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A SHORT HISTORY
of SOUTH BRISTOL, MAINE

by

NELSON W. GAMAGE

Mimeographed by

Rev. Harold W. Woodbury

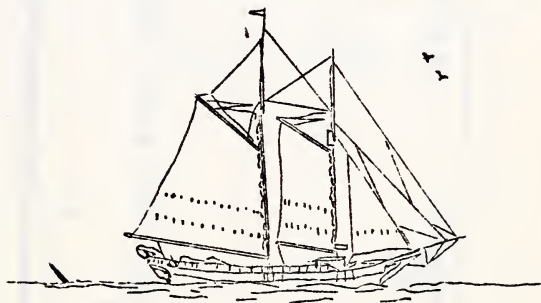
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Mr. Everett W. Gamage

To be sold with the proceeds being divided
between Mr. Gamage and Union Church.

A SHORT HISTORY OF SOUTH BRISTOL MAINE

1770884



BY

NELSON W. GAMAGE

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PREFACE

In my attempt to record some events which I think may be interesting in connection with the early history of South Bristol, I have found it quite difficult, as the new town of South Bristol is so much connected with the old town of Bristol, especially near the line of division where, at the present, it is hard to tell in which some of the early settlers lived and in the matter of town officers, up to the separation in some cases it is hard to determine in which town they should be placed. This is also the case with soldiers of 1860 - 65. I have found it impossible to prepare pedigrees of nearly all of the early families, as so few have been interested in preserving family records.

These records were started about 1915 before the division. Then, South Bristol was from McClintick's down. In regard to ship building in the northern part of the town, in several cases the writer is unable to decide whether the location of building should be in Bristol or South Bristol, as in many cases he has had to depend on the memory of men well advanced in years.

My plan is, if ever this is printed, to put in some photographs of some of the oldest deeds where they belong. In several cases it is hard to separate the two towns, the old and the new, but we have tried to be correct, yet it has been hard to make it plain.

HISTORICAL AND TRADITIONAL SKETCHES,
STORIES, AND LEGENDS OF
SOUTH BRISTOL AND SURROUNDING COUNTRY

* * * * *

The old and historic town of Bristol named for Bristol, England, is one of the oldest towns in Maine, being the 20th of near 700 towns and plantations in the state. It was incorporated in 1765, fifty-five years before the separation of Maine from Massachusetts and is older than the national government. For a history of Bristol, I refer the reader to the "Ancient Dominions of Maine" by Rufus King Sewall and Johnston's "History of Bristol and Bremen."

South Bristol was made a separate town by act of legislature in 1915 and is a part of Bristol. The new town is bounded as follows, beginning at north side of Prentiss Island on Damariscotta River, running east with north side of Prentiss line to an ash tree in the fork of the road. Theron south to the east branch of Foster's Cove so-called at the head of John's Bay, thereon southerly and westerly following the shores of John's Bay, Ruth-erford's Island, Atlantic Ocean, and Damariscotta River to the point of beginning, including all adjacent islands formerly belonging to Bristol.

The first meeting of the new town was called December 15, 1915 at Centennial Hall, Clark's Cove. The meeting was organ-

ized by Everett W. Gamage, Justice of Peace, who read the warrant and its duly certified return. William H. King of Walpole was elected moderator by a unanimous vote, duly sworn and took the chair. Everett Poole was elected town clerk and duly sworn. The article relating to the acceptance of the act of incorporation and its being recorded upon the town records was duly passed. Everett W. Gamage was elected Town treasurer; Wilbur Bearce, Robert H. Woodward, and Frank Wells were elected selectmen. It was voted that the annual town meeting be held on the second Monday in March. It is not necessary to give the details of this meeting. The whole meeting was marked by a sense of union and a spirit of concord. Every vote was unanimous and while perhaps a tinge of sadness over the separation yet everyone appeared desirous that the new dispensation should prove to be good for all of this section. It is safe to say that few town meetings of this state ever adjourned with better satisfaction over the good results achieved.

Rutherford's Island lies at the extreme end and forms part of the long peninsula of South Bristol, Maine, and is connected therewith by a stone bridge. The island rises to about 130 feet above high tide. A large portion of the island as well as the adjoining peninsula is covered with the beautiful and health-giving balsam, fir, spruce, and pine. The spot is beautifully located having all the advantages of both seashore and country. The island was named for Rev. Robert Rutherford, a Presbyterian clergyman of

good character and superior ability who came here as a chaplain to Gov. Dunbar in 1729. Gov. Dunbar under the direction and at the expense of the British Government rebuilt Fort Frederick at Pemaquid in 1729-30. Rev. Mr. Rutherford, it is said, settled for a short time on the island that bears his name. There is an old legend that a girl by the name of Ruth Ford was murdered on the island by the Indians and that the name is derived from that event, but it is generally accepted that the name is derived from Mr. Rutherford's short settlement on the island. The new town of South Bristol includes the western part of Harrington and Walpole. Walpole on the northwest and Harrington on the southern part with Rutherford's Island extending into the Atlantic Ocean, forms a prominent headland.

Walpole and Harrington were named after two English noblemen of the day. The village of South Bristol is near the bridge that connects the island to the main land, a part of the village on each side. It consists of six stores, Post Office, library, barber shop, school house, church, fish market, dance hall, public hall for the different lodges, Masonic, Eastern Star, Red Men, Boy Scouts, etc., and two summer hotels. Christmas Cove at the southern end and near the ocean is a fine harbor and is fast beginning to be a popular summer resort. It has three large hotels, a summer post office, three stores run in the summer a casino, library, swimming pool, tennis court, and other things for amusement.

Evidently there have been early

settlers both on the shores of the Damariscotta River and John's Bay of which we have no record as there are cellars and unknown graves of which we have no record, but evidently there were but few very early settlers in this section; evidently they were either massacred or driven off by the Indians. A short distance east from the Thompson Inn are some old cellars, a well, and quite a number of graves. Tradition informs us that the (people) that once owned Rutherford's Island are buried there and that the other graves are unknown. A heavy growth of oak now covers the ground so that the graves can scarcely be found. There is an old tradition that the people that lived there mysteriously disappeared, that a family that lived in a log house on the island, not seeing any smoke in the morning or any signs of life, crossed over and found the houses deserted, that apparently the occupants had left in a hurry as they had left their breakfasts partly cooked. An old gentleman for whom the writer worked when a boy said that no one in his day claimed to know anything about who lived there. He said he could remember when plants grew there that were unlike anything that he had seen.

A story is told, and evidently a true one, in regard to a sunken ledge east from Davis, now known as Witch Island, near the strait between the mainland and Rutherford's Island, called the Corvette. This name had its origin in the reputed incident of the struggle between the British and French in 1744 for the possession of the fortifications at Pemaquid. A British sloop of war was pursued by a French corvette, a much

larger and more powerful craft. The bonny captain of the British vessel, estimating shrewdly the draft of the two vessels, with his knowledge of the depth of water in the vicinity of his ledge, craftily led the pursuer in this direction and, safely scraping across the shallow places, lured his enemy to grounding on the shoal while he escaped. The brass cannons were thrown overboard from the French corvette to lighten her. Twice divers have tried to raise them, but the mud is said to be so soft around the ledge that they are supposed to have sunk too deep in the mud by the rough seas that they have never been raised. From that time, this reef of ledges has been called the Corvette. The earliest authentic document that is in existence, or at least that I can find relating to South Bristol is a plan of a piece of waste land surveyed by Thomas Boyd, sworn surveyor January 25, 1733.

There must have been settlers in this section at that time as names of land holders are mentioned in the plan; this lot of land must have been near the place owned and occupied by Mr. Everett Poole. Another early document is a plan called the Jonathan Davis plan of 100 acres at Seal Cove, dated December 25, 1763. Elijah Parkard sworn surveyor of land. The next in order is a deed of 100 acres of land from Thomas Thompson to Joshua Thompson for five hundred Spanish milled dollars dated November 4, 1783. Thomas Thompson evidently was the ancestor of all the Thompsons in South Bristol, but we have no record of the family except Joshua.

Doubtless Miles Thompson was his son; he had children, James and Benjamin, who settled in South Bristol. There were other children, but we are unable to learn their names, but they did not settle in South Bristol. James married Martha, daughter of Nathaniel and Mary M. Davis Gamage, and Benjamin married her sister Mary. This land was taken from the property now known as the King Colony. Thomas Thompson was born in 1718. His wife was Abigail Smith. He moved from Berwick to Bristol in 1752 and bought a large tract of land, a part of which is what is known as the King Colony of summer cottages. We have no record of children except Joshua. Joshua Thompson was born Sept. 27, 1758, and married Martha Coombs, born March 5, 1761 of New Meadows, May 29, 1782. He settled on part of his father's farm. His children: Isaac, born April 13, 1783 — Joshua, born March 22, 1787 — Amy, born February 19, 1785 — Ichabod, born July 26, 1789 — Mary, born July 12, 1791 — Martha, born Nov. 12, 1793 — Abigail, born April 15, 1796 — Waty, born October 31, 1798 — Thomas, born April 19, 1802 — Elizabeth, born February 20, 1805 — And Asa, born April 2, 1808. In an old cemetery on the land formerly owned by Thomas Thompson and given by him for a public cemetery the early generations of Thompsons are buried, as also nearly all of the early settlers of the southern part of South Bristol.

The next is a deed from Thomas Drown to Samuel Otis for a certain island lying and being within the township of Bristol called Katherine's Island or Rutherford's Island, was doubtless included in the

Pemaquid Patent, and this deed from Thomas Drown was the first deed that we have of the 18th century. Thomas Drown was agent of Samuel Drown who long acted as agent for the proprietors of the Pemaquid patent. The purchase of Rutherford's Island will show the difference between doing business in 1788 and the present time. The reader will remember that this was before steamboats and sailboats. Three men, namely: Samuel Otis, Miles Thompson, and John Foster, had agreed to the purchase of the island for the above price which would be in our money at this time, a little less than \$150,00. To get this money to Boston and a deed of the island was a very important trust. Samuel Otis, being a man of considerable business ability and a strictly honest and trustworthy man, was chosen to carry the money, which was in silver, to Boston. At that time this journey had to be made either by wood coaster or by stage. Mr. Otis went by water, paid over the money and procured the deed in his own name and gave deeds to the following: To Miles Thompson the Western side; John Foster the Christmas Cove part, retaining the east part for himself. Descendants of all three of the original proprietors are living, but on account of records being lost, I am unable to trace their ancestry. Otis lived in a log house near the shore on the old Otis farm, and some old apple trees are now standing near where the old log house stood. The ferry at that time to the mainland was a log canoe or dugout, pulled across by a rope stretched from shore to shore near the Otis house, later a wooden bridge was constructed a little way east from the present stone bridge. Tradition informs us that one

barrel of rum was used by the workmen while building the present stone bridge. We have no reason to doubt this story. The work is in evidence and speaks for itself. We often hear people say, "I don't know what the world is coming to; the young people are so bad. It was not so in my day." The writer, when a boy, has listened to many stories told by the old gentlemen in those days. Among some of them that I can remember are the following: Some boys for some reason got mad with the people who owned the ferry alluded to, went one night and drove big spikes through the bottom, and fastened her fast to the big logs on which the canoe rested. Another one I remember being told by one of the same old gentlemen is: that an old man and his wife lived alone in a log cabin; and one afternoon when the old couple were from home, the boys entered the house, bored a hole in in the back log in the big fireplace and filled it with powder. Shortly after the old folks returned, the fire reached the powder. The consequences were that the log went through the side of the house, taking one side of the kitchen with it. At the close of one of these stories, the old gentleman would say, "Rum was at the bottom of it all." And another story comes to my mind: Some boys that were at work for a man packing fish destroyed the old man's whole field of corn when he said something that displeased the boys. And still another is remembered: Several boys, getting mad with the owner of a whale boat, went in the night and put rocks enough in her to sink her, then towed her to the middle of the river, bored holes in her, and she

sank where the water was so deep that she was never raised. "Rum was at the bottom of it all." Another deed of land is from Pratt Wall of Bristol to Joshua Gamage of Rockport, Mass, dated 1789, consideration seventy-two pounds and ten shillings. This is the farm now owned and occupied by Daniel Hodgdon. Mr. Gamage must have bought this farm several years before moving to Bristol as he came here in 1795. Besides his family, he brought with him his mother, Mary, daughter of Jonathan Norwood. She was born October 18, 1717; she died in 1821 aged 104 years. She was buried on the farm where the graves of herself and other members of the family are still to be seen. She was a small but very active woman, intelligent and quick witted; she had bright, black eyes and dark hair that never turned gray. Her activity of mind yielded to the touch of time a few years before her death, but her bodily usefulness remained to the last. Her husband Nathaniel Gamage born in Cambridge, Mass., March 1, 1712. He mysteriously disappeared when he went to England to settle a estate left them by his ancestors and was never heard of. It was believed he had been seized by the press gang, a method often pursued at that time in order to secure men for the English Navy. His widow never ceased to mourn for him, and when her mind became weak with extreme old age, she would sit for hours with a needle and thread, sewing on an old garment saying she was getting Nathaniel's clothes ready for him when he returned. In those days, doctors traveled horseback and carried their medicine in a saddle bag. Dr. Gamage's saddlebags were brought by the Son, Joshua, to his new home, but they are

not to be found at the present day. Joshua Gamage lived in a log house a short distance west from Daniel Hodgdon's house near the island; he was born in 1741. His son, Joshua was born in Massachusetts in 1766, married Sarah Webster of Gloucester, and came to Bristol with his father in 1795. Their children were Joshua, Thomas, Samuel, Jane, Sarah, Jemina, Hannah, William, Martha, and Webster. He died in Bristol, April 18, 1838. His wife died September 4, 1853. They are buried in the Thompson Cemetery. When they came from Gloucester, they settled on the place where Alpheus McFarland, Freeman Kelsey, and others now live. Nathaniel came also with his father and settled on the place and built the house known as the Pierce place. The house was built in 1812 and stands near the Thompson Inn. He bought the place of a Mr. Catlin. He was born in 1772 and married Mary M. Davis. He was a farmer and was also engaged in the fishing business. He was the second keeper of Pemaquid Point light. (Nathaniel) His children were Mary, Eleanor, Nathaniel, Martha, Ruth, Benjamin, Daniel, Oliver, Lucretia, and Davis. He died January 16, 1840, and his wife died March 19, 1838. They are buried in the Thompson Cemetery. He was said to be the wealthiest man in this section of the town in his day, which would doubtless be rather small fortune at the present day. A story is told of him which comes to show the convenience in the present method of banks and banking business, compared with a century ago. He drove horseback to Bristol Mills to pay his taxes taking paper money. As this was not a legal tender at that time, Mr. James Drummond, the town collector, refused to take it.

Mr. Gamage came home diligently to collect the old-fashioned large pennies. When he had collected enough to pay his taxes, he put them in a meal bag, put them on his horse's back, and drove again to Bristol Mills and to Mr. Drummond's office where he poured them out on the table. The only remark Mr. Drummond made was, "Well, I do declare."

Besides Joshua and Nathaniel, Dr. Nathaniel Gamage and Mary Norwood Gamage had children: Mary, Joshua, Ruth, John, and Rebecca. Joshua married Elinor Foster of Gloucester, Mass. Their children were: Nathaniel, Samuel, Daniel, Jemina, William, Ruth, Elinor, Stephen, Joshua, and Jane. Daniel, at his father's death, took the farm. Nathaniel and Joshua settled in Bristol. Jemina married McFarland. (Children: George and Deborah). McFarland was lost at sea; she afterwards married Eben Poole. Their children were: Eben, Reuben, William, Sarah, Emeline, and Hannah. Eben Poole is the ancestor of all the South Bristol Pooles.

The McFarlands of South Bristol can be traced to Solomon McFarland, who, with his family, lived in Fort Frederic, Pemaquid, during the last Indian War. He had a family of at least six: two sons and four daughters, probably more. His two sons, George and Walter, while at work on J John's Island, were suddenly attacked by Indians. The former was killed on the spot and the latter taken captive. After being with the Indians about two years, Walter was restored to his friends at the Indian conference at Falmouth in October, 1749.

His father was present, and so completely had he become in his appearance and manner during his stay among the Indians that he was unable to recognize his son only by his voice. He learned to speak their language and was subsequently employed by the Government as an interpreter. Solomon McFarland's daughters married David Brown, Thomas Johnn, and Jacob Dookendorff.

Capt. Alexander Nickles married Mary McFarland, daughter of Solomon, in Pemaquid Fort, April 13, 1758.

Capt. William McFarland, a brother of Rev. Moses McFarland of whom we shall have occasion to speak later, was born in South Bristol. He married Abigail Robinson, and settled on the farm now owned by Leander, Brainbridge, and Addison McFarland (Three brothers), his grandsons. William McFarland's children were Moses Alexander, William, Jane, Pratt, Israel, Charlot, Martha, and Marjorie. William, Pratt, and Israel, and Charlot settled in South Bristol. Thomas Erskine married Charlot. Israel married Sally Jones. Tradition says that Mrs. Cross had the reputation of being a witch by the superstitious of those days. The writer has heard many stories in which she was supposed to work evil on anyone with whom she might wish to injure. One story is told that she went to a neighbor to borrow his oxen, and for some reason he denied her. She said, "You will be sorry for this." The next morning the owner of the oxen started for the fishing ground in his log canoe with a fair wind down John's Bay. Just before he reach-

ed the fishing grounds, the wind all died down and a fresh breeze from the southwest sprang up; he had to put back without any fish. This, the reader will understand, is not an uncommon occurrence, but, as the old gentleman offended the witch the day before, he thought he was bewitched. He bought a pound of tea and gave it to the witch, and the next day was a fine day and a good catch. Another story is told of a neighbor doing something which displeased the witch; the next day while at work with a pair of young steers, they suddenly took fright, turned their yoke, and scampered through the field. The owner was unable to catch them that day. This was not an unusual thing for young steers, but as the owner had displeased the witch, he supposed his steers were bewitched, so as a peace offering, she would receive a pound of tea or tobacco and all would go well. There appears to be a tinge of superstition which clings to every sensitive mind in a world full of mysteries, but people in those days were very superstitious. An old gentleman was plowing in a field a little way east from the Thompson Inn near the unknown graves previously alluded to on the Pierce farm, and not knowing that the graves extended so far out into the field where he was at work, one of his oxen broke through the ground and one foot went through and pulled up a piece of coffin on his foot. The old gentleman, believing this to be a bad omen, immediately put his oxen in the barn, and neither himself, family or beast belonging to him worked any more that day. These things took place only a little more than a century ago.

ASometime in the early part of the last century, Ambrose Jones came to South Bristol from Rockport, Mass., and settled on the farm now owned by Stanley Alley, Atwood Plummer, Geo. Rice, and others. He kept a store and engaged in the fishing business. His wife's name was Mary Harding. Their children were Mary Sally, Addison, J Lydia, and James. Three of this family settled in South Bristol; Sally, who married Capt. Israel McFarland; Mary, who married Capt. James Plummer; and Ambrose who married Abigail Robinson. We find a document signed by Edward Kent, governor of Maine, appointing Ambrose A. Jones inspector of pickled fish and smoked alewives and herrings for the town of Bristol in the county of Lincoln, now South Bristol. He kept a store at Rutherford's Island and was engaged in the fishing business. His land was near the bridge; subsequently, he represented the town in the State Legislature. Shortly before the breaking out of the Civil War, he went with his family to California where he died shortly after. His wife lived to be more than ninety years old. John Foster, who bought the Christmas Cove part of Rutherford's Island from Samuel Otis, kept a store and carried on in the fishing business where the old store now stands. He left descendants, but we are unable to give their names; but he was ancestor to a large part of the Fosters of South Bristol. He was succeeded in business by a Mr. Burns, who came from Massachusetts. He was succeeded by John and Eliphalet Thorp under the firm name of J & E Thorp. They came from Boothbay and their wives from Southport. John married Harriet Pierce and

Eliphalet married Betsy Pierce, sisters. They bought larger and more modern vessels than had been owned by their predecessors, Mr. Eliphalet Thorp represented the town of Bristol in the legislature. Mr. John Thorp died Oct. 12, 1882, and Mr. Eliphalet Thorp died May 20, 1887.

Where their fish flakes once stood and where thousands of quintels of fish have been cured for the Boston Market, there is now a fine tennis court; and the point of land known as Thorpe's point where once roamed hundreds of sheep, is now dotted with summer cottages and the whole point is a playground.

Francis Pierce, Esq. was born in Anisgram, Mass., in 1784 and came to these parts and settled on the west side of Christmas Cove, where he kept a store. He was appointed light keeper of Monhegan light; after serving his appointment there, he returned to Rutherford's Island and bought the place where Sands French now lives. He was appointed by the Government Deputy Collector of Customs for the port of Bristol and the district of Waldoboro about 1836. Shortly after this, he sold his place to the late Lewis R. French who came from Lincolnville, Maine. Mr. Pierce bought a house a short distance north from where David House now lives, where he died March 12, 1854, aged seventy years.

About this time Cyrus Kent lived on the place where James Farrar now lives at the head of Christmas Cove. On the west side of the Cove at that time, were John Thurstin, Tab Knight, Stephen Tibbitts,

soldier of the Revolution, William Metcalf, father of the late Hon. B. D. Metcalf, a prominent Damariscotta shipbuilder of the last century. He came to these parts from Newburyport, Mass. He married Sarah Day of Damariscotta and settled at Christmas Cove, west for a short time. We are unable to learn his business while there, but have have reason to believe he kept a store. Later he moved to Damariscotta where the Hon. B. D. was born. East of what is now known as the Davis House is the oldest cellar where in the early days, about 1800 a family lived by the name of Griffin. Little is known of this family except that Joshua Gamage married a daughter, Priscilla Griffin. They all moved from here to Cape Ann, or some part of Massachusetts. Rev. Moses McFarland, previously alluded to, was born in South Bristol in 1782. In the religious revival under the Freewill Baptist in about 1800, he became interested in religious things and connected himself with the Freewill Baptist Church. He at once began to take an active part in the religious meetings, and in 1805 was duly ordained, according to the forms of that church, to preach the Gospel. About this time, he made his way northward far into the forests and began the clearing of a farm within the limits of Montville, which was not then incorporated. Here he built a log house. He married a lady of his native place, Patience Curtis, on October 20, 1805 and began life in earnest. Later he removed a short distance to a place on the direct road to Belfast to the Kennebec where, in time, a small village grew up and is now known as McFarland's Corner. Here he spent the re-

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mainder of his life carefully cultivating his farm during the week and preaching the Gospel freely on the Sabbath. His education was quite limited, but he had considerable ability as an extemporaneous speaker and became in that time very familiar with the simple texts of the English Bible, so that he discourses or extractions were interesting and effective. Having lived some twenty years or more in communion with the Freewill Baptist Church, about 1826 a considerable change took place in his religious views and he became a Universalist. This change being recognized a year or two later, he became formally connected with the convention of this denomination and continued his labors on the Sabbath as before, his parish extending from the Kennebec on the west to the Penobscot on the east, his services were always performed without stipulation as to payment, but he gratefully accepted the free offerings of the people. Always and everywhere he maintained the same elevated Christian character and was greatly respected and beloved even by those who were not of his own party or creed. He died at his home in 1866 at the age of eighty-four years, surrounded by his children and grandchildren and more than all, his aged companion with whom he had lived more than sixty years. Rev. McFarland's father and mother's graves are near the bank of the Damariscotta River on the Clifford place, so-called, on the West side of Rutherford's Island. We have no record of them, only that they lived on this place at the time of McFarland's birth.

Mr. Samuel Otis, who at one time owned Rutherford's Island, had children, but all except Mr. John Otis settled in other parts. Mr. John Otis married Mary Curtis. He was a house joiner and built many of the houses in this section; he also was a farmer. His children were John, Samuel Jr., Nancy, Mary, Ambrose and others. As the family records were lost when the Otis house burned, this record is not complete. Mr. Otis died December 19, 1866, aged 91 years 9 months. His wife died June 30, 1856. A Baptist Church was established in the lower part of the town in 1788. The church book is headed as follows: The Book of Record of the Baptist Church of Christ in Bristol, established in 1788 by Elders Daniel Hubbard and Benjamin Randall. They had no church building but held their meetings in the school house and dwellings. This church was comprised of some of the most substantial citizens of the town, but for some reason the organization was not long maintained. From this time up to the winter of 1879-80, the people of this section were without a church organization; meanwhile, the community was ministered to by the parish ministers of Bristol and others of different denominations: Congregation, Universalist, and others, for the most part Methodists. The meetings being held in the schoolhouses up to about 1866 when Union Hall was built. and used for religious services until the new Union Church Was built. During the intervening time between the Baptist organization termination and 1879, Mr. Parsons awakened quite interest in the Sunday Schools. The Rev. G. W. Quimby of Augusta, Universalist, editor of the Gospel

Banner, visited the place and preached in the Union Hall quite frequently. Rev. Mor-Bridge and Russell, Congregational, supplied at times, also H. D. Evans.

Marias and Sally, and many of its members, were transferred to the Methodist and other denominations. In 1879-81 a revival of religion occurred under the labors of Rev. A. J. Clifford, and a branch of the East Boothbay Church was established here. East Boothbay and South Bristol Appointments: Rev. A. J. Clifford, 1879-80-81-82-83; Rev. F. D. Handey, 1884; Rev. W. L. Brown, 1885-86-87; Rev. J. Biram, 188-89; Rev. W. F. Campbell, 1890-91; Rev. W. F. Johnston, 1892-93; Rev. V. P. Wardwell, 1889-95; Rev. A. E. Russell, 1896-97-98-99; Rev. W. A. McGraw, 1900; Rev. E. S. Gahan, 1901; Rev. Gahan was the last man appointed to South Bristol as a branch of the East Boothbay Church.

The Union Church building at Rutherford's Island was dedicated August 6, 1898 and is a Union property, uncontrolled by any sectarian ownership. The church bell is a memorial gift of the late Mary A. Pierce. The history of the church organization begins with the new century under the ministry of Rev. W. Henry McBride of Bristol Mills, who supplied the church in connection with his parish work up to a short time after the beginning of the pastorate of Rev. C. Wellington Rogers, the first pastor of the new church. He served from 1902-1905. He was succeeded by E. A. Mason who served from 1902 to 1908. He was succeeded by G. W. Barentzen who served until 1909. He was succeeded by G. W.

Woodwell who served to 1920. He was succeeded by W. H. Jackson who served to 1921. He was succeeded in 1922 by A. J. Dunnells. The exact dates are not given; in some cases there was a short period without any settled pastor.

Previous to about the middle of the last century, our school houses and schools were very poor; probably South Bristol was a fair sample of all rural towns in New England. The heating system was from open fire places or Franklin Stoves which were somewhat better; but with either it was a hard matter to warm more than one side at a time. Although surrounded by forests, the wood was almost always wet and green, as no means was provided for keeping it dry after having to dig it from a snow bank. The wood was provided by free contribution, each in turn furnishing a load as required and often it was very poor. About 1848, a larger and more commodious house was built on Rutherford's Island. This house was so far in advance of the old one that it did not meet with the approval of some, as they thought it too expensive, and to use a little sarcasm, they called it the meeting house. It had two doors in the end; the women entered at the right-hand door, and the men at the left. This house was used for religious meetings as well as for schools. In those days the men and women did not sit together, but man and wife parted at the door. A few years later similar schoolhouses were built in other parts of the town and served for church buildings for many years. In those days, all evening meetings and public gatherings

were appointed at early candle light.

The South Bristol Post Office was established at Rutherford's Island in 1863. and John Otis appointed postmaster, which office he held up to his death which occurred May 13, 1885. During Mr. Otis term the Post Office was located in a building adjacent to the Union Church property. Nelson W. Gamage was then appointed and served about nine years, when he was succeeded by Julius G. Gamage. He was succeeded by Merret E. Thompson who held the office for sixteen years when he was succeeded by Daniel G. Berry who held the office up to 1917. He was succeeded by the present incumbent, Everett W. Gamage, Justice of Peace from the early selectmen to the present time, were Franklin Pierce, Wm. McClintock, Thomas Thompson, John Otis, Loring Thorp, Elliot P. Gamage, Everett W. Gamage.

Civil War soldiers from South Bristol were: Linsdal Burnham, Solomon Lane, Charles M. Thompson, Samuel Foster, Thomas A. Foster, Thomas Foster, Nathan Hodgdon, William D. McKim, William Nash, Bradford Thompson, Stanley A. Alley, Ambrose Foster, John Gamage, Joshua Gamage, Charles E. Foster, William Lane, Elliott Pierce, Leander McFarland, Thos. H. Foster, James Jones, Nelson W. Gamage, Edward D. Gamage, Millard F. Parkard, Ariel Burnham, Edwin D. Bailey, Harvey Bearce, Orville H. Clark, John T. Dyer, Isaac W. Fountain, Luis S. Gallup, Timothy F. Goudy, Henry G. Goudy, George W. Hisom, Cyrus F. Jones, Edward D. McClure, Bedford Sproul, Nathaniel Wentworth, Briggs G. Besso, Timothy F. Brown,

Joseph B. Fitch, Atwood Fitch, Samuel H. Fitch, Orrin I. Gaul, John Goudy, Albert Hatch, Robert Hanley, David Hysom, Robert S. Hysom, Zebord F. Hysom, Wm. F. Kelsey, Daniel W. Little, Thomas C. Little, Patrick Mann, Ruben R. McFarland, George M. Prentice, Enoch C. Richards, David P. Sproul, A. M. Sproul, Everett A. Wentworth, Enoch Wentworth, Henry H. Goudy, Charles G. Kenny, Gilbert P. Brown, Thomas Wentworth, Amy Bradley was a nurse.

World War soldiers from the town were: Harold Kelsey, Lynwood Goudy, Oscar Richards, Vernon Russell, Austin V. Sproul, George Pitcher, Richard Wells, Wellington Jordan, Arthur Gamage, Floyd McFarland, Horace Kelsey, Everett Leighton, George W. Leighton, Mark Russell, Philip Woodwell, and Clarence Pinkham.

We find amont the names of early settlers: Cross, Poole, Lane, Wall, Foster, Thompson, Plummer, Robinson, Tutherly, Tarr, Catlin, Knight, Kent, Tibbitts, McFarland, Katherine, Pearsons, Meare, Potter, North, Jones, Gamage, Cavis, Clark, Thorp, Racklif, Griffin, McIntire, Stone, Pierce, Bunker, Barton, Hayne, Williamson, Train, Morton, Canada, Grover, Stillwell, Silby, Metcalf, Marden, Davis, Wherlin, Russell, Nash, Seiders, Jordan, DeGrasse, Brown, Bradley, McKim, McClintock, Randall, Elwell, Canley, Young, Sproul, Goudy, Page, Fitch, Harch, Bearce, Erskine, Yates, Blaney Fossett, Barker, Weston, Hanley, Bryant, Farrar, Benner, Alley, Andrews, Bailey, Wilson, Rowells, Benner, Nichols, Blaisdell, Bowman, Blake, Brewer, Burnham, Burns, Clifford, Creamer, Curtis, Elliott, Farrin,

Feeny, Feltis, Fitch, French, Frey, Hatch, House, Hunter, Hutchins, Hysom, Kelsey, Lawler, Leeman, Little, Mason, Miller, Morse, Oliver, Otis, Packard, Parker, Parkhurst, Paul, Peters, Philpot, Pinkham, Pitcher, Prentice, Redonnet, Rice, Richards, Seavey, Richardson, Smith, Spear, Stevens, Stevenson, Sweney, Sykes, Tarr, Thurston, Turner, Upham, Webber, Wells, Wentworth, Wiley, Woodman, Woodward, Woodwell, Wilson, and Young.

Few places in the country in the early days suffered more from the great evil of intemperance than this town in the early days. In 1828 the foundations of temperance societies began to be generally advocated, very many hailed the movement with joy and immediately resolved to lend their aid to the good cause, meetings were first held in the town house at Bristol Mills; the first meeting was called the last of August 1828 and was opened with prayer by the Rev. Enos Baxter. This movement extended to South Bristol and was met with favor. Many of the most prominent men became interested in the good cause at a later period, 1840. The Washington Monument was started, and accomplished much good, as a great reformation was started by this society. Later a lodge of Sons of Temperance was organized and still later the Godd Templers, and thus the good work went on until probably no place on the coast has profited more than this by the great temperance reformation. The effect of the first movement on the public sentiment was manifested September 10, 1832, by a vote of the citizens of Bristol, recommending the selectmen to grant no licenses for the year ensuing for

retailing ardent spirits. April 10 of the next year, their recommendations were changed to instructions; at the same time, they, by vote, promised to sustain their faithful public servants if they should be put to any trouble in consequence of their doings. To look at South Bristol, its beautiful location removed from the rush and turmoil of the busy town and city, we would almost be led to believe that sorrow or trouble would never enter its bounds, yet many homes have been saddened by the loss of dear ones that have gone down to the sea in ships never to return. Two almost, if not quite tragic events I will mention which brought more sorrow to South Bristol than any one event or blow of the Civil War which struck South Bristol, as all of the country, hard, and has been felt more than half a century. The loss of the Schooner Glide, a packet running between Boston and Pamariscotta, Maine, foundered November 24, 1852, a short distance from and in sight of Southport, Maine, with Capt. John Pierce and his two sons, Jonathan and James, and Rachel Russell, daughter of Capt. Robert and Nancy Russell, all of South Bristol. Mrs. Pierce, with two sons and one daughter, survived: Elliott, Eliphalet, and Martha. Elliott entered the service on the breaking out of the Civil War, and was shot and died at Spotsylvania, Va., member of the thirty-two Massachusetts volunteers. Eliphalet was lost at sea, March 17, 1864. Martha died at her home, April 14, 1870. Mrs. Pierce lived to be more than ninety years old, and although passing through this terrible affliction, she bore it with Christian fortitude and lived and labored for others. Almost her

last act was to give \$100.00 to help buy the church bell for the new church.

December 1873, the schooner A & M Gamage was built and partially owned by A. & M. Gamage & Co., three brothers, Albion O, Menzries R., and Lebbus A., of South Bristol. Commanded by Capt. John L. Farrar, he with all the crew went down with the new schooner on her first voyage. The other South Bristol men were Lewis Erskine, Geo. R. Gamage, and Ariel Burnham. This new schooner sailed from Portland with a load of hay, bound for Mobile. A gale of wind came on that night, and no tidings of her were ever received.

In 1854 A. & M. Gamage and Co. built their first vessell, a small schooner, "Jennie Lind." From that time this company built more than eighty registered vessels, including several steamers, besides repairing and they also built a large number of small boats.

Names of others building a less number were Ambrose A. Jones, Benjamin Thompson, and Stephen Farrar. Ship "Jane", 400 tons was built in 1812 by Drummond, Beance, and Huston at McClure's landing in the Walpole part of the town. The ship was about half completed when the war broke out. Her builders knew that the British were liable to come up the river and destroy her, so they concluded to sink her in the river. She was launched and sunk near the bank of the Channel above Prentiss Island. She remained there until after the close of the war, when her builders had much trouble in raising her successfully. She was sold to

Capt. Richard Tucker of Wiscasset and proved very successful. Schooner "Bold Runner," about 75 tons, was built in 1830 by a Mr. Bearce near the place where the "Jane" was built. She was built some distance from the shore in the dooryard of the builder. After she was completed, her owners hauled her to the river bank in the month of March. The river was frozen over, and the bank was very steep. She got away from them and slid down the bank, striking the ice and damaging the vessel badly. When she was being built, the owners could not decide on the name for her, but that decided it, and they agreed to call her the "Bold Runner."

The "Tipperance," 30 tons, was built by Samuel Otis, 1840; we are unable to locate the place this vessel was built, but think it was evidently Rutherford's Island.

Brig "Rising States," 145 tons, 1801,
R. & J. Huston builders

Ship "Jane," 400 tons, 1812,
Drummond & Co. builders

Schooner "Jane," 125 tons, 1817,
William Jones, builder.

Brig "Decater," 200 tons, 1817,
F. Bearce, builder.

Sloop, "Boston," 95 tons, 1820,
Wm. Huston, builder.

Schooner, "Mary," 100 tons, 1822,
John Bearce, builder.

Sloop "James," 100 tons, 1824,
John Bearce, builder.

Schooner "Jame," 110 tons, 1826,
John Bearce, builder.

Brig "Hazard", 195 tons, 1828,
John Bearce, builder.

Schooner "Aurora", 1829,
Woodward & Jones builders.

Brig "Aurora", 78 tons, 1829,
Woodward and Jones, builders.

Schooner "Envoy", 120 tons, 1830
Woodward and Jones builders.

Brig "New York", 185 tons, 1832
Woodward and Jones builders.

Brig "Holly", 176 tons, 1836,
John Bearce builder.

Schooner "Mancy Jones", 13 tons, 1837,
Joel Huston, builder.

Brig "Walpole", 150 tons, 1842
James Erskine, builder.

Brig "Comodus", 165 tons, 1845,
T. & P. Woodward, builders.

Schooner "Bonlwell", 112 tons, 1846,
Sherman & Cox, Builders.

Schooner "Aroline", 29 tons, 1846,
Joshua Thompson, builder.

Schooner "Catherine", 50 tons, 1846,
Joshua Thompson, builder.

Schooner "Harmana", 152 tons, 1846,
Joshua Thompson, builder.

Schooner "Montera", 122 tons, 1846,
Paul Brothers, builders.

Schooner "Granpus", 38 tons, 1846,
Henry Tibbits, builder.

"William", 231 tons, 1847,
P. & T. Woodward, builders.

Brig "Rio", 200 tons, 1848,
P. & T. Woodward, builders.

Schooner "Emerald", 1849,
Samuel Kelsey, builder.

Bark "Homer", 573 tons, 1849,
Paul Brothers, builders.

Schooner "Jauniata", 72 tons,
James D. Huston, builder.

"Sucurba", 46 tons,
James D. Huston, builder.

Brig "Judge Blaney", 517 tons, 1853,
Paul Brothers, builders.

Brig "Calawzac", 270 tons,
Paul Brothers, builders.

Schooner "Jennie Lind", 10 tons, 1854,
A. & M. Gamage, builders.

"Western Light", 36 tons, 1855,
A. & M. Gamage, builders.

Schooner "Fairy Queen", 13 tons, 1855,
A. & M. Gamage Co., builders.

Ship "Highland Light", 678 tons, 1855,
Kelsey & Co., builders.

Schooner "Ocean Belle", 36 tons, 1856,
A. & M. Gamage Co., builders.

Schooner "Ida May", 14 tons, 1856,
A. & M. Gamage Co., builders.

Schooner "May Queen", 14 tons, 1856,
A. & M. Gamage Co., builders.

Schooner "Helen Tree", 18 tons, 1856,
A. & M. Gamage Co., Builders.

Schooner "Golden Eagle", 24 tons, 1856,
A. & M. Gamage Co., builders.

"Minniehaha, 21 tons, 1857,
Samuel L. Foster, builder.

"Island Home", 12 tons, 1857,
S. Gamage, builder.

"Ocean Herald", 168 tons, 1857,
Samuel Kelsey, builder.

"Express", 88 tons, 1858,
Richard Huston, builder.

"Morning Sun", 14 tons, 1858,
Thomas Gamage, builder.

"Express", 80 tons, 1858,
J. Richards, builder.

Schooner "Maria Roxanna", 185 tons, 1858,
Samuel Kelsey, builder.

" " "Flying Cloud", 150 tons, 1859,
Samuel Kelsey, builder.

" " "Lady Ellen", 56 tons, 1859,
Samuel Kelsey, builder.

" " "Huntress", 8 tons, 1859,
A. & M. Gamage & Co,builders.

" " "Royal Tiger", 11 tons,
A. & M. Gamage & Co,builders.

" " "I am Here", 11 tons, 1859
A. & M. Gamage & Co,builders.

" " "Speedwell", 50 tons, 1859,
S. L. Foster, builder.

" " "S. Sawyer", 69 tons, 1859,
Richard Huston, builder.

" " "G. & B. Morse", 31 tons, 1860,
A. & M. Gamage & Co,builders.

" " "Plattan Sea", 79 tons, 1860,
S. Kelsey, builder.

" " "H. A. Russell", 20 tons, 1860,
A. & M. Gamage & Co,builders

" " "Ida F.", 46 tons, 1860,
H. Fitch, builder.

" " "Monticello", 46 tons, 1860,
A. & M. Gamage & Co,builders.

- Schooner "A. McDonald", 96 tons, 1861,
A. & M. Gamage & Co,builders.
- " "Prima Donna", 80 tons, 1861,
S. L. Foster, builder.
- " "Mountain Fawn", 33 tons, 1861,
S. L. Foster, builder.
- " "Come On," 17 tons, 1861,
J. P. Cortland, builder.
- " "Georgiana Young", 49 tons, 1861,
S. L. Foster, builder.
- " "G. W. Clifford", 51 tons, 1861,
A. & M. Gamage & Co,builders.
- " "Tiger", 21 tons, 1861;
Elijah Foster, builder.
- " "J. B. Woodbury", 103 tons, 1862,
A. & M. Gamage & Co,builders.
- " "Rhoda G", 18 tons, 1862,
A. & M. Gamage & Co, builders.
- " "William Fosher, 122 tons, 1863,
A. & M. Gamage & Co,builders.
- " "Mitcaom", 11 tons, 1863,
Elijah Foster, builder.
- " "Moniter", 83 tons, 1863,
Samuel Kelsey, builder.
- " "Good Templer", 80 tons,
A. & M. Gamage & Co,builders.

- Schooner "Wings of the Morning", 200 tons,
1864, Samuel Kelsey, builder
- " " "Maud Muller", 80 tons, 1864,
A. & M. Gamage & co,builders.
- " " "Vanguard", 80 tons, 1864,
A. & M. Gamage & Co,builders.
- " " "T. D. Wilder", 297 tons, 1864,
Samuel Foster, builder.
- " " "Adelaide", 69 tons, 1864,
James Richards, builder.
- " " "Emma T. Storer", 29 tons, 1865,
Samuel Kelsey, builder.
- " " "E. P. Church", 72 tons, 1865,
A. & M. Gamage & Co,builders.
- " " "Queen of the Fleet", 100 tons,
1866, John Farrar, builder.
- " " "Experanza", 43 tons, 1866,
Samuel Kelsey, builder.
- " " "Maud Muller", 45 tons, 1867,
A. & M. Gamage & Co,builders.
- " " "Benjamin Oliver", 78 tons, 1867,
A. & M. Gamage & Co,builders.
- " " "Pleadis", 107 tons, 1867,
A. & M. Gamage & Co,builders.
- " " "Etta Gott", 92 tons, 1867,
A. & M. Gamage & Co,builders.

Schooner "Enola Cunningham", 105 tons, 1867
A. & M. Gamage & Co,builders

" "Annie G. Webber", 50 tons, 1867,
Samuel Kelsey, builder.

" "Laura and Warrion", 49 tons, 1867,
A. & M. Gamage & Co,builders.

" "Nautilus", 9 tons, 1868,
S. L. Foster, builder.

" "Martha D. McLane", 75 tons, 1868,
A. & M. Gamage & Co,builders.

" "Ousel", 42 tons, 1868,
Harvey Gaul, builder.

" "Franklin S. Schenok", 85 tons,
1869, A. & M. Gamage & Co,builders.

" "Herman E. Poole", 85 tons, 1869,
A. & M. Gamage & Co,builders.

" "Cora E. Smith", 49 tons, 1870,
A. & M. Gamage & Co,builders.

" "Ivy Belle", 122 tons, 1870,
Samuel Kelsey, builder.

" "Minnie Davis", 30 tons,
L. A. Gamage, 1870, builder.

" "James Nicholas", 64 tons, 1870,
S. L. Foster, builder.

Sloop "Frank E. Stone", 16 tons, 1870,
S. L. Foster, builder.

Schooner "Mary Chaplin", 35 tons, 1870,
A. & M. Gamage, & Co, builders.

Sloop "Nellie", 10 tons, 1870,
A. & M. Gamage & Co, builders.

" " "Ida", 9 tons, 1870,
A. & M. Gamage, & Co, builders.

" " "Edith Bradley", 10 tons, 1870,
A. & M. Gamage & Co, builders.

" " "Emma", 9 tons, 1870,
A. & M. Gamage & Co, builders.

" " "Eureka", 10 tons, 1871,
A. & M. Gamage & Co, builders.

" " "Lizzie", 9 tons, 1871,
A. & M. Gamage & Co, builders.

" " "Ann Eliza", 10 tons, 1871,
A. & M. Gamage & Co, builders.

" " "Jennie", 6 tons, 1871,

" " "Pauline", 7 tons, 1871,
A. & M. Gamage & Co, builders.

" " "Lelia", 8 tons, 1871,
A. & M. Gamage & Co, builders.

" " "Lydia Tarr", 10 tons, 1871,
A. & M. Gamage Co., builders.

Schooner "Jennie H. Gilbert", 26 tons, 1871
L. A. Gamage, builder.

" " "McSproul", 100 tons, 1871,
Samuel Kelsey, builder.

" " "Alice Norwood", 48 tons, 1871,
A. & M. Gamage & Co, builders.

Schooner "Lewis R. French", 35 tons, 1871,
A. & M. Gamage & Co., builders

Sc " "Georgia Linwood", 20 tons, 1871,
A. & M. Gamage & Co., builders

" "J. M. Bradley", 48 tons, 1871,
A. & M. Gamage & Co., builders

" "Boat Relief", 9 tons, 1871,
S. L. Foster, builder.

" "Pride of the Port", 50 tons, 1872,
Libbeus A. Gamage, builder.

" "Charles A. Dyer", 35 tons, 1872,
Libbeus A. Gamage, builder.

" "Millie Florence", 32 tons, 1872,
A. & M. Gamage & Co., builders

" "E. F. Willard", 105 tons, 1872,
A. & M. Gamage & Co., builders

" "Mary Evelyn", 105 tons, 1872,
A. & M. Gamage & Co. builders

" "D. B. Mayhew, 35 tons, 1872,
A. & M. Gamage & Co. builders

" "Onward", 78 tons, 1872, 1770884
Samuel Kelsey, builder.

" "A. & M. Gamage", 111 tons,
A. & M. Gamage & Co. builders

" Geo. W. Hunt", 57 tons, 1872,
A. & M. Gamage & Co. builders

" "Geo. I. Stephens", 85 tons, 1872,
A. & M. Gamage & Co., builders.

Schooner "Arwilda Morse", 18 tons, 1872,
A. & M. Gamage, & Co. builders

" "Nathan F. Dixon", 28 tons, 1873,
A. & M. Gamage & Co,builders.

Steamer "Wm. A. Wells", 51 tons, 1873,
A. & M. Gamage & Co,builders.

Schooner "Rose & Adra", 150 tons, 1874,
Samuel Kelsey, builder.

" "N. J. Day", 150 tons, 1874,
Samuel Kelsey, builder.

" "Margie Smith", 108 tons, 1874,
A. & M. Gamage & Co,builders.

" "Little Nellie", 27 tons, 1874,
A. & M. Gamage & Co,builders.

" "Daudnaught", 23 tons, 1874,
A. & M. Gamage & Co,builders.

Steamer "Albert Brown", 95 tons, 1874,
A. & M. Gamage & Co,builders.

" "Eugene F. Pierce", 55 tons, 1874,
A. & M. Gamage & Co,builders.

Schooner "Sina Shore", 12 tons, 1874,
A. & M. Gamage & Co,builders.

" "Freeman Colgate", 43 tons, 1875,
A. & M. Gamage & Co,builders.

" "Mamie Davis", 43 tons, 1875,
A. & M. Gamage & Co,builders.

" "William Herbert", 10 tons, 1875.
A. & M. Gamage & Co,builders.

Schooner "William Herbert", 10 tons, 1875,
A. & M. Gamage & Co. builders.

Sloop "King Fisher", 10 tons, 1875,
Allen Gamage, builder.

Schooner "Daylight", 10 tons, 1875,
Allen Gamage, builder.

" " "Laura E. Gamage", 13 tons, 1875,
Elijah Foster, builder.

Steamer "E. F. Debbis", 81 tons, 1877,
A. & M. Gamage & Co., builders.

Sloop "Lizzie Welworth", 9 tons, 1877,
Dennis Wentworth, builder.

Schooner "Mystery", 11 tons, 1877,
Wm. A. McFarland, builder.

" " "Cora Etta", 7 tons, 1878,
McFarland, builder.

Sloop "Mary Etta", 6 tons, 1878,
A. & M. Gamage & Co., builders.

Schooner "Little Fannie", 35 tons, 1878,
A. & M. Gamage & Co., builders

" " "Rose Brothers", 18 tons, 1878,
A. & M. Gamage & Co., builders.

Sloop "Anna May", 9 tons, 1878,
Thomas Goudy, builder.

" " "Elestine Light", 18 tons, 1878,

Schooner "Claremont", 6 tons, 1878,
Bradford Thompson, builder.

Schooner "Orissa B. Kimball", 34 tons, 1878

" "F. H. Smith", 74 tons, 1883,
A. & M. Gamage & Co., builders.

" "Bar Bell", 12 tons, 1883,
Newell A. Gamage, builder.

" "Fannie E. Thrasher", 26 tons, 1883
A. & M. Gamage & Co., builders

Sloop "Princess", 24 tons, 1883,
Leander McFarland, builder.

Schooner "Mary F. Smith", 33 tons, 1883,
A. & M. Gamage & Co., builders.

" "Nellie G. Davis", 38 tons, 1884,
A. & M. Gamage & Co., builders.

" "Clara R. Crimes", 34 tons, 1884,
A. & M. Gamage & Co., builders.

" "Watseka", 15 tons, 1884,
A. & M. Gamage & Co., builders.

" "Violet M. Brewer", 22 tons, 1888,
A. & M. Gamage & Co., builders.

" "Edith M. Thompson", 21 tons, 1889,
A. & M. Gamage & Co., builders.

Sloop "Heotor", 8 tons, 1890,
McFarland, builder.

" "Henry G.", 16 tons, 1891,
H. H. Goudy, builder.

Schooner "Alva", 15 tons,
A. & M. Gamage & Co., builders.

Sloop "Vesuvius", 9 tons, 1892,
W. McFarland, builder.

Schooner "Kate & Mabel", 22 tons, 1893,
A. & M. Gamage & Co., builders.

" "Charlotte A. Beal", 40 tons, 1884
A. & M. Gamage & Co., builders.

Sloop "Florence", 17 tons, 1896,
Giford Gamage & Co., builders.

Schooner "C. A. Dolliver", 20 tons, 1894,
A. & M. Gamage & Co., builders.

" "E. M. Nichol", 28 tons, 1894,
A. & M. Gamage & Co., builders.

Steamer "Anodyne", 6 tons, 1894,
A. & M. Gamage & Co., builders.

Sloop "Leroy", 8 tons, 1895,
B. McFarland, builder.

" "Jennie R.", 8 tons, 1841,
Libbeus A. Gamage, builder.

CORRECTIONS:

Schooner "Emily", 100 tons, 1841,
J. G. Huston, builder.

" "Clara", 110 tons, 1841,
J. B. Hall builder.

Brig "Cordova", 200 tons, 1845,
T. Freeman Day, builder.

Brig "Balphin", 160 tons, 1769,
Drummond & Co., builders.

Schooner "Walpole", 13 tons, 1836,
James Jones, builder.

" "Geo. W. Beare", 100 tons, 1867,
John Farrar, builder.

The situation of South Bristol being directly on the sea coast and having plenty of good harbors at once determined the chief employment of the inhabitants as being connected with the navigation and fishing industries. South Bristol in the early days supplied large quantities of wood, lumber, and fish for domestic markets, and at a later period much timber for shipbuilding. A large part of the area of South Bristol is covered with evergreen trees. In the early days, large oaks were a feature which is in the past, as they have nearly all been converted into ship timber.

The war with Great Britain in 1812-18-15, being chiefly a maritime war, navigation and commerce suffered greatly all along the coast, and no place more than South Bristol as it was upon these that most of the people depended. Boston as a market was practically cut off as it was not safe to send fish or wood there; the enemy privateers thronged the coast, making our vessels liable to be taken. For this reason, our people suffered for want of provisions. All kinds of goods except what could be raised on the rather poor soil was almost impossible to obtain, and the inhabitants suffered great privation. Bread was so hard to get that in order to get a little white flour for bread for all the sacramental ordinances in the Christian Church that the entire wheat meal would be sifted through fine sieves, then through a gauze, to get a little fine white flour. For soda they would sweep the big hearth and burn corncobs and use the white ash which had to be carefully sep-

arated from the dark. Sugar and molasses were almost impossible to obtain. Sap from the maple tree and juice from corn stalks boiled down to a syrup. People were thrown almost entirely on their own resources for food and clothing to a great extent. These were the times that tried men's souls. Let us for a moment imagine the condition of what it would be with no railroads or steamboats, an enemy's privateers watching for every opportunity to prey upon our commerce. To add to all of this, the spring of 1816 was extremely cold and wet, and vegetation unusually backward; as a consequence, the farmers were delayed in their planting and certain of their crops, such as Indian corn, were so backward that an early frost quite destroyed them. It is said there were some frosts on the low grounds in this state every month of that year, 1816, and on the evening of June 6, snow fell so as to fairly whiten the ground. There was no Indian corn ripened in this town that year, and seed corn for the spring planting was very scarce as the people in those days depended almost entirely on home products. The most important Naval action that occurred in this section during the War of 1812-1815 was the capture of the British brig "Boxer" by the U. S. brig "Enterprise" on Sunday, Sept. 5, 1813. The action took place in a line nearly midway between the extreme end of Pemaquid Point and the Island of Monhegan. This engagement was in plain sight of and witnessed by crowds that gathered on the high land in the southern part of this town. This heroic naval contest has been too often described to require a repetition of the details. At about this time

the militia companies all along the coast were ordered to be in readiness at a moment's notice in case of an attempt by the enemy to land. Guard houses at different parts of the town were erected and a detachment from Capt. Sproul's company of Bristol militia quartered at each place. A guard house was erected at Rutherford's Island a detachment of Capt. Sproul's men were stationed there. One night their countersign was "Liberty", the next night "union", and further than this there is no record. The territory of Bristol being extensive and as many were obliged to travel a long distance to reach the center, many plans for dividing it had often been talked of, but one of them was for the first time submitted to a vote of the citizens on October 15, 1817; it was rejected by a vote of forty-two in favor and sixty against. The next year, November 2, 1818, a proposition to divide the town by the old parish lines of Walpole, Harrington, and Broad Cove was submitted to vote and rejected. In the early days nearly all the women knew how to spin and weave and knit, in which some were very skillful as some of their handiwork has been preserved to the present day. Although there was not much of what is called fancy work in those days, their work required skill and intelligence. The most of the cloth in those days was manufactured from flax and wool raised on their own farms.

A tailor was hired to come to the house once a year and make the clothing for the family, as was also a shoemaker to make the shoes. The tailor was usually an Irish journeyman. The first blacksmith.

in the southern part of the town was Mike Ferril; his shop was near the spot where Capt. Leighton's house now stands. The next was Capt. James Farrar. The writer can remember when he made his own charcoal: this was about 1850. Capt. Farrar was a Captain of the British Militia. The next smith was James, son of Capt. James Farrar; his shop was on the island near the end of the bridge. The first shoemaker to be located was Asa Bradley. His shop was next to the bridge on the island. The next was Mears. The fishing industry is now almost a thing of the past. There is no more a demand for the larger class of fishing vessels for the Grand Banks. Lobsters, which once were so plentiful that they were caught and fed to hogs, are now a luxury. The pogies on Monhegan are driven from our coast, and all fish have become so scarce that fishermen have been obliged to turn to other pursuits for livelihood. Many who are building boats go both for rowing and power. Later about 1860 a special branch of the fishing business sprang up here as well as other places on the New England coast, called pogy fishing, for oils. For the first this was carried on by the fishermen along the coast on a small scale, catching these fish in nets, and trying out the oil in a small and primitive manner. It soon developed into a large business, and New York parties came to these parts and started the business on a large scale. Factories were built and the fish were taken in large quantities with seines; steamboats were employed, each factory having two or three. The oil was used for almost every purpose that linseed oil was used for, and the scrap was used for fertilizer purposes.

South Bristol at one time had four factories which employed quite a large number of men, and each factory had several boats employed. The fish, though abundant at first, could not stand this wholesale slaughter, and they are now nearly exterminated or driven from this coast and the business has been abandoned. The pogy or menhaden had from the early days been used for bait in other fisheries. In the early days a social custom prevailed of doing much of the work by bees; the men would go to a neighbor's and chop all day, take dinner and supper, the dinner being the midday meal. In the evening the ladies, young and old, would go. The largest room would be cleared of all furniture for dance and plays which would be kept up until a late hour. The corn was also husked in like manner. Sometimes both men and women would go to the husking bees; this was done in the big barn floor, and one feature of the supper was pumpkin pie. Dances in those days were called sprees. Some of the early customs appear very strange to us at the present day. The collector went from house to house to collect the taxes. If the parties were not prepared to pay, the collector was armed with a piece of white chalk and wrote down the taxes in a conspicuous place over the door where it must stay until paid. Launching a vessel and house raising were also great events.

We find by papers left by Thomas Thompson, Esq., that he succeeded Franklin Pieroe, Esq., in his appointment by the government Deputy Collector of Customs for the port of Bristol and district of Waldo-

boro. I also find that he was seven times commissioned by the Governor, a Justice of the Peace, covering a period of forty-nine years. He also served the town in different capacities, such as selectman. Capt. David Plummer was next appointed deputy collector; he also served the town in different capacities. Capt. Wm. McClintock was the last man in this part of the town to receive the appointment, as this office was at the time discontinued.

Hon. Wm. McClintock was born September 29, 1778. His father was a native of Ireland. He was formerly much employed as surveyor of land and

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into John's Bay and reappeared. She was sold at auction and brought by McClintock and Damariscotta parties. The bridge at South Bristol, being a wooden bridge, was taken away to let the "Debbis" pass through. This was the only square rig vessel that ever passed through the channel between Rutherford's Island and the main land. Capt. McClintock loaded his brig at Damariscotta with white oak for Dublin, Ireland, where he made a successful trip.

Thomas McClure came from Boston several years before the close of the seventeenth century and settled near the Walpole Meeting House. He was chosen treasurer of the town and twice as representative of the general court. He was the first Postmaster in Bristol, now South Bristol, being appointed in 1800. He also kept a store there. He held the office of post-

master until his removal from the place in 1806. Aaron Blaney was appointed to succeed him May 15, 1806. He married Nancy Hunter, daughter of Henry Hunter; Rev. Alexander W. McClure, Amherst, Cal., was his son. Aaron Blaney, jr., became associated in business with Mr. McClure on the Damariscotta about 1803. He came from Roxbury to Damariscotta as clerk to Oliver Gridley in 1793, but the next year engaged in the service of Kavanaugh and Cattrill, who were at the time very largely engaged in trade with the West Indies. Subsequently, he became a partner with McClure in Walpole, and when the latter retired he continued the business many years. He took a deep interest in the public affairs of the town, and from his knowledge of business, made himself particularly useful in settling the difficulties with the non-resident land proprietors. Several years he was elected treasurer of the town, and later in life for four years successively, 1824-1827, inclusive, he represented the town in the legislature of the state and for many years he held the office of the Justice of Peace. His father, Aaron Blaney, Sr., was appointed in 1806 to succeed Mr. McClure as postmaster, and he held the office until his death in 1834; he was succeeded by his son, Arnold Blaney, who held the office until 1843 when the location was changed to Bristol Mills. The Goudy family, Amos Goudy, Esq., was born in Bristol October 1744 and died June 22, 1824. His father, whose name was also Amos came here from York and was one of the Earliest settlers on the eastern side of the Damariscotta opposite Pleasant Cove. He was largely engaged in the fishing bus-

iness and also created a saw and grist mill at the place known as Goudy's Mills, later Paul's Mill. He left, besides other children, John and Amos, from whom all of the Bristol Goudy's have been descended. Amos Goudy, the sherriff of the county, was a man of much intelligence and firmness and according to traditions, creditably performed the painful duty of the conducting of the first execution in Lincoln County. His wife was Sarah Clark who was born in 1745. Passing down from Clark's Cove at the head of the Western branch of John's River, was in early days the residence of Widow North. She was widow of the first of the name that came to this country, her husband probably died here about 1741. The remains of cellars are still to be found here and also several apple trees. Passing down the west side between John's Bay and the Damariscotta River, we next come to the G. Clark place, then to P. Rogers, R. Sproul, and J. Young. Further down on the west and nearly opposite Seal Cove, was John Wirling on the Damariscotta. From Clark's Cove north were those of Thomas Hutchins and John North. John North was a land surveyor.

The meeting house question in the mother town of Bristol, after more than six years of earnest discussion, was settled. It was a question of whether to build one meeting house for the whole town or divide the town into three parishes and that a meeting house should be erected in each. This was about 1772. The three parishes were Broad Cove, Walpole, and Harrington. The Walpole meeting house is in South Bristol, but a part of the parish is in each town, while the Harrington Meeting

House is in the mother town. A part of the parish is in South Bristol. On May 8, 1775 at a town meeting at Wm. Sproul's house in Bristol, Caleb Turner of Broad Cove, was appointed to ride post of Falmouth (Portland) and bring weekly papers, three in number, one for each parish. He was to receive twenty shillings in lawful money for each trip. As a part of two parishes are now in South Bristol, that would have given South Bristol an interest in two of the papers.

NOTE: This history has been copied as Mr. Nelson Gamage wrote it without changes in paragraphing, etc.

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