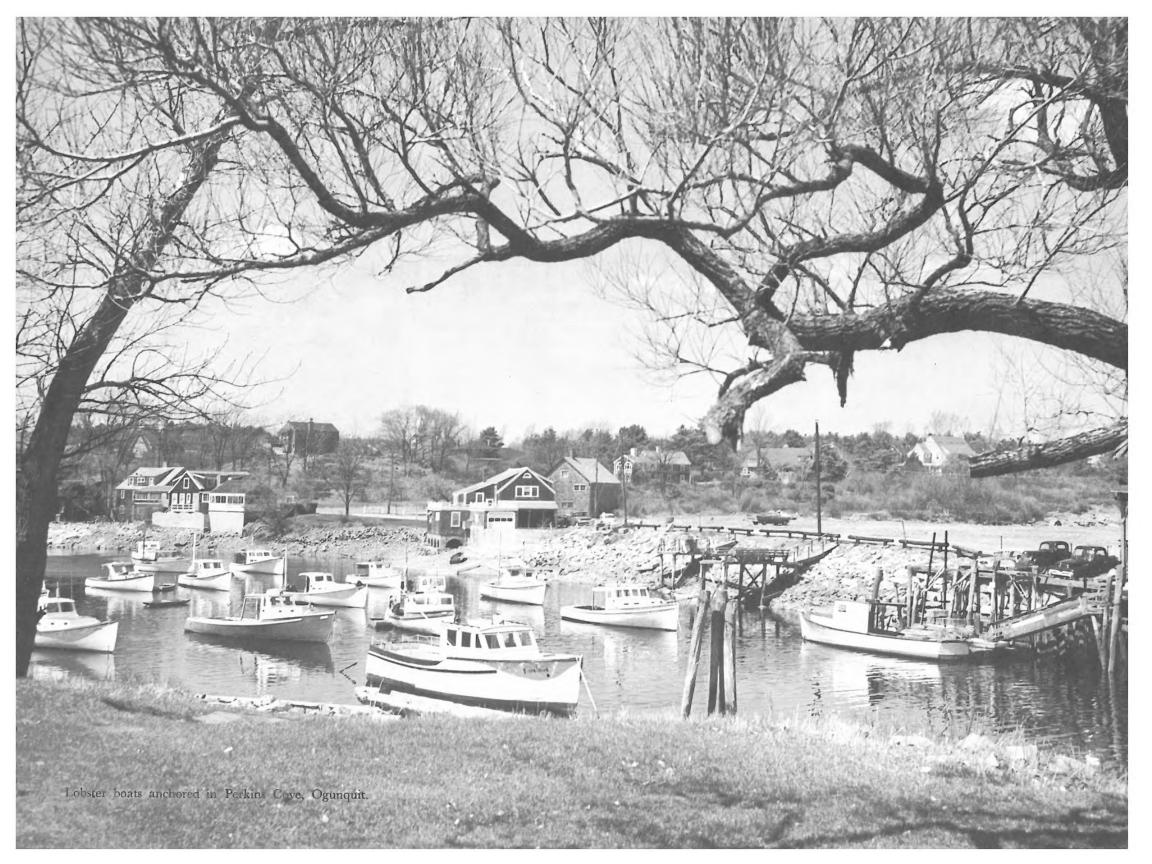
Fawn feeding in the woods. — Photo by Bill Cross

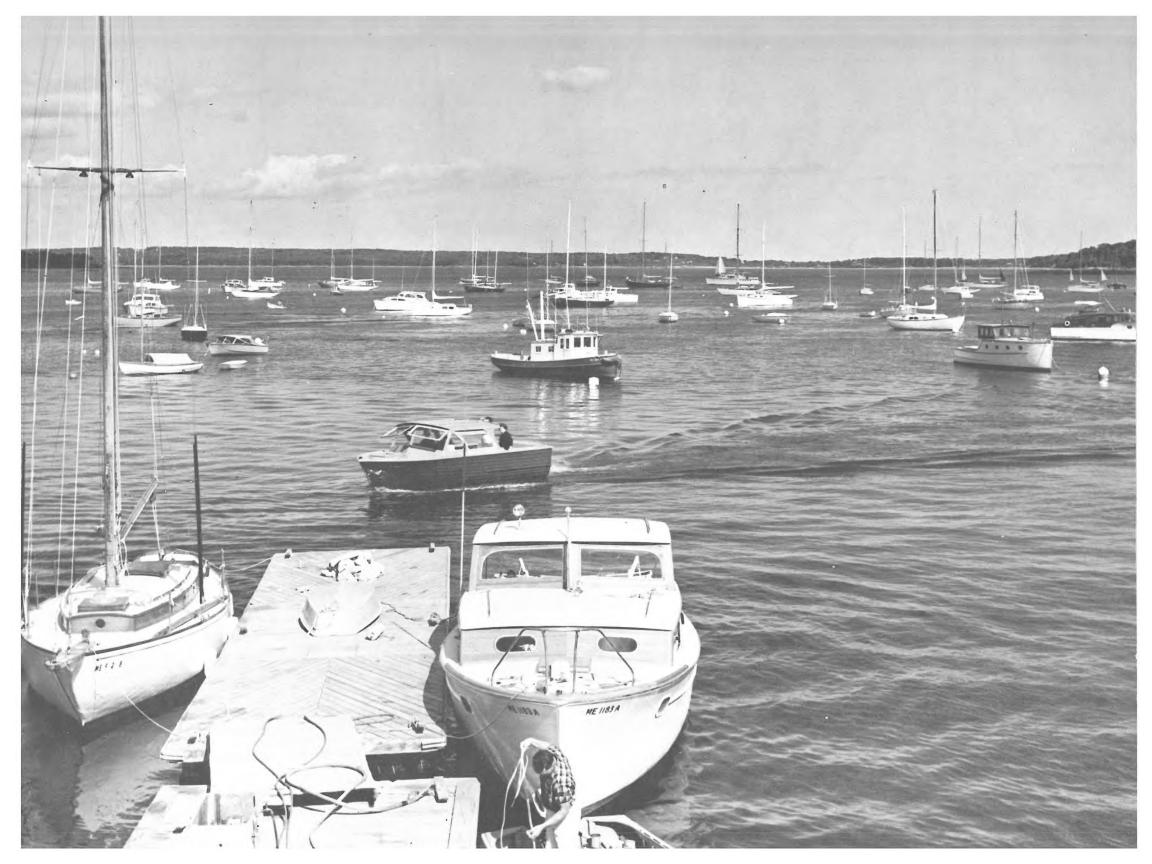




Close-up of a Maine deer. — Photo by Bill Cross







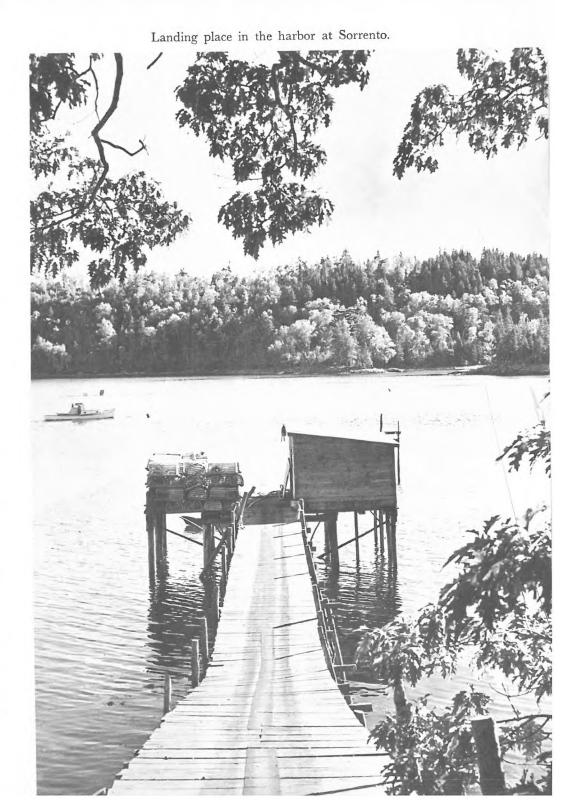


The wharf and shore at New Harbor.

Opposite — Yachts in Falmouth Harbor.

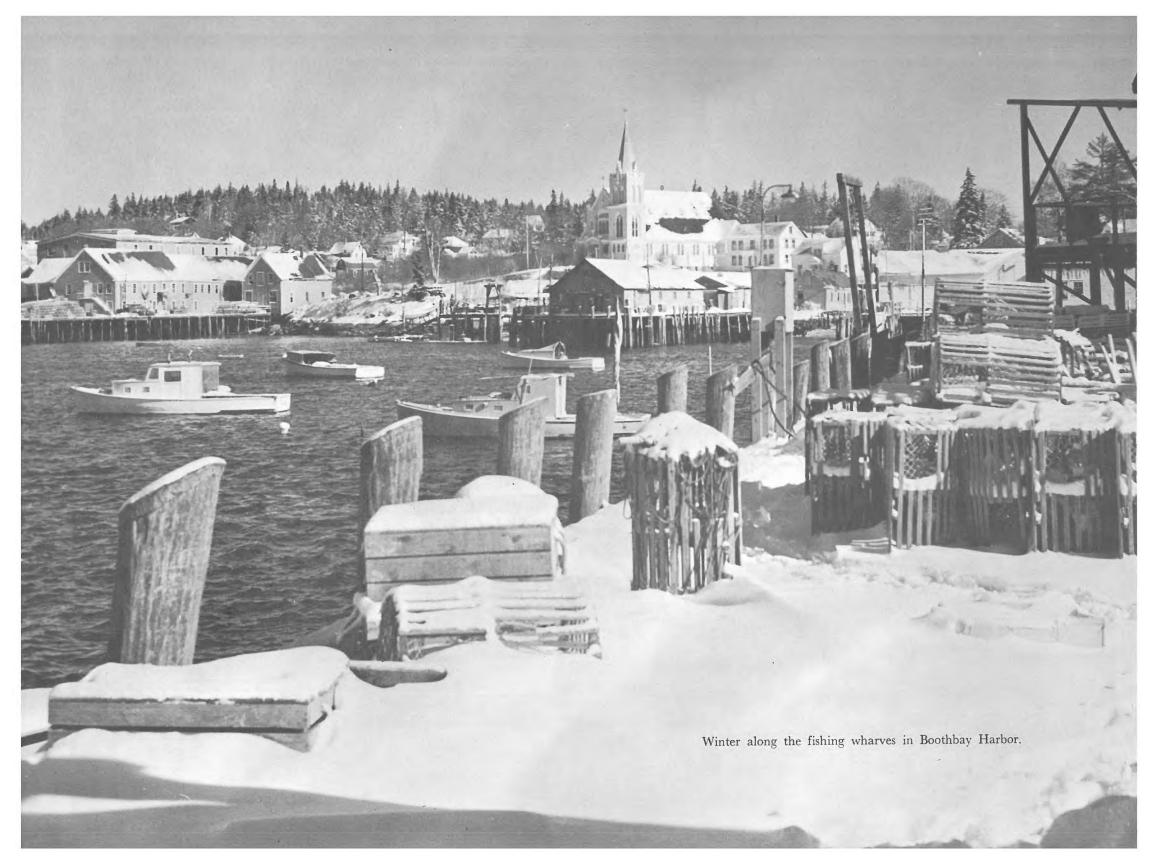


Lighthouse at Camden.



Harbor scene at Camden - Photo by Norton







Monhegan — New England's famous island — a Maine coast landmark since the days of the first voyagers. "He who steers the ship keeps a lookout for 'M'rihiggin'."

Inset: Granite eagle weighing more than three tons, mounted on granite slabs at Vinalhaven Island, came from Pennsylvania Station, New York.

The Prince of Fundy inaugurated luxury ferry service between Maine and the Maritime Provinces of Canada in the summer of 1970.

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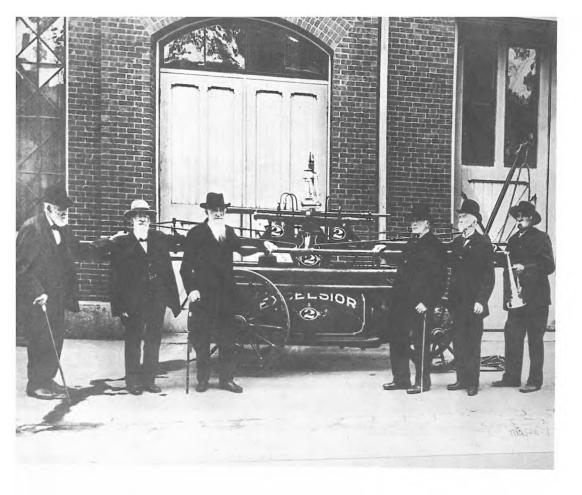
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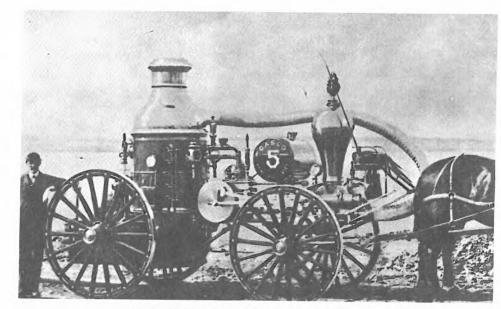
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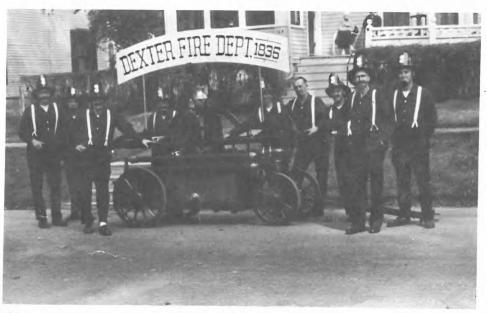


Auburn Fire Engine Excelsior at the turn of the century.

- Courtesy of Ralph B. Skinner



Early horse-drawn fire-fighting apparatus.



This antique Hunneman Hand Tub originally used in Dexter in 1836 has been extensively rebuilt by members of the Dexter Fire Department. It has appeared in many parades and is probably one of the oldest hand machines still in excellent pumping condition. Fire Department members are a colorful and nostalgic sight in their parade uniforms.



Women's Band at Hebron, active in the early 20th century.



The Hebron Military Band, Oxford County, at the turn of the century.



Hebron Grange field day, 1912.

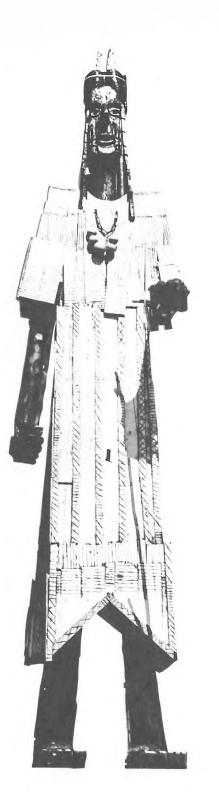






Above — Potato Blossom Festival at Fort Fairfield — 1968. Top right — Lobster Festival at Rockland. Right — Broiler Festival at Belfast.





MAINE

INDIAN AND LUMBERJACK

The 60-foot wood-carving of a Maine Indian by Bernard Langlais of Cushing dominates the landscape at Skowhegan.

The legendary Paul Bunyan, prototype of the lusty lumberjack, appears appropriately larger than life at Bangor.

The Black Bear follows the picnickers trying to keep Maine clean!



