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PORTLAND CITY GUIDE

AMERICAN GUIDE SERIES

PORTLAND CITY GUIDE

*Compiled by workers of the Writers' Program
of the Work Projects Administration
in the State of Maine*

Illustrated

Sponsored by the City of Portland

THE FOREST CITY PRINTING COMPANY

1 9 4 0

THE STATE DEPARTMENT OF EDUCATION,
State-wide Sponsor of the Maine
Writers' Project

FEDERAL WORKS AGENCY

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WORK PROJECTS ADMINISTRATION

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THE FOREST CITY PRINTING COMPANY
PORTLAND - MAINE

BERTRAM E. PACKARD
COMMISSIONER
EDWARD E. RODERICK
DEPUTY



STATE OF MAINE
Department of Education
AUGUSTA

The compilation and editing of the Portland City Guide has been one of several activities of the Maine Writers' Project during 1939-40. This project, under direct sponsorship of the State of Maine Department of Education, has prepared several volumes pertaining to the Maine scene, enriching the source material on the State to a great extent.

A handwritten signature in cursive script, reading "Bertram E. Packard".

Bertram E. Packard, Commissioner
Department of Education

CITY OF PORTLAND, MAINE

EXECUTIVE DEPARTMENT

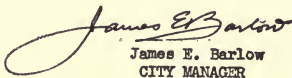
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JAMES E. BARLOW
CITY MANAGER

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The Portland City Guide is an attempt in a limited space to cover many salient facts in Portland's cultural, economic, and social development. Not since John Neal, John Hull, and Edward Elwell visualized for us the years prior to and including the 1880's, has a comprehensive picture of the City of Portland been ventured. This book is designed not only as a guidebook for the interested visitor to the city, but its factual background, based on diligent research, should be of great value and interest to our own citizens, revealing as it does Portland's rich and colorful past.


James E. Barlow
CITY MANAGER

PREFACE

AS prepared by the Maine Writers' Project this volume represents the collective labor of many persons — writers, research and clerical workers, supervisors, photographers, artists, and others. Although comprehensive, the purpose of the *Portland City Guide* is not to catalog all of the facts of the city's three hundred-odd years of existence, but to present and preserve significant facts. It goes beyond the limits of a conventional guidebook, first, in its attempt to picture and explain contemporary Portland by presenting its people, government, arts and crafts, physiography, and industry in relation to its historical background; and second, in its narrative detailed description of hundreds of points of interest. The State Supervisor and Editors realize that in presenting material so detailed, and in many cases drawn from fragmentary and conflicting sources, there is possibility of misinterpretation. Also, it should be obvious that, in discussion of the many widely diverse subjects by many different writers, various personal opinions are bound to find expression. These are not necessarily the opinions of the Work Projects Administration or the sponsors of this book or the consultants whose names appear below.

The book may be considered the result of community effort rather than the achievement of any person or group of persons. The interest and assistance of individuals not connected with the project during the months of preparing the manuscript have been a constant source of encouragement.

Project workers wish to express their especial appreciation to Mr. John C. Fitzgerald, State Administrator for the Work Projects Administration in Maine, and to Miss Helen I. Twombly, Director of Professional and Service Projects in Maine, for their support during the Maine Writers' Project work program. Also, we wish to thank Dr. Bertrand M. Packard, Commissioner of Education, Mr. James E. Barlow, City Manager of Portland, Mr. A. Edwin Smith, City Clerk, and members of the Portland City Council for their continual assistance.

To list and give credit to all who have generously given time and aid in the preparation of this book would take pages. However, we wish to give special thanks to those consultants who often put aside important duties to render service on the final manuscript.

We are indebted to Mr. Richard Gould, Treasurer of the Maine Histori-

cal Society, Mr. William Hutchinson Rowe, author of many historical studies, and Miss Mae Gilman and Miss Marion B. Rowe, Librarians of the Maine Historical Society, for their invaluable aid in their review of the history essay.

Several consultants served on the various parts of natural setting. Mr. Bryan O. Whitney and Mr. Charles A. Jones of the Portland Department of Public Works reviewed the study on geography and topography. Leon Tebbetts, author of the *Amazing Story of Maine*, was consultant for the paper on geology and paleontology. The climate essay was revamped by Mr. Robert Dole, official in charge of the U. S. Weather Bureau in Portland. Mr. Arthur Norton, Curator of the Portland Society of Natural History, greatly assisted in the preparation of the flora and fauna article.

Mr. Philip Milliken, of the Canal National Bank, assisted on the finance paper, and Mr. Charles H. Priest, Manager of Port of Portland Development, worked with us on the commerce essay. Mr. Richard Hebert, President of the Maine State Industrial Union Council, and Mr. David Hastings, Executive Secretary of the Central Labor Board, served on the labor study. Mr. Arthur Noon of the Portland Chamber of Commerce acted as consultant on the industry essay.

We are deeply indebted to Miss Jane Burbank, Librarian of the Portland Public Library, Mr. Harold Oliphant, chief editorial writer for the *Portland Press Herald*, Edward F. Morrill, Chairman of the Board of Review of the Poetry Fellowship in Maine, and Ray Carter, book department head of Loring, Short & Harmon, for their work on the literature essay.

We were particularly fortunate in having Mrs. Sidney St. Felix Thaxter, authority on the Maine theater, Mr. Albert Hickey, formerly of the famous Jefferson Players and onetime State Director of the Federal Theater Project, Mr. Albert Willard Smith, Director of the Portland Players, and Mr. Michael J. Garrity, active for many years in the Maine theater, as consultants on the study of the theater in Portland.

Sister M. Honoratus, Dean of St. Joseph's College, Dr. Milton D. Proctor, President of Westbrook Junior College, and Mr. William B. Jack, Superintendent of the Portland Public Schools, reviewed the essay on education.

The study on radio was made possible through the co-operation of Mr. P. W. McCrum, Secretary of the Portland Amateur Wireless Association, Mr. Creighton Getchell, General Manager of Station WGAN, and Mr. L. T. Pitman, General Manager of Station WCSH.

Although nearly all of the local architects were consulted, the final paper on architecture was submitted to Mr. John P. Thomas, Mr. Ambrose

Stevens Higgins, and the late John Calvin Stevens, dean of Maine architects.

We deeply appreciate the close co-operation of the Right Reverend Monsignor George P. Johnson, of the Portland Diocese, the Reverend Ernest W. Robinson, District Superintendent of the Methodist Churches, the Reverend G. Ernest Lynch, of the First Parish Church, and Rabbi Mendell Lewittes, of the Portland Jewry, in the preparation of the religion essay.

The arts and crafts essay could not have been completed without the co-operation of Mrs. Dorothy H. Jensen, State Supervisor of the Maine Art Project, and Mr. Seldon Fox, local authority on art. We are particularly grateful to Mr. Alexander Bower, Director of the L. D. M. Sweat Memorial Art Museum, who spent many hours revising this essay.

The study on Portland newspapers was submitted to Colonel Henry Bigelow, former editor of the *Portland Press Herald*, and Mr. William H. Dow, former editor of the *Portland Evening Express*.

The manuscript on music was submitted to Miss Louise Armstrong, President of the Rossini Club, Mr. Alfred Brinkler, founder of the Portland Polyphonic Society and conductor for many years of the Portland Men's Singing Club, Mr. Herbert Barnard and Mr. Herbert G. Jones, local music authorities, and Mr. Reginald Bonnin, State Supervisor of the Maine Music Project.

The government essay was submitted as a whole to members of the Portland City Council; the section on army and navy to Brigadier General James W. Hanson, Adjutant General for the State of Maine; and the section on courts to Mr. Benjamin G. Ward, Secretary-Treasurer of the Cumberland Bar Association.

We must make composite acknowledgment of the sympathetic and valuable aid given by State and City departments, by Federal agencies, by historical societies, colleges, and libraries, all of whose research facilities have been made available to the project. We wish to give special thanks to the staff of the Portland Public Library, and particularly to Miss Emma Gould and Miss Olive Lee of the reference room, Miss Marion Fryatt of the art room, and Miss Virginia R. Desmond of the periodical room, all of whom were particularly helpful to research workers. Also, a great deal of assistance was extended by Miss Anne Freeman, Librarian of the Nathan and Henry B. Cleaves Law Library, Miss Helen M. Libby, Librarian of the Maine Charitable Mechanics' Association, Miss Bernice Breck of the L. D. M. Sweat Memorial Art Museum, Mr. Louis Tappe Ibbotson, Librarian of the University of Maine, Mr. Gerald G. Wilder, Librarian of Bowdoin College, the staffs of the Maine Historical Society, the Maine State Library,

the Portland Society of Natural History, and the Portland Chamber of Commerce.

We wish to thank the various artists and photographers who have generously allowed us to include their work in the *Portland City Guide*, credited in the List of Illustrations. The decorations and chapter headings are the work of Fred S. Humiston, Jr., a member of the Maine Art Project.

The Portland City Guide was prepared through the collaboration of many workers of the Project: *Continuity*—Herbert G. Jones, Adeline E. Putnam, Helen A. Campbell, Donald M. McCormick, Frank A. Howe, and Herbert H. Fernald; *Research and Field Work*—Mildred M. Welch, Ursula Tighe, Frances Wright Turner, Mary O'Neil, Lulu G. Ryan, Alice M. Donley, Kate R. Farnham, Clarence H. SeeHusen, William H. O'Brien, Roscoe Hilborn, Ralph L. Gardner, Robert J. Flaherty, Thomas E. Martin, and Leslie C. Turner; *Maps*—Donald G. Ward and Henry E. Sylvester; *Librarians*—Willard E. Locke and Arthur B. Vaughan.

This volume was prepared under the technical and editorial advice of Dr. Frank Manuel, former Technical Advisor of the WPA Writers' Program in New England, without whose staunch support this volume might never have been published.

R. RICHARD ELLINGWOOD, *State Supervisor*

MARIE T. HOWE, *State Editor*

EDWARD F. MORRILL, *State Editor*

KENNETH H. TOLMAN, *Research Editor*

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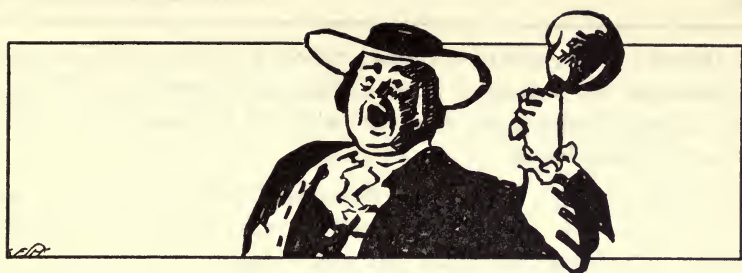
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GENERAL INFORMATION

Highways: Two Federal highways, US 1, Fort Kent to Florida, and US 302, Portland to Montpelier, Vt. Five State highways, Me. 3, 9, 25, 26, 100. State police patrol the highways.

Railroad Stations: Union Station, 242-296 St. John Street, for Boston & Maine and Maine Central Railroads; Grand Trunk Station, 15 India Street, for Grand Trunk - Canadian National Railways; Deering Junction Station, 1201 Forest Avenue, and Woodfords Station, 729 - 756 Forest Avenue, for Maine Central Railroad.

Bus Stations: Portland Bus & Travel Terminal, 159 High Street, for Maine Central Transportation Co., Boston & Maine Transportation Co., Checker Cab Co.; Greyhound Bus Terminal, 600 Congress Street, for Greyhound and affiliated lines; Portland Bus Co., 498 Cumberland Avenue, for suburban lines, and Gorham, Sanford, and South Windham lines.

Airport: Portland City Airport, 7 Westbrook Street, for Boston & Maine Airways, Northeast Airways, Inc., and Portland Flying Service. Fifteen minutes from Monument Square. Taxi, 50c per passenger, each way. Stroudwater bus, 10c fare.

Street-cars and Local Busses: Cumberland County Power and Light Co.—trolley and motor-busses serve all sections of the city; fare 10c with universal transfer; additional 5c fare to Westbrook, Riverton, Cape Cottage or South Portland Heights. Portland Bus Co.—motor busses on several city and suburban lines. All trolley and bus lines start at Monument Square.

Taxis: All meter cabs; rate, 20c for first 1/3 mile and 10c for each additional 1/3 mile. No charge for additional passengers.

Ferries: Peaks Island Ferry, 60 Portland Pier, passengers and automobiles; Casco Bay Lines, 24 Custom House Wharf, for passenger and freight service to principal Casco Bay Islands and to South Harpswell; Inner Bay

Line (summer only), operating in conjunction with bus from Greyhound Bus Terminal, for passengers between Falmouth Foreside and Chebeag Island; Island Evening Line, (summer only), 50 Portland Pier, for passengers to Cushing Island.

Excursions and Sightseeing: Casco Bay Lines, 24 Custom House Wharf, for daily Casco Bay excursions; Eastern Travel Bureau—Town Motor Tours Co., 155 High Street, for local sightseeing and out of city motor tours; Portland Bus Co., 155 High Street, for inland, lake-country motor tour (see also *Recreational Facilities*).

Yacht Club and Anchorages: Portland Yacht Club, end of Merchants Wharf, has landing facilities for member and visiting yachtsmen. Anchorages in both inner and outer harbor. Fuel is available at Yacht Club wharf. Seaplane anchorage in harbor.

Street Order and Numbering: Streets in metropolitan area are numbered from the water front (northwest and southwest). Avenues and boulevards are numbered from the heart of the city, irrespective of the direction.

Traffic Regulations: Care must be taken to observe the signal lights and direction signs at street intersections. These lights and signs are either in the center of street or on sidewalk. Many one-way streets, indicated by arrow signs, will be encountered throughout the city. No U turns allowed on Congress Street between State and Chestnut streets. Parking regulations are indicated by signs and painted curb markings—red indicating no parking, and black and white indicating passenger loading zones; between 12 p.m. and 9 a.m., where a shorter period is not indicated, four hours parking is the limit. Non-resident passenger cars may operate on Maine highways for a period of 30 days in any one year; operators duly registered in their state are not required to take out operator's or chauffeur's licenses.

Accommodations: Hotels, inns, tourist homes, and boardinghouses; rates vary. Tourist and trailer camps are located on the several main highways entering the city. Consult the Chamber of Commerce or the Maine Publicity Bureau (see *Hotel and Other Accommodations*).

Theaters and Motion-Picture Houses: Ten motion-picture theaters in metropolitan area; one theater-workshop, producing ten plays yearly; occasional road shows; concerts and ballets at Municipal Auditorium in City Hall.

Concert Halls and Auditoriums: City Hall Auditorium, 389 Congress Street; Portland Exposition Building, 239 Park Avenue; Frye Hall, 78 Spring Street; Chamber of Commerce Auditorium, 142 Free Street. Concerts, plays, etc., are also held at Portland High School Auditorium, 284 Cumberland Avenue, and Deering High School Auditorium, 370 Stevens Avenue.

Newspapers: *Portland Press Herald*, morning daily; *Portland Evening Express*, late afternoon daily; *Portland Sunday Telegram*, weekly. Out-of-town papers available at Union Station and several newsstands in the metropolitan area.

Broadcasting Stations: WGAN—The Portland Broadcasting System, with studios in the Columbia Hotel, 645A Congress Street, and WCSH—Congress Square Hotel Co., with studios in the Congress Square Hotel.

State Liquor Stores: 227 Middle Street and 959 Congress Street; open week days 9:00 a.m. to 6:00 p.m.; Saturdays 9:00 a.m. to 10:00 p.m.; closed Sundays, Government court holidays, State election and primary days. Single purchases of more than five wine gallons must be made through State wholesale liquor store, 98 Water Street, Augusta.

Information Service: Chamber of Commerce, 142 Free Street; Maine Publicity Bureau, 3 St. John Street; Travelers' Aid Society, 120 Free Street, and Union Station; State Chamber of Commerce and Agricultural League, City Hall; American Automobile Association, 212 Middle Street; Automobile League of America, 142 High Street; Gannett Publishing Co., 177 Federal Street; all bus terminals and leading hotels.

Telephone and Telegraph: New England Telephone and Telegraph Co., 55 Forest Avenue. The dial system is used throughout the city. For city calls, dial desired number; for Peak Island, dial 9, and for Westbrook, dial 8, and give number to operator. Western Union, 13 Monument Square. Postal Telegraph-Cable Co., 8 Preble Street.

Post Offices: General Post Office, 125 Forest Avenue; Pearl Street Station, 76 Pearl Street; Peak Island Station, Island Avenue; Woodford Station, 647 Forest Avenue; West End Station, 947 Congress Street; Fort McKinley Station, Great Diamond Island; and fourteen contract numbered stations in various parts of the city.

First Aid Stations: U. S. Army 1st Aid Station, 93 Franklin Street, and Police Headquarters, 132 Federal Street.

National Service Clubs: Kiwanis Club, Tuesday at 12 m., in the Lafayette Hotel; Lions Club, Tuesday at 12:15 p.m. in the Eastland Hotel; Rotary Club, Friday at 12:15 p.m. in the Falmouth Hotel; Altrusa Club, on the first Wednesday of each month at 12:30 p.m. and the third Friday of each month at 6:30 p.m., in the Lafayette Hotel; Business and Professional Women's Club, Monday at 8:00 p.m., at 415 Cumberland Avenue.

Shopping Information: Main retail center along Congress Street, from Longfellow Square northeast to Monument Square, and on adjacent side streets. Greater number of wholesale establishments on Federal, Middle, Exchange, Fore, and Commercial streets. Marine supplies along Commercial Street and adjoining wharves. Farmers open-air public market on north side of Federal Street between Franklin and Market streets.

Climate and Clothing: Variable, with temperatures ranging from the nineties in summer to below zero in winter. Cool evenings may be expected in summer, particularly on the islands. Clothing should be provided according to season.

Sports and Recreation: See *Recreational Facilities*.

CALENDAR OF EVENTS

- January:* Westbrook Junior College Winter Carnival. Jewish Community Center Bowery Party. Children's Winter Garden Party of Council of Religious Education.
- February:* Girl Scouts Winter Carnival. Camp Fire Girls Winter Carnival.
- March:* Four-Cornered Track Meet — Portland, Deering, South Portland High Schools and Thornton Academy of Saco. Portland City Basketball Tournament. Y. M. C. A. Basketball Tournament. L. D. M. Sweat Memorial Art Museum Exhibition of Oils, Water Colors, and Pastels.
- April:* Portland High School Cadet Ball. Y. M. C. A. State Swimming Contest. Portland Boys' Club Annual Road Race. Better Housing Exposition. Portland Veteran Firemen's Association Annual Ball. L. D. M. Sweat Memorial Art Museum Annual Photographic Salon.
- May:* Y. M. C. A. Annual Gym Demonstration. Waynflete School Interscholar Riding Meet. State Grocers' Association Annual Food Show. Haylofters' Spring Water Color Exhibition.

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- June:* Westbrook Junior College Horse Show. Interscholastic Track Meet. High School and College Commencement Exercises. Longfellow Garden Club Annual Flower Show. Veterans' Association, Light Infantry, Annual Field Day. L. D. M. Sweat Memorial Art Museum and School of Fine and Applied Arts Exhibition.
- July:* Daily Organ Recitals in Portland City Hall. Cumberland County Horseshoe Tournament. L. D. M. Sweat Memorial Art Museum Summer Exhibit. Portland Yacht Club Cruise, Regatta, and Power Boat Navigation Race.
- August:* Daily Organ Recitals in Portland City Hall. Municipal Golf Tournament at Riverside Country Club. Municipal Tennis Tournament at Riverside Country Club. Portland Yacht Club—Portland to Monhegan Ocean Race, Open Regatta, Casco Bay Centerboard Yacht Race.
- September:* Portland Horse Show at Tomlinson Riding Club. Portland Yacht Club Chowder Race.
- October:* Policemen's Ball. Maine Kennel Club Dog Show.
- November:* Portland - Deering Annual Football Game. Y. M. C. A. State Checker Tourney. Portland Auto Show. Antique Show. Armistice Day Parade and Celebration. L. D. M. Sweat Memorial Art Museum Art Week.
- December:* Elks' Annual Charity Circus. Firemen's Relief Association Annual Dance. Christmas Fund for the Blind Annual Dance. Maine Poultry Association Annual Poultry Show. Longfellow Garden Club Winter Flower Show.



HOTEL AND OTHER ACCOMMODATIONS

During most of the year Portland possesses ample hotel and other facilities, but in summer when many thousands of vacationers throng the city, either to remain in the immediate vicinity or en route to the forest, lake and shore regions of the State, it is suggested that visitors write or wire in advance for accommodations desired, to prevent possible inconvenience or disappointment.

HOTELS

Ambassador Hotel, 37 Casco Street; 87 rooms, all with private bath and housekeeping facilities; daily rates \$2 up, weekly rates \$12 up. European plan; free heated garage.

Columbia Hotel, 645 Congress Street; 125 rooms, all with hot and cold running water and 100 with private bath; daily rates \$2 up, weekly rates (summer) \$12 up and (winter) \$8 up. European and American plans; garage 50c and 75c per day; and barber shop. The hotel's *Georgian Dining Room*, on the first floor, features 'Down-East Clam Chowder' on Friday; regular breakfasts, luncheons, and dinners are served at moderate prices. The *Hawaiian Room*, with a mural of Great Diamond Head, by Portland's Anton Skillin, features 'Hawaiian Cooler,' 'Streamline Special,' and 'Flying Yankee' cocktails.

Eastland Hotel, 157 High Street, and *Congress Square Hotel*, 579 Congress Street; 751 rooms, all with hot and cold running water and radios and 630 with private baths; daily rates \$2 - \$6. European plan; garage 75c and \$1 per day; parking lot 50c overnight; ballroom, beauty shop, and barber shop. In the *Eastland Hotel* is the *Egyptian Court Dining Room* where regular luncheons and dinners are served; this hotel's *Danish Room*, on the

first floor, serves breakfast, luncheon, and dinner, and features Danish pastry. The *Congress Square Observation Room*, serving luncheons only, overlooks the city and presents a panoramic view over the harbor and the islanded Casco Bay; the *Congress Square Coffee Shop* serves breakfast, luncheon, and dinner. In the *Congress Square Lounge* a featured cocktail is the 'Congress Square Special' of gin, vermouth, and curaçao.

Everett Hotel, 51A Oak Street; 55 rooms, all with hot and cold running water; daily rates \$1.50, weekly rates \$8. Free parking lot.

Falmouth Hotel, 212 Middle Street; 160 rooms, all with hot and cold running water and 100 with private baths; daily rates \$1.50 - \$4.50, weekly rates \$9 up. European plan; garage 50c per day, \$3.50 per week; and barber shop. One of the well-known *Langley's Restaurant's*, specializing in sea food, serves breakfast, luncheon, and dinner; the *Grill Room*, on the second floor, serves luncheons and dinners. There is dancing nightly in the *Falmouth Cocktail Lounge*.

Graymore Hotel, 21 Preble Street; 150 rooms, of which 75 have private baths and 75 hot and cold running water; daily rates \$1.50 - \$3.50, weekly rates \$6 - \$12.50. European plan; garage near by. The *Graymore Dining Room*, on the first floor, serves breakfast, luncheon, and dinner; in the adjacent *Seemayer's Lounge*, with dancing nightly, cocktails are served.

Kenmore Hotel, 104 Oak Street; 30 rooms, most all with hot and cold running water and several with adjoining baths; housekeeping facilities; daily rates \$1 up, weekly rates \$4 up. European plan; restaurant adjoining, beauty parlor and barber shop.

Lafayette Hotel, 638 Congress Street; 250 rooms, all with hot and cold running water and 200 with private baths; rooms available for permanent residence; radio on request; daily rates \$2.50 - \$7, weekly rates \$10.50 up. European plan; garage 75c daily, \$3.50 weekly; parking lot 50c daily; beauty shop and barber shop. Sea food is featured in the *Crystal Room*, where breakfast, luncheon and dinner is served. In the *Lafayette Lounge* is William Riseman's mural depicting the 'Surrender of Cornwallis at Yorktown'; 'Planter's Punch' is featured in this cocktail room.

Longfellow Inn, 130 Eastern Promenade; 23 rooms, 12 with private bath; housekeeping facilities from October 1 to June 1; daily rates \$3.50 up, weekly rates \$21 up. American and European plans; dining room; garage 50c per day, \$3.50 per week.

St Regis Hotel, 196 Middle Street; 75 rooms, 25 with hot and cold running water and 25 with private bath; daily rates \$1 up, weekly rates \$4 up. American plan; restaurant adjoining; barber shop.

Tolman House, 6 Tolman Place; 39 rooms with hot and cold running water; daily rates \$1, weekly rates \$5. European plan; free parking.

Victoria Hotel, 939 Congress Street; 35 rooms with hot and cold running water and 10 with private bath; daily rates \$1 up, weekly rates \$5 up. European plan; free parking lot.

APARTMENT HOTELS

Metropolitan Apartment Hotel, 439 Congress Street; 70 apartments with hot and cold running water and private bath; radio; available either furnished or unfurnished; beauty shop in building. European plan; daily rates \$2 and \$3, weekly rates \$12 and \$18.

Miles Standish Hotel, 11 Shepley Street; 40 furnished apartments with private bath; connections for radio; complete housekeeping facilities; daily rates \$3, weekly rates \$12 and \$18. European plan.

Pilgrim Apartment Hotel, 30 West Street; 43 suites of 1, 2, and 3 rooms, kitchenette and bath; each suite accommodates 2-6 persons; daily rates—single \$2.50, double \$3 and \$4, and \$1 additional for each extra person in same suite, weekly rates on application. European plan; garage 50c daily, \$2.50 and \$3 weekly.

Wadsworth Apartment Hotel, 38 Preble Street; 62 suites of varying size with hot and cold running water and private baths; either furnished or unfurnished. European plan; weekly rates \$7.50 - \$15. Adjoining is the *Morocco*, a supper club which is divided into the main 'Lounge,' and the 'Club Section' on a mezzanine; there is dancing every evening. Cocktails featured are 'Turban Lifter,' 'Sultan's Favorite,' and 'Magic Carpet.'

Y. M. C. A. AND Y. W. C. A.

Young Men's Christian Association, 70 Forest Avenue; 88 rooms accommodating 100 for transient and permanent occupation; daily rates 75c and \$1, weekly rates \$2 and \$5; daily charge of 25c or weekly charge of 50c for non-members for required temporary membership; club and gymnasium facilities.

Young Women's Christian Association, 120 Free Street; 60 rooms; central baths; daily rates 75c and \$1.25, weekly rates \$2.50 and \$6. Y. W. C. A. dining hall.

ISLAND HOTELS

Avenue House, Peak Island; accommodations for 75; daily rates \$3, weekly rates \$18 to \$20. American and European plans.

Beach Avenue House, Long Island; accommodations for 25; daily rates \$2.50, weekly rates \$16. American plan.

Casco Bay House, Long Island; accommodations for 100; daily rates \$3, weekly rates \$17 to \$21. American plan.

Dirigo House, Long Island; accommodations for 75; daily rates \$3 to \$5, weekly rates \$18 to \$30. American plan.

Headland Inn, Peak Island; accommodations for 75; weekly rates \$10 to \$25. American and European plan.

Innes House, Peak Island; accommodations for 60; daily rates \$3 weekly rates \$18. American plan.

Machigonne House, Peak Island; accommodations for 20; daily rates \$1.50, weekly rates \$5. European plan.

Oceanic House, Peak Island; accommodations for 50; daily rates \$3.50, weekly rates \$18 and \$20. American plan.

TOURIST CAMPS

Tourist and trailer camps are located just outside the city limits on the main highways entering the city. Nearly all camps have central dining hall or are near roadside lunch stands. Rates vary according to location and facilities; daily rates range from 75c to \$2.50.

ADDITIONAL INFORMATION

Portland has many other small hotels, tourist homes, island inns, and boardinghouses which may be found listed in the telephone directory or easily identified by signs displayed while driving about the city and environs. Cumberland Avenue, the western end of Congress Street, and the northern end of State Street are lined with rooming houses and tourist homes; mention is made of these particular streets largely because of their accessibility and profuse accommodations; however, there are many other thoroughfares upon which such facilities may be found.



RECREATIONAL FACILITIES

Deering Oaks (Brighton Avenue, Westbrook, and Riverton trolleys from Monument Square), has gardens, a small lake and a brook with a waterfall, massive oak trees, and recreational facilities. Tennis courts, a baseball diamond, horseshoe courts, bowling green, children's playgrounds, picnic grounds, a bandstand, boating, and skating in winter.

Jewish Community Center, 341 Cumberland Avenue, offers members and their guests many facilities for indoor games: a basketball court, a handball court, pool tables, table tennis, bowling alleys, and facilities for squash and badminton. There is a locker room with showers.

Portland Boys' Club, 277 Cumberland Avenue, offers members a fully equipped gymnasium, an auxiliary gymnasium, a basketball court, a swimming pool, pool and billiard tables, table tennis, and facilities for badminton and 19 other games. There is a locker room with showers.

Portland Country Club, at Falmouth (on U. S. 1, 5½ miles east of the City), offers members and their guests, with special rates for non-members, an 18-hole golf course and 5 tennis courts. There is a clubhouse.

Purpoodock Country Club, Spurwink Avenue at Cape Elizabeth, offers members and their guests, with special rates for non-members, a 9-hole golf course and 2 tennis courts. There is a clubhouse.

Y. M. C. A., 68 Forest Avenue, offers members and their guests, with special summer membership card \$2, a fully equipped gymnasium, a swimming pool, a basketball court, a handball court, a volley ball court, 6 bowling alleys, tennis tables, 6 pool tables, a rifle range, facilities for badminton and fencing, and in summer an outdoor sun roof. There is a locker room with showers.

Y. W. C. A., 120 Free Street, offers members and their guests, a fully equipped gymnasium for indoor games; a basketball court, a handball court,

pool tables, bowling alleys, table tennis, and facilities for badminton and squash. There is a locker room with showers.

AMUSEMENT PARKS

Old Orchard Beach, at Old Orchard Beach (on Maine 9 and 5, 14 miles south of the city; Old Orchard Beach bus from Monument Square; excursions with special rates operated during summer by Boston & Maine Railroad from Union Station), has many amusement rides, roller skating, bowling, tennis, games of chance, confectioners' booths, dancing, outdoor and indoor movies, hotels and restaurants, and summer cottages for rental. The beach, one of the finest stretches of sand along the Maine coast, is excellent for swimming and salt-water bathing; there are bathhouses, showers, and beach chairs, umbrellas; bathing suits and towels may be rented.

BASEBALL

Bayside Playground, Smith and Anderson Streets, has a regulation size diamond; free.

Cunningham Ball Grounds, Smith, Fox, and Boyd Streets, has a regulation size diamond; free.

Deering High Memorial Field, Columbia Road, has a regulation size diamond. The bleachers have a limited seating capacity; admission fee to high school games varies.

Deering Oaks, Forest, Park, and Deering Avenues, has a regulation size diamond; free.

North Street Baseball Park, adjoining Eastern Promenade, has a regulation size diamond; free.

Portland High School Stadium, baseball park entrance on Park Avenue near Exposition Building, has a regulation size diamond. The grandstand and bleachers have 2500 permanent seats and 2000 portable seats are available; admission fee to high school games varies. The baseball park may be rented, usually on a percentage basis.

Reed School Playground, Homestead Avenue, has a regulation size diamond; free.

Numerous playgrounds and empty lots in the city and environs afford playing facilities for 'scrub games.'

BASKETBALL

Cathedral Guild Hall, 317 Congress Street, has a basketball court; a

seating capacity of 1100. The court is available to members of the Catholic parishes and students of parochial schools; admission fee to school games varies.

Deering High School, 386 Stevens Avenue, has a basketball court with seating capacity of 600 to 1200. The court may be rented; admission fee to high school games varies.

Exposition Building, 248 Park Avenue, has a basketball court with a seating capacity of 3800. The court may be rented; admission fee to school games varies.

Jewish Community Center, 341 Cumberland Avenue, has a basketball court with a seating capacity of 125. The court is available to members only.

Portland Boys' Club, 277 Cumberland Avenue, has a basketball court with a seating capacity of 500. The court is available to members only.

Portland High School, 248 Cumberland Avenue, has a basketball court with a seating capacity of 1400. The court may be rented; admission fee to high school games varies.

Y. M. C. A., 68 Forest Avenue, has a basketball court with a seating capacity of 250. The court is available to members, and schools on invitation.

Y. W. C. A., 120 Free Street, has a basketball court with a seating capacity up to 100. The court is available to members; it may be rented at \$5 per game.

BILLIARDS AND POOL

Congress Square Billiard Hall, 10 Forest Avenue, has 8 pool and 2 billiard tables.

Dubie's, 482 Congress Street, has 11 pool and 2 billiard tables.

Jewish Community Center, 341 Cumberland Avenue, has 2 pool tables for members and their guests.

Portland Boys' Club, 277 Cumberland Avenue, has 4 pool tables and 1 combination pool and billiard table for members and their guests.

Portland Club, 162 State Street, has 8 pool and 8 billiard tables for members and their guests.

Y. M. C. A., 68 Forest Avenue, has 6 pool tables for members and their guests.

Several private clubs in the city have pool and billiard tables for members and their guests.

BOATING AND YACHTING

Davidson's Boat Yard, 211 High Street, South Portland (South Portland trolley from Monument Square to High Street), rents various size salt-water boats for any length of time; 12½ - 20- ft. centerboard sailboats, \$3 per day; canoes and rowboats, 25c per hour; and larger boats, sloops and cabin cruisers, according to size and type.

Deering Oaks, Park and Forest Avenues, has row boats, 25c per hour, and a 'Swan Boat' which carries passengers around the small lake, 5c each trip.

Handy Boat Service, Falmouth Foreside, arranges fishing trips, clam bakes and lobster parties, and sailing parties. Rates on request.

Portland Yacht Club, end of Merchants Wharf, has yachting and other facilities available for members, their guests, and visiting yachtsmen. Passengers from seaplanes may be landed; seaplane fuel is available. Anchorages in inner and outer harbor; docking and fuel facilities.

Willard Beach, South Portland (South Portland trolley from Monument Square to end of line). Twenty-four ft. Hampton-type motorboats may be rented, \$10 per day; 22-ft. cabin motorboats, \$8 per day—gasoline extra; 14-ft. catboats, \$3 per day; and 14-ft. rowing skiffs, 25c per hour.

In summer the *Mare Point Yacht Club* and *Mericoneag Yacht Club* offer boating and yachting facilities; for full information inquire at Portland Yacht Club. Many individuals rent sailing boats and cabin cruisers; inquire at ship chandler shops along water front. Boating and canoeing facilities are available on several lakes within a 20-mile radius of the city.

BOWLING

Arcade Bowling Alleys, 22 Preble Street, has 8 candlepin alleys.

Bowlodrome, 9 Forest Avenue, has 8 candlepin alleys.

Bowlway, 156 Free Street, has 6 candlepin alleys.

Congress Square Bowling Co., 28 Forest Avenue, has 10 candlepin alleys.

Deering Oaks Bowling Green, near Park Avenue entrance, has a 120-ft. square bowling green; the green is divided into 20-ft. wide courts. Bowls and jacks must be furnished by player, although the local 'bowls' club members will loan the equipment to visitors. The green is available to players at any time of the day, or evening when it is flood lighted. Sneakers or soft soled shoes must be worn on the green.

Jewish Community Center, 341 Cumberland Avenue, has 5 candlepin alleys for members and their guests.

Monument Square Bowling Alleys, 36 Elm Street, has 10 candlepin alleys.

Pine's Alleys, Island Avenue, Peak Island, has 6 candlepin alleys (open May 30, and from June 15 to September 15).

Streamline, 115 High Street, has 10 candlepin alleys.

Woodfords Club, 179 Woodford Street, has 5 candlepin alleys for members and their guests.

Y. M. C. A., 68 Forest Avenue, has 6 candlepin alleys for members and their guests.

Y. W. C. A., 120 Free Street, has 1 candlepin alley for members and their guests.

BOXING

Exposition Building, 248 Park Avenue, has a boxing ring and a seating capacity of 5,000. Consult local newspapers for regular scheduled bouts; admission varies.

Forest City Gymnasium, 270 Lancaster Street, has one sparring ring, and complete boxing and training equipment; instruction is available. A charge of \$1 is made for use of the gymnasium; lockers 50c - \$1.

BRIDGE

Facilities for auction and contract bridge are available at the larger hotels, and private and semi-private clubs in the city. Consult local newspapers for large bridge parties held in various halls.

CHECKERS AND CHESS

Facilities for checkers and chess are available at the *Y. M. C. A.*, 68 Forest Avenue, and the larger hotels and clubs in the city.

DANCING

El Morocco, 30A Preble Street, in Wadsworth Apartment Hotel, has dancing every evening except Sunday; informal; cocktails and light suppers; weekday minimum \$1; Saturday minimum \$1.50.

Falmouth Hotel, 212 Middle Street, has dancing every evening except Sunday in the West Lounge; informal; cocktails and dining, no minimum charge.

Graymore Hotel, 21 Preble Street, has dancing every evening except Sunday in Seemayer's Lounge; informal; cocktails and dining; weekday minimum \$1.

Jack O' Lantern, 731 Broadway, South Portland (Pleasantdale and Cash Corner trolleys from Monument Square), has dancing each Thursday and Saturday evening from April 1 to September 30; Tuesday evening during mid-season; informal.

Ricker Gardens, 511 Forest Avenue, has dancing parties on Wednesday and Saturday; accommodations for 3000; informal.

Numerous dance halls and summer pavilions operate intermittently throughout the year in the city and environs; consult local newspapers.

FAIRS AND CARNIVALS

Several fairs in near-by towns are annual autumn events. During winter and spring, auto shows, carnivals, circuses, food fairs, etc., are held in *City Hall Auditorium*, Myrtle Street entrance, and *Exposition Building*, 248 Park Avenue. Consult local newspapers.

FOOTBALL

Deering High Memorial Field, Columbia Road, has a football field; the bleachers have a limited seating capacity. Admission to high school games varies.

Portland High School Stadium, Park and Deering Avenues, has a football field; there are 8500 permanent seats and 2000 portable seats. Admission to high school games varies; the field may be rented, usually on a percentage basis.

GOLF AND COUNTRY CLUBS

Great Chebeague Island Golf Course, on Great Chebeague Island in Casco Bay (steamboat service from 32 Custom House Wharf), has a 9-hole golf course; 2280 yds., 33 par; open June 15—September 15. Clubhouse connected; caddies available; green fee \$1 per day, or \$5 per week.

Great Diamond Island Golf Club, on Great Diamond Island in Casco Bay (steamboat service from 32 Custom House Wharf), has a 9-hole golf course; 2362 yds., 34 par; open July 15—October 1 for residents of Little and Great Diamond and their guests. Caddies not provided; green fee \$1 per day.

Larry Rowe's Public Course, in South Portland (2½ miles west of the city on Westbrook Street), has a 9-hole golf course; 2515 yds., 33 par; open April 1—late November. Clubhouse connected; professional instruction; caddies provided; green fee reasonable.

Old Orchard Beach Country Club, at Old Orchard Beach (14 miles south of the city), has an 18-hole golf course; 6150 yds., 71 par; open April 15—late November. Clubhouse connected; caddies available; professional instruction; green fee April 15—May 30, \$1 and May 31—Labor Day, \$1.50. Meals and cocktails served in clubhouse.

Portland Country Club, at Falmouth Foreside (6 miles east of the city), has an 18-hole golf course; 6350 yds., 71 par; open to members and visitors the year round. Clubhouse connected; caddies available; professional instruction; green fee, \$2, and Saturdays, Sundays and holidays, \$3. Rooms and dining service at clubhouse.

Prout's Neck Country Club, in Scarborough, has an 18-hole golf course; 6045 yds., 70 par; open June 15—October 1. Clubhouse connected; caddies available; professional instruction; green fee on request.

Purpoodock Country Club, on Spurwink Avenue, Cape Elizabeth, has a 9-hole golf course; 2643 yds., 34 par; open May 1—November 1. Clubhouse connected; caddies available; professional instruction; green fee, weekdays \$1, Saturdays, Sundays, and holidays, \$1.50. Meals served in clubhouse.

Riverside Municipal Golf Course, 1158 Riverside Street (4½ miles from the city; Riverton trolley from Monument Square to Riverside Street, then ½ mile walk to club), has an 18-hole golf course; 6309 yds., 72 par; open May 1—November 15. Clubhouse connected; caddies available; professional instruction; subscription rates for season \$25, husband and wife \$40, family coupon book limited to 100 9-hole, personal coupon books limited to 50 9-hole rounds \$12.50; transient rates daily fee except Saturdays, Sundays, and holidays, 25c for 9-holes before 10 a.m., 50c for 9-holes and 75c for 18-holes during balance of day, all additional 9-holes 25c, Saturdays, Sundays, and holidays all-day minimum 75c. Meals served in clubhouse.

Willowdale Golf Club, in Scarborough (6 miles west of the city), has a 9-hole golf course; 3109 yds., 36 par; open May 1—November 1. Clubhouse connected; caddies available; professional instruction; green fee 50c forenoons except Sundays and holidays, and \$1 per day. Meals served in clubhouse.

GYMNASIUMS

Cathedral Guild Hall, 317 Congress Street, has a basement hall used for games, but is not fully equipped as a gymnasium. The hall is available to members of Catholic parishes and students of parochial schools.

Deering High School, 386 Stevens Avenue, has a gymnasium and indoor track available to students only.

Forest City Gymnasium, 270 Lancaster Street, is equipped for boxing training and workouts; instruction available. Gymnasium rate is \$1, with extra charge for lockers.

Jewish Community Center, 341 Cumberland Avenue, has a hall used for various types of indoor games, but is not fully equipped as a gymnasium. The hall is available to members and their guests.

Portland Boys' Club (closed during July, August, and September) 277 Cumberland Avenue, has a fully equipped gymnasium and a small auxiliary gymnasium; the large gymnasium will accommodate 500 spectators. The gymnasiums are available to members only.

Portland High School, 284 Cumberland Avenue, has a gymnasium including an indoor track. The gymnasium is available to students only.

Y. M. C. A., 68 Forest Avenue, has a fully equipped gymnasium; will accommodate 250 spectators. The gymnasium is available to members and their guests; summer membership card \$2.

Y. W. C. A., 120 Free Street, has a gymnasium open to members only. The gymnasium may be rented for \$5 per night.

HORSESHOE PITCHING

Deering Oaks, Forest, Park, and Deering Avenues, has 8 horseshoe pitching courts; free.

POLO

Pleasant Hill Riding and Driving Club Field, in Scarborough at the junction of Higgin's Beach Turnpike and Highland Avenue, is available to members and their guests. Polo matches are played several times weekly during summer with local and visiting teams. Stabling for mounts near by.

PUBLIC PARKS AND PLAYGROUNDS

Unless otherwise indicated all municipal playgrounds open the first Monday following the closing of the spring school term and close at the opening

of the fall school term. Hours of play, unless otherwise indicated, are 9 a.m.-12 m. and 2-4:30 p.m.

Bayside Playground, Smith and Anderson Streets, is a municipal playground with a supervised play program; regular playground equipment and a baseball diamond are available.

Brckett Street Playground, between Spring and Pine Streets, is a municipal playground with a supervised play program; regular playground equipment is available.

Cunningham Ball Grounds, at Smith, Fox, and Boyd Streets, is a public baseball diamond, supervised and maintained by the city.

Deering Oaks, Forest, Park, and Deering Avenues, is a municipal park with gardens and regular playground facilities under municipal supervision. There is a baseball diamond, 2 softball diamonds, 6 tennis courts, a bowling green, 8 horseshoe courts, a marble court, and a small lake for rowing in summer and skating in winter.

Fore Street Playground, between India and Franklin Streets, is a municipal playground with a supervised play program; regular playground equipment is available.

Leland School Playground, Stevens Avenue, is a municipal playground with a supervised play program; regular playground equipment is available.

Lowell Street Playground, Congress, Burnham, and Lowell Streets, is a municipal playground with a supervised play program; regular playground equipment is available.

North Street Baseball Park, adjoining Eastern Promenade at North Street, is a public baseball diamond supervised and maintained by the city.

Payson Park Playground, between Baxter Boulevard and Ocean Avenue, is a municipal playground with a supervised play program; regular playground equipment and a softball diamond is available.

Philip J. Deering Playground, Waterville and Fore Streets, is a municipal playground with a supervised play program; regular playground equipment available.

Pleasant Street Playground, between Center and Oak Streets, is a municipal playground with a supervised play program; regular playground equipment available.

Reed School Playground, Homestead Street, is a municipal playground

with a supervised play program; regular playground equipment and a baseball diamond are available.

RACING

Cumberland Fair Grounds, at Cumberland Town (10 miles north of Portland), has one week of sulky racing during Fair Week in the middle of September, and at other times during the summer season; consult local newspapers. There is parimutuel betting; admission varies.

Narragansett Park, at Gorham Town (11 miles southwest of Portland) has one week of sulky racing during Gorham Fair Week, in August, and at other times during the summer season; consult local newspapers. There is parimutuel betting; admission varies.

Old Orchard Beach Kite Track, at Old Orchard Beach (14 miles south of Portland), has a Grand Circuit Meet for 12 consecutive days, excluding Sundays, and at other times during the summer season; consult local newspapers. There is parimutuel betting; admission varies.

RIDING

Pleasant Hill Riding and Driving Club, in Scarborough at junction of Higgin's Beach Turnpike and Highland Avenue, has bridle paths and a polo field. The club does not have mounts for hire, but has stables for members' horses. There are club facilities for members and their guests.

Presumpscot Valley Riding Club, in Westbrook (7 miles west of the city) has 30 horses for hire; rates, \$1 per hour without instruction, \$2 per hour with instruction, \$5 per day, and \$35 weekly including board of horse. The club is in the near vicinity of over 100 miles of bridle trails.

Tomlinson Riding School, 730 Westbrook Street, has 10-30 horses; available at an hourly rate of \$1.50, which includes instruction if there are two or more riders; \$2 per hour for private instruction; and \$5 per day; weekly rates vary.

RIFLE RANGES

Caldwell Post American Legion Home, 145 Glenwood Avenue, has a rifle range for members and their guests.

Pine Tree Fish and Game Association, 174 Maine Avenue, has a rifle range open to the public by invitation of members.

Y. M. C. A., 68 Forest Avenue, has an indoor rifle range for members and their guests.

ROLLER SKATING

Elm Roller Skating Rink, 38 Elm Street, is a large indoor rink, with amplified phonograph music; open 2-4 p.m. and 7:30-10:30 p.m.; admission, 35c for men and 25c for women afternoons, and 35c for men and women evenings. Skates are furnished.

SKATING

Allen Avenue Pond, near Allen's Corner on Allen Avenue, is a skating rink under municipal supervision; free.

Canal Rink, at Whittier and Olympia Streets, is under municipal supervision; free.

Deering Oaks Pond, at Forest, Park, and Deering Avenues, is a skating rink under municipal supervision; there are facilities for skate rental, sharpening, and purchasing; checkrooms and restrooms; free.

Deering Rink, at Deering High Memorial Field on Columbia Road, is under municipal supervision; free.

North Street Rink, on North Street, is under municipal supervision; free.

Ocean Avenue Rink, off Ocean Avenue diagonally opposite the Cumming's School, is under municipal supervision; free.

Riverside Rink, at Riverside Golf Course near Riverton, is under municipal supervision; the clubhouse is open for accommodation of parties; light lunches and suppers served.

SOFTBALL

Unless otherwise indicated the softball diamonds are available free, although reservations for use must be made in advance with the Recreation Commissioner at Portland City Hall.

Brighton Avenue Park, at Brighton Avenue and Douglass Street, has two softball diamonds.

Cunningham Grounds, between Smith and Boyd Streets, has two softball diamonds.

Deering Oaks, Forest, Park, and Deering Avenues has two softball diamonds.

Eastern Promenade, on Eastern Promenade opposite Walnut Street, has one softball diamond.

Gulliver Field, entered from Stevens Avenue opposite Westbrook Junior College, has two softball diamonds.

<http://stores.ebay.com/Ancestry-Found>

Harvey Grounds, at North Street and Northern Concourse, has one softball diamond.

Nason's Corner Field, between Brighton Avenue and Capisic Street, has one softball diamond.

Payson Park, between Baxter Boulevard and Ocean Avenue, has one softball diamond.

Presumpscot Street Field, opposite Grand Trunk Railroad repair shops, has one softball diamond.

Sewall Street Grounds, Sewall Street, has one softball diamond.

STADIUM AND OTHER ATHLETIC FIELDS

Deering High Memorial Field, Columbia Road, has facilities for baseball and football games; limited seating capacity.

Portland High School Stadium, Park and Deering Avenues, has facilities for baseball, football, and track meets; seating capacity for baseball games is 2,500 and for football games 10,000.

SKEET AND TRAP SHOOTING

Portland Gun Club, on Kelley Road in Falmouth, has a trap-shooting field; arrangements for use by appointment; all equipment furnished. The only charge is for targets and shells.

Portland Skeet Club, in West Falmouth, has a skeet-shooting field; Saturdays are the regular shooting days throughout the year, although arrangements may be made for other days for private parties. The charge for a 50 target program is \$2, plus ammunition.

SWIMMING

East End Beach, near Eastern Promenade, is a municipal beach for salt water swimming and bathing; 88 bathhouse compartments are available; 3 lifeguards and a matron are in attendance; free.

Old Orchard Beach, at Old Orchard Beach (bus from Monument Square, or train from Union Station), has a splendid sand beach fronting open water. Excellent facilities for salt water swimming and bathing; lockers and bathhouses.

Portland Boys' Club, 277 Cumberland Avenue, has a swimming pool with locker room facilities available for members of swimming classes; instruction available. The club is closed during July, August, and September.

Y. M. C. A., 68 Forest Avenue, has a swimming pool with locker room facilities; instruction available; for use by members and their guests, summer membership cards \$2.

TENNIS

Deering Oaks, Forest, Park, and Deering Avenues, has 6 tennis courts; open for play one hour per turn; free.

Portland Country Club, at Falmouth (6 miles east of the city), has 5 tennis courts for free use by members; 50c if playing with a member, and \$1 for non-members.

Presumpscot Park, Ludlow Street and Columbia Road, has 2 tennis courts; open for play one hour per turn; free.

Purpoodock Country Club, Spurwink Avenue, Cape Elizabeth, has 2 tennis courts available for free use by members and their guests; 50c for non-members.

Will's Playground, Eastern Promenade, has 2 tennis courts; open for play one hour per turn; free.

WINTER SPORTS

Riverside Golf Course, in Riverton, has a toboggan chute and skiing slopes. The clubhouse is available for parties, and meals are served.

Various hills and slopes on the outskirts of the city are used for skiing. Within a radius of 40 miles of Portland, are several towns which offer full winter sports programs. See also *Skating*.

WRESTLING

Exposition Building, 248 Park Avenue, has facilities for wrestling; regular scheduled matches are conducted by the Arena Athletic Association. There is a seating capacity for 5,000; admission varies.

Part I
The General Background



Portland Head Light



Reflections



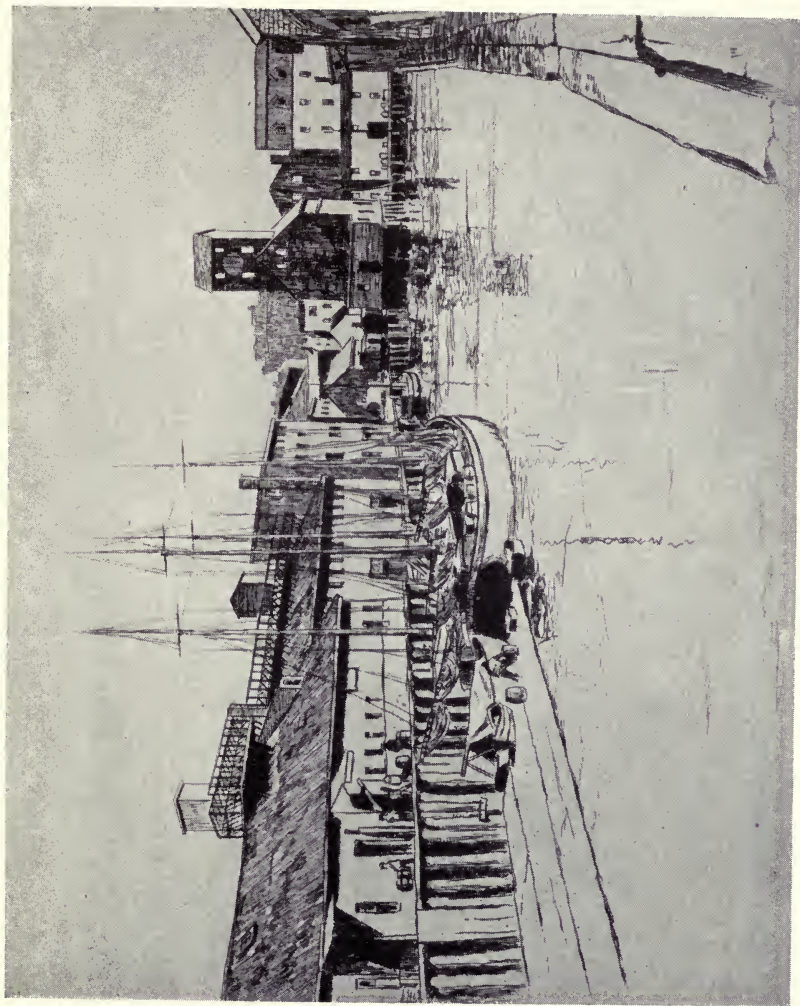
Wreck near Portland Head Light

Cape Shore Surf





Lumber Schooner



Widgery Wharf



The Edna Hoyt



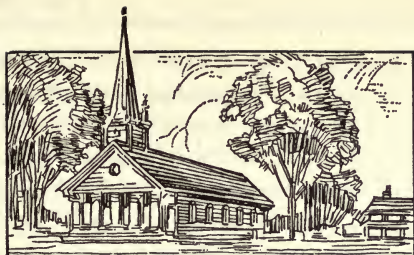
Casco Bay Sunset

Grotto Sunrise





Unknown Paths



NATURAL SETTING

Name

The name Portland was bestowed on 'The Neck' in 1786, when that section of Falmouth township became a separate municipality; Falmouth in early times included the whole or part of several present-day cities and towns (Portland, South Portland, Westbrook, Cape Elizabeth, and Falmouth). Records are incomplete and historians disagree on the selection of the name Portland. It is recorded that at the time of incorporation of the town "appellation was recommended by its local application, its euphonious sound, and its ancient connection with a part of our territory." As early as 1667 Cushing Island was called Portland, and long before 'The Neck' was incorporated a headland on Cape Elizabeth was referred to as Portland Head, and the main channel between the island and the cape was known as Portland Sound.

Geography and Topography

Believed to have once been an island the present closely packed site of Portland was called *Machigonne* by the Indians. Translated as 'Great Knee' the word aptly describes the peninsula. Fore River flows around the kneecap, Portland Harbor lies along the foreleg, and Back Cove is almost encircled by the calf of the leg and the thigh. Portland's islands in Casco Bay, lying in ranges three to ten miles east, northeast, and southeast of the mainland, form an integral part of the geography of the city.

Occupying about 22 square miles of land area, North Latitude $43^{\circ} 43' 05''$, West Longitude $70^{\circ} 17' 35''$, the municipal limits of Portland encompass a land and sea area nearly four times as large, approximately 72 square miles. The mainland section, a knee-shaped peninsula jutting into Casco Bay, contains 11,133 acres, and 17 islands and parts of islands included within the city's limits, add 2,706 land acres. Back Cove, almost

land-enclosed with a bottle-necked entrance from Portland Harbor, contains slightly more than 660 acres. The greatest north to south mainland length of the city is 4.9 miles; the east to west width is six miles; the approximate north to south length including the island area is over 12 miles.

Metropolitan Portland is packed on the 3-mile sagging ridge of the saddle-contoured peninsula. Approach is possible over land in but one direction—from the northwest. The city rises from a tidal frontage of 22.45 miles to an average height of 100 feet in the central section, and attains a maximum height of 192 feet on the Gray Road, near Falmouth. There is an easy slope to the water on both sides from the peninsula ridge, which affords excellent drainage. At the eastern extremity is Munjoy Hill, with an elevation of 161 feet; on the west is the 175-foot Bramhall Hill, ending abruptly in a sharp-faced cliff. Portland's retail business section lies in the central, lower area of the peninsula; the wholesale district sprawls down the southerly slope to encroach upon the harbor piers. On Munjoy Hill are clustered residences, mostly middle class, and a small shopping quarter. The Bramhall locality contains the oldest mansions, having been spared in the 'Great Fire' of 1866.

Harbor and Bay

Portland Harbor, at the west end of Casco Bay, is the most important port on the coast of Maine. It is divided into an inner and outer harbor, the main entrance being from the southwest, west of Cushing Island, through a channel six fathoms deep. There is also a southward approach, marked by Portland Lightship and Cape Elizabeth Lighthouse. The inner harbor has been dredged to 30 feet, reduced a little in places by shoaling. The outer harbor, used for refuge, is behind the islands of the bay. A part of the inner harbor, known as Fore River above the first bridge, has a 30-foot channel to upper Portland Terminal Bridge. Back Cove is also included as part of the commercial harbor, giving a total water frontage, including that of South Portland, of about eight and one-half miles.

In 1836 Congress authorized the construction of a breakwater 1,900 feet long, on the southerly side of the harbor entrance giving protection to the wharves. This was completed in 1874, at a cost of about \$155,000; by 1927 the United States Government had finished further extensive work dredging channels. The controlling width of the main harbor is 1,100 feet, with a depth of 35 feet at mean low water up to the side of the State Pier.

Off the easterly end of the city is an anchorage basin with an area of

about 5,575,680 square feet, with water depth varying from 30 to 45 feet at mean low water. There are limited anchorage grounds among the island roads and on the South Portland side of the main channel, affording a total anchorage of about 6,534,000 square feet, all excellently sheltered.

For a distance of nearly 20 miles, between Cape Small Point near historic Fort Popham on the east, to Cape Elizabeth, just south of Portland, stretch the island-studded waters of Casco Bay. The name Casco is said to be derived from the Indian *Aucocisco*, which, according to some authorities, signifies a resting place, while others give it as crane, or heron. Between its outer points, the bay reaches into the mainland about 12 miles. Its coast line is indented with rivers and notched by 122 coves.

Casco Bay is said to contain more islands than any other body of water in the United States. The exact number of islands has long been a subject of controversy; the count popularly given being 365—"one for each day in the year"—although to get this count one must enumerate mere ledges with sparse tufts of vegetation. It is generally agreed that there are 222 large enough to be classified as islands. These islands are usually divided into three general groups: Outer Range, Middle Range, and Inner Range, and it seems that early settlers tried to exhaust the zoological catalogue in naming them. Some are named for members of the animal kingdom: Cow, Ram, Horse, White Bull, Little Bull, Brown Cow, Horse No. 2, and Bear. Others are christened after birds: Crow, Goose, Goslin, and Eagle; several for things of the sea: Crab, Whaleboat, and Haddock Ledge; and coastal farms were recalled in: House, Pumpkin, Turnip, and Gooseberry. What circumstances, or whimsical turns, gave birth to others would make a history in itself, notably the lordly Ministerial; the exciting Bold Dick; the enigmatical Burnt Coat; and the suggestive Rogue.

The bay is noted for its peninsulas, the most important being Casco Neck, upon which lies the City of Portland. To the east, Harpswell reaches eight tortuous miles into the bay, a host of small islands flanking its borders; at its tip islands are thick-clustered, and the mainland stretches into the water like a finely tapered hand with fingers extended, laved between by soothing bays and inlets.

Along the shores of the bay the mean range of tide is 8.9 feet, although tides of 11 feet are not uncommon. In 1909 there was a tide of 13.3 feet. The effect of high winds may cause deviations of 4.5 feet, either at flood or ebb tide. The tidal currents that exist near bridges rarely have a velocity that exceeds two miles per hour.

The Islands

Within the boundaries of Portland are 17 sizable Casco Bay islands together with 15 rocks, reefs, and ledges dignified with names. Typical of the State's coastal scenery, this part of Casco Bay leaves an impression not only of strength, but of reticence. There is a sturdiness and ruggedness about the vari-colored vistas that make understandable the undaunted nature of the early settlers now written into the characters of their descendants who wrest a hard sustenance from this region of rocky soil and stormy seas. Most of the larger islands are heavily wooded with fir, pine, and cedar. Crescents of sandy beaches emphasize wild cliffs whose slate sides are battered by pitching waves and wind-tossed spray. The islands have brief, colorful summers and long, silent winters. Spring often forgets to visit their shores and autumn flaunts crimson banners for only a few weeks.

Many of the islands have communities of native-born who spend part of the year catering to the whims of "summer-folks," but who fish almost exclusively in winter. For the most part generous-hearted, conservative, and somewhat unresponsive, these fishermen are not always tolerant in their opinions, whether political, religious, or social. A flavor of quiet egoism surrounds them. Their islands are not entirely isolated but are inaccessible enough so that many of the old ways of living are retained. A man's boat or the day's catch of fish are still of supreme importance. Always their great pride has been in good ships and good men to sail them. Living with the sea as a constant companion they have become a somewhat mystic and imaginative people. Singularly free from the influence of immigration, the island people are to a large extent of English descent. Generation after generation of pure English blood and English names have succeeded each other. The influence of their forebears is especially noticeable in their speech, similar in a marked degree to the vernacular of England's Sussex shire in its nasal qualities, slurred enunciation, and dropped syllables with a hesitancy in delivery.

Exciting yarns are told to fascinated listeners who thrill to tales of phantom ships, of wraith-like shapes, bloodcurdling cries, or an arsenal whose door will not stay locked. Even the names Bold Dick Ledge, Broken Cove, David's Castle, Burnt Coat, or Witch Rock summon up the likelihood of innumerable legends. Heartbreaking details of wrecked ships and men whom the sea has claimed substantiate the fact that the rocky Nemesis of Casco Bay all too frequently has exacted tribute. Perhaps the thought of

these quick deaths prompted Captain Johnson a number of years ago to tie up his old fishing schooner to the wharf at Great Diamond Island. He called his ship *Excalibur* — from the *Legends of King Arthur* he loved so well. He was an eccentric who tamed a rat to take his dead wife's place at the table. At the captain's death *Excalibur* was towed out to sea and burned.

The largest of Portland's insular possessions is 912-acre Long Island; its chief activities are fishing and farming. It was first occupied by John Sears who came from Massachusetts in 1646 and lived there 40 years. John Smith of Boston bought it in 1706, and on an old map of Casco Bay published in London about that time, it was known as Smith's Island. Mineral springs were perhaps responsible for its being a favorite summering place for the Abnaki Indians whose relics of stone implements, flint arrowheads, and shell heaps bear out this testimony. It has also been the stamping ground for treasure hunters; as late as 1840 the Algerines, a social organization of Portland, made annual pilgrimages in search of buried treasure. With excellent roads, the lure of "Singing Beach" at the end of Nubble, its Harbor de Grace with its Hampton boats, Long Island has become a great favorite with inland people seeking island delights.

Next in size, with 717 acres, Peak Island, called by the English Pond's, and during the 90's the "Coney Island of the East" the most populous of the city's insular wards, is the chief barrier between the inner bay and the ocean. Leased by Cleeve to his son-in-law Michael Mitton in 1637, for many years title to it was challenged by John Winter, agent for the Trelawny interests; it was then known as Michael's Island. Through later conveyances it was known as Munjoy's and Palmer's Island. Some historians believe George Munjoy built a stone house on this island before 1675; William Willis contends this was the island Levett chose and called York. During George Munjoy's occupancy the stone house was known as Munjoy's Garrison. A month before the destruction of the 'The Neck' in 1690 this island was the mobilization point for the French and Indians. Peak Island was also the locale for John Josselyn's story of Mitton and the "triton or mereman." Mitton was "a great fouler, and used to go out with a small boat or canoe, and fetching a compass about a small island . . . he encountered with a triton, who laying his hands upon the side of the canoe, had one of them chopt off with a hatchet by Mr. Mitton, which was in all respects like the hand of a man; the triton presently sunk, dyeing the water with his purple blood, and was no more seen."

The 369 acres of Great Diamond, originally called Great Hog Island,

were granted to Cleeve and Tucker January 27, 1637, and have a variety of beautiful views, precipitous bluffs, tangled thickets, and grassy leas. Diamond Cove has long been popular with picnic parties. Facing Hussey Sound is Fort McKinley, a sub-post of Portland Harbor defenses erected in 1900, where the R. O. T. C., O. R. C., and C. M. T. C. units train in summer; connected to it by a sand bar at low water is Little Diamond Island, an enchanting place peopled by a semi-exclusive colony of summer residents.

Jewell Island with 100 acres lies on the outer rim of the Casco archipelago. George Jewell, arriving from Saco in 1636, was its first occupant and although he remained only a year, this once safe and convenient fishing port has always retained his name. During the Indian outbreaks of 1678 and 1688 Jewell Island became a refuge for the white settlers of the mainland. The name presupposes authenticity of the yarns of pirates and buried treasure. One convincingly told to gullible listeners concerns a pirate from Bermuda whose ship foundered on Brown Cow Ledge. Some of the crew were supposed to have reached Jewell Island with a great chest of gold from the pirate ship which they buried on the pebbly beach of Punch Bowl Cove at its southern end. Years after, the legend goes, with the aid of a chart some of this crew returned and retrieved the treasure. Much more fascinating and complete with details are the stories told of how Captain Kidd secreted his gold, booty, and jewels. When Kidd was the scourge of the seas many ships sought him, and his trip to the island was the result of being hounded from Cape Cod farther and farther north until the elusive captain found this snug harbor. With a huge copper kettle from the galley filled with his choicest booty, the famous pirate put in to a small cove on the southern tip of the island. Fearing too many of his assistants would know the exact spot where he was to bury his treasure, the captain sent most of his men to an inland spring to fill the water buckets. Standing guard with loaded guns over the remainder as they dug a suitable hole for the kettle of valuables, the pirate chief ordered his men to cover the spot with a huge flat rock. Before putting to sea Captain Kidd carved his mark on the stone, and ever since hopeful ones search the island's southern swales to find the flat rock with the carving of an inverted compass — pointed south instead of north.

An unsavory resident for many years was a man known as Captain Chase. Even his house looked forbidding and eerie; the first floor had port holes for windows. The captain had many visitors — ships would slip into the cove at the foot of the hill where his house perched, a procession of crates

would be brought ashore, and the ship with its legitimate cargo of sugar and molasses would proceed to Portland. Speculation was then rife as to what the crates contained. The present owners of the island lived several years in the house before they found a secret closet between the two floors—it was filled with empty rum bottles that labeled Captain Chase an early bootlegger. Further suspicion was aroused by the disappearance of a stranger who applied to him for the use of a boat. The stranger had told the captain he had a chart showing where the buccaneer's treasure was hidden; Chase immediately offered to assist him. They rowed away—the captain returned alone. Sinister stories of gruesome happenings were rampant, but Chase upon questioning stocially replied that the stranger had left for Portland. Years later the occupants were digging a drain under the barn and unearthed a human skeleton which many were sure was the *corpus delicti*.

One-half mile northwest of Jewell Island is Crotch (Cliff) Island, which received its name from the chasm in the solid ledge on the southeast shore. Weird tales are told of a onetime occupant, a Captain Keiff who was thought to be a smuggler and a pirate. He lived alone in a log hut and during stormy weather would fasten a lighted lantern to his horse's neck riding up and down a narrow stretch of the island in the hope of luring passing vessels to their doom on the treacherous reefs. Unsuspecting pilots soon found their ships pounded to pieces, and their cargoes salvaged and confiscated by this island ghoul. Captain Keiff had a special burying place for these hapless sailors on a grassy knoll near a deep ravine. It has since been called "Keiff's Garden."

House Island, one of the first of the Casco Bay islands to be occupied, is believed to have been Christopher Levett's because of the remains of an old stone house. The island was improved for carrying on the fishing business, and records of its sale begin as early as 1661 with its transfer from "Nicholas White, of Casco, planter," to John Breme for £5, 3s. George Munjoy acquired title to the entire island shortly afterward. The need for fortification of the harbor had been demonstrated in the Mowat bombardment in 1775, and in 1808 the southwest part of Howe's Island (as it was then called), comprising 12 acres, was bought by the government for \$1,200. An octagonal timbered blockhouse with a pointed roof topped by a carved wooden eagle with spreading wings was built on the highest point and named in honor of General Alexander Scammel, of Revolutionary fame. In 1862 work was begun on the present fort built to mount 70 guns.

Cushing has been known as Andrews', Bang's, and Portland Island. One hundred feet above sea level, it was first occupied by James Andrews and confirmed to him by President Danforth in July, 1682. In 1676 the inhabitants of 'The Neck' fled to Cushing when the Indians began their attack on the settlement, and from this retreat the Reverend George Burroughs (*see Religion*) wrote to Henry Jocelyn of Black Point revealing the plight of the refugees. In the early part of the 18th century the island was owned by Colonel Ezekiel Cushing who lived on Cape Elizabeth. Commander of a regiment of the county, the highest military office in the district at the time, he later was engaged in fisheries and West Indian trade. Cushing sold the island to Joshua Bangs in 1760, and shortly afterwards it was mortgaged to Bang's son-in-law, Jedediah Preble, in whose family it was kept for a number of years. Called "the most bold and picturesque of the islands" it became a mecca for Canadians after Lemuel Cushing of Chatham, Canada, built the Ottawa House in 1853. Rising almost vertically from the water, 50 to 100 feet in height, White Head, bold and rugged, forms a natural breakwater for Portland harbor. Familiar to both poet and painter, it is a grand example of the marine. Besides having a large summer colony, Cushing is the year-round home of many Portland people. The batteries of Fort Levett were erected in 1898.

Raising its bulk on what was once known as Hog Island Ledge, Fort Gorges, named in honor of the Lord Palatinate of the Province of Maine, was built before the days of heavy ordnance. Begun in 1858 to complete the harbor defenses, this grim garrison of granite which was intended to mount 195 guns was officially used only during the World War to store submarine mines. Picturesque and impotent, Fort Gorges remains a memorial to a man who never saw his extensive possessions in the land across the Atlantic.

None of the remaining islands belonging to the city of Portland, excepting Little Chebeag, is inhabited: Cow Island facing Hussey Sound has gun emplacements for Fort McKinley; Outer and Inner Green Islands are rookeries for thousands of sea gulls whose raucous din shatters the ears of approaching visitors; Crow, Cow, Marsh (Vaill), Pumpkin Knob, and Ram Island, complete the list of Portland's insular possessions. Southeast of Cushing Island is Ram Island Ledge Light Station whose beam can be seen for 14 miles; erected in 1905, it was the last built on the Maine coast.

Junk of Pork, Crotch Island, Cow Island, and Soldier Ledges, Green

Island Feef, Stepping Stones, Johnson, Trott's Pomroy, Obeds, Catfish, and Channel Rocks complete the list of charted rocks and ledges encompassed within the city limits of Portland about which the *United States Coastal Pilot* warns: "There are several ledges off the entrance, most of them marked, which makes the approach to the harbor dangerous in thick weather for deep-draft vessels In clear weather vessels can easily avoid the rocks and ledges off and in the entrance."

Geology and Paleontology

Portland is located on the Coastal Lowland, a region that has been heavily subjected to glacial action, and whose rocks are grouped as: heavily metamorphosed sediments, and intrusive, igneous rocks showing some metamorphism. The dominant formation of the district is the Berwick Gneiss (a laminated or foliated metamorphic rock) which has been traced from Dover, New Hampshire, where it is narrowest, to Casco Bay, where it reaches its widest point. This formation is highly crystalline, containing much biotite (a species of mica, usually black or drak-green) and is heavily loded with granite at its northwest end. The city is mentioned in many geological treatises for the importance of its clays, and if developed, adequate limestone is found around the city for all agricultural purposes.

There is a close-packed region about 30 miles long and 12 miles broad surrounding Casco Bay, bearing the name Casco Bay Formation, which contains slates and phyllites (intermediates between mica schist and slate) having an aggregate thickness of from 1,500 to 2,000 feet. This section includes the islands, and is classed as an overlay of the so-called Kittery Formation, quartzite in character, with an under formation resembling the Eliot, which is of slate. In this group, Jewell Island has long been noted for its pyrites, which look like gold to the uninitiate, and imposters have preyed upon the ignorant for the exploitation of so-called 'mines' there.

The Diamond Island slate is found on Great Diamond Island, and is a complicated formation of quartz-slate containing much crystal pyrite, and small veins of quartz, slightly crumbled, with a thickness of from 75 to 150 feet. Mackworth slate is the uppermost formation of the Casco Bay group, consisting of quartzite and quartz-chlorite mica slate in beds from less than one inch to three feet thick, the rock mostly siliceous. The Cushing granodiorite runs from Scarborough across the bay in a narrow band 16 miles long and about three and one-half miles wide, made up of gray granodiorite, containing quartz, feldspar, biotite, and hornblende. This is a relatively late formation of carboniferous nature.

The Cape Elizabeth formation is well exposed, and has light-gray slates, graywacke slates, and quartzites with thin layers of black phyllites, the formation being about 600 feet deep. The Spring Point formation overlies this, with its gray to dark-green antinolite schist. This rock is of more volcanic nature and seems localized in the Portland region.

Fossils of starfish have been found at elevations of 200 feet not far from the city, and shell beds within its borders. During the ages of glacial cold arctic animals ran over the region, as evidenced by walrus bones which have been exposed in the city proper. A polar bear's tooth was once picked up on Goose Island.

After the Pleistocene or glacial age the ice disappeared gradually, and the whole surface of Maine was changed. Mountains were scraped down to mere hills, myriad lakes created, and glacial material deposited from one end of the State to the other. A large glacial moraine runs from Newburyport, Massachusetts, to Portland, composed of clay, sand, and crushed rock. Examples of this are the gravel deposits on the Eastern and Western Promenades. Portland's clay was spread over the surface after the glacier retreated, and the sea relentlessly rushed in.

Maine's peneplain (a surface worn by erosion to low relief) is washed seaward by the ton each day. At present the Maine coast is sinking, and at some distant period the sea may again claim Portland for its own. This gnawing action is responsible for the singular formation of the islands in Casco Bay, as the intruding sea cut off all but the most resistant rock formations, isolating them from the mainland. Petrified stumps, pulled from the bay, prove that once dry land was there.

There are no records for Maine during the Cenozoic Era which was marked by the rapid evolution of mammals and birds and of grasses, shrubs, and high-flowering plants, or the previous Mesozoic Era with its dinosaurs, and marine and flying reptiles, but it is probable that prehistoric animals grazed over the site of Portland, as they did over the rest of North America. The first true deer may have wandered over the strange growth of the peninsula during the Pliocene epoch.

The Psychozoic Era, or proposed designation for the period marking the ascendancy of man on earth, probably brought to Maine the race known as the Red Paint People, who inhabited this region. Some ethnologists claim that these were not true Indians, but of an earlier, distinct race; this claim is based on the curious implements and relics unearthed in ancient graves, which differ from those of the local Indians.

Climate

Portland's annual mean temperature is about 46 degrees Fahrenheit, which is four degrees less than New York City. The all-time humidity average is 71 percent; the average noon humidity is 67 percent. With west, west-northwest, or west-southwest winds, a genuine *chinook* effect or warm and dry wind from the mountains is obtained and humidities of 15 to 25 percent are frequent. The monthly sunshine ratio varies little from the annual rule of 60 percent. Hot and cold spells are not of long duration; 90° is reached about three times a year and the zero mark is touched two to five times annually. Rapid changes in temperature are infrequent, and strong winds are rare, the wind velocity never having exceeded 48 miles per hour.

There are approximately six to twelve heavy rainfalls a year, but moisture is ample and droughts rare. The normal annual precipitation is 42.3 inches. Few violent storms pass directly over the city, though many severe gales blow off the coast along the Gulf Stream, and pass down the St. Lawrence Valley. There is some fog in the summer months, but the actual loss of sunlight due to these occasional sieges is very small, averaging only two hours in June, three hours in July, and four hours in August. Snow usually covers the ground in the city between December 15 and March 15 but the winters are mild. Real blizzards are rare, only six having been recorded over a period of 60 years. A striking feature is the extraordinary visibility which follows most storms, affording a clear view of the White Mountains, 80 miles distant.

On July 4, 1911, the mercury soared to 103°, the highest point ever reached in Portland. For nearly a week's duration the thermometer hovered near 90°; it dropped below 88° only once. A military parade on the holiday was disrupted; many were forced to drop from the ranks and several collapsed trying to cover the route of the march. In contrast, the extreme of frigidity was December 30, 1917, when the temperature plummeted to 21° below zero. There was a mad rush for coal; hand-sleds, hods, suitcases, and many other makeshift conveyances were pressed into service for deliveries. Local shipyards were closed; the island ferries and the fishing fleet, which had remained in port awaiting a weather break, were unable to move because of great sheets of ice in the harbor.

The all-time record snowfall for Portland occurred January 23, 1935, when a layer of 23.3 inches blanketed the city for two days. The gale of March 12, 1939, deposited 21 inches in the city, and was the most severe

March storm in Portland's history, the famed 'Great Blizzard of 1888' having left only 13 inches of snow.

The storm of November 27, 1898, will always be known as the 'Portland Gale,' because of the foundering of the ill-fated steamer *Portland*. The steamer sailed for this city from Boston on Thanksgiving Eve, most of her 160 passengers holiday-bound and many of them members of prominent Portland families. Just where the *Portland* was struck by the gale has long been a topic along the local water front; and tales of the drowning of the full passenger list grow as the years pass. More than 50 Maine vessels were lost in this terrific tempest which lasted two days, and on Orr Island in Casco Bay the wind mowed a 25-foot swath through 200 yards of dense woods.

Portland has suffered little from floods and hurricanes and has felt few earthquakes. In 1936 when almost every section of Maine had some important city or town inundated from swollen rivers, the city was untouched. The hurricane of 1938, which smashed its sinuous path northward out of the tropics, and swept over most of Maine destroying buildings and blocking roads with toppled trees, left Portland untroubled. The city was rocked by an earthquake of sharp intensity in October, 1727; it was part of the temblor that laid waste the island of Martinique. Of this quake the Reverend Thomas Smith wrote in his inimitable journal that "there was a general revival of religion" after stone walls and chimneys tumbled about the heads of the stolid but backsliding citizens.

Extremes of Temperature in Portland

<i>Month</i>	<i>Day</i>	<i>Year</i>	<i>Highest</i>	<i>Day</i>	<i>Year</i>	<i>Lowest</i>
January	21	1906	65	27	1924	-18
February	29	1880	58	9	1934	-18
March	21	1921	79	6	1872	-7
April	20	1927	89	1	1923	9
May	31	1937	96	4	1911	27
June	23	1888	96	3	1915	38
July	4	1911	103	12	1886	48
August	6	1931	98	31	1909	45
September	3	1937	96	23	1904	32
October	1	1927	85	28	1914	22
November	10	1931	74	30	1875	-6
December	12	1911	65	30	1917	-21

Average Number of Degree Days, 1888-1937

(Computed from basis of 60°)

Number of Degree Days	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Season
	443	780	1,153	1,321	1,168	830	678	321	6,694

Flora and Fauna

Known as the 'Forest City,' because of its abundance of trees and shrubs, Portland, in contrast to most of the State of Maine which is in the so-called Canadian or cooler section, lies on the fringe of the warmer Transition region. Many species of wild birds nest in the city, and on the islands of Casco Bay and in Back Cove thousands of migratory birds rest during their annual flights to and from the colder and warmer climates.

Soon after Portland's 'Great Fire' of 1866 the city began acquiring land for the present park system; there are now more than a thousand acres for plant and animal conservation, including two bird sanctuaries. The 600-acre Back Cove, with its salt marsh and reed-fringed shore skirted by Baxter Boulevard, is an ideal resting and feeding ground for the thousands of waterfowl en route north and south on their annual migrations. Baxter's Woods, in the northeastern section of the city, provide ornithologists with an opportunity for hours of study and research on nesting birds.

Fine old elms line many of the city's streets, especially the Eastern and Western Promenades; in Deering Oaks recent late-spring ice storms have ravaged many of the age-old trees. With the present replanting system, however, the Oaks' original oak and elm growth will be replaced within a few years. In Bramhall Square there is a fine Camperdown elm considered by some to be the best specimen in the city and one of the finest in the State. Along Baxter Boulevard, for the most part, are lindens; Forest Avenue has an air of elegance imparted by the reddish green leaves of its many Norway maples. There is an excellent purple beech in the High Street yard of the L. D. M. Sweat Memorial Art Museum, and on Allen Avenue are some of the city's rarest trees—virgiles or yellow-wood trees. Also on Allen and near-by Stevens Avenues are several smoke trees, which produce a billowy mass of fruiting panicles that gives an impression of heavy clouds of smoke.

Common throughout the city, in addition to elms, are white, yellow, and gray birch, white and red oak, mountain and sugar maple, basswood, black gum, and tulip trees, and, although they are mostly replantings, many

species of soft wood growth including pine, hemlock, and spruce. In the parks and on the extensive grounds of some of the older estates are splendid old chestnuts and several kinds of nut trees. Within a few minutes motor ride of Portland are large forest areas of white pine, sometimes called 'masting pine' because in Colonial days the larger trees were reserved for masts for the Royal Navy. Hemlock, its bark valuable for tanning, and pitch pine are plentiful. Balsam fir, often grown commercially for the Christmas-tree trade, and red oak are common, as is tamarack, locally called by its Indian name of *hackmatack*. Red spruce, which is the most abundant of Maine's conifers and valued as the principal wood used for paper pulp, and white spruce, called 'skunk spruce' by lumbermen because of the odor of its foliage, are found in large stands. Near by grow white cedar or arborvitae, found in dense growths on swampy ground, and black willows, the largest and most conspicuous of the American species.

Enthusiastic botanists will find many botanical specimens in the city, along the bay and river shores, and in near-by sunlit meadows and cool groves. Several species of the fern family thrive here—polypody, maiden-hair, beech and chain ferns, and the flowering cinnamon fern. Adder's tongue, several of the horsetail family, quillwort, spiderwort, and a half-hundred similar varieties flourish. Nearly 50 different grasses grow within the city's radius, and many examples of the lily family, including false Solomon's seal, Indian cucumber root, carrion flower, and lily of the valley, spread luxuriously. In the coolness of thickets and groves, where dwarf club moss may conserve moisture, grow the moccasin flower, lady's slipper, pogonia, rattlesnake plantain, twayblade, and several species of rein or fringed orchis. Here and there along the roadside may be found golden-rod, fleabane, bur marigold, oxeye or white daisy, tansy, devil's paint brush or golden lungwort, and many others of the composite family.

Occasionally wild, but now mostly introduced, are mountain fly, European fly and Japanese honeysuckle, twin flower, pembina cranberry, American or Italian woodbine, and snowberry. Not far from Portland grow many of the common Maine shrubs. Speckled alder cover swamp and pasture land, and the scented white flowers of several almost indistinguishable varieties of shad-bush are the first harbingers of spring; shad-bush wood is used in the making of fishing rods. Common, too, are staghorn sumac, and hawthorn or thorn apple. Witch hazel usually borders most forest areas, and chokeberry is found along farm fence-rows. Bayberry, once gathered by house-

wives who perfumed linen with its leaves and moulded candles from its berry wax, is common in sandy stretches along the coast.

Examples of nearly all of the 321 known species of birds that frequent Maine have been found at one time or another in or near Portland. Twenty-six of these are permanent residents or live in the rural area fringing the city. Most common are several varieties of sparrows, black birds, chickadees, and the ever-present common pigeon. Bats wing out from downtown church belfrys as shadows deepen, and chimney swifts dart over rooftops in the metropolitan area. Along the marshy shores, where deep-voiced frogs croak, nest many kinds of waterfowl; in the harbor are great colonies of gulls. Maine islands and particularly those of the outer Casco Bay group are nurseries of many Atlantic sea birds. It is not uncommon to see pheasants—colorful cocks and their sedately brownish hens—feeding along the highways just outside the city. In near-by alder runs the whir-r-r of startled partridge may frequently be heard.

Occasionally a red fox, tempted perhaps by local poultry flocks, is caught within the city limits. Skunk and woodchuck are not uncommon even on the outer edge of the metropolitan district, and not far from the city, rabbits bound across the highway. In the parks and along tree-lined residential streets gray and red squirrels chatter; chipmunks peer with beady eyes from an occasional stone wall. Moles, shrews, mice, and rats are found in Portland, and deer, bear, raccoons, and other game have been hunted near by. As recently as midwinter 1939 a moose was sighted within several miles of the city. Seals, sometimes seen in the harbor and frequently in the bay, were quite abundant until about 1900, but walrus have not appeared in local waters for many years, although their bones and remains have been found in this vicinity. Humpbacked and finback whales are often seen outside the bay, and little piked whale have been found within Casco Bay's boundaries.

Portland's salt water-front yard and its fresh water side doors are tempting testing grounds for ichthyologists, nearly 150 different species of fish having been found in Casco Bay or in the rivers and streams that drain into it. Mackerel, sand, blue dog, basking, and nurse sharks have been seen in the waters of the bay, and several kinds of lamprey eels have been hooked off Small Point. Most common fish are cod, mackerel, and other market seafood, including shellfish; good shrimp netting grounds have recently been discovered outside Casco Bay. Shad run each spring up the Nonesuch River, a few miles outside the city, and fresh-water smelting during the spawning season is a popular sport with fishermen.



HISTORY

The "Countrey of Aucocisco"

Based on the discoveries and explorations of the Venetian, John Cabot, and his three sons, Lewis, Sebastian, and Sancius, England, in 1497, laid claim to far-flung lands in the New World. Ignorant of the potential wealth in these new possessions, it was not until James I ascended England's throne in 1603 that interest was again revived in the distant land. In that year Captain Martin Pring, searching for "fish, sassafras, and fame," overshot his intended destination and sailed into a bay in the country of Aucocisco. His tales so stirred the hearts of acquisitive merchants, particularly Sir Ferdinando Gorges, Governor of the Fort at Plymouth, that the Plymouth Company was chartered in 1606 for American colonization. In the hope of finding gold and copper, and whale oil for the lamps of England, this company in 1614 outfitted Captain John Smith of Virginia fame. Landing at Monhegan Island, he found neither copper or gold, nor profitable whaling, but his explorations along the coast as far as Cape Cod resulted in the publishing two years later of *A Description of New England*, wherein are found names familiar today, "New England" and Maine's "Cape Elizabeth," the latter in honor of the ten-year-old daughter of King James. In time the name of the waters around the "Countrey of Aucocisco" was clipped by the English to Casco Bay.

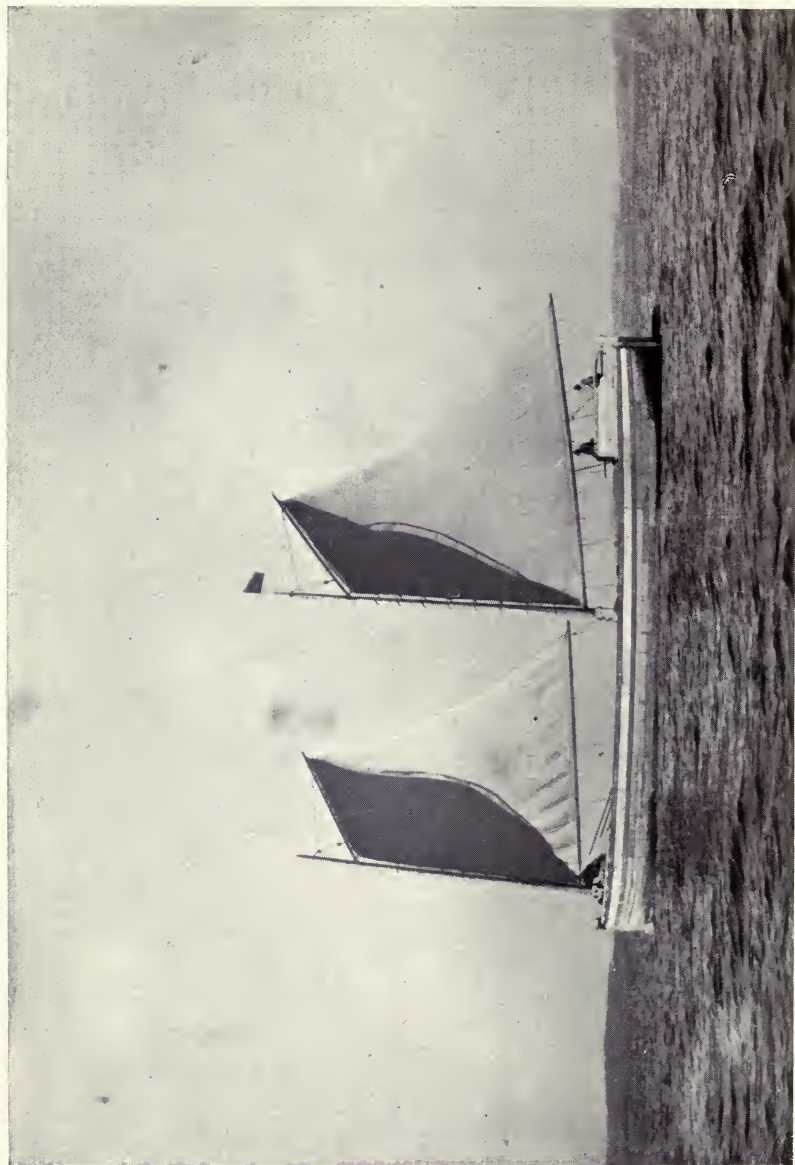
In the meantime France, in 1603, had impressed her claim on America through Pierre du Gast, the Sieur de Monts, to whom Henry of Navarre had made a grant between the 40th and 46th parallels north latitude—Acadia. Not to be outdone and unwilling to accept the attitude of despair resulting from previous unsuccessful English attempts at colonization,



Old Town Hall (1830's) in Market, now Monument Square

Old Exchange Building (1835-54)

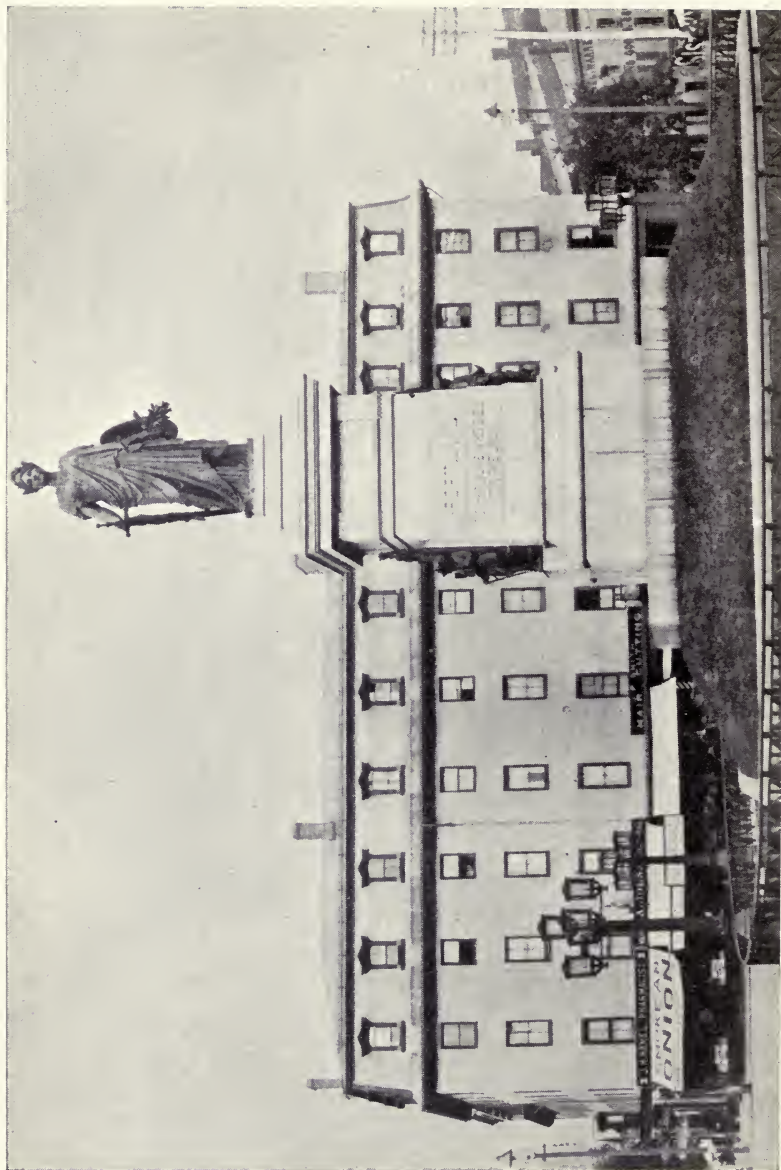




Cumberland and Oxford Canal Boat on Sebago Lake (1860)



Cumberland and Oxford Canal (1860's)



Soldiers and Sailors Monument and United States Hotel (1894)



The Preble House (1892)



Steamer Portland which sank in 1898



Ottawa House on Cushing Island, burned in 1917



Birthplace of Thomas Brackett Reed, demolished in 1938

Gorges in 1616 sent out a ship headed by Richard Vines to ascertain the feasibility of a permanent colony; Winter Harbor, on the Saco River where they landed, proved his point.

Following the re-organization of the Plymouth Company six years later, Sir Ferdinando and his friend, Captain John Mason, drew as their concession the region that now comprises Maine and New Hampshire between the Merrimac and the Sagadahoc rivers. In 1623 Christopher Levett received from them any 6,000 acres he might choose in this region east of the Piscataqua. Landing at the "Isle of Shoulds," he proceeded to the mainland, Piscataqua, and met Robert Gorges, son of Sir Ferdinando and newly appointed Governor of New England, and others; here, the first government *de jure*, if not *de facto*, over New England was established.

A Century of Litigation

After examining the present Maine coast as far east as Cape Newagen, Christopher Levett decided an island in Casco Bay was the ideal place for the city he intended to build. It is a debated question among historians as to which was Levett's island; House, Hog, and Mackworth each has its adherents. He described it as "an island lyeing before Casco River. . . ." The confusion arises as to whether or not Casco River was the present Fore or the Presumpscot River; an ancient cellar gave House Island its name and bid for the honor. The native name of the island was Quack, a corruption of the Indian *maquack*, designating the red, iron-pigmented soil; in the summer of 1623 Quack was changed to York, the name of Levett's native town.

Levett and his men built a stone house, fortified their island, and improved their friendship with the Indians whom they had met on their journey to the east. They caught great quantities of fish and exchanged trifles for the native's furs. Leaving ten men on the island, Levett left for England the following summer, intending to return with his wife and children. The Indians had endeavored to persuade him to stay and take one of their women for a wife, but Levett was not interested. After his arrival in England he published *A Voyage Into New England* in which he remarked: "And if we will endure poverty in England and suffer so good a country as this to lie in waste, I am persuaded that we are guilty of a grievous sin against God." Levett, however, never returned to his Maine island, and history is indefinite regarding the garrison he had left there.

In 1628 Walter Bagnall, onetime servant of the revel-loving Thomas Morton, established himself on Richmond Island, having been ousted from Massachusetts at the same time as his master whose high jinks at his home at Merrymount scandalized the sober Puritans. Legends reveal that Bagnall was known as Great Walt because of his strength and stature and ascribe to him all the 17th century vices, which involved rascally commercial dealings with the Indians and "making merrie" with the Indian girls. For this latter offense, Bagnall was surprised one night at his island home by Chief Scitterygusset and a party of his braves, who murdered Great Walt, burned his buildings, and made off with all his portable goods.

In 1634 Gorges and Mason divided their territory, Mason keeping the western part, now New Hampshire, and Gorges the Province of Maine. Grants had been made indiscriminately, with frequent disregard to prior concessions. On the west side of the Saco River were Richard Vines, who had been made Gorges' deputy in the new province, and John Oldham; on the east side were Thomas Lewis and Richard Bonython. John Dye and others had been granted 40 square miles between Cape Porpoise and Cape Elizabeth. This latter area was known as the Plough Patent, so-called after the ship in which they had sailed and later, the Ligonía Patent in honor of Sir Ferdinando Gorges' mother, Cicely Lygon; it became the basis of much subsequent litigation. Richard Tucker took land on the east side of the Spurwink River in Cape Elizabeth, Thomas Cammock, a relative of the Earl of Warwick, on the west side at Black Point, and Arthur Mackworth on an island east of the Presumpscot River.

On December 1, 1631, the Council of Plymouth granted Robert Trelawny and Moses Goodyear, Plymouth merchants, the land between Cammock's Spurwink River boundary and the Bay of Casco; included in this area was the land of Richard Tucker. The following year the *Swift* arrived from England with George Cleeve of Plymouth aboard. Setting up a partnership at Spurwink with Richard Tucker, they built a house, farmed, traded with the Indians, and prospered until Trelawny's agent, John Winter, appeared on the scene in 1632. Winter, a former fellow-townsmen of Trelawny and Goodyear, had been commissioned as agent to develop their new grant and was to receive an annual stipend and one-tenth of the profits. Of arbitrary temperament and finding Cleeve and Tucker on land he asserted was encompassed in the Trelawny grant, Winter peremptorily ordered them to vacate. Tucker stubbornly maintained he had legally purchased his land

from Richard Bradshaw, and he and Cleeve refused to leave. Winter made a trip to England in the latter months of 1632 and upon his return to this country the following year, finding Cleeve and Tucker still living on a claim they could not substantiate, he summoned Captain Walter Neale from Piscataqua to add his official weight to eviction proceedings. Winter thus planted seeds of distrust and enmity that existed until all concerned were dead.

Under John Winter's energetic supervision, the Richmond Island development became the most flourishing in the Casco Bay area. Two years after his arrival 60 men were engaged in activities connected with the fishing industry. Dry cod, pickled "core-fish," fish spawn, dried bass, and fish oil were shipped in great quantities to Spain, Portugal, and the Canary Islands, where they were exchanged for wine which was then carried to England. At this time many ships engaged in this trade were anchored in the harbor of Richmond Island. Beef and pork were plentiful, the original stock having been brought in by Winter on one of his English voyages.

About 1637-38 the *Richmond*, a square-rigged bark of 30 tons, was built and made its first trip. On July 30, 1638, Winter wrote in his journal: "The 26th of this moneth departed hence the Richmon, Narius Haukin maister, bound for the Bay, or the Duch plantation, or Keynetticot, where they may find their best markett. In her I have laden aboard 34 pipes of wine, 50 Jarres of oyle, & most pt of our earthen ware; God send yt to good markett." Several voyages were made to England until the bark was confiscated by the Crown in 1642, and Trelawny was imprisoned for his royalist sympathies. Other Trelawny ships traded along the Maine coast swelling the owner's purse with the sale of cargoes of fur, fish, lumber, and sassafras enough to cure all the gout in England.

Richard Gibson, an Episcopalian clergyman, was sent to Richmond Island by Trelawny and held services as early as 1637. Winter was attracted to the scholarly Gibson and felt he would make an excellent husband for his daughter Sarah. Sarah's charms failed to impress the young minister, for he married Mary Lewis of Saco. Chagrined by this choice, Winter decided that if the Reverend Gibson was not to be his son-in-law, neither would he be minister, so in 1640 he was replaced by the Reverend Robert Jordan. Sarah's imported gowns and her father's affluence were not overlooked by the new parson, who lost little time in making her his wife.

Simultaneous with John Winter's development of Richmond Island and

the Spurwink mainland, George Cleeve and Richard Tucker, whom Winter had dispossessed, settled on 'The Neck.' In 1633 they built the first house erected by a white settler, thereby laying the foundation of the city that became Portland. This house stood at the foot of what is now Hampshire Street. Three years later, still smarting over their eviction by Winter and taking advantage of a shakeup in the Plymouth Council which gave control to Gorges, Cleeve went to England to establish ownership to his new home on 'The Neck.' Asserting his right to claim land under the royal edict of King James, Cleeve convinced Gorges that his squatter rights were legal and obtained from him the first deed with definite bounds within which lies the present Portland. Cleeve's lease, dated January 27, 1637, was for 2,000 years. All the land including 'The Neck' west to the Capisic River in Stroudwater, thence to the "falls of the Presumpsca" together with "Hogg Island," was deeded to Portland's original settlers on payment of £100. It was described as "a place known to the Indians as Machegonne, but henceforth to be called Stogummer" The name was never used. Gorges appointed Cleeve his deputy, delegating to him "the letting and settling all or any part of his lands or island between the Cape Elizabeth and the entrance to Sagadahock River, and go into the main land sixty miles." On his return to 'The Neck,' Cleeve as Gorges' sole deputy started ouster proceedings in a tactless manner against Arthur Mackworth who had previously been given his grant by Richard Vines, Gorges' first deputy. Mackworth considered Cleeve's action a piece of arrogance, and in later years this was to rebound with unpleasant results.

When King Charles I confirmed Gorges' title to the Maine lands in 1639, among the almost unlimited powers granted by him was the right to establish a general court in the new province. The first general court ever to assemble in Maine was held in Saco in June, 1640, and Gorges was represented in it by his agent Richard Vines, who, together with Sir Thomas Joselyn, Francis Champernone, William Hooke, Richard Bonython, Henry Joselyn, and Edward Godfrey, was authorized to administer oaths and to determine all civil and criminal causes. The first case on the docket was that of "George Cleeves of Casco, gen. plit: Jno Winter of Richmond Island, deft." wherein Cleeve took action against Winter for being dispossessed from his Spurwink holdings. Cleeve had the gratification of being awarded a small amount for damages, and both parties agreed to abide by the judgment of a referee. Winter, however, subsequently repudiated the

agreement, and after his death in 1645 the judgment in Cleeve's favor produced many legal encounters, proceedings described by an early wit as litigation "enough to have maintained a greater number of Lawers, than ever were the Inhabitants."

In 1642 when Oliver Cromwell was attempting to overthrow the English government, Cleeve realized his holdings and authority were again in jeopardy and made another trip to England. With a timely about-face from loyalist to republican ranks he suavely persuaded Alexander Rigby, high in Cromwell's favor, to purchase in 1643 the dormant Plough, or Ligonias Patent. Rigby appointed Cleeve his deputy in Maine, and Cleeve, always the opportunist, returned to Maine and arrogantly prosecuted his duties. He soon made enemies of the royalist sympathizers who were under the leadership of Richard Vines, Robert Jordan, son-in-law of John Winter, and the disgruntled Arthur Mackworth. The subsequent struggle for power by the principals of the Rigby-Gorges factions bewildered the local colonists and caused the people in the western part of Maine to form their own party under the leadership of Edward Godfrey. Petitions to England addressed by the leaders of these factions brought only the counsel that they should "dwell peaceably together . . ." as England was embroiled in a conflict which threatened its internal structure. The death of Robert Trelawny in 1644, followed three years later by the death of Sir Ferdinando Gorges, who had been imprisoned for his loyalty to the king, left the royalist faction in Maine without its principal leaders. The resulting controversy and confusion gave Massachusetts Bay Colony in 1652 the opportunity to extend its power eastward to Casco Bay. The legality of this move was disputed for six years, but in 1658 the warring factions yielded to the conclusions of a commission whereby the jurisdiction of Massachusetts was accepted, provided that religious differences would not deprive the Maine colonists of their civil privileges. One article of the agreement was: "Those places formerly called Spurwink and Casco bay from the east of Spurwink River, to the Clapboard islands, in Casco bay, shall run back eight miles in the country, and henceforth shall be called by the name of Falmouth."

The jurisdictional encroachment of the Massachusetts Bay Colony met with little sympathy in the Casco Bay section as the inhabitants were largely staunch Episcopalians. The Puritan form of government was intolerant in religious belief, harsh in its enforcement, and allowed only Congregational churchmen to vote. An example of the utter disregard of the earlier

granted right of religious freedom was the summoning to General Court in 1660 of Robert Jordan, the Episcopal minister, who had baptised local children in the rites of his faith. This, and similar incidents, made the people of Falmouth apprehensive of their civil as well as their religious future.

In the meantime settlers to whom Cleeve and Tucker had made grants crowded into Maine, and by 1662 all the land around the Back Cove of 'The Neck' was occupied by about forty families, or 400 inhabitants. Cleeve's son-in-law, Michael Mitton, had a deed to Peak Island together with other parcels of land in Falmouth. Anthony Brackett had a large farm near what is now Deering Oaks, George Bramhall owned all the land in that part of the city which now bears his name, and George Munjoy owned the eminence on the tip of 'The Neck' now known as Munjoy Hill and 400 acres in Stroudwater. Thaddeus Clark had a farm east of Bramhall's, and the shore was fringed with the homes of new settlers. The first Congregational minister, George Burroughs, preached in the meetinghouse at what is now the corner of Fore and Hancock streets. Falmouth was on its way to become a prosperous settlement, developing each year the facilities with which its location was naturally endowed. Lumber was cut for England, mills were erected on the Presumpscot and Stroudwater rivers, and courts were ordained.

A series of lawsuits between Cleeve and the Reverend Robert Jordan took place after Jordan inherited the property of his father-in-law, John Winter, and reopened the land title dispute; he succeeded in reducing Cleeve to penury during the ensuing years. In one of these suits, Cleeve made a plaintive appeal to the court that had an element of tragic humor. He asked recovery from Jordan of his "house, cow, Bed and Bolster, and bed clothes, my brewing kettle, pott and other goods. . . ." He continued his grievance against Jordan's deputy "who was starke drunke, taking my kettle and pott, being full of worte for beere, ready to tun up, and threw it about the house, and carried away said kettle and detaineth them to this day." Jordan's deputy apparently had been in an ugly mood, for he had unceremoniously dumped the aged and ailing Mrs. Cleeve from her bed, which he took to satisfy the court's judgment. Yet, in the same year as his court battle with Jordan, when Cleeve appears to have been in dire straits, he was elected one of the commissioners of Falmouth by his party and in 1663-64 was deputy from the town to the General Court. Two years later Cleeve

made his last court appearance, and his name fades abruptly from the records.

The next fifteen years in Maine were marked by a sturdy unwillingness to recognize the authority of Massachusetts. Confusion, license, and subversion of law itself followed, and animated by a desire for an authorized government, an appeal was again made to England. For three years following 1665 the authority of Massachusetts was abrogated, and persons appointed by the restored Charles II were in power. They held court, but were unable to elevate the moral tone of a people who had been hardy adventurers, contemptuous of law and order. When the commissioners relinquished their charge and returned to England, Massachusetts re-established jurisdiction by force, to which the people gradually and grudgingly submitted.

With paralyzing suddenness King Philip's War, which had been raging so fiercely in southern New England, broke with savage fury on Falmouth in September, 1675, the floodgates of Indian revenge providing an opportunity for satisfying many actual and fancied grievances. The settlements on the east side of the Presumpscot, at Saco, Blue Point, Scarborough, and Spurwink were destroyed, many of the inhabitants, unable to escape, were killed or taken prisoners. The Reverend Robert Jordan made his escape to New Hampshire. The remaining settlers sought refuge on Bangs (Cushing) Island and subsisted on fish and berries for nine days. Upon petition to the Governor of Massachusetts, 1,500 pounds of bread were sent to the survivors by ship from Boston. A company of 170 soldiers and friendly Indians sent by the governor for the protection of Falmouth remained only a month, and raids again became common. A treaty was signed April 12, 1678, which stipulated that each family pay the red men one peck of corn annually. After this treaty was signed the settlers returned to their homes, and preparations for a more adequate future defense were made. Fort Loyall was built at the foot of India Street, with Captain Edward Tyng in command. In 1678 the Commonwealth of Massachusetts paid £1,250 to the grandson of Sir Ferdinando Gorges for his rights and interests in the Province of Maine. Adopting a new form of government for the province, the General Court in 1680 appointed Thomas Danforth, then deputy governor of Massachusetts, President of Maine. That same year he held court at Fort Loyall and made grants of three-acre lots to about thirty persons, with the stipulation that they make improvements. Records of this meet-

ing reveal a town government with Anthony Brackett, Thaddeus Clark, John Walley, and George Ingersoll as selectmen. At this time Captain Sylvanus Davis received a lot between India and Hancock streets, where later he opened the first store in town.

The English Court of King Charles II, resentful of the actions of the Massachusetts Colony following its purchase of the Province of Maine, maintained that this purchase included the rights to the soil but not the right to govern. Their theory was that only the aristocracy should rule, and, in 1684 suspicious of the town meetings and self-government of the new colonies, the English Court of Chancery, for a second time revoked the charter of the Massachusetts Bay Colony. Falmouth land titles were again held to be invalid, and hoping for an alleviation of these civil conditions, 16 influential men of this region joined in a petition to King Charles to set up his own government. The disappointing result of this plea was the appointment in December, 1686, of Sir Edmund Andros, Governor of New England and New York. The new governor's vacillating dealings with the Indians together with his futile expeditions to awe them resulted only in dissatisfaction among the colonial troops and his loss of prestige and power with the citizenry. The settlers on 'The Neck' neglected to pay their annual tribute of corn to the Indians and even allowed their garrisons to become undermanned.

The long-existing French animosity against the English, subtly inculcated in the Indian mind and now spurred to fever pitch, produced the French and Indian War that in 1689 caught Falmouth unawares. Captain Anthony Brackett's farm, now Deering Oaks, was the scene of the first attack; 21 men were either killed or wounded. Fortunately, Major Benjamin Church and his men, sent from Boston for the protection of Falmouth, arrived in time to repel the invaders. With the coming of winter, however, he was ordered back to Massachusetts.

Early in April, 1690, the French and their Indian allies began to gather on the islands in Casco Bay and opened hostilities a month later by ambushing a company of soldiers under Lieutenant Thaddeus Clark, who were scouting on Munjoy Hill; 13 were killed. The terrified inhabitants of 'The Neck' fled to the garrisons, but lack of ammunition then forced them to flee to the security of Fort Loyall. After burning the houses, the Indians laid siege to the fort and protected themselves from the fire of the fort's eight cannon by digging trenches below the walls. The siege continued for

five days and four nights until diminishing food supplies and ammunition coupled with the loss of so many men at the outset and the fact that the enemy outnumbered them five to one, forced the commander, Captain Sylvanus Davis, to ask for a parley. It was agreed that a safe escort to the nearest English village would be the price of the surrender of the fort. Although the French officer in command of the Indians promised to grant this request, when Captain Davis opened the gates of the fort to begin the journey southward, the Indians, inspired by the French, made a carnival of death in the Falmouth settlement. Only four besides Captain Davis were spared and taken to Canada. Behind the victors were left the ruins of Falmouth.

A New Falmouth Rises

Following this wanton destruction by the French and Indians, 'The Neck' was a wilderness for 26 years. A new charter granted to the Massachusetts Bay Colony in 1691 gave it control of the entire region between the Piscataqua and St. Croix rivers. The next year a reconnoitering expedition, under the command of Major Benjamin Church, accompanied by Sir William Phips, the Royal Governor, removed Fort Loyall's cannon and remained long enough to bury the bleached bones of the massacred inhabitants. Seven years later Massachusetts signed a treaty with the Indians at Mare Point, on Casco Bay, which stipulated that a trading post be set up for the convenience of the local tribes. In compliance, a fort was erected on the east side of the Presumpscot River in 1700, and, to differentiate it from 'The Neck,' was called New Casco. Garrisoned by 36 men under the command of Major John March, it was the only coastal defense on Casco Bay. Major Samuel Moody succeeded March in 1707 and continued in command until the demolition of the post nine years later.

Realizing the advantages and possibilities of the Falmouth area and unwilling to leave this section, Major Moody petitioned the General Court for permission for himself and fifteen men and their families to settle on 'The Neck,' stipulating that he would furnish arms and ammunitions at his own expense. This request was granted July 20, 1716, and Moody built a large house on the corner of the present Fore and Hancock streets. Benjamin Larrabee, formerly second in command at the fort, located at what is now Middle and Pearl streets, and Richard Wilmot chose a site where the street that now bears his name meets Congress Street.

During the early years of New England colonization haphazard settle-

ments had so invited Indian depredations that the General Court passed a law in 1716 forbidding future settlement without its permission. It appointed a commission to "lay out the town platts in a regular and defensible manner. . . ." After a delay of two years Falmouth's boundaries were redefined, the site approved, and on July 16, 1718, the town was officially incorporated. In compliance with the Massachusetts ruling, a town meeting was held the following March. Harvard-educated Joshua Moody, oldest son of Major Moody, was elected the first town clerk of the settlement, Dominicus Jordan, John Pritchard, William Scales, and Benjamin Skillings were chosen selectmen, Thomas Thomes became constable, and Jacob Collings and Samuel Proctor were appointed fence surveyors.

The first problem of the newly incorporated town was the solution of land right disputes. Back in 1684 Thomas Danforth as President of Maine had deeded to eight of the principal men of the town as trustees and to their heirs and assigns, all the land in Falmouth which had previously belonged to Sir Ferdinando Gorges. Newcomers to the second settlement, finding the town uninhabited, selected sites that pleased their fancy. With the return of some of the former proprietors, who had fled the settlement before the Indian debacle, a continuance of the early land feuds ensued; the two factions were known as the Old and the New Proprietors. The erstwhile owners, finding settlers occupying their grants, were forced to abide by the decision of the New Proprietors—that the incorporation of Falmouth as a town gave to the New Proprietors the right and power to grant land. The Old Proprietors were in the minority, but whenever possible, the new government respected their land titles. Conciliation was the new order, and in due time matters were amicably adjusted.

'The Neck' settlement grew quickly; settlers came from other New England colonies, built their homes, and in 1718 Falmouth's population was increased by the arrival of its first real immigrants, 20 families who came from the north of Ireland in search of better economic advantages and religious liberty. Streets were laid out; King Street, now India, was the first important thoroughfare. West of King Street ran three roads, aptly named according to their relative positions, the fore, the middle, and the back streets; two of these names still remain, but Back Street became successively Queen and Congress Street. Ferry privileges were granted to John Pritchard as early as 1719 to operate a boat between Clay Cove and the Purpooduck [South Portland] shore.

Under the Puritan government of Massachusetts it was mandatory that

towns support an established Congregational minister, and failure to do so meant being "presented at court." Falmouth had difficulty in finding an acceptable minister of this denomination who would become the permanent pastor, and it was not until 1725 that the town fathers invited the Reverend Thomas Smith to take charge of the First Parish. Smith had been recommended to the local officials by Harvard College, from which institution he had been graduated five years previous. Although he accepted the Falmouth pastorate, Smith waited two years before making the town his permanent residence. On March 6, 1727, the day of his ordination, he recorded in his now famous journal: "We are the first church that ever was settled east of Wells: may the gates of hell be never able to prevail against us. Amen."

The young minister found Falmouth with its 400 inhabitants a dismal contrast to the grandeur of colonial Boston, his birthplace. The First Parish Congregational meetinghouse in which he preached was a rude structure with glassless windows, and the interior had neither seats nor pulpit. Parson Smith's new home, however, seems to have been quite commodious for the time. Firewood was supplied, extra lots cleared and fenced, and Smith's salary was paid every six months, which, with the additional revenue from the "strangers' contribution" (collection), gave the Parson a very comfortable living. His parishioners kept his pantry stocked with wild game, which was plentiful, and his cellar supplied with fine wines and liquors.

One of the recommendations of the General Court was "... that Fifty Families more (at the least) than now are, be admitted as soon as may be, and settled in the most compact and defensible manner the Land will allow of." In 1727 Falmouth acted upon this suggestion and voted to admit all of good character upon payment of £10. The Old Proprietors objected strenuously to this town vote, but Falmouth was poor and felt the need of additional funds for its depleted treasury. About this time the headquarters of the royal mast industry was transferred from Portsmouth, New Hampshire, to Falmouth, causing many new inhabitants to apply for residence in the town. Among the first to be admitted was Colonel Thomas Westbrook, the royal agent, who soon built Harrow House in Stroudwater, near the stream of the same name. He formed a partnership with Samuel Waldo, another new resident, and in 1738 they constructed the first dam across the Presumpscot River, the impounded waters supplying power for their newly erected sawmill. In the same year the Westbrook-Waldo partnership sponsored the construction of a paper mill on the Stroudwater River, and Westbrook first bridged Fore River. When his partner inherited the Waldo

Patent Westbrook purchased heavily in this land development scheme, which caused his financial ruin in 1743. He died the next year, but his burial place was never revealed for fear the body would be taken for debt. It later years the city of Westbrook was named in his honor.

England paid good prices for Falmouth masts, and it was not long before the townspeople were engaged exclusively in lumbering. Shortsightedly, they overlooked the necessity of raising their own produce, preferring to import it from Boston and other coastal points. Many times their bare cupboards caused anxious eyes to peer hopefully down the harbor when storms at sea prevented the scheduled arrival of the provision boats. Parson Smith in his journal makes frequent references to famine conditions in the town. There were few gristmills, but sawmills began to appear on every available stream, and ships laden with oar-rafters, timber, and masts were constantly leaving the harbor. The mast industry caused improvement in already existing roads and the building of additional highways. Tales of Falmouth's prosperity, filtering through New England, brought a steady influx of new settlers, until the conservative Old Proprietors lamented that people "came in like a flood."

In 1740 the meetinghouse of the First Parish, Congregational, was the only place of worship in Falmouth. By then it had become too small to accommodate Parson Smith's growing congregation, and despite determined opposition a new church was built on the site of the present Unitarian stone church on Congress Street. With church attendance obligatory, the people across the harbor on the Purpooduck side complained of the inconvenience of getting to the meetinghouse. After a successful appeal to the General Court in 1733 they built their own house of worship, which was synonymous with settling a new town; Cape Elizabeth was legally incorporated. The new parish was strongly Presbyterian, the majority of the people being Scotch-Irish immigrants who chose the Reverend Benjamin Allen as their pastor. This move was the forerunner of further separations from the mother church that caused Parson Smith to complain, "I have been discouraged about my enemies, they talk of a new meeting-house." In 1753 a petition of the New Casco people was granted, and that part of Falmouth on the east side of the Presumpscot River was set off as the New Casco Parish. The fourth, or Stroudwater Parish was established in 1765.

To comply with an earlier mandate of the Massachusetts Legislature requiring towns to support a schoolmaster for every 50 families, Falmouth began to look for a suitable instructor. In 1733 the first school was opened

with Robert Bayley in charge at an annual salary of £70. In April, 1745, Stephen Longfellow, great-grandfather of the poet, became the schoolmaster and for 15 years was the principal instructor in the town. By the middle of the 18th century Falmouth had attained considerable stature. Trade with such outlying towns as Windham, Gorham, Standish, New Gloucester, and North Yarmouth increased the business of 'The Neck.' A customs collection district, the only one in Maine prior to the Revolution, was established in 1758 with Samuel Waldo, Jr., as collector. Prior to 1760 Maine consisted of only one district; that year the General Court organized two new counties, Cumberland and Lincoln. The first term of the Superior Court was held on 'The Neck' in 1760, and the records in the Registry of Deeds and of the Courts began that year.

Until the Paris treaty between the French and English was signed in 1763 the fortunes of Falmouth varied with the outbreak and settlement of intermittent wars. Indians had become such a menace that a bounty of £100 was offered for the scalp of any male Indian over twelve years of age. Hunting parties were organized for this purpose, and Parson Smith himself was not averse to increasing his revenue for he dutifully records in his Journal that he received his "part of scalp money." During Indian hostilities trade was restrained, defense measures were enforced, male citizens were impressed into service, and people fled to the garrisons at rumors of the enemy's approach. Taxes were high, and money underwent violent fluctuations, causing an exorbitant rise in food prices. Indian treaties gave the settlers but momentary reprieves, and it was not until England and France concluded their peace negotiations that the savages ceased their maraudings.

Coincident with the imposition of the Sugar Act of 1764, was the growing antagonism when trade was limited to England, to be carried in English ships, and colonists were forced to pay duty on such articles as sugar, indigo, coffee, wines, silks, and molasses. These decrees were ignored in Falmouth until the local collector seized Enoch Ilsley's rum and sugar for non-payment of revenue. This roused the latent mob spirit; the collector, Francis Waldo, who was visiting at the home of a friend, was held there until all of the seized merchandise had been safely hidden. When the first sugar-tax stamps arrived, Falmouth citizens seized them, tied them to a pole, paraded through town, and finally made a bonfire of them.

The strict enforcement of these English laws produced protesting colonial pamphleteers, and pamphlets printed in Boston were widely circulated in

Falmouth, inflaming the local populace. News of the repeal of the Stamp Act reached 'The Neck' May 16, 1766, via Captain Tate's mast ship, 30 days out of London, inspiring Parson Smith to jot down in his journal: "Our people are mad with drink and joy; bells ringing, drums beating, colors flying, the court house illuminated and some others, and a bonfire, and a deluge of drunkenness." In contrast was the local reaction on the occasion of the closing of the port of Boston and the revoking of the Massachusetts charter in 1774, when a muffled bell "tolled all day." Boston's plight presaged trouble in the colonies, and Falmouth citizens held a meeting in anticipation of the enforcement of English disciplinary measures. They had earlier in the year resolved not to import into Falmouth any taxable merchandise and had sent a letter to Boston applauding its Tea Party of December 16, 1773. The day following the closing of the port of Boston another meeting was held in Falmouth at which it was voted to write to the towns in Massachusetts in the hope of enlarging their "non-importation" resolution. In September, 1774, Falmouth empowered Enoch Freeman, its representative to the Continental Congress, to agree to the 14 articles of association, one of which was the "non-importation, non-consumption, non-exportation" article. The town prepared defense measures, arranged for arms and ammunition, and enlisted minute-men, knowing from the trend of events that war was inevitable.

One of the earliest local violations of the non-importation agreement was the attempt of Captain Thomas Coulson, a Falmouth Tory, to land rigging, sails, and stores purchased in England for the outfitting of a large mast ship he had built in a shipyard on 'The Neck.' When the English ship carrying Coulson's supplies arrived in Falmouth early in April, 1775, the local inspection committee refused to allow them to be unloaded. This action angered Coulson, who appealed to Captain Henry Mowat in command of the *Canceau*, an English sloop of war. While the *Canceau* was lying in the harbor, Colonel Samuel Thompson of Brunswick came into the town with 50 men with the intention of destroying Mowat's ship. Thompson's plans, and even his presence, were unknown to the townspeople until he seized Captain Mowat, his physician, and John Wiswall, the local Episcopal minister, as they were walking on Munjoy Hill. When news of their capture reached the *Canceau*, threats were immediately made to "lay the town in ashes" unless the prisoners were released. The captured trio was taken to Marston's Tavern, where they were detained until the town fathers

prevailed upon Thompson to parole the prisoners until the following day. Two of the town's leading citizens, General Jedediah Preble and Colonel Enoch Freeman, offered themselves as hostages, guaranteeing the return of Mowat, his doctor, and John Wiswall, who then went aboard the *Canceau*.

The next morning, when Mowat and his companions failed to honor their parole, companies of raw soldiers numbering 600, came from near-by towns; the hostages, Preble and Freeman, were imprisoned, kept without food, and released only on their promise to supply rations for the militia. Meanwhile the soldiers had looted the homes of known Tories. Captain Coulson's house was commandeered as a barracks; vandalism ruled throughout the town, and Mowat sent word from the *Canceau* that the English guns would be turned upon 'The Neck.' As the mob spirit grew among the soldiers, the hysterical citizens began removing their possessions to safe places in the country. However, under the protecting guns of Mowat's ship, Captain Coulson rushed to completion the rigging of his new ship. By May both the *Canceau* and Coulson's ship sailed from the harbor. Almost immediately Falmouth returned to comparative normalcy, prayers of thanksgiving were offered by the local clergy, the soldiery disbanded, and the citizens returned to their homes.

Following the Battle of Lexington in April, 1775, and in response to a Massachusetts resolve, there was a muster of all the militia companies on 'The Neck.' The two companies from Falmouth, commanded by Captain Joshua Brackett and Captain David Bradish, left for Cambridge in July to join the Continental Army. At this time there were 230 homes on 'The Neck,' in addition to Parson Smith's meetinghouse and the new Episcopal church. A new courthouse stood on the corner of India and Middle streets, and wharves and stores had been built. The town was enjoying a period of prosperity and was the envy of every settlement east of Boston.

Although the spirit of rebellion was latent throughout New England, no local incident occurred during the summer of 1775 to inflame Falmouth's residents into open revolt against England. Therefore, when the *Canceau*, under the command of Captain Mowat, and four other English war vessels anchored off 'The Neck' in October, the residents felt that the craft were on a foraging expedition; although two companies of soldiers were sent to guard the islands where the livestock was pastured, no particular tension was created. Thus, 'The Neck's' inhabitants were amazed the next day as they watched Mowat's ships line up in attack formation before the town. Doctor Samuel Deane, Parson Smith's assistant, relates in his diary of that

momentous day: "He came before it (the town) the 17th day of Oct. 1775, and near sunset, made known his infernal errand, by a flag with a letter full of bad English and worse spelling." Mowat's letter stated that he had been sent "to execute a just punishment on the town of Falmouth," and he went on to advise that two hours would be allowed "to remove the human specie" before Falmouth would be blasted by the cannon of his ships.

Mowat's messenger was followed by hundreds of townspeople who crowded into the town hall and listened to Theophilus Bradbury read the insolent phrases. Among those in the courtroom was the Reverend Jacob Bailey who later wrote to a friend, graphically describing the "frightful consternation," the "tumult, confusion, and bustle," the "repeated cries, shrieks, and lamentations," and the "melancholy uproar." However, in contrast to the hysteria displayed by the populace, some of the more practical men favored sending a committee to Mowat to prevail upon him to desist in his threat to destroy Falmouth. This committee, composed of Doctor Nathaniel Coffin, General Jedediah Preble, and Robert Pagan, Episcopalians whom it was thought might influence Mowat, was dispatched to the *Canceau*. Remonstrance was of no avail, but Mowat capitulated to the extent of advising them that if, by eight o'clock the following morning they deliver up their cannon, arms, and ammunition, he would endeavor to have the order rescinded. The people of Falmouth heard the committee's report and for the sake of the aged, the ailing, the women, and the children, permitted eight small guns to be delivered to Mowat's ship as a guaranty of the town's safety until morning. Through the night the inadequate roads were choked with vehicles of all sorts removing prized possessions. Bewilderment, anxiety, and fear rode with them through the night—sleep was a forgotten luxury.

The next morning was calm and bright, and the hushed crowd in the meetinghouse spurned Mowat's terms in the face of certain destruction. The committee again visited the ship, prolonging the recital of the town's repudiation in the hope of gaining additional time; impatiently Mowat dismissed them at 8:30 and gave them 30 minutes to make shore and safety.

The Reverend Bailey's letter reveals that "at exactly half an hour after nine . . . the cannon began to roar with incessant and tremendous fury." At noon ruin was still being poured on the defenseless town, and men from the ships landed with torches to spread the flames. At six o'clock the firing ceased; three-quarters of Falmouth was again ashes and smouldering ruins.

'The Neck' Becomes the City of Portland

A week after the bombardment of 'The Neck' the Boston *Essex Gazette* inventoried the loss as follows: "the number of buildings, exclusive of dwelling houses destroyed, was 278, which with 136 houses makes the total number of buildings burnt 414." Also destroyed were St. Paul's Episcopal Church, the town house, and the library. Following the town's destruction, the business of Cumberland County was carried on in Widow Greele's tavern which had survived the bombardment. The exposed position of 'The Neck' offered little incentive to rebuild; British ships were in and out of the harbor for the duration of the Revolution, but there seemed to be nothing in the town to interest them.

However, the Mowat bombardment had its anticlimax. In November the *Cerberus*, a British ship, sailed into the harbor captained by John Symonds, who sent a letter ashore forbidding the refortifying of the town. Defiantly the townspeople appealed to the militia in the surrounding towns and rapidly threw up rough defenses on Munjoy Hill. Before the effectiveness of their guns could be tested upon the *Cerberus* Symonds sailed out of the harbor. The militia, eager to avenge the destruction of the town, remained on 'The Neck,' crowding into the houses still standing. When Parson Smith rode in from Windham where he had fled during the bombardment, there was no accommodation for him. As late as the following April Smith recorded in his journal: "No lodging, eating nor horse keeping at Falmouth."

Early in 1776 an order came from Massachusetts to James Sullivan, commissary of local troops and later Governor of Massachusetts, soliciting additional soldiers for the Continental Army. Sullivan answered: "The four hundred men at Falmouth can never be raised, as every one who can leave home is gone or going to Cambridge. . . ." Later he wrote: "If the General Court should order another reinforcement, they must draw upon this part of the province for women instead of men, and for knives and forks instead of arms." By December every fourth man of the local militia had been drafted for the Continental Army. In the following year the Massachusetts General Court commended "The Province of Maine and town of Falmouth in particular . . . for being foremost of any part of this State in furnishing their quota of men for the army."

Although 'The Neck' was the general recruiting station for the troops, no battles were fought in or near Falmouth during the remainder of the Revolution. Instead, the jutting peninsula became a center of an entirely

different phase of the Revolution—privateering. During 1776 a number of Salem merchants outfitted local ships for this purpose, the first of which was the *Retrieve*. This ship was soon taken by the English. The success of these privateers stimulated John Fox and other residents of 'The Neck' to equip the *Fox*, a vessel of only four iron guns, whose boarding pikes were scythes fitted to handles. The one substantial success of the *Fox* was a valuable British cargo that more than repaid the original investment.

During the closing years of the Revolution Falmouth became more and more detached from actual warfare, although in 1779 the town and Cape Elizabeth sent two companies of men to assist an expedition which had come from Boston to dislodge the British from their strategic position on the Maine coast at Castine.

Along with the other colonies Falmouth suffered economically because of the war. Its commerce was stagnant. There were no luxuries, even necessities were difficult to obtain. By the middle of 1777 the new American currency had depreciated 25 percent, causing local people to live from hand to mouth. In another two years wood in Falmouth was \$20 a cord, corn meal \$30 a bushel, molasses \$16 a gallon, coffee \$3 a pound, and Parson Smith was bewailing in his journal that a barrel of flour was more than his yearly salary. Wages had skyrocketed with the scarcity of men, and washerwomen received as much as ministers. About this time smallpox broke out in Falmouth; although the people were suspicious of the "new-fangled" serum, isolation of the infected in the pest house and inoculation controlled the epidemic. A very dry summer that ruined half the crops was just another adverse item with which the people had to contend.

Politically, separatism was in the air, with a growing sentiment among the residents of 'The Neck' that their section of Falmouth should become a separate township. Regarding this feeling William Willis comments: "geographical division had always existed, and the people in the two parts, by the pursuit of different interests, and still more, by the secession from the ancient parish of most of the inhabitants who lived in the other sections of the town, had become gradually alienated from each other. . . ." In May, 1783, this feeling reached its peak when separation of 'The Neck' from Falmouth was overwhelmingly favored in a general vote. A petition was sent to the Commonwealth of Massachusetts, and on the basis of the 1783 vote, 'The Neck' was officially created a town on July 4, 1786, and named Portland. According to the town's records, its boundaries "begin at the middle of the creek that runs into Round Marsh, thence northeast to Back Cove

Creek, then across said Cove to Sandy Point, thence round by Casco Bay and Fore River to the first bounds, as well as the islands in said town. . . .”

Contemporaneous with the incorporation of the Town of Portland was the quickening sentiment of the District of Maine toward becoming an independent state. This flared into the open in February, 1785, when the *Falmouth Gazette*, in the second month of its existence, published the following acrostic:

F rom th' ashes of the old, a Town appears,
A nd Phoenix like, her plummy head she rears.
L ong may she flourish; be from war secure
M ade rich by commerce and agriculture
O 'er all her foes triumphant: be content
U nder our happy form of government;
T ill (what no doubt will be her prosp'rous fate)
H erself's the mistress of a rising State.

The several separatist movements seemed to have had their repercussions in the religious life of Portland at this time. In 1787 the Second Congregational Parish was formed, and Elijah Kellogg was ordained its minister. The Second Parish, however, continued to pay one-quarter of Parson Smith's salary.

The closing years of the 18th century witnessed the rapid evolution from a war-torn village to a bustling maritime center. A number of important events occurred during this period. In 1786 the new coach delivery of mail had been inaugurated between Savannah, Georgia, and Portsmouth to Portland, replacing a post rider system that had been started in the early days of the Revolution. Commencement of this regular mail-coach service marked the first attempt at passenger transportation in Maine. In May, 1790, Portland's recently established District Court conducted the first capital trial under the new maritime laws of the young United States with a case which involved Thomas Bird, alleged to have murdered the master of a ship on which he had served as sailor. Bird was found guilty and a month later was publicly hanged. Maine's banking system was inaugurated in 1799 with the opening of the Portland Bank.

During these years Portland's population rapidly increased, and to protect the town against a recurrence of the Mowat outrage, Fort Sumner was built on North Street in 1794. Life having been rather serious, hitherto Portland had never entertained a theatrical company, but in October of this year a traveling troupe presented *The Liar* and *The Modern Antiques*,

or the *Merry Mourners*. In 1796 Tukey's bridge between Seacomb's and Sandy points was completed; this was a toll bridge and greatly facilitated travel to the east. When the Duc de la Rochefoucault visited Portland in 1797, he was so impressed with the town that he gave considerable space to a description of it in a book published in London in 1799.

In 1806 Portland's Commodore Edward Preble, who had brought fame to his country's navy in 1804 when he successfully attacked the Barbary Coast pirates at Tripoli, received orders to build in Portland eight gunboats and a bomb ketch for the "musquito fleet" approved by Congress. These boats were constructed in shipyards on Clay Cove. Antedating modern communication systems was the Portland Observatory, built in 1807 by Captain Lemuel Moody as a lookout for incoming vessels. House flags of many Portland shipping concerns were kept at the observatory and flown from the tower's mast to notify the owner when his ship was sighted.

These first years of the 1800's saw brick replacing lumber for construction purposes, and many new buildings were being erected throughout the town. Benevolent and charitable associations were being formed. When Dr. Timothy Dwight, president of Yale College, visited the town in 1807, he made note that "no place along our route hitherto, could for its improvement be compared with Portland. . . . Few towns in New England are equally beautiful and brilliant. Its wealth and business are probably quadrupled."

Although American trade with Great Britain had been suspended in 1806, local customs receipts in that year totaled \$342,909, and the water front was a hive of activity. New wharves jutted out into the harbor, and ships from many domestic and foreign ports lay at anchor awaiting docking space. Fore Street at that time followed closely the harbor's outline, and from it extended the busy wharves. Sailors of a dozen nationalities thronged the water front, and grog shops were merry with tipsy seamen loudly singing the new ditty:

Old horse, old horse, how came you here?
From Sacarap to Portland Pier
I've carted boards for many a year.
Till killed by blows and sore abuse,
I was salted down for sailor's use
The sailors they do me despise
They turn me over and damn my eyes;
Cut off my meat and pick my bones,
And pitch the rest to Davy Jones.

With the enforcement of the Embargo Act in December, 1807, shipping and trade came to a standstill. Eleven commercial houses stopped payment and by 1808 Portland was deep in depression; people who a year before had entertained lavishly, now stood in line before the soup kitchen that had been established in the town hall in Market Square.

During those dark days Portland's Federalists vehemently demonstrated against the Embargo Act and frequently violated it. With repeal of the act in 1809 the town immediately forged ahead. In 1810 the population had increased to 7,179; two years later 35,512 tons of shipping were locally registered. With the declaration of war against England in 1812 local export and import trade was again affected, but shipbuilding spurted ahead with the construction of privateers. Built in Portland during this period were the *Yankee*, the *Hyder Ally*, the *Rapid*, and the famous *Dart*. For many years Old Dart Rum was sold locally. The builder of the *Yankee*, John F. Hall, at this time invented a breech-loading gun and sold the patent to the United States Government. After the War of 1812 Hall supervised the manufacture of this gun for the government at Harper's Ferry, Virginia. The *Dash*, famous in maritime history, although built in Freeport was Portland owned; this craft made 15 captures in seven cruises. Nearly forty privateers were registered in Portland at that time, and during the War of 1812 nearly a half-hundred rich prizes were brought into this port.

On September 5, 1813, the War of 1812 was brought forcibly to Portland when the American brig *Enterprise*, commanded by William Burrows, and the British *Boxer*, with Captain Samuel Blyth in command, met in battle 40 miles out from the local harbor. After a short but decisive battle the *Boxer* surrendered to its American attacker. Blyth had been killed during the battle, and the commander of the *Enterprise* was so severely wounded that he died the following night. Both vessels came into Portland Harbor; the captains, each wrapped in his country's flag, were buried with impressive ceremonies in Eastern Cemetery.

When peace was concluded in 1815, the subject of the District of Maine's separation from Massachusetts again became a paramount issue. A year later a petition was presented to the Commonwealth asking for separate statehood for Maine; the referendum held in the District resulted in a bare majority, not the five to four plurality demanded. Again revived in 1817, it was not until June, 1819, that Massachusetts agreed that a majority vote would be accepted. The convention to frame the constitution for the new state met in Portland later that year. On March 4, 1820, the State of

Maine was admitted by Congress to the Union, strangely enough through the Missouri Compromise. Antislavery feeling was high and as Missouri wished to enter the Union as a slave state, the admission of Maine was complicated with that of Missouri. Acceptance of these states was made possible by Henry Clay's Missouri Compromise Bill by which slavery was allowed in that State, but not elsewhere west of the Mississippi River north of the southern boundary of Missouri. Portland became the first capital, the first Maine Legislature convening here May 31, 1820.

In 1821 the capital of Maine was a town three miles long with an average width of three-quarters of a mile. Geographically, it was the smallest town in the State. Portland then had seven public schools and about forty private schools, six fire engines, a library of 1,200 volumes, ten churches, a brick courthouse, a "gaol," and the new Statehouse. Besides these there were banks and insurance offices, a post office, a customs house, an iron works with furnace, seven slaughter-houses, as well as many workshops and stores.

In this thriving town a Quaker boy named Neal Dow, later to father Maine's Prohibitory Law, was in his adolescence. In subsequent years he told of certain aspects in the Portland of the 1820's which had made a marked impression upon his mind, undoubtedly laying the foundation for his "dry law." In his *Reminiscences* he wrote that military musters, obligatory for the contemporary militia, were "little else than burlesque occasions for days for drunkenness and much that was worse. . . . Among the rich, educated, and refined of the day, frequent victims of intemperance were to be found, as well as among those whose temptation and liability to excess are generally regarded as greater. Liquor found place on all occasions. Town meetings, musters, firemen's parades, cattle-shows, fairs, and, in short every gathering of people of a public and social nature resulted invariably in scenes which in these days would shock the people of Maine into indignation, but which then were regarded as a matter of course. Private assemblies were little better. Weddings, balls, parties, huskings, barn-raising, and even funerals, were dependent upon intoxicants, while often religious conferences and ministerial gatherings resulted in an increase of the ordinary consumption of liquor. . . . At the time of the admission of Maine to the Union, and for thirty years thereafter, her people probably consumed more intoxicating liquor in proportion to their numbers than the people of any other state."

Portland's population increased nearly forty-seven percent during the next ten years. The War of 1812 demonstrated the need for quicker trans-

portation, and railroads were spreading over the East. Back in 1791 a committee had been chosen to consider opening a canal from Sebago Lake to the lower Presumpscot River; a charter was granted in 1795, but not until 1821 was interest again stimulated. A new charter, under the name of the Cumberland and Oxford Canal, was procured for a waterway from Waterford, in Oxford County, to Fore River, for which in 1823 the sum of \$50,000 was voted to be raised by lottery. Falling short of the sum needed, the Canal Bank was incorporated with the provision that its stock be invested in the canal. Work on the waterway commenced in 1828 and was completed in 1830 at a cost of \$206,000.

In 1828 there was an ever-increasing feeling in Portland that, as the capital of Maine, as shire town of Cumberland County, and as a port of considerable maritime importance, the town should become a municipality. That year application was made "to see if the inhabitants would take measures for adopting a city government." Older residents, however, were averse to the change, and the petition was denied. In the next few years determined efforts were again made to change the town's status, and on April 30, 1832, the City of Portland was duly incorporated, with Andrew L. Emerson as first mayor.

The "Sepult City"

Shortly before the incorporation of Portland as a city a number of the lanes and alleys with their characteristic names had been dignified as streets. Chub Lane, Fiddle Lane, Fish Lane, Lime Alley, and Love Lane became respectively Hampshire, Franklin, Exchange, Lime, and Center streets. "Hog-Town," a name given because of the all too numerous pigsties around Brackett above Spring Street, continued to flourish. The swamp around Federal and Temple streets where alders and whortleberries grew and the pond at Pine and Vaughan streets were drained. Portlanders began building fine new homes farther west. In 1836 the Eastern and Western promenades were laid out, which led the *Portland Argus* to ridicule editorially: "They may be very pleasant for those that keep horses and gig and have nothing else to do but ride about, but they will not be the least advantage to nine tenths of the taxpayers of the city." This was the period when Huckster's Row, a long group of commercial buildings, started the thriving business that developed into the present-day shopping district of Congress Street. Huckster's Row provided Seba Smith with much of the color for his 'Major Downing Letters,' first published in the *Portland Courier*, which

for a time convulsed the nation. On Munjoy Hill was the Muster Ground where the Sea Fencibles had drilled, and where, on the Fourth of July, Portlanders celebrated America's Independence by drinking beer and munching gingerbread, enjoying peep shows, riding flying-horses, and listening to grandiloquent oratory.

By 1835 plans were projected for a railroad to link Portland with Canada. The Federal Government appointed Colonel Stephen H. Long to survey possible routes, but the severe national depression of 1837-39, in which Portland banks lost half their capital and suspended specie payment, frustrated such an undertaking. However, in December, 1842, five years after a charter had been obtained, the city was connected by rail with the rest of New England by the Portland, Saco, and Portsmouth Railroad. It extended from this city to Portsmouth, a distance of 51 miles, where it connected with a line into Boston.

Portland's merchants were not particularly enthused over the city's railroad connection with Boston, for they believed business would be drawn away rather than attracted; this had been demonstrated in the loss of commerce that formerly had come through the Notch for shipment from this port. They were, however, very much in favor of facilitating travel to the interior, New Hampshire, Vermont, and Canada. In February, 1845, John A. Poor, a pioneer railroad promoter, succeeded in obtaining a charter for the Atlantic and St. Lawrence Railroad to connect Portland with Montreal. On July 4, 1848, Judge William Pitt Preble, president of the line, inaugurated construction, and two years later the railroad was opened to North Yarmouth. Early in 1853 coastal Portland was connected with Montreal by 292 miles of railroad; a route was at last opened beyond the White Mountains with connections to the grain-growing West. A month after its opening this line was leased to the Grand Trunk Railway System of Canada. In 1851 the Kennebec and Portland Railroad was opened, and two years later service was started on the York and Cumberland Railroad and its connecting roads. By the late 1850's Portland was the railroad center of the State.

Although railroads were dominant in the public mind, steamships were gradually being improved in mechanism and appearance. By 1823 Captain Seward Porter's steam-engined, flat-bottom boat, contemptuously called "The Horned Hog," which a year previous had serviced Casco Bay, was succeeded by a regular steamer, the 100-ton *Patent*. In 1832 Amos Cross placed the *Victory* in service between Bath, Portland, and Boston. A year

later Cross and Cornelius Vanderbilt put the *Chancellor Livingston* on this route. The *Livingston* had been built in 1816 by Robert Fulton and run on the Hudson River and Long Island Sound. Apparent by 1843 that a prompt and regular schedule should be maintained between Portland and Boston, the Portland Steam Packet Company was organized to supply this need. The following year the company inaugurated its new policy with the *Commodore Preble*, a 286-ton steamboat propelled by a 50-horsepower engine; the 309-ton *General Warren* was shortly added. Even in the face of active competition from other sailing packets and from the railroads, the Portland Steam Packet Company's records for 1848 reported 25,000 passengers and \$43,396 in freight receipts. Portland's transatlantic service began in 1853 with the arrival of the *Sara Sands*, commanded by Captain Washington Ilsley of this city, an accommodation that continued for over a half-century.

With the growth of railroads several large companies set up offices in this city. Among these was Greely and Guild of Boston, a firm of large-scale importers of West Indies molasses; in 1845 they established an experimental plant to attempt production of sugar from molasses. The firm failed, but its manager, John B. Brown, carried on the business with Dependence H. Furbish, an employee, who had discovered a means whereby sugar was successfully obtained from molasses by a steam process. In 1855 the firm was chartered as the Portland Sugar Company. Another large corporation organized in this period was the Portland Company, founded in 1846, which manufactured steam engines and railroad equipment.

By 1850 it was manifest that direct connections were necessary across the city between the Atlantic and St. Lawrence and the Portland, Saco, and Portsmouth railroads which had terminals on opposite sides of the city. The proposal of the Atlantic and St. Lawrence to build a road along the frontal tidewater and across the wharves, if the city would construct the necessary filled-land and pay any land damages, met with opposition which shrieked "increased taxation." However, by 1852 Portland's water front was remade, and Commercial Street — 5,883 feet long, 100 feet wide, with 26 feet in the center for railroad tracks — was constructed at a cost of \$80,000. The new street was soon lined with warehouses, stores, and wharves, and by this time the Portland Sugar House had forged ahead to become the largest importer of molasses in New England.

With the organization in 1853 of the Portland Board of Trade by 50 of the city's leading merchants, plans were made to develop the port of Port-

land. Among its important early accomplishments were the securing of Federal funds for dredging, marking, and safety-lighting the harbor, and the establishment of pier frontage lines for local wharves.

The middle and late 1800's marked the period of Portland's intellectual giants. In 1850 Neal Dow was elected mayor of the city and the next year drafted Maine's famous prohibitory law. In 1858 James G. Blaine, who was to become the "plumed knight of American politics," was wielding a trenchant pen as editor of the *Portland Advertiser*. A versatile man about town was John Neal, who, a number of years previous had gone to England "to prove an American could write something John Bull would read"; as early as 1836 he had advocated woman suffrage. In this period the sculptor, Paul Akers, was creating his marble statues, and Henry Wadsworth Longfellow was at work on his poems. Local writers, such as Nathaniel Parker Willis, familiarly known as N. P., his sister Fanny Fern, and Seba Smith were each establishing international reputations. In 1859 Portland's new city hall was opened to the public; designed by Boston's James H. Rand, it was completed at a cost of more than a quarter of a million dollars and soon became a center, not only of civic but also of social affairs.

In the mid-century slavery was a disputed issue in Portland, but with the fall of Fort Sumter the city rallied to the North's call for troops, sending 3,636 men to the War. Also mustered into service were the Light Infantry, the Mechanics Blues, the Light Guards, the Rifle Corps, and the Rifle Guards — all volunteer militia companies. Ligonias was a barracks, and Portland a martial-looking city, full of uniformed men. The city paid bounties to soldiers amounting to \$320,116, and \$105,473 to dependent families; \$100,000 was contributed to various benevolent agencies. The Civil War actually touched Portland with the so-called Tacony Affair in June, 1863, when Lieutenant Charles W. Reed, in command of the Confederate States Navy cruiser *Tacony*, blew up that ship after commandeering the local fishing schooner *Archer*, intending to steal into Portland, capture the revenue cutter *Caleb Cushing*, and set fire to the wharves and shipping. They captured the cutter, but a calm sea forced the rebels to tow it out to open sea. By this time the city was aware of the theft, and boats were sent in pursuit. The raiders, mistaking one of the pursuing craft for a Yankee gunboat, fired the *Caleb Cushing*, which exploded and sank. The Confederate seamen were hauled aboard the victorious pursuers and brought to Fort Preble as prisoners of war.

With the close of the Civil War, Portland's economic life, which had been

somewhat disrupted, gradually returned to normal. On July 4, 1866, the city had a great but tragic celebration of Independence Day and the close of the War of the Rebellion. Bunting and streamers decorated the city streets and buildings, long parades wound along the principal thoroughfares — the entire city was in a festive mood. When the fire bells clanged in the late afternoon, little attention was paid to them by the holiday throngs, but their gaiety was soon turned to horror. A boy had carelessly thrown a lighted firecracker which landed in a boatbuilder's yard on Commercial Street, igniting chaff which spread to the building. The wind blew hard from the south, and all around were wooden buildings. By the time the firemen arrived Brown's Sugar House was aflame, and wind-borne embers kindled row after row of adjacent homes, stores, and offices. Half of the reservoirs of the city were drained, water was pumped from wells, cisterns, and the harbor, yet the fire could not be quenched. Night came with an illumination not planned, the fire gaining momentum as it ate through the heart of the city. Homes, banks, stores, newspaper offices, warehouses, churches, schools, and landmarks that went back to the foundation of the city were destroyed. Twelve million dollars worth of property was destroyed, and ten thousand people were made homeless. Munjoy Hill became a city of tents, and the old soup kitchen in the Market House again fed the hungry. Portland, from Commercial and Maple streets eastward to Back Cove, was a charred ghost town. Late that month Henry Wadsworth Longfellow wrote to a friend: "I have been in Portland since the fire. Desolation! Desolation! Desolation! It reminds me of Pompeii, the 'sepult city.'"

Resurgam

After inventorying the property loss occasioned by one of the greatest fires in the United States up to that time, Portland began to rebuild the razed area. Streets were widened, others eliminated. Pearl Street was broadened and extended from Back Cove to the harbor. In January, 1867, the city aldermen provided the first park; the lot bounded by Pearl, Congress, Franklin, and Federal streets, now Lincoln Park, was purchased by the city for \$86,703 and was first designated Phoenix Square.

Although the city had discussed the possibility of piping water from Sebago Lake nearly twelve years before the fire, the proposal had been rejected because of the cost entailed. The 'Great Fire' impressed upon the city the urgent need of an adequate water supply, and in November, 1868, Mayor Augustus E. Stevens signed a contract with the Portland Water Company to pipe from the inexhaustible supply of Sebago Lake to the city.

The lake, 17 miles northwest of the city, with an elevation of 272 feet above mean low tide in Portland, is about twelve miles long and four to five miles wide, thus guaranteeing not only excellent and pure drinking water but enough pressure for fire-fighting purposes.

During this period of reconstruction Middle Street became the principal retail center, and on that thoroughfare in 1868 John B. Brown built the Falmouth Hotel, which shortly became a center for Portland's social life. Meanwhile Exchange Street had become the city's financial district. In the Bramhall and Munjoy sections new brick homes were built. Also in 1868, the new City Hall occupying the site of the present building was erected. The construction of the elaborate marble Post Office on Middle Street and the granite Customs House on Commercial Street, together with the many new edifices so impressed the local correspondent of the *Boston Journal* that he wrote in his column: "The fire has put Portland fifty years ahead."

During the latter years of the 19th century Portland's harbor, always ice free, was included among the eight principal eastern seaboard ports recognized by the U. S. Bureau of Foreign and Domestic Commerce. Due to the agricultural expansion of the western states and western Canada, a steady stream of commerce started to flow through the Great Lakes and down the St. Lawrence River en route to foreign ports. These arteries, however, were not navigable in winter, being choked with ice, and to hold this commerce, Canada was forced to find a winter port. Portland, recently connected with Montreal by the Atlantic and St. Lawrence Railroad, became the American point of handling for Canadian commerce. Profiting by the wars of Great Britain and China, Yankee packets were making trips from Portland around the "Horn" to China in three months' time. Full-rigged ships, carrying cargoes of the West Indies trade, dotted Portland's harbor. The fishing industry was also growing, and Maine's Portland and Castine were vying with the Massachusetts towns of Gloucester and Marblehead as chief centers of cod fishing.

By 1872 Maine's railroading was nearing its peak, 65 trains arriving and departing from Portland each day. Twice a week steamers were sailing for New York; five months of each year the city was the winter port of Montreal. In August, 1874, nearly six million feet of lumber were shipped from the city to ports of the West Indies, and 30 large lumber concerns were flourishing on Commercial Street. This period was the most prosperous commercially, and Portland was primarily a point of export. Dur-

ing the latter years of the century Portland Harbor was the third strongest fortified harbor in the United States.

Telegraph facilities were brought to Portland in 1847. Two years later gas was first introduced and in 1864 the city's streets were illuminated with 297 gas lamps. Horsecar service on the city's principal streets was inaugurated in October, 1863, by the Portland and Forest Avenue Railroad Company. In 1878 Portland's first telephone was installed, and five years later electricity was first used for illuminating purposes.

In 1879 the city acquired a part of what is now Deering Oaks, immortalized by Longfellow in 'My Lost Youth,' and the site of Fort Allen in 1890, thus expanding the park system started immediately after the 'Great Fire.' In 1888 Portland's railroads had come of age with the construction of the huge Union Station.

The city had an estimated population of 42,000 in 1893, and including the suburban areas, was a shopping center for 60,000. The new grain elevator, built to accommodate the Canadian interests which used the city as a winter port, had a 200,000-bushel capacity, with adjoining warehouses for 450,000 bushels. Long wharves jutted from busy Commercial Street, and a marginal railroad linked each dock with a line connecting the railroads on the eastern and western ends of the city; ship-borne commerce amounted to 1,432,805 tons. The city boasted more than three hundred manufacturing plants — from canning factories to rolling mills — which produced \$9,569,523 on an invested capital of \$4,659,375. In July, 1896, the *Board of Trade Journal* reported that "the final subscription to build the great elevator at Portland for the Grand Trunk Railway system was taken." When completed, this was the largest grain elevator east of Detroit. Portland's tax valuation in 1896 was \$37,801,200 with a tax rate of \$20 on a thousand.

The Spanish-American War marked the beginning of Maine's extensive tourist industry. The *Portland Courier Telegram* in 1898 immediately started evaluating the war as follows: "The news of the 'Bottling up' of Admiral Cervera and his fleet at Santiago acted like a godsend to the hotel proprietors of Casco Bay and the boarding-house keepers on the Cape. They were astonished at the receipt of numerous orders for rooms and board, of which they had previously been in despair. If this reaction of feeling continues to hold good among the nervous and the timid, the mountain resorts will not have the walkover predicted. The annihilation of the Spanish fleet, if it comes soon, means a million dollars more or less, to the

shores of Maine.” Portland showed its loyalty by supplying four of the 12 companies in the First Maine Regiment serving in the Spanish-American War.

While rumors were rife that the Spanish fleet had sailed to bombard eastern coast cities, the *Minneapolis* and the *Columbia* were sent to patrol the Maine Coast. Rivers and harbors were mined, lighthouses were darkened, and other maritime safety signals were discontinued until the war ended. Armed cruisers left Portland for sea duty, Coast Guard patrol boats constantly watched for the enemy, and men of the First Regiment of Connecticut volunteers were sent to garrison Fort Preble. At the outbreak of the war the *Montauk*, a monitor-type vessel with one turret and two guns, was sent to guard the city. It was manned by volunteer Portland naval reserves consisting of 125 men in two divisions, organized through the efforts of William H. Clifford, Jr., and Harry M. Bigelow. The Portland-manned *Montauk* was never called upon to defend the city, and in the latter months of the war it proceeded to Boston and New York, but before it reached Philadelphia the war was over. The *Portland Evening Express* of July, 1938, ridiculed the *Montauk* editorially as “a relic of the Civil War, that somehow had got by the junk man.” In 1899 Portland’s Fleet Naval Reserves were re-organized as the Maine Naval Militia.

Since its incorporation as a town in 1786 Portland had been confined to the narrow saddleback peninsula that jutted into Casco Bay, but in February, 1899, Portland annexed the city of Deering, adding 9,381 acres to its area, creating two new municipal divisions, Wards Eight and Nine.

The Twentieth Century City

At the turn of the century Portland’s population was 50,145, a gain of 37.67 percent over the previous decade, about fifteen percent of this increase due to the annexation of Deering. During the last half of the 19th century growth had been steady, and the 20th century found it a prosperous community with a property valuation of \$50,000,000. Culturally, the city had made great strides, and boasted five musical societies, 20 scientific and literary associations, eight temperance organizations, and 24 publications and newspapers. Opened in 1897, the Jefferson Theater had by 1900 established itself as one of the leading playhouses of New England. Casco Bay’s islands were in their heyday as summer resorts — hotels and cottage colonies were springing up and harbor steamers did a thriving business. Portlanders started building new homes in the Deering section, and the shopping district

grew rapidly. The city now entered a period of commercial expansion creeping somewhat away from the industrialism that had characterized its last half-century. Portland soon called itself "The Convention City."

The new century brought the era of "trolley car parks" when amusement areas were established by streetcar companies in the suburban sections of nearly all American cities of the East. Such a development was Portland's Riverton Park on the Presumpscot River. The Riverton management also provided a bicycle house "where those who come with wheels can leave the silent steed." In the open-air theater, audiences were entertained by "La Petite Blanche, the Dainty Soubrette," or by such traveling minstrel groups as "Gorman's Original Alabama Troubadours" who presented "Life On The Old Plantation—Our Swells and Belles In The Great Cakewalk."

In 1902 the city's police department adopted the three-platoon system which placed 15 men on duty at all times. The following year the fire department purchased a \$10,000 "horseless engine." This engine was not enthusiastically received; it came to be known as Old Rosie and was guilty of ruining many porch and window awnings as it chugged its way to a fire, belching hot coals from its unguarded stack. The year 1929 marked the complete mechanization of the department.

The financial panic of 1907 failed to reach Portland, and the city remained economically stable. The annexation of Deering had relieved the city of remaining within its restrictive constitutional debt limit and made it possible to consider municipal ownership of water. High water rates had become objectionable, resulting in investigations and court proceedings until the issue finally became a political football. The Democrats, campaigning in favor of municipal ownership through a water district, won the 1907 election; the new city government appealed to the Legislature the same year and secured a charter for the Portland Water District. In view of the inability to agree with the Portland Water Company and interlocking companies on terms of purchase, the property was taken by the city by right of eminent domain; the final cost was \$4,000,000.

In 1908 the city hall, rebuilt following the 'Great Fire,' was again destroyed by flames. By 1910 the present Cumberland County Court House had been erected; a year later the Federal Court House was completed. In August, 1912, Portland's present municipal building was dedicated, together with its auditorium in which had been installed the organ presented to the city by Cyrus H. K. Curtis. These three edifices, within a short distance of each other, form an imposing group of civic buildings.

Up to the outbreak of the World War Portland was a port of entry for European passengers, the peak being reached in 1913 when 26,421 persons passed through the local inspection station. Most of these arrivals were immigrants en route to Canada, whose western lands were being opened. The city's stature as a commercial center was increasing.

In July, 1916, Portland's street railway facilities were paralyzed by a labor dispute. The strike lasted five days and ended when the workers' demands were granted by the street railway company. The same year the so-called "Million Dollar Bridge," spanning Fore River and connecting Portland with South Portland, replaced the earlier wooden structure.

The city's Preparedness Day Parade on March 18, 1917, intensified the war spirit of the period prior to the entry of the United States into the European conflict. A month after America had joined the Allies local citizens had contributed \$165,000 to the American Red Cross, and the Thomas B. Reed Battery of volunteers needed only a few more recruits to bring it to war strength. The 2nd Maine Infantry was fully recruited two months before any other regiment in the country. In addition to furnishing recruits for the 103rd Infantry of the 26th Division, Portland supplied a battalion of Coast Artillery and two divisions of Maine Naval Militia from the National Guard Units. Troops of the 26th Division saw foreign action at Chateau Thierry, Champagne—Marne, Aisne—Marne, St. Mihiel, and the Argonne Forest. The 56th Pioneer Infantry, known as the First Maine (Milliken) Heavy Field Artillery, one battery of which was organized in the city by Portland men, also served in France and was among those at Xivray, Belleau Woods, and Seicheprey. In all, 4,500 local men were in Federal service. The Third Infantry Maine National Guard was organized to succeed the 2nd Infantry, and two companies of this regiment were recruited in Portland. This regiment was not called into United States service. The present Harold T. Andrews Post of the American Legion, the first post in the city, was established in July, 1919, taking the name of the first Portland man to die in action.

While the troops were in the battlefield those who remained at home were also passing through trying times. The winter of 1917-18 was one of unusual severity, freezing the inner waters of Casco Bay to the islands; it was a common sight to see soldiers trudging over the ice from the city to Fort McKinley, on Diamond Island. The "Flu" added to the general misery of that distressful winter. Children and adults alike tugged makeshift sleds over the icy streets carrying home the few precious shovels of coal allowed



The 'Desert of Tents' after the 'Great Fire'



Southwest Corner of Oak and Congress Streets (1866)

Middle Street from Cross Street after the 'Great Fire'





Old Fluent Block on Congress Street (1870's)

View down Exchange and Lime (Market) Streets (1862)





Portland City Hall (1866)

View Southeast from Old City Hall toward Water Front (1860's)

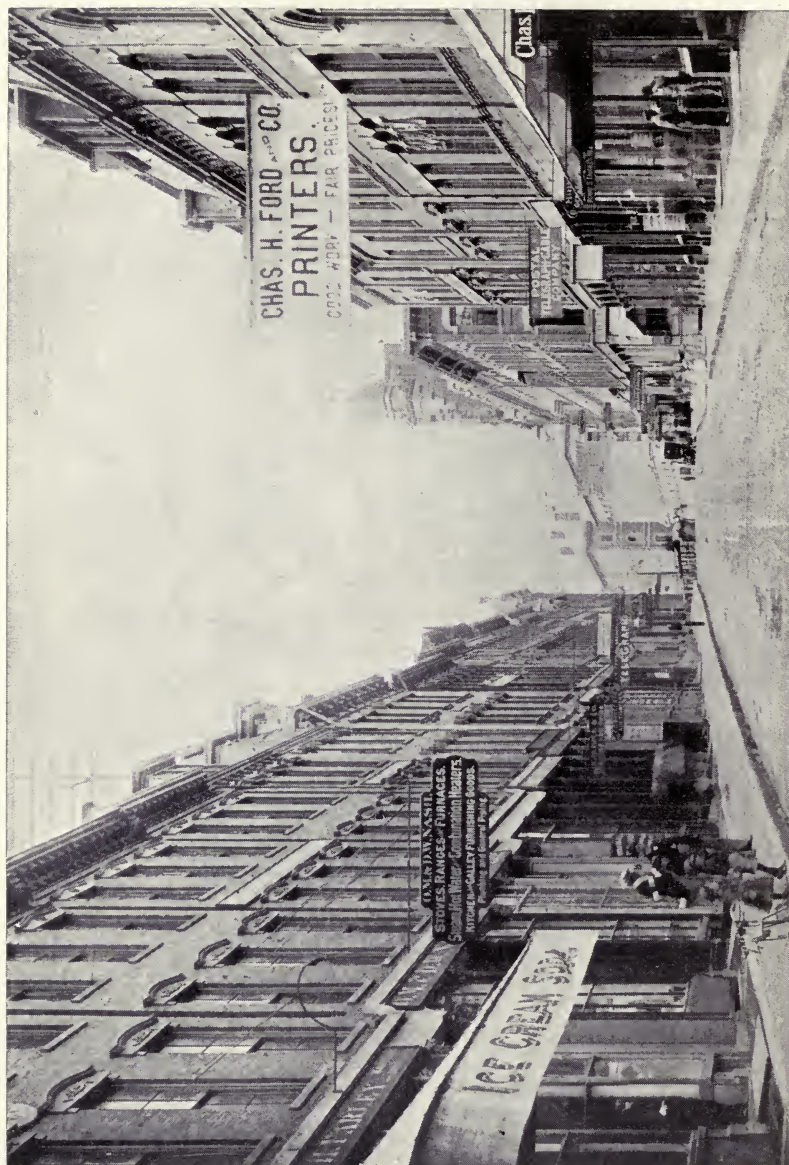




Northeast Corner Oak and Congress Streets (1866)

Congress Street, looking West (1866)

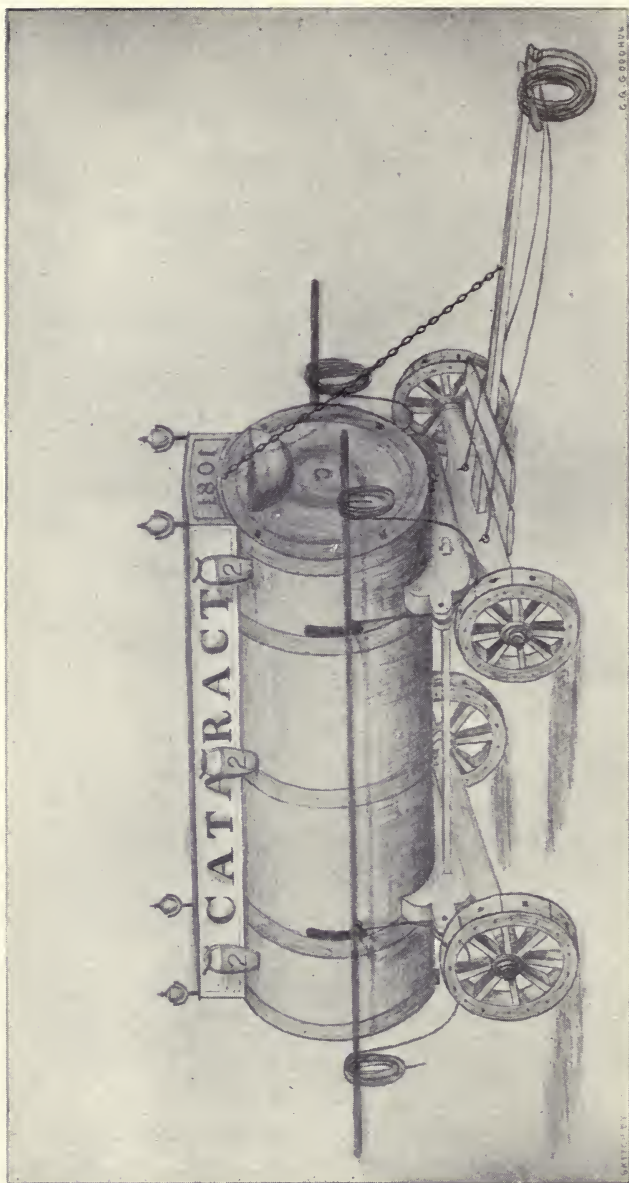




Exchange Street (1894)



Forest Avenue North from Park Avenue (1870)



Early Portland Fire Engine

them. Although local munition works and shipyards were paying almost fabulous wages, the recipients were forced to pay sky-high prices for commodities. Small quantities of sugar could be obtained only with ration cards; white flour could be purchased only with an equal quantity of dark flour. Women and girls attended classes at the local Y. W. C. A. in which they were taught to knit socks, sweaters, and mittens for the soldiers. Crowds flocked to the Grand Trunk Railroad Station to watch the thousands of Canadian troops disembark and march to the docks where giant transports waited to convey them across the sea. Commercial Street had the air of a misplaced rodeo as cowboys accompanying their cattle from the West whooped and drove herds of steers from the trains to the cattle ships en route to Europe. To safeguard against sabotage and espionage, restricted zones were established at the water front below Fore Street. The signing of the Armistice, November 11, 1918, was the signal for mad rejoicing as hysterical throngs crowded the squares and snake-danced to the medley of blaring whistles and clanging bells, intoxicated with joy that the war was over.

Shortly after the Armistice Portland's taxpayers took up cudgels against the existing mayoralty form of city government and clamored for a change to the council-manager form of administration. The foundation for this move had been laid in 1893 when the incumbent mayor, James Phinney Baxter, appointed a committee to draft a new charter under which a small council would replace the mayor-alderman system. Baxter's plan was defeated. The sentiment toward a change in civic government, however, flared to white heat in 1922-23 with the Gannett press vigorously carrying the torch. Advocates for the change charged that the loose business methods of the administration were "killing investment and freezing capital by a tyranny of assessment which reeks with glaring inequalities." In addition, the administration was charged with being responsible for the hazardous fire conditions which had been scored by the National Board of Fire Underwriters. Those opposing the council-manager form of government objected because all this muck-raking "traded the fair name of Portland." They claimed that public interest in city affairs would flag when only one official was elected annually, and bent every effort to keep the proposed charter from being submitted to the voters of the city. However, the fact that the tax rate was higher than that of most cities of the country, plus a huge bonded indebtedness and a staggering per capita cost of maintenance operation and debt service forced the issue. It was charged that opponents

of this measure attempted to have the bill changed in the Maine Legislature by eliminating its essential features. Despite determined opposition, the new charter was finally approved in September, 1923. On December 10 of the same year the council-manager form of government became effective, and Harry A. Brinkerhoff was appointed first city manager.

During the heat of the 1923 political battle the Maine State Pier was erected on the water front at a cost of \$1,500,000. The creation of the Port of Portland Authority in 1929, together with the new pier, existing agencies, wharves, and terminal facilities enabled Portland to be included in the U. S. War Department's survey of 1934-35 as one of the principal ports on the Atlantic Coast.

In 1928 the first city manager was succeeded by James E. Barlow, the present manager. Two years later the city's annual report recorded: "Our City is both *financially* and *economically* sound. To confirm this statement . . . attention is called to the fact that the bonds and notes of the City of Portland find a ready market at the most favorable rates."

Portland's splendid trees which lined the streets and shaded the parks were the origin of the name "The Forest City." On December 19, 1929, "The Forest City" was subjected to the most severe sleet storm in over half a century, thick coats of ice damaging nearly 15,000 trees.

Along with the rest of the country, Portland entered the 1930's on the heels of the "Panic of '29." Not until the Bank Holiday of March 4, 1933, was the depression keenly realized locally. The people of Portland were forced to wait two weeks before commercial banking was resumed in the city, a period of severe hardship as 75 percent of the local people had their funds tied up in the closed banks. It was said that "Portland was more nearly paralyzed than any other of the large cities in the country" Three of the city's banks failed to open March 15; one of these had been the largest financial institution in the State. Portland steered through the storm of the worst depression in national history with the assistance of the various Federal Government relief agencies embraced in the Civil Works Administration, Federal Emergency Relief Administration, Works Progress Administration, Public Works Administration, and the Work Projects Administration.

Three times in three hundred-odd years of its corporate existence, the settlement on Casco Neck experienced near-destruction. Its people refused to admit defeat and doggedly and courageously rebuilt. Today that spirit is an integral part of the heritage of the citizens of Portland.



SIGILLUM CIVITATIS PORTLANDIAE

GOVERNMENT

When Portland was part of Falmouth township and known as 'The Neck,' town meetings were always held here and representatives were furnished to the General Court of Massachusetts. In the early 1780's a measure was introduced to set off 'The Neck' as an independent town; six years later the act of incorporation was passed, and the new Town of Portland was born. When the District of Maine petitioned for admission to the Union as a State, it became an unwilling party in the controversial Missouri Compromise (*see History*), but in 1820 President James Monroe's signature on the Maine Bill made the new State of Maine a reality, separate and distinct from its mother State, the Commonwealth of Massachusetts. Portland became the capital of the new State and held the honor until 1827 when the capital site was permanently removed to Augusta, although legislative sessions were continued in Portland until 1832 when the new capitol building in Augusta was completed.

In July, 1828, a petition was presented to the selectmen of Portland asking that measures be taken for adopting a city government, but when the proposal was submitted to a vote, the townspeople defeated it by a large majority. A city charter, however, was finally accepted by the voters on April 30, 1832, and the municipality was divided into seven wards with a board of seven aldermen and a common council of 21. Andrew L. Emerson, chairman of the selectmen, was elected the first mayor.

With numerous amendments the original charter remained in effect until 1923 when Portland adopted the council-manager form of government. An election was held in September of that year with the new charter becoming effective the following December 10.

During the mayoralty (1893-96) of James P. Baxter a committee had been

appointed to draft a new charter for Portland. Baxter also had recommended an efficient council form of government, but his plan was defeated. In 1921 proponents for the city-manager form of government brought out a pamphlet composed of questions and answers relative to the system, showing that a maximum of service could be had at a minimum cost. This brought the matter to a head and resulted in action favoring the council-manager form of government.

Under the present system, the council is the legislative head of the city and the manager is the administrative head. The duties of the city manager include responsibility for carrying out the council's orders, the enforcement of the laws, and the submission of a detailed budget from which an appropriation bill is made by the council. His appointments, subject to confirmation by the council, are: commissioner of public works, city electrician, chief of police, chief of the fire department, secretary to overseers of the poor, city physician upon recommendation by the health officer, inspector of buildings, and all other department heads whose position may be created by ordinance. Unless otherwise provided for by statute the manager, upon recommendation by department heads, appoints all minor officers and employees, and is responsible for the administration of all departments.

Five members elected at large, one each year, compose the city council, each councillor serving five years. They elect a chairman who acts for the city in ceremonial functions. Besides being a legislative body the council serves as the Portland Park Commission, the Portland Recreation Commission, and the Portland Overseers of the Poor. The following officers and boards are appointed by a majority ballot of the council: city manager, city clerk, corporation counsel, treasurer and tax collector, auditor, sealer of weights and measures, health officer, and nine constables at large. The council also appoints three assessors of taxes, three trustees for Evergreen Cemetery, and three members of the Portland Civil Service Commission. Acting upon the advice of the two major local political parties, the council appoints two of the three members of the board of registration, the chairman of which is appointed by the Governor.

The Portland School Committee, elected on a nonpartisan ballot by the voters at large, consists of seven members with three-year terms. The city council selects one of its members as chairman of the school committee each year. This committee appoints the superintendent of schools who, in conjunction with committeemen, appoints school teachers to the public elementary and high schools of the city.

The municipal court holds daily sessions, except on Sundays and holidays. The court's judge and recorder are appointed by the Governor, the recorder having authority to preside over court in the absence of the judge. In some cases a deputy judge is appointed by the magistrate. County attorneys, elected by the people, are the prosecutors, and they in turn appoint their own assistants. County criminal cases are presented to the municipal court for findings; if beyond the jurisdiction of this court to sentence and if probable cause be established the defendant is bound over to the grand jury and prosecuted in the Superior Court by the Attorney General of the State, the county attorney or his assistants. Civil cases limited to \$300 in jurisdiction are triable in the Portland Municipal Court and may reach the Superior Court by appeal. There are ten terms of the Superior Court at Portland each year, three of them criminal. The Supreme Judicial Court sits each month at Portland, four of its terms as a Law Court, the court of last resort in both civil and criminal matters.

The history of Portland's police department goes back to April, 1797, when at a town meeting it was voted "to have one Inspector of Police." Three years later a Town Watch was established, consisting of six officers for night patrol only. In 1847 the City Marshal was directed "to appoint two deputies whose duty it was to prevent all violations of the Sabbath," and two years later the Portland Police Department was formally organized. It included two deputy marshals and such constables as were deemed necessary, "who shall carry with them a rattle and a staff, and wear a polished leather badge with the word 'Police' in silver plated letters thereon." In 1860 this day force was fitted with uniforms. Not until the installation of a signal system in 1887 did the "leather-medal cops" have any close contact with headquarters. When the horse-drawn patrol wagon was supplanted by a motor patrol in 1911, skeptics insisted that the patrol wagon horses should be maintained because of "a doubt regarding the efficiency of a gas-eating 'Black Maria.'" By this time the city marshal had become the chief of the police department and an eight-hour shift for patrolmen had been adopted. In 1913 the present \$85,000 modern police building was erected. The same year a police boat for harbor patrol was acquired and is at present administered in co-operation with South Portland. The city's present police force consists of 105 officers and patrolmen, but may in emergencies be enlarged by trained reserves.

To insure better protection the townspeople of Falmouth voted on March 29, 1768, to appoint several fire-wards whose duty it should be to look after

and direct citizens during fires. The emblem of office was a long staff, giving them full authority. The first fire engine arrived here from England in 1787 and was probably purchased by community subscription, since in November of that year the citizens considered at a town meeting an article "to see if the town will raise any money to build an engine house and pay what may be due for freight, insurance, etc., on an engine, lately purchased by inhabitants of said [Falmouth] town, and consider any matters pertaining to said engine." The act establishing the Portland Fire Department was passed by the legislature in 1830 and was immediately adopted by the town. The alarm signal system was installed in 1867, being among the first in the country. Portland's fire department today is equipped with modern apparatus and a fire fighting force of 120 men. The equipment consists of ten pumpers, three aerial trucks, two city service trucks, and one squad wagon. The city's fireboat (*see Points of Interest*), claimed to be the first Diesel motor pumper in the world, was built in 1931 at East Boothbay. The design has since been copied by other municipalities and duplicates have been built for export to China and the Soviet Union.

In addition to being Maine's largest city, Portland is the seat of Cumberland County and the center of many activities of the Federal Government. Until 1760 the whole territory of Maine formed a single province under the rule of Massachusetts, but in that year Cumberland and Lincoln counties were set off. A term of the Superior Court was granted about this time to Cumberland County, and its sessions were held in the vicinity of 'The Neck'; from 1735 a Court of General Sessions had been summoned in private homes or public taverns. In 1768 a courthouse was erected on the site of the present Portland City Hall; the rude, wooden building was replaced in 1816 by a brick structure. Today the county's activities are centered in Cumberland County Courthouse (*see Points of Interest*), and Federal courts and agencies are housed in the Federal Court Building and the Customs House (*see Points of Interest*).

The Port of Portland Authority is a public agency charged with the duty of making plans for the comprehensive development of the harbor. The Authority has jurisdiction over the Port of Portland including South Portland, operates the Maine State Pier, and can acquire or build for the State of Maine other piers and terminal facilities, but must keep them, as property of the State of Maine, open to all teaming and lighterage traffic. It must also provide ample pier trackage to all railroads entering the city. The Authority has a board of five directors, four of whom are

appointed by the Governor and State Executive Council, and one by the Portland City Council; the directors elect their own president. This board is not subordinate to the Portland Board of Harbor Commissioners, which has separate functions.

In conformity with the early laws of Massachusetts, every able-bodied man in Maine was enrolled in a company of militia. Twenty-three years after Maine became a State 641 companies were enrolled, and Maine was divided into nine military areas, similar to the Corps Areas into which the United States is now divided for military administration of the War Department's activities; Portland was in the fifth area. In 1854 the companies in and around Portland were organized as the First Regiment. When Lincoln called for 75,000 volunteers in 1861, the State Legislature authorized the organization of the First Maine Volunteers. In September of that year, however, this organization ceased to exist, and on September 28 the 10th Maine Regiment was formed and entrained in October for the South. The regiment returned home in April, 1863, having served at Harper's Ferry, the Battle of Cedar Mountain, and the Battle of Antietam. Mustered out on their return, the men re-enlisted to form the 29th Maine Veterans Volunteer Regiment; the 10th Maine Battalion was also organized from the three-year men of the 10th Maine Infantry Regiment, and were afterwards assigned to the 29th. All of these men served gallantly until the end of the Civil War.

In the Spanish-American War, the First Maine Regiment was sent to Georgia for training but was returned in hospital trains after nearly a hundred and fifty men had been stricken with typhoid. The 1st Infantry was transferred to the Coast Artillery in January, 1910. The unit was again mobilized in July, 1917, for World War duty. The 56th Pioneer Infantry, begun in Portland by Portland men, and known as the First Maine (Milliken) Heavy Field Artillery, was under the command of Colonel Arthur T. Ballantine. The Maine National Guard, the 240th Coast Artillery, as now organized, is composed of three battalions and is under the command of Colonel George E. Fogg.

The Coast Artillery Organized Reserves were enlisted in June, 1922, and has a present personnel of two U. S. Army officers and 239 men from all parts of Maine, New Hampshire, and from parts of Vermont. A training course for Reserve Officers of the 303rd Infantry and the 303rd Field Artillery in Maine is conducted by a Staff Sergeant of the 97th Division.

In the immediate vicinity of the city, on Cape Elizabeth and on islands in

Casco Bay, are four United States fortifications: Fort Williams at Cape Cottage, Fort Preble at South Portland, Fort McKinley at Great Diamond Island, and Fort Levett at Cushing Island. There are Installation Barracks at Peak and Long islands.

In 1898 the Fleet Naval Reserve was organized as a volunteer unit to serve in the Spanish-American War aboard the *Montauk*, an obsolete monitor-type ship sent to protect the local harbor (*see History*). It was re-organized a year later as the Maine Naval Militia, and in 1917 its members were mustered into regular U. S. Navy service. At present there is in the State of Maine the 3rd Battalion, 19th and 20th Divisions, of the United States Naval Reserves. The personnel consists of one line and two staff officers, 69 fleet reserves, and several volunteers.



THE PATTERN OF THE PEOPLE

In 1633 when two Englishmen, George Cleeve and Richard Tucker, built their log cabin on 'The Neck,' they were the pioneers of a city which has ever since been composed predominately of descendants of former British subjects. The early English immigrants to the eastern area of the New World along with the Scotch and Irish who soon followed, produced a dour type known as the Yankee, a name which later came to be applied to all New Englanders of the same general ancestry. Today the people of Portland are largely of English-Scotch-Irish extraction, with a generous intermixture of Canadians and French-Canadians. According to the 1930 Federal census, the city's total population (70,810) is 55 percent native white of native-born parentage (38,318); slightly less than two out of every four persons are either foreign-born or of foreign and mixed parentage (20,502); and about one out of every six persons is foreign-born (11,671). Approximately three-sevenths of Portland's foreign-born and native of foreign and mixed parentage is Canadian and French-Canadian (12,270); those of English-Scotch-Irish extraction run a close second (9,554).

From earliest times Portland's population has steadily increased; the official census figures never show a decrease. In 1790 the population of 'The Neck' was 2,240; by 1810 it had swelled more than 158 percent. The greatest increase came during the decade just prior to the War of 1812, with its intense shipbuilding activity and the expansion of trade with the West Indies and Caribbean ports; there was a spurt of 87 percent. During the middle of the 19th century with commercial developments sweeping the city as a result of the advent of the railroad, the population grew by leaps and bounds to 36,425 in 1890. The annexation of Deering in 1899 added significantly to the city's population; by 1900 it was 50,145. Following the World War and through the period of 'great prosperity,' there was healthy

and steady growth. The 1939 City Report estimated the population at 72,000, with a density of 3,278 people per square mile.

To England's Cleeve and Tucker belongs the title of the 'first immigrants.' Possibly there were Irish here soon after; it is certain that in 1718 a vessel carrying 20 families of immigrants from Ireland anchored off 'The Neck.' Many of these families, descendants of a colony which went from Argyleshire in Scotland and settled in the north of Ireland about the middle of the 17th century, remained as settlers; others drifted inland. In the summer of 1828 the Oxford Canal Corporation started construction of their 'big ditch' from Fore River inland to Sebago Lake and Thomas Pond. Hundreds of burly Irishmen and their families were drawn here; the canal bank was soon dotted with their rude shacks. Many of these canal laborers, originally immigrants to eastern Atlantic ports, stayed on after the canal was completed; their descendants form a vital design in the pattern of the city's life. More Irish trickled into Portland in the middle 1800's, just following Ireland's famines of 1846-47. Portland's foreign-born Irish population in 1930 was nearly 7,000.

Although Scotch immigrants had settled in this vicinity in the 17th century, it was not until the late 1760's that any significant number came here, possibly as a result of the border wars between England and Scotland. A large majority of the city's Canadians came from the Provinces—Nova Scotia, New Brunswick, and Prince Edward's Island; many of the French Canadians are from the metropolitan cities of Montreal and Quebec.

Although occasional Italians drifted into Portland prior to 1800, the construction of the railroad from 1837-42 drew many; but it was not until around 1900 that the nucleus of the present Italian quarter was formed. These immigrants and those who have followed came principally from the south of Italy—Sicily, Sardinia, Apulia, and Calabria.

Early immigrant groups settling in the city showed a natural tendency to live near others of the same race, and although this quartering has since been greatly modified by migrations from ward to ward and by intermarriage, there is some semblance of sectional division. The largest group of Negroes settled in the eastern end of the city on Munjoy Hill, which in past years was known as Nigger Hill; a smaller group lives in Ward Seven, the vicinity of Union Station. The Italians remained in the vicinity of lower Middle Street, and their colony includes the area from Congress Street south to the water front and from Pearl Street east to Waterville Street; the area's early name of 'Gunmen's Tour' is little heard today. The

Poles are clustered around Salem Street, in the western part of the city, and Syrians and Greeks live generally within a district bounded by Washington Avenue, Preble Street, Cumberland Avenue, and Back Bay. Other groups, including the Jews, are scattered throughout the city, although many Jews are residents of Middle Street; in the past Fore Street was locally known as 'Jew Town,' probably due to the number of pawnshops and secondhand stores that lined its borders. There is no predominately Irish section, although a large percentage live from Center Street west to Brackett Street, and from Congress Street south to the water front.

Although intermarriage and assimilation of Portland's more recent immigrants have brought them closer to descendants of old Yankee stock, traditions and customs of "the old country" are preserved in some quarters of the city. The Italians of Portland, in conjunction with the Feast of the Assumption, commemorate their patron, Saint Rocco, with a turtle race, the climbing of a greased pole, a long and colorful parade, a street fair near the steps of St. Peter's on Federal Street, and the making of *pizza*, a baked dish in which sardines, peppers, tomatoes, and flour are blended. Finns in their occasional meetings sing *Maamme Laulu* (Our Fatherland), their national anthem, and a few families journey inland to Paris to join the Finnish colony there in a celebration of the harvest season. In many Portland Greek families there is a *koumbaros*, or godfather who maintains a position of authority in the household; in their gatherings the Greeks sing the lovesong *Emnos*, and dance the waltzlike *sirots* or the *tsamekos*, comparable to the minuet; they celebrate Easter with a special soup in which are small pieces of beef, eggs, and lemon juice; and on March 25 rejoice over Greek Independence Day. The Scotch gather annually on Robert Burns' birthday to read his poetry, sing his songs, recite in Scotch dialect; and dance the spirited Sword Dance. The Germans no longer have their *meistersinger* but family groups still assemble about the lighted Christmas tree to pray, and sing *O Tannenbaum, O Tannenbaum* (O Evergreen, O Evergreen). Scandinavians retain little of their homeland customs, although the Swedish prepare *smorgasbord* several times a year, and the Danes hold 'socials' in their church, singing *I Alle De Riger Id Lande* (In All The Places In The Land), and on Christmas Eve the *Nuharvijulaean* (Christmas Again). Portland's Poles occasionally dance the *mazurka* and the *krakowiak* at family parties. The orthodox Jewry of the city celebrates the miraculous crossing of the Red Sea by Moses and the Children of Israel with their *Passover*, and during *Succoth* occasional Jewish families build

small booth-like houses in their dooryards, where the men of the family have their meals in commemoration of the 40-year wanderings of the Jews in the wilderness.

Portland is still an active port of entry for immigrants; during 1938, 49 aliens arrived. A general lowering of admission quotas is responsible for this decrease from figures of past years, notably 1913 when 26,421 aliens passed through the local port. House Island, in Casco Bay, is owned by the Federal Government, and until November, 1923, was Northern New England's miniature Ellis Island. Of the immigrants unloaded at this port only a few remained in Portland, the majority moving on to western states or northward into Canada.

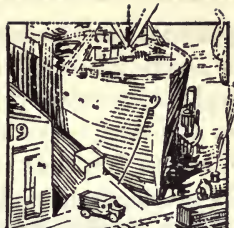
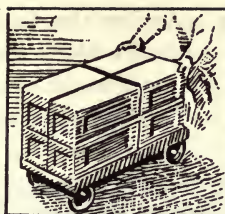
Portland's population from the earliest census to 1930:

<i>Year</i>	<i>Population</i>	<i>Increase over preceding census</i>	
		<i>Number</i>	<i>Percent</i>
1940	73,464*	2,654	3.7
1930	70,810	1,538	2.2
1920	69,272	10,701	18.3
1910	58,571	8,426	16.8
1900	50,145	13,720	37.7
1890	36,425	2,615	7.7
1880	33,810	2,397	7.6
1870	31,413	5,072	19.3
1860	26,341	5,526	26.5
1850	20,815	5,597	36.8
1840	15,218	2,620	20.8
1830	12,598	4,017	46.8
1820	8,581	1,412	19.7
1810	7,169	3,347	87.6
1800	3,822	1,582	70.6
1790	2,240		

* Preliminary, U. S. Bureau of the Census.

Part II

Economic and Social Development



COMMERCE

Portland's splendid harbor, three and one-half miles from open sea, was undoubtedly responsible for the city's rapid growth into the most important commercial center north of Boston. Ice-free in winter and sheltered by the numerous Casco Bay islands, the harbor was as readily navigable by the tacking windjammer of 600 tons, laden perhaps, with masts for England's navy, as it is by today's freighter of several thousand tons burthen. Fish and lumber were the first exports of Portland, then called 'The Neck,' and its shipping industry created by this commercial expansion dates from before 1634—its shipbuilding from 1637. England, Spain, Portugal, and the West Indies were its customers, as were the colonies along the Atlantic coast.

Richmond Island, south of Cape Elizabeth and just outside Casco Bay, was the first noteworthy center of commercial activity. Here, in 1634, it is recorded that as many as 17 trading ships were anchored. John Winter, the aggressive agent for Robert Trelawny in the commercial battle to determine whether the Trelawny interests or those of George Cleeve and Richard Tucker should control this profitable area, developed the island and the adjacent mainland. Winter employed 60 men in his early fishing business alone, and his trade with the Indians was a considerable source of profit.

Casco, or Falmouth as it soon came to be called, was also developing an extensive commerce in pipe staves (wood for the manufacture of oil and wine casks), clapboards, fish, fish oil, and salt fish—trade that soon gave way to the more important export of masts and timber. In this latter industry Thomas Westbrook was particularly interested, and in 1727 he became mast agent for England's king. During this decade, under the influence of Westbrook, the establishment and operation of sawmills was the most important single industry in the region. Early settlers became so

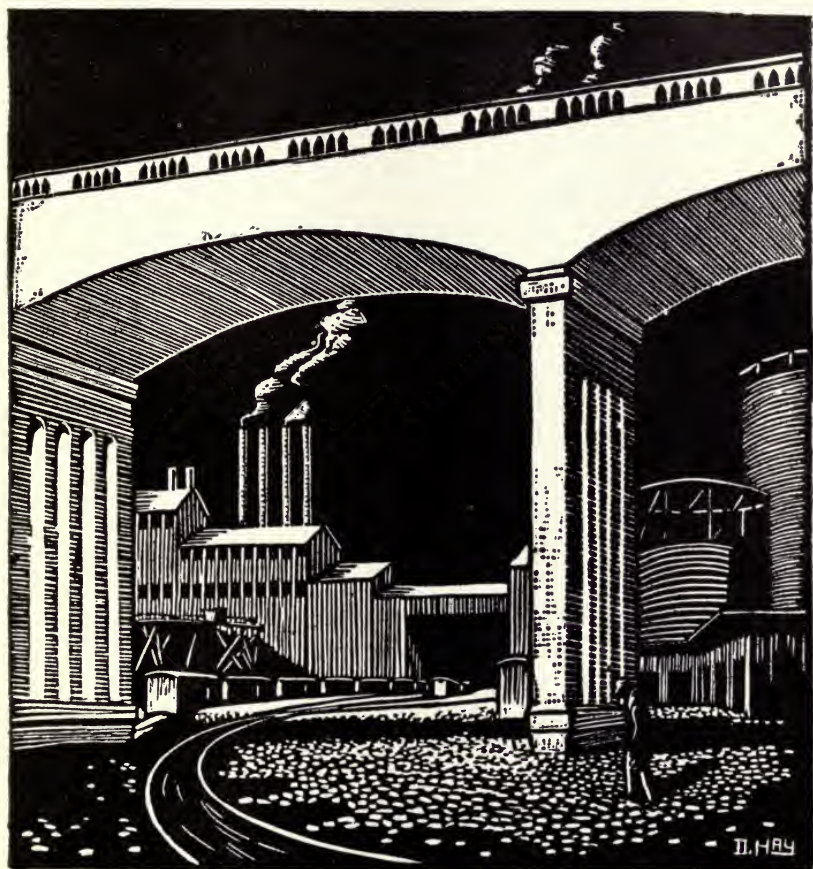
engrossed in their lumbering operations that they neglected agriculture and were compelled to import foodstuffs which they could have raised. Although this importing of necessities to a rich and fertile area may have been false economy, it was stimulus for Falmouth's commerce; it forged another link to bind Portland's early fortune with the sea.

British ships carried all of the mast shipments, and a lion's share of other shipments; for Falmouth in 1752, although it had shipyards, could claim only seven schooners and 15 sloops, the largest being 80 tons. Falmouth sold its ships abroad, and Falmouth sailors fished and lumbered, limiting their sailing to coasting down to Massachusetts settlements to trade their fish and wood for the needs of this frontier town. Yet commerce flourished and about 1730 a British naval officer was sent to this port to collect duties. In 1758 a regular collection province was established in the Province of Maine, with Falmouth as its seat.

During the last of the 18th century when Tory merchants came to be looked upon with enmity and their imported luxuries with scorn, and more especially after Captain Henry Mowat, a British naval officer, destroyed the town in 1775, commerce reached a low ebb. There was necessarily a lull during the Revolution; though 99 vessels cleared from this port in 1787—all but ten of them bound for foreign ports—not a single ship was owned by citizens of 'The Neck' in that year. Six years later, however, the citizens could boast ownership of 100 schooners, besides brigs and sloops, all totaling more than 11,000 tons. By 1807 the town's tonnage had increased to slightly more than 39,000, and the collection of customs reached \$346,000. Molasses for the town's distilleries and rum were the chief imports; sawed timber, fish, cordwood, masts, and spars the chief exports.

When shipping was embarrassed in 1807 by the American Embargo Act, as well as by the Berlin and Milan decrees of Napoleon and the policies of the British government toward American shipping, many Portland business houses failed and commerce almost reached a standstill. This commercial disruption all along the Atlantic coast caused considerable movement of population and brought many new families to the frontier District of Maine. Not until 1815 did commerce reach normalcy. In the meantime privateering had grown extensively—first, in evasion of the embargo, and later to prey upon British shipping during the War of 1812.

During this period of privateering the clipper design for ships and brigs was developed, for speed was at a premium. Falmouth bid for its share of



Southwest Section of Portland



Baled Pulp



Drying Nets

Longshoremen



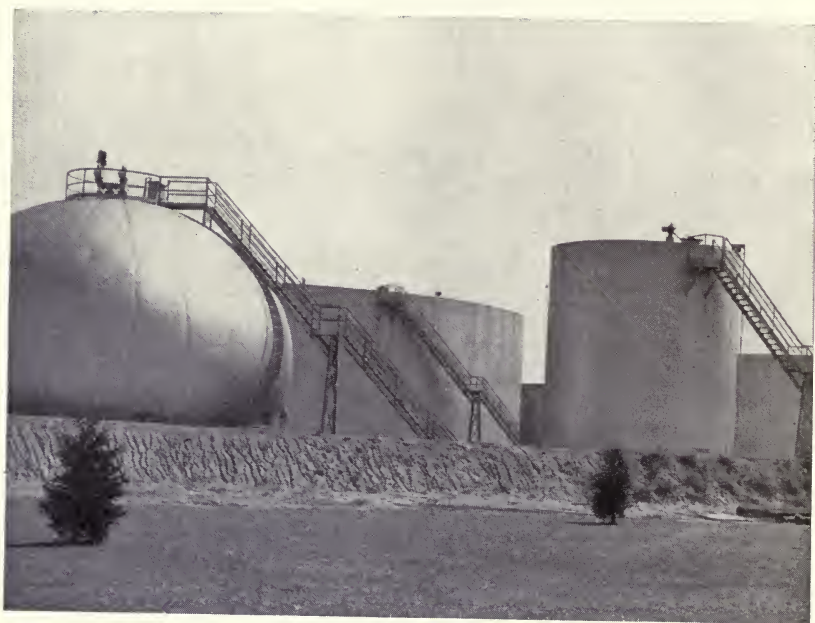


Fishing Boats



Food Packing

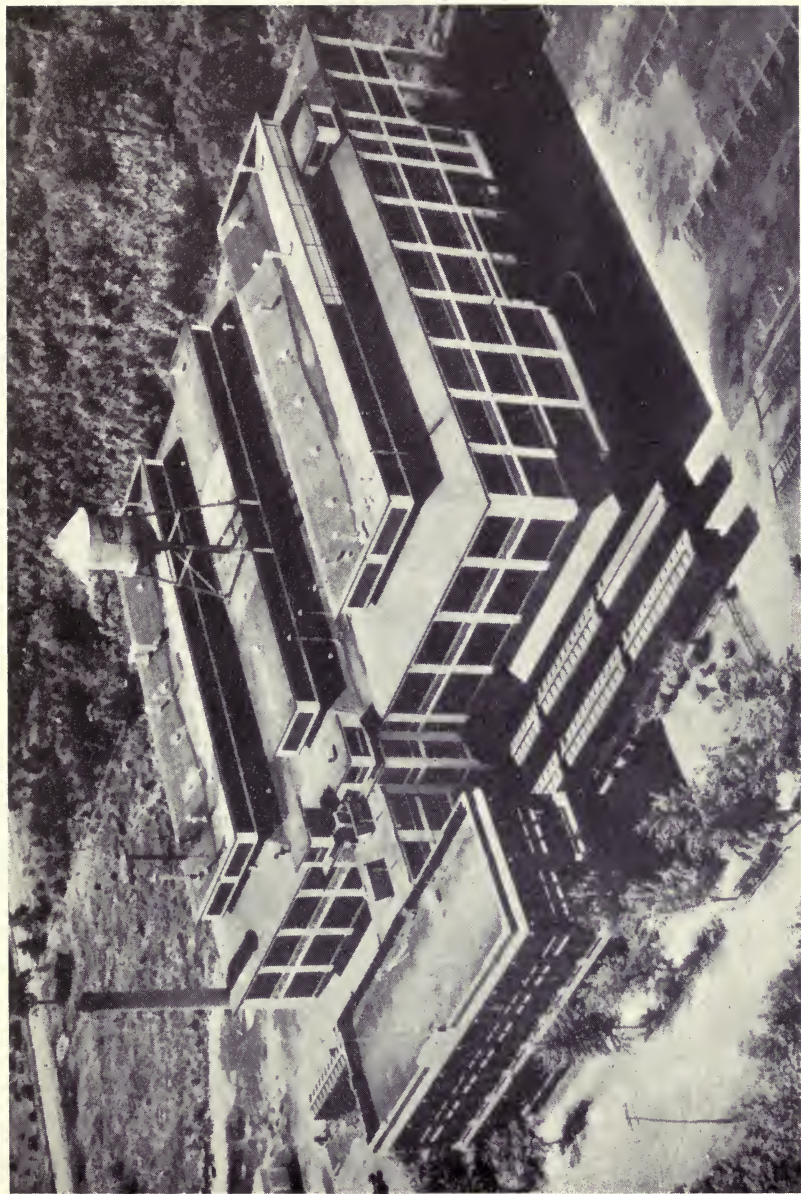




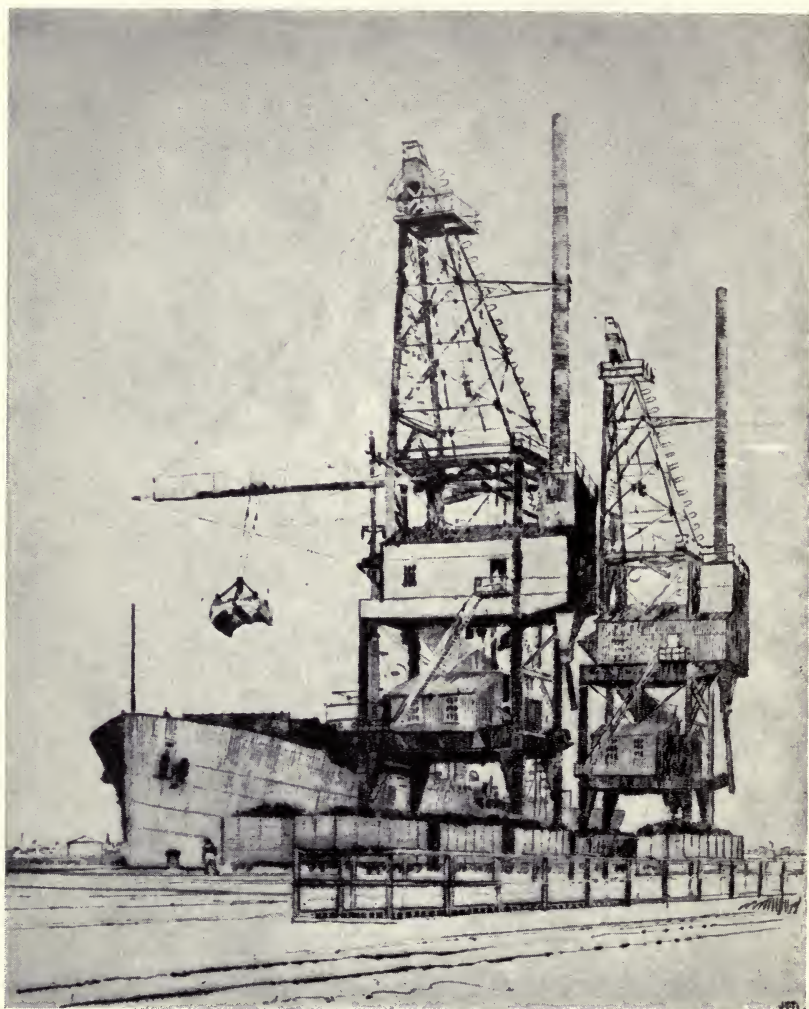
Portland is Important as a Petroleum Distributing Center

Pottery Kilns





Many Modern Industrial Plants Are Located in the City



Coal Pockets

this lucrative, risky, and not altogether legitimate trade with several rakish ships manned by adventuresome Yankees. This port was a favorite with privateers of other states, some of them maintaining an agent here to watch over their prizes. A New York privateer captured the *Peter Waldo*, an English ship out of Newcastle, with a cargo of crockery; haled into this port the ship's cargo was sold at auction to local retailers who immediately displayed it for sale in their shop windows, and today, in many china closets of old Portland families, may be seen pieces of 'Peter Waldo Ware.' Another profitable prize was the brig *Diana* out of London with a cargo of rum. The *Diana* was seized by the famous Portland privateer *Dart* and haled into the harbor. Long after the District of Maine had become a State, Old Dart Rum was sold at fancy prices and advertised as "from the original casks"—although no claim was made that it was the original rum.

With the close of the War of 1812 regular lines of commerce were rapidly recovered, and for many years there was an extensive reciprocal trade with the West Indies. Molasses was imported, and boxes and casks in which molasses and sugar were shipped, were exported. Mills, not only in the vicinity of Portland, but throughout Maine, New Hampshire, and Vermont, sent cargoes of bundled shooks here in vessels and by rail for shipment to Cuba and Puerto Rico; Portland also was the distributing point for the imported molasses, and especially for the sugar and rum into which it was converted by local refineries and distilleries. This extensive trade reached its height during the last half of the 19th century, with 1868 as the peak year; not only Maine, but Canada, Boston, New York, and Philadelphia were served by Portland's West Indies trade. Keener competition that came with the introduction of the centrifugal system of sugar refining, Maine's prohibitory laws which closed Portland's distilleries, the shipping of molasses in bulk cargoes instead of in hogsheads, and of sugar shipments in bags instead of boxes to save expense—all tended to end the molasses trade here.

The War of 1812 had demonstrated the need of manufactories; later glass, woolens, metal, and cotton goods began to be produced. Thus, a decrease in commercial activity was paralleled by growing industrial consciousness. Checked temporarily by the effects of the panic of 1857 and the Civil War, Portland's trade appeared to increase steadily thereafter. In 1872 the total value of imports and exports of the city was \$45,000,000.

During the same half-century of the expanding West Indies trade, Port-

land had developed as a center for receiving and trans-shipping grain, together with other agricultural products, principally livestock, animal products, and apples. The agricultural expansion in the western states and in Canada had sent a stream of commerce via the Great Lakes to Montreal, and down the St. Lawrence River; during winter months, however, the St. Lawrence could not be navigated, and to hold its commerce Canada was forced to find an Atlantic port to which goods could be shipped by rail and reloaded on transatlantic cargo vessels. Portland, with its natural harbor facilities and flourishing commerce, was chosen instead of Boston. This influx of commercial activity greatly expanded the port of Portland, an expansion which continued until the 1920's when Canada started the development of Halifax and St. John as winter shipping ports. In 1899 Portland's peak year in this winter trade, 21,894,423 bushels of grain were received here; 12,831,248 bushels, or about 58 percent, were shipped as foreign export. During the 'boom' that came with the World War, more grain was exported annually than the total which had been received in 1899; by 1921 this export figure had reached 554,264 tons. Six years later when Canadian ports had absorbed a great deal of the trade, not quite 150,000 tons were shipped locally, and in 1931 this figure had tapered to less than 50,000 tons. In 1940 with England again at war, Canadian grain once more flowed through Portland's elevators en route to Europe.

Anthracite coal was brought to Portland for the first time in 1830, in a hogshead. Since that time commerce in coal has steadily increased in importance, although the growing demand for petroleum products within the last ten years is beginning to be shown in tonnage figures. The following table combines figures on foreign imports and coastwise receipts of fuel products, in approximate five year periods:

<i>Receipts in Tons</i>	1921	1927	1931	1937
Anthracite Coal	88,043	111,774	67,074	39,205
Bituminous Coal	1,156,406	1,679,768	1,061,317	1,066,595
Petroleum Products, including gasoline, kerosene, fuel oil, etc.	292,202	360,559	532,728	972,894

Coastwise shipping of these products is increasing, except anthracite, which is giving way to bituminous and petroleum products. In 1937 all

of the bituminous coal and about 10,000 tons of anthracite came from American coal mines, via Hampton Roads; 29,000 tons of anthracite came from the Russian Black Sea ports.

Fish and wood products are still important items of Portland's commerce, but in contrast with Colonial days, shipment of these products is into the city and not from it. Paper mills in the immediate vicinity are responsible for coastwise pulpwood shipping and the 200,000 tons of manufactured pulp imported annually from Baltic ports. China clay and sulphur used in sizing and manufacturing paper are brought here in quantities of approximately 50,000 tons annually; the clay is mostly used in paper mills in Maine, and some is shipped from here to mills in Michigan. Much of the clay is imported from England, with some from Georgia; the sulphur is entirely shipped here from southern states. Annually exported are approximately 34,000 tons of printing paper, and 49,000 tons of Solka, a cellulose product developed and manufactured from wood pulp and shipped from the United States exclusively through Portland since 1935.

Local packing plants in 1937 produced 22,000 tons of fresh and canned fish and shellfish, and, although much of this canned and processed fish was shipped overland, 17,000 tons of canned goods were shipped that year by water.

The total annual traffic through the Port of Portland, including imports, exports, and coastwise receipts and shipments, has averaged approximately 2,500,000 tons annually during the period 1891-1937. There was a noticeable increase about 1900, the average for the years prior to that date being 1,374,584 tons. The average for 38 years, beginning with 1900, has been 2,762,938 tons. The peak year was 1916 when 3,738,074 tons passed through the port at a valuation of \$217,325,014. The tonnage figure in 1937 was 3,254,472, valued at \$73,103,478.

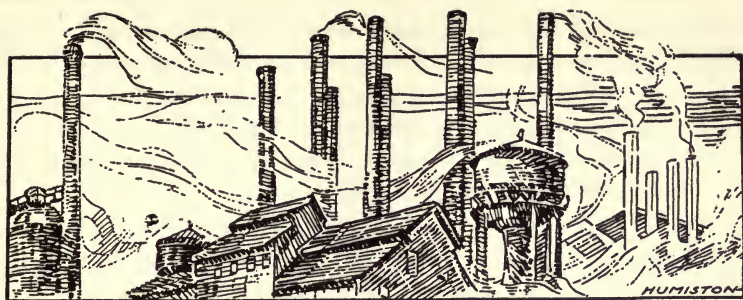
The value of 1938-40 foreign imports and exports as registered at the U. S. Customs House fell off considerably, especially of exports. This condition, of course, was logical in view of unsettled affairs abroad which tended to disrupt shipping in the Mediterranean and the Pacific; the European unrest also contributed toward a decrease in the city's commercial activities with South American ports. Japan and Mediterranean ports were markets for Portland's Solka; salt was imported from Spain; and anthracite from the Russian Black Sea ports. Scrap iron was in 1937 a large item of export, the demand in that year being abnormal.

General Water-borne Tonnage and Valuation, 1937

	<i>Tonnage</i>	<i>Valuation</i>
Foreign Imports	352,164	\$ 8,803,664
Foreign Exports	155,356	\$ 5,691,895
Coastwise Shipments	379,167	\$18,637,011
Coastwise Receipts	2,367,785	\$39,980,908
	<hr/> 3,254,472	<hr/> \$73,103,478

Foreign arrivals: 118 steamers, 90 motor and 1 sailing vessel. Net registered tonnage 433,331.

Foreign departures: 119 steamers, 84 motor and 4 sailing vessels. Net registered tonnage 438,956.



INDUSTRY

Fishing and cutting cordwood were Portland's first industries, and were closely followed by shipbuilding. Agriculture was given scant attention as firewood could be sold at a good price in Boston and fish exported to all ports of the world; a sloop to carry them could be built in almost any doorway, for Casco Bay waters literally lapped the steps of the houses. Lacking the abundant water power of its neighboring cities, Portland has never been important industrially, but has capitalized on market accessibility and today ranks first in importance as a distribution center for the entire State.

The small group of adventurers who comprised the pioneer white inhabitants of 'The Neck' developed it into a thriving community during the first half-century. The first local industry seems to have been a "corne mill" at Capisic Falls in Stroudwater, which was sold in 1684 by George Ingersoll to Sylvanus Davis. Previously the settlers had their corn ground in Boston where a power mill had been established. In addition to being one of the most enterprising of the early settlers, Davis conducted the first and only store in the community. As Falmouth's tradesman he carried on his business in the vicinity of India and Fore streets until the town's destruction by the French and Indians in 1690.

Following the French and Indian annihilation of 1690, a fresh start was made when a company of new settlers came to 'The Neck.' Dams were flung across nearly every waterway; gristmills and sawmills soon began to line the streams. Crude windmills were erected for grinding grist; present Free Street, center of much of this early industrial activity, was then known as Wind-Mill Lane. With the incorporation of Falmouth as a town in 1718 the citizens became industry-conscious and decided "that every saw-

mill already erected and that hereafter shall be erected, shall pay six pence per M. for each thousand sawed in said mills for three years next ensuing." In 1727 an important industry came to the settlement when the mast business between New England Colonies and the Royal Navy was transferred from Portsmouth, New Hampshire, to Falmouth, Colonel Thomas Westbrook acting as mast agent for the English Crown.

During the early years of the 18th century the building of small sloops increased; about 1750 Falmouth became industrially important with the establishment of its first major shipyard on a cove east of India Street. Other shipyards soon followed, and Falmouth-built ships were widely engaged in foreign commerce. These vessels together with their cargoes were often sold when they reached their destinations. From interior communities to Falmouth's water front streamed an endless procession of teams transporting masts for the British Navy and Merchant Marine. So profitable was this mast industry that it was not unusual for a giant pine to bring as much as £100.

Established about 1744, the West Indian trade had by mid-century become fairly profitable; shooks and pipe staves were exchanged for molasses and rum, the latter having ready sale in the town's dozen stores and four taverns. Later the rising clouds of the Revolution cast their shadow over Falmouth's industry, somewhat retarding its progress until the recovery that followed the rehabilitation of the town several years after the Mowat bombardment in 1775.

Lumbering made great strides after the Revolution when the hewing of ton timber (large pine logs squared with an adz) became a major occupation. Several distilleries, utilizing West Indian molasses brought here by Falmouth-owned ships, were erected; locally manufactured candles and soap were in turn exported to the West Indies. Business and industrial enterprises, formerly centralized in the neighborhood of India Street, had gradually crept farther westward along Fore and Middle streets. By 1850 the local distilleries had been supplemented by several sugar refineries, a result of the rapidly expanding molasses trade. These refineries supplied not only local but out-of-State markets.

Construction of privateer ships for evading the Embargo Act of 1807 provided an incentive to local shipbuilding. The town became a haven also for other than locally owned privateers, and to a great extent it shared in the illegitimate profits made through merchandising of bootleg cargoes. Commerce, brought almost to a standstill by the Embargo, was over-

shadowed by the establishment of many small industries. Previously accustomed to import even necessities in some cases, Portland was now forced to build up local manufactories. The continued commercial stagnation of the country was an added factor in booming land possibilities which brought to the town many new arrivals eager to invest their remaining funds in almost any venture except shipping.

A new undertaking was the establishment of a foundry in 1823. When transportation facilities created a demand for locomotives, marine engines, boilers, and hundreds of incidental parts, Portland competed successfully for that type of business. By 1843 steam engines and machinery for railroad construction were being manufactured in local foundries. An outgrowth of these early foundries is the plant under construction in 1939 for the manufacturing of industrial and marine hardware. Occupying three and one-half acres in the northeastern end of the city, the plant has been termed "one of the finest drop forge plants in the country."

Yankee ingenuity saw another opportunity in the natural clay deposits found in the Portland area, and a pottery was erected in 1846 to manufacture drain tile, fire brick, flues, lawn vases, and umbrella stands. That first pottery has grown into a modern factory, the only one in New England supplying the peculiar kind of pipes necessitated by modern sewerage systems.

Commercial canning of food products in America is said to have originated in Portland in 1842 when Nathan Winslow attempted to pack corn. Based on ideas sent to him from France by his brother, Winslow's efforts were not successful until several years later. The process was further developed in 1863 when corn as well as other vegetables were packed in tins. Today the packing industry is one of Portland's largest enterprises and includes the preservation of fish, lobsters, crabmeat, shrimp, vegetables, fruit, berries, and meat. This, together with the manufacture of metal, wooden, and cardboard containers, makes up a considerable part of the city's industrial activities.

The famous Portland Glass Factory, organized in 1864, went out of existence in 1873, but it is still remembered for the beauty and artistic quality of a ware which had a country-wide reputation for superior workmanship. Today Portland Glass is avidly sought by collectors. Among designs which became popular throughout America during the life of this factory were the 'Tree of Life,' 'Portland Pattern,' 'Shell and Tassel,' 'Loop and

Dart,' 'Grape Leaf and Buckle,' 'Frosted Band,' and most noted of all—the 'Dahilla.' Even Maine's strong prohibition law passed in 1851 had little effect on one type of local glass production, for as late as 1867 more than 100,000 ale and whiskey glasses were being produced annually. During Lincoln's presidency a set of Portland Glass dishes valued at \$45,000 was made for Mrs. Lincoln.

When Portland's John B. Davis in 1850 successfully developed his father's crude attempts to prepare and market spruce gum, he laid the foundation of the chewing gum industry, and started the tireless wagging of stenographers' jaws throughout the world. The establishment, in 1852, of a local factory to manufacture chewing gum was the forerunner of the present gum industry. His first factory started production with a chewing confection having spruce gum as its base. Later it was discovered that paraffin could be used for this purpose, and about 1871 chicle supplanted the use of both spruce gum and paraffin. During the early years of the industry the original Portland company maintained a monopoly on production, but toward the end of the 19th century it merged with another firm and later suspended operation.

Fishing was a major industry during the early settlement of 'The Neck,' and as late as a half-century ago salt bankers unloaded cod to be dried on flakes and shipped to out-of-State markets; on the 'bright of the moon' or with 'falling glass' a hundred 'sail' of seiners crowded the harbor. While jiggers rumbled along Commercial Street and fishermen, in their cups, lurched against iron-screened windows, Portland wharves were busy splitting and salting mackerel. Now, though it is not first from an occupational standpoint, fishing, with its varied processes of packing and shipping, employs a considerable number of local workers. Headquarters for a sizable fishing fleet, Portland is listed by the United States Department of Commerce as one of the three principal New England fishing ports, and, based on figures compiled by the United States Bureau of Fisheries, in 1937 the local fleet, augmented by other New England fishing craft, landed on local wharves 17,121,512 pounds of fresh fish, valued at \$403,886. While activities are spread over a major portion of the water front, the busiest fish piers are Central, Custom House, Brown's, and Union wharves. Tied up at any of these, one usually will find a colorful assortment of boats—large, steel beam trawlers, green trimmed 'guinea draggers,' two-masted, auxiliary 'dory-fishermen,' fifty-foot 'gillnetters,' and small 'Hamptons.' Today

aside from the canning industry, local fishermen sell their catches of ground fish, the collective name for cod, hake, haddock, cusk, pollock, and other similar varieties, to wholesalers who ship them, packed in ice, to commission merchants in Boston, New York, and Western markets.

A majority of the boats leave during the night or early morning to fish in near-by grounds, the 'gill-netters' and small boats returning the same day. The large beam trawlers, although not locally owned, operate out of Portland particularly in the spring, when their large fares of ground fish can be absorbed by local packers. As most of these boats are equipped with wireless, their movements can be checked and directed from the owners' offices, so that canning operations can be co-ordinated with the amount of the catch and the arrivals of vessels. The small beam trawlers, ranging from two-masted schooners to 30-foot motor boats, drag for various species of flounders and red fish. A number of these draggers, from Boston and Gloucester, are operated by Italians who sell their 'trips' in Portland while fishing Maine waters. The bright green and the blue hulls of these out-of-State boats lend an almost European touch to the everyday scene.

Sardine (small herring) fishing usually starts here early in May and continues until October. The various 'mother' boats of the fleet, with their seines, dories, and motor tenders cruise among the numerous coves and bays along the coast on dark nights until fish are sighted. After they are 'stopped off', the canning factory is notified and it dispatches swift 'run boats' to transport the fish, which are dipped directly from the seine to the carrier. About once a week the seiners return to port or send their tenders for supplies. Mackerel seiners, their long white seine boats in tow, are frequent callers in the harbor during the late summer, loaded with catches for local markets.

Lobstering is carried on around the numerous islands and seaside hamlets. The fishing itself is done from small motor-propelled boats; larger boats, called lobster smacks, are equipped with wells in which to transport the catches, and these operate out of the local harbor, visiting near-by fishing communities to purchase for Portland wholesalers. Many of these lobster and ground fishermen, particularly those living on Casco Bay Islands, dig clams between trips, although some depend solely on clamming for their livelihood.

A new and separate branch of Maine fishery has been slowly developing since 1936, when Dr. Johan Hijort, a Norwegian fisheries expert from Oslo

University, dropped a net into near-by waters and secured a mass of small pink shrimp. Two years later a local boat secured a catch of 2,000 pounds, using a special net at a depth of 40 fathoms. The Maine Department of Sea and Shore Fisheries is continuing its experiments along the Gulf of Maine, but as yet this industry is still in its infancy.

Although overshadowed for many years by commercial and industrial activity, agriculture has never quite lost its local importance. The 1935 Maine Census of Agriculture listed 82 farms, comprising 2,522 acres, in Portland proper; their land and building valuation amounted to \$592,308. The principal agricultural revenue comes from hay, sweet corn, potatoes, apples, and dairy products. Truck gardens produce peas, cabbage, bunched vegetables, and beans; early cucumbers, lettuce, spinach, and tomatoes are grown in greenhouses. A farmers' market occupies reserved space on Federal Street, between Market and Franklin streets, and operates on Wednesday and Saturday forenoons, except during the severe winter months. Produce can be purchased directly from the farmer. This display of vegetables, fruit, and flowers, strikes a colorful note in the downtown business section. Occasionally a squawking hen, or honking goose, escaping from its crated companions, dashing in and out of traffic, and chased by an irate owner, adds a bit of excitement to the day's trading.

Maine's tourist business, with its many allied branches, has reached a peak where it is now referred to as a recreational industry. The Maine Publicity Bureau for August, 1938, recorded 53,560 cars entering the city from the west. Because of its geographical position near the entrance to the great northern section, the eastern shore, and the lake country, Portland receives a good percentage of the State's recreational industry total of over \$100,000,000. The Maine Development Commission, in a report showing the various channels into which this money actually passes, lists the following for the State as a whole: "Groceries, 11%; all other stores, 10%; garages and filling stations, 9%; hotels and sporting camps, 16%; rooms, overnight camps, and eating places, 7%; construction work, 7%; amusements and sports, 6%; boys and girls camps, 5%; utilities and transportation, 4%; insurance, 3%; farm produce and fuel, 3%; direct employment, 2%; antiques and gifts, 2%; all other items, 15%."

According to the 1937 Federal Census of Manufacturers, Portland led all other Maine cities in industrial activity for that year. An analysis of recent industrial census shows that although the number of manufactories

in the city has decreased during the 1930's, the total value of products manufactured nearly equals the peak year of 1929:

	1937	1935	1933	1929
No. of Mfg. Establishments	151	159	155	213
Value of Mfd. Products	\$26,793,410	\$21,715,382	\$16,416,309	\$28,291,351

In recent years several food canning and packing companies have erected large modern plants in Portland, and these, together with manufactories producing boxed bakery products, high-grade furniture, clay and foundry items, stoves, printing and publishing, and boots and shoes constitute a great part of the city's total valuation of industrial products. Located in and near Portland are several large lumber concerns and the storage tanks of various nationally known petroleum companies. Among miscellaneous articles manufactured in the city are confectionery, ice cream, wearing apparel, screens, card and portable pool tables, elevators, and metal, paper, and wood containers.



FINANCE

Growing from the first financial operations of British traders who were eager to exploit the seemingly limitless resources of the rich area surrounding the 'The Neck,' Portland has become the financial center of the State of Maine. In Portland were organized the first two commercial banks, the first savings bank, and the first trust company in Maine. Local banks were organized toward the close of the 18th century; Portland, however, was the fifth city in Maine to change from State-governed banking to the present national system. Today Portland banks have over one-fifth of Maine's banking assets, including about one-fourth the value of its national banking business, nearly one-third of its savings bank business, and approximately four percent of its trust company assets. Operating in Portland in 1940 are three national banks, two savings banks, one industrial bank, two trust companies, ten loan and building associations, and seven other organizations issuing loans. Fifty-nine insurance agencies issue policies covering accident, fire, marine, life, workmen's compensation, automobile, and other types of risk. In addition there are numerous bond and other investment companies.

In 1620 England's Council of Plymouth was formed. Made up largely of British merchants who financed men and ships to the new Province of Maine, the Council hoped to reap fabulous profits on their investments. Beaver, pipe staves, fish, oil, and sassafras filled the holds of their ships leaving these shores, and the vessels returned from England with necessities for the settlers and articles to carry on the rich Indian trade. When Robert Trelawny and Moses Goodyear, merchants of Plymouth, England, sent their fellow-townsmen, John Winter, to this region as their agent for the Richmond Island development, the rough graph of present-day Portland's financial status was drawn. Winter received for a salary about £40 a year and also shared to the extent of one-tenth of the profits of the Rich-

mond Island trade. Spanish and English coins and bartered goods were the acceptable mediums of exchange through these pioneers days of local finance.

When the United States Mint opened in 1793, a little specie began to be circulated. During this period checks and drafts were rarely used by merchants; they preferred bank notes when they were sure of their value, for it was inconvenient to trade with kegs of silver and coins. Farmers within a radius of a hundred miles came to Portland and made direct exchange of their produce for molasses, sugar, tea, and rum. Financial adventures too large for the personal capital of the parties directly interested were backed by the subscriptions of groups of local merchants, each willing to invest a certain sum or proportion of the whole. A shipowner, wishing to insure his vessel and cargo against shipwreck or capture, could readily find an agent who would secure a guaranty from half a dozen or more merchants that each would pay a stated sum if the vessel failed to return.

During the late 1700's most of the local banking transactions were handled through Massachusetts institutions; these banks had started printing paper money and, as this new medium of exchange trickled into Maine, local merchants were stimulated to plan banking accommodations nearer home. Petition was accordingly made to the General Court of Massachusetts, which had jurisdiction over the District of Maine, for the incorporation of the Portland Bank, the first local financial institution. With a charter granted June 15, 1799, the Portland Bank opened its doors with a capital of \$100,000, which the stockholders were privileged to increase later to \$300,000. Although this initial commercial bank made liberal loans, the town's expanding commerce further increased the demand for currency, and in 1802 the Maine Bank was incorporated.

The dawn of the 19th century heralded a quarter-century of speculative fever. Through these years fortunes were made and lost almost overnight; glib-tongued schemers with fanciful plans for accumulating great wealth from a few invested dollars awaited every gullible investor. Often told in Portland is the 'gold brick' story of a group of venerable merchants who in 1803-4, invested in a scheme by which dew from Freeport was to be miraculously turned into silver, a king's ransom to be had from the mystical drops with which the world is bedecked at twilight. Into the town's counting houses one sunny morning glided a smooth-spoken Frenchman, immaculately dressed in top hat and tail coat; when he told of his great discovery of changing dew into virgin silver his sincerity and bland manner soon

quieted the skepticism of his listeners. A small group of Portland's early merchants literally cupped their hands to their ears the better to learn of the Frenchman's plan, and after some discussion, they unanimously agreed to form a 'dew-silver company' and make their fortunes from the several thousand dollars which the Frenchman had requested as an investment in his scheme. Later after the investors had been advised that dew collected in Freeport was adaptable to the needs of the project, the merchants collected with much labor several quarts of the magic liquid. Poured into a huge cauldron, it was brought to the boiling point, but to their dismay the Frenchman, after inspecting the boiling contents, informed them that the experiment was a dismal failure. Upon learning, however, that the dew had not been collected at exactly midnight, the Frenchman sent the merchant-investors scurrying back to Freeport for more. In the dark hours preceding dawn the weary group reassembled about the boiling cauldron, and to their astonishment, saw glimmering in the boiling depths shining pellets, later found to be silver. Subsequent boilings produced additional silver, and the investors, under the suave talk of the Frenchman, contributed additional money toward the cause, and envisioned for themselves a princely life in a personal world of silver. One morning, however, when the 'silver man' could not be found in Portland, the investors in the scheme carefully examined their pellets, and to their dismay found on several of them fragments of engraved Spanish words, similar to phrases that appeared on Spanish silver coins common to the period.

A more practical money-making plan was that of Portland's John Taber & Son. Their business firm enjoyed high credit, and in connection with it, the Tabers carried on a sort of banking business, which William Gould, local historian, records was operated "to the extent, certainly, of issuing bills whenever Daniel, the son, got hard up." Portland merchants of the period honored Taber notes quite as much as if they had been issued by the Portland or Maine Bank. With the crash that followed the enactment of the Embargo, the Taber concern failed; old John Taber was obliged to say to a debtor who paid him with his own notes: "Why, that money ain't good for anything." To this the debtor replied: "I understand so, and thee should have made it better." Soon, however, issuance of personal notes by firms comparable to the Tabers, was corrected by legislative acts.

The Portland Bank suffered severely during the Embargo days, and it finally suspended operations in 1815, closing its doors with a loss of 25 percent of its capital stock. The second bank, the Maine, survived the

crisis, but its charter expired in 1812, and many of its stockholders joined in organizing the Cumberland Bank that same year. During this period of stagnation of American commerce and industry Portland, on its jutting peninsula surrounded by Casco Bay waters, feared British invasion from the sea; all the gold and silver in the town was carted in a six-ox team to Stan-dish, where it remained for two years. The Marrett House, where the treasure was hidden, remains practically unchanged from the days when its huge lock guarded the capital of Portland. Honesty, in those days, seems to have been taken for granted, because it is recorded that it was not unusual to see stout wagons loaded with kegs of silver coins, guarded only by large dogs, parked in an inn yard at night. This was the sort of 'armored car' the Boston banks sent to this region to collect specie in return for the notes issued by the Banks of the District of Maine.

The third local bank to conduct business was the Bank of Portland, established in 1819; the Commercial Bank, chartered four years prior, was never organized. Immediately the Bank of Portland and the Cumberland Bank became rivals, not only commercially, but politically as well; most of the directors of the former were Federalists, and of the latter, Democrats, and they divided on all questions of moment. Accounts between the two banks were settled daily, and often with some feeling. Each cleared its counters every afternoon of all notes issued by its rival; exchange was made, and whenever there was a balance of specie owing one institution or the other, it was wheeled over in a wheelbarrow.

Maine's first savings bank, opened in Portland the same year as the Bank of Portland, had a rather diffuse title, "The Institution for Savings for the Town of Portland and Vicinity." This first savings bank had for its president Prentiss Mellen, who later became the first Chief Justice of Maine; among the incorporators was Stephen Longfellow, father of the famous poet.

The Casco Bank, in process of liquidation in 1939, was organized in 1824. In this bank in the 1830's Eliphalet Greely gave dignified greetings from his president's box, standing, as he thought proper, with his right hand uncovered, and his left hand gloved. A year after the opening of the Casco Bank, the Canal Bank was incorporated; it had been organized in part from funds raised by a lottery authorized by the State Legislature in 1823, with the provision that one-quarter of its capital should be invested in the Cumberland and Oxford Canal (*see Transportation*). Still in operation, the present Canal Bank stands on the site of the original Bank of

Portland. In 1831 the Cumberland Bank became the Maine Bank, under its original management.

A branch of the Second Bank of the United States was opened here in 1827, and after President Jackson's successful fight to abolish the Bank of the United States, its affairs were largely taken over by a "pet bank" called the Bank of Cumberland, which was organized in 1835. The Portland branch of the government bank had been inefficiently managed, but such was the political setup of the Bank of Cumberland that a country doctor was chosen to be cashier on the recommendation of his friends that he was a "faithful man and a fine penman." After a short preliminary training in Boston he set to work, and mixed up his accounts to such an extent that he soon found he had lost \$1,000. He resigned. With a change of management, however, this bank continued over a period of 78 years.

Portland entered the 1830's, along with the nation, in search of new enterprise; this was the period of expansion of America's commerce, industry, and land investment. The town became the City of Portland in 1832, boasting 15,000 inhabitants supporting nine commercial banks and one savings institution. However, with the financial crash of 1837, when banking institutions throughout the country ceased to redeem their notes in specie, Portland finance was badly crippled. The Institution for Savings for the Town of Portland and Vicinity, which had invested almost exclusively in other local banks, failed; the stock of the Bank of Cumberland was reduced to 40 percent of par; the Canal Bank lost heavily, and four other banking establishments went into liquidation.

In 1850 not a savings bank existed in Maine; but in the '50's three more commercial banks were locally organized, the first of which liquidated after the burning of the Exchange Building where it was located. The Portland Savings Bank opened in 1852, and seven years later the Portland Five Cent Savings Bank was incorporated; in 1868 this latter bank became the Maine Savings Bank. The International Bank, incorporated in 1859, became the First National Bank of Portland in 1864, under the provisions of the National Banking Act, and gave up its State charter. A year later all other commercial banks in the city adopted the national banking system.

In the period following the Civil War when most of the country, and particularly the eastern States, was suffering from commercial paralysis, Portland was little affected. On October 9, 1874, the local *Eastern Argus* commented in an editorial: "The panic, which caused such a crash in New York and other large business-centres, hardly made a ripple here . . . and

the business of Portland, as a whole, has never been so large, safe and sound, as it has been this year." Before the turn of the century two of the banks formed after 1850 were consolidated, and two more National Banks sprang up. Four trust companies were organized during the period, the first in 1883, and the second, which failed after ten years of speculation in western lands, in 1887; the remaining two banks were incorporated in the 1890's.

Also during this period four loan and building associations were established, the first, the Casco, in 1888; today it is the third largest building and loan association in Portland. The second association, the Cumberland, established in 1890 is today the largest in Maine. During the 20th century five more loan and building associations have been organized in Portland. The Morris Plan Bank, the State's first industrial bank, was locally established in 1918; twenty years later it changed its name to the First Industrial Bank of Maine, and today is the only institution of its kind in the State.

Under Maine laws, trust company banking is not as restricted as national banking under Federal rulings. In the early 1930's five of Portland's national banks either had become, or their places had been taken by, trust companies, and only one of the original trust companies was taken over by a national bank. By 1933 accounting for consolidations among trust companies, of which there had been four, Portland had three national banks, two savings banks, and two trust companies.

In the 1930's security prices and business activities were cascading into the trough of the depression, and the diminishing waves of income alarmed the Roosevelt administration to the point of declaring a national banking holiday on March 4, 1933. For ten days no checks were cashed in Portland, and depositors could not withdraw money from any local bank. The suspension of payments in specie a century before could hardly have been a greater blow to the confidence of the people in their financial institutions, and there was a good deal of impatience and confusion. On the tenth day the Canal National and the Portland National received certificates from the Federal Reserve Bank of Boston, enabling them to open on a temporarily restricted basis. The next day the State Banking Commissioner authorized the two savings banks to transact regular business, with temporary restrictions. A receiver was appointed for the First National Bank of Portland, and by October 31, 1938, it had paid 95 percent of its deposits; the depositors of the liquidating bank secured by subscription

\$500,000 and organized the new First National Bank at Portland, an institution in no way connected with the old bank. The two trust companies, Fidelity and Casco Mercantile, were placed under conservatorship and today are still in process of liquidation. They have paid respectively 75 and 60 percent on savings deposits, and 52.5 and 40 percent on commercial deposits. In 1933 the National Bank of Commerce was organized; a year later the Casco Bank and Trust Company, entirely independent of the original Casco Mercantile Bank, was established. With the consolidation in January, 1940, of the Portland National Bank and the First National Bank under the name of First Portland National Bank, Portland has the largest commercial bank east of Boston.

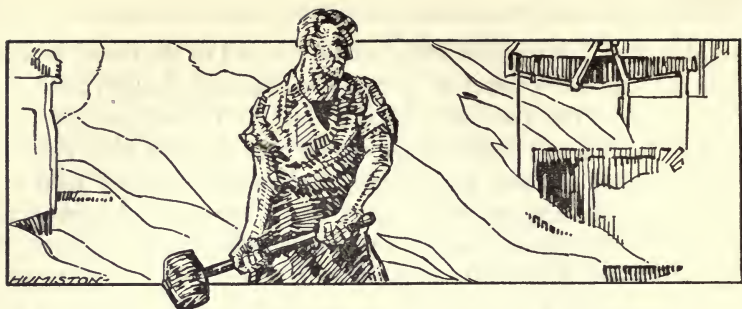
Deposits in Portland's banks are increasing, with a total of nearly forty million dollars in the five commercial banks alone. Thirty-eight percent of this amount is represented in cash, and about one-third in loans. Capital accounts increased about five percent in the city up to the close of 1938.

In Portland's schools a modern school bank has been formed, with the same equipment and facilities as many large institutions, giving pupils first-hand knowledge of banking methods, as well as an incentive to save money. Accounts may be started as low as one cent, when the child first goes to school, and when the sum has reached one dollar, it is transmitted to the Maine Savings Bank. Students use these accounts for various activities, often financing their own senior high school trip to Washington, D. C., the Junior Prom, and the expense of graduation.

Our present-day financial institutions, controlled by State and Federal laws, are in marked contrast to the old-time methods of banking. The Portland historian, William Goold, who was himself a bank clerk, tells the story of the cashier of the Maine Bank who had some difficulty in balancing his cash account. After some discussion the bank directors voted to sue the cashier's bondsmen to make up the deficiency. The bondsmen learned, however, that the directors were accustomed to meddle in the cash drawer, and they in turn informed the accusers that just as much evidence could be produced to prove that those in higher positions could have filched the money as that the cashier had lost it, whereupon the suit was dropped.

As far as is known, there has been but one robbery in the banking history of the city; it occurred in 1818 at the Cumberland Bank. Locks were not over-complicated in those days, and while the Cumberland's lock was being repaired at a blacksmith's shop, Daniel Manley got an impression of the key and made a duplicate. He and an accomplice entered the bank on

a Saturday night, taking \$200,000 which they buried on the shore. Manley, suspicious of his own partner in crime, stole back and changed the hiding place. It appears that the bank directors acted as 'G-men' pro tem in the complicated events that followed; they questioned the men after obtaining the incriminating evidence that Manley had bought molding sand at a local foundry. His accomplice weakened, in the best fictional manner, and led the perambulating directors to the shore; finding the money gone, the aghast ally produced a pistol and shot himself. Manley was not informed of this, and was offered a large reward if he would return the money; it later developed that third parties had been silent and furtive witnesses to the whole financial interment, and had dug up the cash hoping to get the reward. In the final adjustment, Manley was given two things: one-half of the money, and twelve years in Charlestown (Mass.) prison. It is said that he returned to Portland later, and followed the straight and narrow path.



LABOR

Somewhat shielded by the continuous development of the surrounding frontier, and sheltered by its thriving commerce, Portland did not feel keenly the early economic crises that intensified the problems of wage-earners in other sections of America and prompted the formation of labor unions. It was not until 1863 that the first union was established in the city, the Portland Typographical Union No. 75. It had about 30 members and established, in its trade, the 10-hour day and the 6-day week; the standard wage for day work was \$13 a week, and for night work \$15. This was 23 years before the American Federation of Labor officially came into existence.

Organization of local labor unions has continued since 1863, and spread to new fields; it has been considerably stimulated by the late depression. There are at present approximately 8,000 wage earners in the Portland metropolitan area organized into unions. Of this number, 6,000 are directly represented in the Portland Central Labor Union of the American Federation of Labor, and the remainder are divided between Railroad Brotherhoods, Congress of Industrial Organizations, and A. F. of L. locals unaffiliated with the city's central organization.

Details of labor conditions in the early days of the settlement are lacking. During the years 1638-45 John Winter, the Englishman, as agent for the Trelawny interests on Richmond's Island, had at one time 60 men in his employ in the first fishing and shipbuilding industries. Men received very small wages when getting out the masts for the English Royal Navy from 1727 until the Revolutionary War. Two shillings eight pence was the daily wage; 16 shillings were paid a man and two oxen for three days' work.

During the pronounced inflation and labor scarcity occasioned by the Revolutionary War, Parson Thomas Smith pettishly exclaimed in his

diary: "Common laborers have four dollars a day, while ministers have but a dollar, and washerwomen as much." However, this was an exceptional statement about an extraordinary situation.

In 1820 clerks in stores received \$50 to \$75 a year for their services, with board, sleeping in the attic or the rear of the store. In the following decade William Goold, a local historian, was able to secure a job on a ship for his partner's son. He quoted the shipmaster as saying: "We can load our ship with rich men's sons, who will serve without wages, but at the request of Mr. Lawrence we will take the boy at six dollars a month." These sketchy statements are the only inferences from which we may construct any picture of working conditions a century ago.

To Neal Dow in his *Reminiscences* we owe the following picture of labor in the early part of the 19th century: "Most of the men who did not work at lumbering were engaged in the fisheries, in which industry, during the season, many vessels were employed . . . My employers built vessels on a large scale, and employed many men, who took up their wages mostly at the store in family supplies and rum for themselves . . . Working men and their families were always poor . . . In the winter of 1829, the Maine Charitable Association took under consideration a proposition to change a custom almost universal, and appointed a committee to recommend some plan by which masters would stop furnishing their journeymen and apprentices with ardent spirits . . . So general was the custom that even the small number of workmen who did not care for, or would not drink, the liquor, received no more pay in cash for the same amount of labor . . . The practice of ringing the 'Eleven O'clock Bell' was a signal for workmen to rest from labor and refresh themselves with liquor."

The building and outfitting of privateers, brought on by local repercussions to the Embargo Act of 1807 and the War of 1812, revived the stagnant commercial trade. By 1832 Portland had 412 vessels employing 2,700 seamen. Although not a few Maine vessels had the unenviable reputation of being "hell" or "blood" ships, the local men willingly shipped out; mutinies and ill-treatment were just part of their day's work.

With the building of the Cumberland and Oxford Canal, completed in 1830, and the Portland, Saco and Portsmouth Railroad in 1842, came an influx of immigrant Irish and Italian laborers. A picture of these foreign canal builders is given by S. B. Cloudman in his *Early Recollections of the Cumberland and Oxford Canal*: "The banks were dotted all along with rudely-built shanties which overflowed with little children and healthy-look-

ing mothers. From four to six families were somehow packed in each shanty. Locks, wasteways, and farm bridges were built by a crew of rough-and-tumble carpenters."

As early as 1851 better working conditions were advocated by John Sparrow, manager of the Portland Company, when he directed a "strong and urgent petition" to the officers of the corporation, recommending a reduction of the number of hours in the day's work to ten. Prior to this workmen were accustomed to put in an almost unlimited number of hours, covered by the phrase "a long and hard day's work." The concern finally conceded the point, but their example was not universally followed, for in 1863 when Portland's first labor organization declared itself in favor of the 10-hour day, employees of the Portland Glass Works were put to work on a "watch and watch" system, six hours on and six hours off, 12 hours out of 24.

Local railroad employees began to organize in 1871 with the formation of a union for locomotive engineers. Ten years later firemen and enginemen had a joint union, Great Eastern Lodge No. 4, which was chartered January 15, 1881. Conductors formed a union in 1890, and in 1896 the Henry W. Longfellow Lodge No. 82 of the Brotherhood of Railroad Trainmen was instituted. Its membership increased gradually but steadily, until it became the largest lodge in New England with a membership of more than 500; in 1920 it was divided because of its size, a portion of its membership forming another lodge. The closed-shop principle was never favored by the Railroad Brotherhoods; they preferred to leave it to the employee's sense of fairness whether or not he should join the union. Relationship with the companies has been amicable and, except in one instance, entirely free from strikes. That incident occurred in 1910, when the men on the Grand Trunk Railroad were called out on July 18 on the demand for an increase in pay; they went back to work August 4, having won their point.

In 1872 a mutual benefit association was established among the employees of the Portland, Saco and Portsmouth Railroad. Although not actually a labor union, it was the first organization of its type in the city. A few months later another was formed among the employees of the Portland Company; the bylaws of this association stated: "The objects of the Association shall be to aid, and benefit, such of its members as are by sickness or accident, unable to work . . . Regular employees of the PORTLAND Co., without regard to nationality, or station of life, of good moral character,

healthy, sound, and free from any mental or bodily infirmity, able or competent to earn the means necessary for the support of himself and family, are eligible for membership in this association." This organization paid benefits in case of sickness or accident, as recommended by an investigating committee; a death benefit was collected by a stipulated assessment on the brotherhood.

The Portland Longshoremen's Benevolent Society adopted its bylaws and rules of order January 31, 1881, and the following year the Portland Laborers' Benevolent Union was organized. The preamble to their constitution read: "Realizing the fact that for years the class of laborers employed throughout the city as assistants to builders and mechanics on excavations and improvements, have not been dealt with in that just manner which is conducive to their well being, and wishing to advance their interests as regards remuneration for labor performed, we shall in the future be subject to the tariff which shall be formulated and adopted by this association, and without becoming arbitrary in our demands, shall always and by every legalized means endeavor to obtain a 'fair day's pay for a fair day's work,' and also mutually assist each other in obtaining just demands from employers in all cases where those demands may be disputed or withheld We shall be benevolent by forming a fund for the relief and sustenance of any of our body, who may become sick or disabled, and endeavor in all cases to discharge our duty to the sick, by attending to their wants, and also, in the event of death, to use our funds in such manner as hereafter stipulated in our Constitution."

In 1883 the Portland Bricklayers' and Masons' Benevolent and Protective Union came into being. This union not only provided benefits in case of accident on the job and sometimes during sickness, but also concerned itself with wages and hours, taking action against the discharge of a worker due to membership in the organization. The Bricklayers' and Masons' Union even had certain articles to protect the contractors for whom its members worked, for while it provided that the standard rate of pay was \$3 a day for 10 hours, the union required its members to work only for contractors, or to demand the contractor's rate. Members were also forbidden to work with non-union men wherever the union men were in the majority.

In 1885 the pioneer labor organization, Portland Typographical Union No. 75, was re-organized and chartered as No. 66 of the International Typographical Union, affiliated with the A. F. of L. In this decade, also, the Portland locals of the Carpenters' and Joiners' Union, and the

Brotherhood of Painters, Decorators, and Paper Hangers had their origin, although the present charters of these organizations are both dated 1900. The Portland Central Labor Union was organized in 1900 to co-ordinate the activity of Portland organizations affiliated with the A. F. of L. insofar as they cared to participate. Today this central union has over 30 affiliated local unions.

Studies made by the State Bureau of Industrial and Labor Statistics of Portland wage earnings during the early 1900's showed that trades that were organized were receiving higher wages than the unaffiliated workers. In 1907 bricklayers, locomotive engineers, and typographical workers were earning \$4 a day; the most common union wage in the other trades was \$2.50 a day. In contrast, unorganized laborers were receiving \$1.50 a day for skilled work and \$1 for ordinary labor. Women worked a 10-hour day, receiving from \$2 to \$4.50 a week. On local conditions among women workers of that period, a survey booklet states: "In New York the living wage, the very least on which a girl can exist, is placed at \$5.00 a week, and only then when several girls club together. In Portland, at the present rates, it could hardly be placed at less, and yet there are many girls receiving below this figure."

The Portland Musicians' Association, Local 364 of the American Federation of Musicians was chartered in 1904. Since its inception its growth has been sound; today it includes the majority of professional musicians in Cumberland County. The object of this union is to unite the instrumental portion of the musical profession for the better protection of its interests in general, the establishment of a minimum scale of prices to be charged by members for their services, and the enforcement of good faith and fair dealing between its members. The organization is affiliated with the Portland Central Labor Union and the State Federation of Labor, both of the A. F. of L.

In a Portland Board of Trade publication of 1909 appeared a notice which is in marked and amusing contrast to current advertisements that pay tribute to the city's intelligent labor supply; after urging that land and materials should be sold cheaper for new industries than for any other purpose, the item continued: "Why? Because if you have plenty of manufacturing you are bound to have three mighty valuable acquisitions, viz: Brains and energy of the management. Capital invested in the industry. Employees and animals to do the work."

In 1936 the International Seamen's Union, at that time affiliated with

the A. F. of L., opened an office here. It later joined the industrial union movement, and in May, 1937, was changed to the National Maritime Union, the first of the local organizations now affiliated with the Congress of Industrial Organizations. The Portland Newspaper Guild was chartered July 6, 1937, and the following year successfully negotiated a contract with the largest newspaper in the State. Other C. I. O. organizations represented here are the American Communications Association and the United Furniture Workers of America.

In 1936 the United Truck Drivers of Maine, an independent union, was organized with headquarters in Portland, and the following year was chartered as Local No. 340 of the International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers, of the A. F. of L. In 1937 the International Machinists Association chartered its Local No. 1256 here, also of the A. F. of L. There has been a tendency in several trades for larger locals to split up and form two or three smaller organizations comprising workers employed on work of a kindred nature. This has been the case with long-shoremen, electrical workers, painters, building trades laborers, and others.

In 1938 the Maine Labor League, an organization open to all union members and designed to bring together informally local people in both the craft and the industrial union movement to discuss their problems, adopted bylaws and held several meetings here. Although these meetings were not continued regularly, and the league has apparently ceased to function, it did serve as a common meeting ground for members of local unions affiliated with the A. F. of L. and the C. I. O., two organizations which, while their national policies may seem at variance with each other, nevertheless do co-operate in many localities and situations.

Perhaps no better indication of a generally healthy relationship between labor and the employer could be found than in a substantial growth of labor organization, coupled with a relative freedom from strikes or refusals to meet with employee representatives. Portland strikes have been comparatively short and peaceful. They have usually been entirely local in character and application, with the exception of those participated in by the National Maritime Union, an Atlantic seaboard organization negotiating on a coast-wide basis.

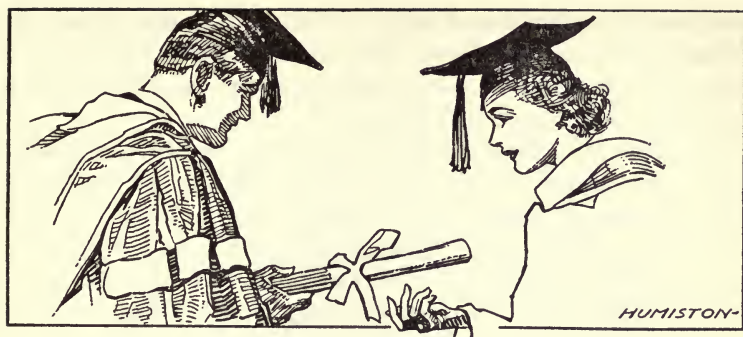
Greatest excitement in the labor history of the city was caused by the streetcar strike of July, 1916. This was occasioned by the discharge of several employees on account of their activity in organizing a union; the strike lasted five days, completely tying up the streetcar system. On July

17, the day the strike was settled the *Portland Evening Express and Advertiser* reported: "The dominant note of comment on the street is satisfaction over the settlement of the trouble and great commendation for the attitude of the striking carmen throughout the whole trying period. That out of a group of over 400 men not one had resorted to any but legitimate means for gaining the ends they sought was considered a feature of the strike of which few cities in America have been able to boast."

Along with the rest of the nation, Portland workers have enjoyed the benefits of the Fair Labor Standards Act passed by Congress guaranteeing minimum wages and a set maximum of hours; so well have Portland employers and employees co-operated in the enforcement of the Wage-Hour Act, that since its inception there has been but one case of local violation. In this case government inspectors were able to obtain evidence that resulted in the conviction of the firm and a restoration of wages to the employees involved.

Portland, at the time of the Federal Census of 1930, had over 30,000 gainfully employed workers, approximately 75% of whom were wage earners; these Portland figures compare favorably with those of the State which show 308,603 gainfully employed workers, 72% of whom were wage earners. According to the figures in the Federal Census of Manufacturers for 1937, the total annual pay roll for the 4,000 employees in manufacturing industries was slightly over \$4,000,000. The Federal Census of 1935 records that an annual average of 4,627 retail employees received a total of \$4,755,000 in wages; an annual average of 2,441 employees in wholesale establishments received during the year \$4,678,000; and an average of 739 employees in service establishments received \$736,000. While these figures cover very few of the relatively large groups of people occupied in transportation and communication, domestic and personal service, and professional and public service, they do show that in Portland more wages are paid per person employed, in average figures, than in any other city in Maine.

The 1937 Federal Unemployment Census reported 3,000 wage earners totally unemployed, in addition to 450 new workers; nearly 1,900 were partly unemployed; and 921 were emergency workers. An annual average, during 1935-39, of about 1,000 Portland people have been employed on the various projects of the Emergency Relief Administration, Works Progress Administration, and the Work Projects Administration.



EDUCATION

A century after the first settlement of 'The Neck' early Falmouth grudgingly conceded the necessity of formal education. Evidently fear of the law rather than the urge for book learning spurred them on, for the first notice on the subject is in the town record of September 15, 1729, when the Puritan fathers of Massachusetts Bay Colony ordered the local selectmen "to look out for a schoolmaster to prevent the town's being presented." Thus, grudging obedience to the Massachusetts law was the foundation of present-day Portland's 41 public schools, with an attendance during 1938-39 of 12,537 students and an investment of \$4,500,000 in school buildings. There are also 11 parochial schools, with approximately 2,300 pupils, as well as numerous academies and colleges offering all branches of learning and vocational guidance.

Popular education in Massachusetts had begun as early as 1647 by the enactment of a law requiring elementary schools to be established in every town of 50 families, and secondary schools where there were 100 or more. Although under the jurisdiction of Massachusetts from 1658, Maine did not feel the effect of this mandate for nearly three-quarters of a century. The early inhabitants were more interested in procuring means of physical support than in considering the need of intellectual improvement. Dwellings were widely separated, and continual danger from hostile Indians kept the children closely at home. The result was that the children were solely dependent on their parents for any instruction they received. Not until the town fathers were threatened with severe penalties for evading the law did they finally submit. In 1733 they hired a blacksmith named Robert Bayley

as schoolmaster at the annual salary of £70. His contract called for six months teaching at 'The Neck,' three months on the Cove, and three months at Purpooduck. In view of this munificent salary it was thought that he might also preach on Sunday.

In addition to the 'three R's,' Mr. Bayley taught a little geography and grammar, and tempered the various outbreaks of the day with cowhide, rattan, and ruler. A most important feature of his corrective methods was the dunce cap. Always worn by some child who sat in a corner in full view of the class, the cap painted the miscreant as a horrible example of misbehavior. Girls were barred from attending school, as their sole art was that of becoming useful housekeepers which could be taught at home; parents saw no necessity of girls engaging in scholastic pursuits.

A salary increase of £6 a year to Mr. Bayley, in 1736, is the first intimation of the serious enforcement of the Massachusetts law, although the population of 'The Neck' had reached 100 several years previous. The following year the grammar school became a separate unit; higher branches of learning were taught by Nicholas Hodge, then a student at Harvard College. After graduating in 1739 he resumed his teaching at 'The Neck,' at the same time studying for the ministry under the instruction of the Reverend Thomas Smith, the journalistic pastor of the First Parish Church.

Notwithstanding the sincerity of these early teachers education was at a low level. The money appropriated was not sufficient to attract the undivided attention of qualified instructors, and as a result the schools were neglected or left to men who divided their time between teaching and studying to obtain their degrees in law or divinity.

The town took steps to secure its first full-time teacher when the following invitation was sent to Stephen Longfellow by Parson Smith:

Falmouth, November 15, 1744.

Sir, we need a schoolmaster. Mr. Plaisted advised of your being at liberty. If you will undertake the service in this place you may depend upon our being generous, and your being satisfied. I wish you'd come as soon as possible and doubt not but you'll find things much to your content.

Your humble ser't
Thos. Smith

P.S. I write in the name and with the power of the selectmen of the town. If you can't serve us pray advise of it per first opportunity.

Mr. Longfellow, great-grandfather of Henry Wadsworth Longfellow, was a graduate of Harvard College. He had made teaching his profession, and was in charge of the school at York. Longfellow accepted the invitation and became the principal instructor at Falmouth, his salary being paid mainly in cordwood and produce. As there were no local newspapers in that day, the following notice was posted each year on the schoolhouse door:

Notice is hereby given to such persons as are disposed to send their children to school in this place, the ensuing year, that the year commences this day, and the price will be as usual, viz., eighteen shillings and eight pence per year for each scholar that comes by the year, and eight shillings per quarter for such as come by the quarter.

Steph'n Longfellow.

Longfellow's school was the first of many private schools which were to flourish here during the late 18th and early 19th centuries; to them the more affluent families sent their children. It also seems that free public schools, attended by those who lacked the necessary shillings and pence, were in operation during Mr. Longfellow's period of local teaching. While Longfellow was paid by the town, and also by the parents of his scholars, his system seems to have been in direct contrast to the liberal methods later adopted, which guaranteed equal educational opportunities to all.

Sometime in 1756 Jonathan Webb came here from Boston and opened a private school on India Street; in a very short time he was given the undignified name of "Pithy Webb," from his practice of putting in his mouth the pith of his quill when he cut it. Edward Preble, one of his scholars who became one of America's naval heroes, is said to have broken him of this habit by making the quill unpalatable.

Massachusetts adopted in 1789 a law requiring liberal instruction for all children and a college or university education for schoolmasters. The settlers of the District of Maine, however, were of a different stamp from the Puritans of Massachusetts Colony; in this region education was somewhat in the background, since it still required the more practical efforts of young and old alike to wrest a living from virgin forest and surging sea. After the passage of the 1789 law Portland began to expand its school system into the field of academies and schools of more advanced curricula.

A newcomer to Portland in 1795 was the Reverend Caleb Bradley who purchased an inn on Free Street and opened a school. Among those who attended it was Nathaniel Hawthorne, who doubtless contributed his share

in all sorts of pranks that were played upon the easygoing teacher. Bradley's custom of propping his chair back against a door was a constant source of temptation to his students. Several of them, including his own son, would prearrange the latch so that, when pressed lightly, the door would fly open, sending the Parson sprawling with feet waving comically aloft.

Portland was becoming a recognized and thriving town; the standard of living had increased materially, and it became important to raise the standard of education. A few of the influential men took measures to establish a higher school and secured an act to incorporate an academy. The General Court granted a half township of land, providing that \$3,000 could be raised. After considerable effort this was done and Portland Academy for boys were opened in 1803 in a two-story wooden building under the instruction of Edward Payson, who later became pastor of the Second Parish Church. Five years later a new brick schoolhouse replaced the old building, and here the poet Longfellow prepared for college under the supervision of Preceptor Bezaleel Cushman and his assistant, Jacob Abbott, author of the familiar "Rollo" books. Longfellow had come to admire the irritable old schoolmaster, with whom he always associated the odor of tobacco and indiarubber, but the Preceptor's farewell lament on the tribulations attendant on his work intensified Longfellow's dislike of making teaching his profession, and may have tended to bring into flower the budding genius of the young poet.

The Portland Latin School for boys opened in 1821 with 20 scholars drawn from the three grammar schools then in the town; eight years later it was divided into an English high school and a Latin high school, with separate masters. Some time before 1834 they were reunited under the name English High School, and in 1863 joined with the Girls High School. The resultant Portland High School had an entrance on Congress Street and another on Cumberland Avenue; boys and girls were effectively separated by a solid brick wall dividing the building, the only connecting passageway then being on the ground floor. A new principal, who came in 1864, called it the "wall of prejudice" and persuaded the school board to have a door on every floor. Partially destroyed in the fire of 1866, the building was repaired and in use until again burned in 1911. Once more put in usable condition, it was replaced in 1918 by the present modern structure.

From 1824 until 1849 Master Henry Jackson taught in Portland, and the old adage of 'spare the rod and spoil the child' was put into everyday use

in his grade school where a good switching was his favorite form of punishment. However, when switching grew monotonous, he had other original methods, his jail corner, where unruly students were forced to sit perfectly rigid or be clipped on the ankles, and his punishment rail were heartily disliked by the pupils. The latter punishment was almost torture to these active youngsters, because misbehaving pupils were made to lie on the rail in front of the teacher's desk, suspending a piece of wood on their ankles, and balancing it for a certain length of time before it could be picked up. One of Jackson's pupils, knowing he was due for a switching, thought he would outwit the school teacher and placed a codfish under his flannel shirt; he took his punishment until the fish began to prick his spine, when he wiggled and howled in pain.

"What's the matter?" demanded Master Jackson, wielding the switch.

"The bones," roared the boy.

"What bones?"

"Fish bones," screamed the pupil, removing his shirt and pulling forth the codfish. Whereupon he was switched even harder while the teacher shouted, "Come here and let me take the dust out of your jacket!"

Westbrook Seminary, now the Westbrook Junior College, was incorporated in 1831, and a building was erected three years later. This was the first institution of learning established in Maine under the patronage of the Universalist denomination, and one of the first in the United States to offer co-educational facilities. At the time of its opening the *Portland Eastern Argus* commented that "males and females will be admitted to equal privileges." In 1925 the name was changed to the present title, and it became an institution exclusively for women. Today with an annual student body of over 300, the college offers a curriculum of five major courses: Transfer, preparing students for specialization in science, liberal arts, pre-education, secretarial science, and commerce; Teacher Training, leading to baccalaureate degrees in commerce and art; Terminal, providing two-year courses for medical secretary, secretarial science, business, junior college general, and recreational leadership; Pre-professional, giving certain specified course requirements in pre-occupational therapy, pre-merchandising, and pre-nursing; Exploratory, with courses in music, art, and journalism.

As a result of a consolidation that had been in effect from the turn of the 19th century a local school system was created. In 1832 this consisted of a high school for boys, four monitorial schools (schools in which honor pupils, as monitors, assisted the teacher as instructors), six primary schools, one

school for colored children, two island schools, and one infant charity school, to which the city contributed \$150 annually. The average attendance of these schools was 1,074 out of a population of 12,000.

The Portland Academy continued until 1850. With a population of about 21,000 the town realized that the girls needed more in the way of knowledge than that offered by the grammar grades, and a high school for girls was temporarily established on Brackett Street with Moses Woolson as principal. On January 6, 1851, the new high school quarters were opened on Chestnut Street, the first class being graduated in 1854. The school was discontinued in 1863, when it joined with the English High School; the new school became the Portland High School. This identical building, although enlarged at a later date, still serves the city as the Woolson Primary School.

An increasing desire for education on the part of many adults deprived of early education resulted in the establishment of an evening school. The first was held in the basement of Preble Chapel, and from 1851 night classes have played an important part in the city's educational program. The present evening school, held in Portland High School, has five distinct departments which deal with citizenship, elementary and high school subjects, vocational training, home economics, and discussion classes. Many nationalities have been represented, some of whom could not speak English upon registration. In addition to these, industrial and commercial workers and college graduates may secure aid in better fitting them for their work.

The Maine School for the Deaf was started in 1876 when Doctor Thomas Hill and Frederick Fox opened a school in a room on Free Street, their first three pupils being residents of this city. Interest in the work grew to such an extent that in 1897 an act of the Maine Legislature made the school a State institution. It is open to children whose hearing is seriously impaired, and who desire an education; all such handicapped children throughout the State, between the ages of five and twenty-one, are educated free of charge. Out-of-State pupils are eligible by paying a nominal fee, and courses are given which range from kindergarten to regular high school grades, including vocational training.

In 1881 St. Joseph's Academy (Roman Catholic) for girls was opened, and taught by the Sisters of Mercy, under whose guidance it still continues. It combines elementary and high school grades, the latter offering Classical, Latin-Scientific, and English-Commercial courses. Difference of



Deering High School



Portland Junior College



Life Class at Portland School of Fine and Applied Art

Portland Junior Technical College

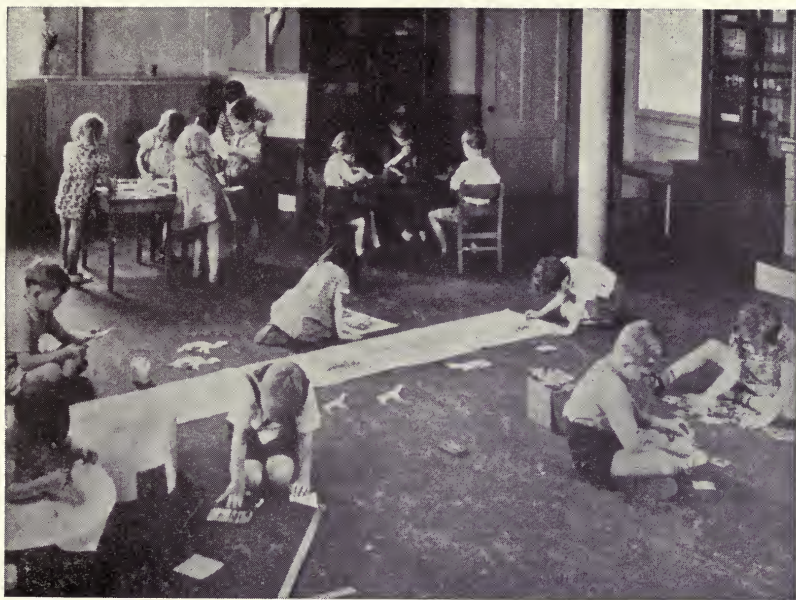




Public School Manual Training

Public School Mechanical Training





Public School Kindergarten

May Day at Waynflete School





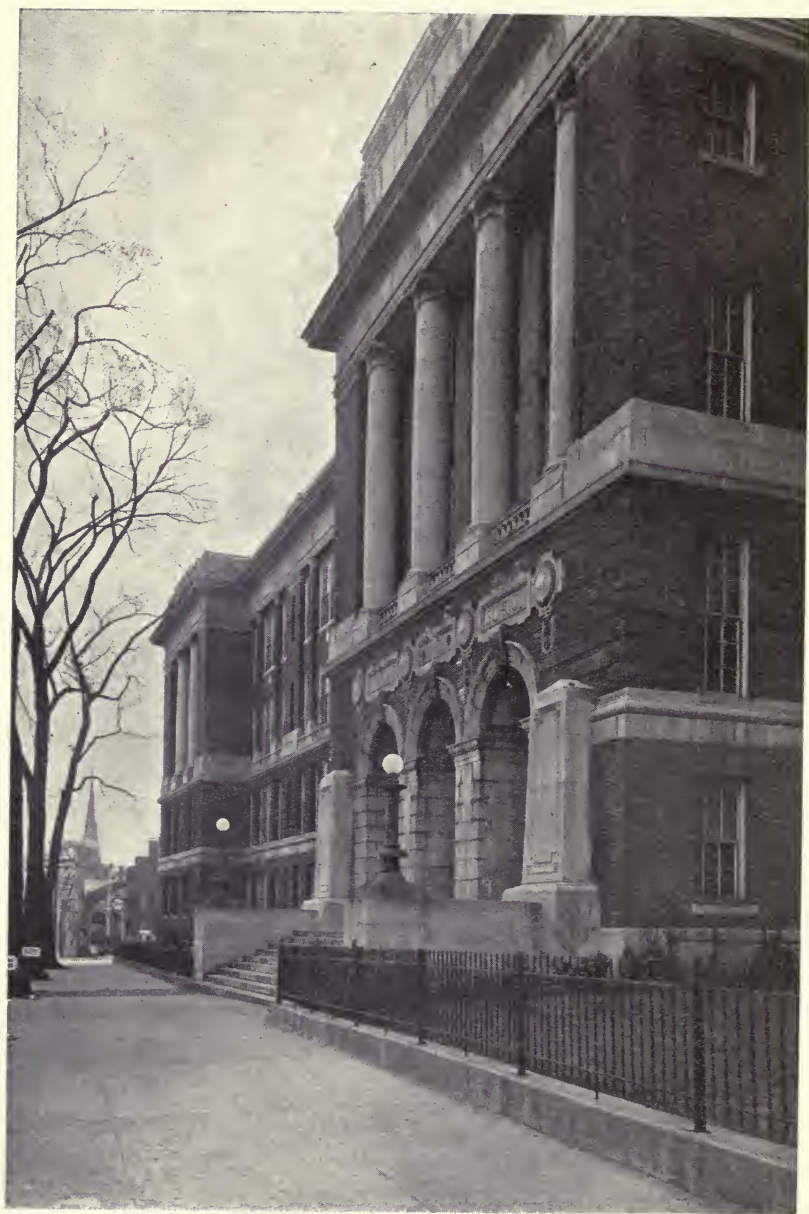
Maine School for the Blind

St. Joseph's Convent and Academy





Westbrook Junior College



Portland High School

religion is no obstacle to admission provided the applicants are willing to conform to the general regulations of the school. In 1915 St. Joseph's College was established in conjunction with the academy and is the only accredited Roman Catholic college for women in the State. Courses are offered in languages, mathematics, natural and social sciences, philosophy, and education. A division of the college is an accredited normal school.

The private Waynflete School for girls, established in 1897, has inherited the tradition of a series of local private institutions. Today the school is divided into two sections: the Lower School for primary and intermediate grades, and the Upper School for junior and senior high school classes. The Upper School, specializing in college preparatory work, has consistently maintained high scholastic record.

In 1909 two Roman Catholic parochial schools were established in the city: the Roman Catholic Institute, for boys, which became the Catholic Institute High School eight years later; and the Cathedral High School, for girls, which has continued since its inception under the same name. About 1924 the boys' school adopted the name Cheverus Classical High School, and today offers a four-year course in commercial and classical subjects. Cathedral High School opened with a strictly commercial course, but this method was modified in 1922, and the curriculum broadened to include classical and general courses.

Hebrew and Greek are both taught in the city at their respective schools, the former under the auspices of Portland Jewry, who contribute toward its support, and the latter sponsored by the Holy Trinity Church (Hellenic Orthodox). Classes in both instances are held after regular public school sessions, and boys and girls are taught to read and write the ancient languages as they study the history, grammar, and religion of their ancestors.

The Lincoln Junior High School offers the adolescent opportunity to select more intelligently courses of study for which they are better fitted when entering high school. This is provided against a suitable background of student clubs, shops, library, assembly hall, and a gymnasium. Portland's two senior high schools offer college, scientific, general, commercial, household, and practical art courses, together with a wealth of extra-curricular activities. Shop work of all kinds is taught in these public high schools from printing to the dismantling of an automobile, and the girls may select courses in home hygiene, care of the sick, and even laundering.

The chief objectives of the Portland public schools have been often stated as follows: (1) to educate the children so that they will get the greatest

values out of life by helping them to develop their individual talents and abilities and overcome their handicaps; (2) to implant in them a genuine and growing desire to give as much as possible to the lives of others and to become worthy American citizens; (3) to help them prepare for the kinds of life work for which they are adapted and by which they will most enjoy making a living.

The city's public schools have many social organizations, which include foreign language, debating, dramatic societies, glee clubs, and units of the Junior Red Cross. The major sports are baseball, football, basketball, and track, and facilities are provided for tennis, swimming, and hockey. Physical fitness test equipment has been installed, which includes machines for measuring height, weight, chest expansion, lung capacity, and even strength of hand grip, back, and legs.

An example of the modern methods employed in the city's high schools, is the vivid manner in which journalism is correlated with a study of Shakespeare's *Julius Caesar*; this requires a thorough study of the text notes, and develops an interest in Roman history and customs. Articles are written and sent to the 'city' desk where they are corrected and converted into a complete newspaper with typically modern headlines: "THOUSANDS KILLED AS WORST STORM IN HISTORY SWEEPS ROME—GODS VENT ANGER ON IMPERIAL CITY." The quarrel between Cassius and Brutus is written as today's war correspondents would cover it. Commercial advertisements are not forgotten as a "Used Chariot for sale" item may appear, and even Portia's death notice has its place in the 'Obit' column. In decided contrast to earlier methods the student is getting a deeper knowledge of the English classics and newspaper training as well.

The Parent-Teacher Association, which today is so closely allied with our schools, has brought a new fellowship between parents and teachers in the interest of the children. Chief among its objects has been a health survey or 'summer roundup' of preschool children; a cultural course is given, comprising musical concerts, educational movies, art collections, and lectures suitable for children of various ages. Another important part of their works is the Child Welfare and Safety Program, through which undernourished children are provided with milk during the winter months; clothing is also provided for needy children.

A general interest is taken in the schools and their activities by alumni associations, the Portland Chamber of Commerce, service clubs, women's clubs, welfare and medical associations, and various other civic bodies, as

well as individual citizens. Many organizations act as sponsors for school contests, entertainments, and sports, and assist in the vocational guidance programs. Funds are contributed for library books, school scholarships, and prizes. Several bequests have been made for free care in convalescent homes for teachers who have become ill, or who may be in need of financial aid.

Portland's school system employs a group of special teachers who give instructions in the homes of children physically unable to attend the regular schools; an attempt is made to accustom these pupils to their environment, eliminating any possible sense of inferiority they might acquire while segregated from group educational activities. Pupil health is stressed in the present local school system, and when the public, parochial, and private schools combined for a tuberculosis survey in 1935, so much interest was aroused that an X-ray machine was purchased by the Portland School Department and through the direction of the Superintendent of Public School Buildings a developing room, commodious and fully equipped, was installed. General physical examinations, teeth examination, vaccination, toxoid for the prevention of diphtheria, tuberculin tests, cardiac examination, audiometer tests, and examination of the eyes are all included in the general health program. Some of the special classes maintained in the Portland Public schools are: a Sight-Saving Class, Lip Reading classes, Open Window Room classes, and Ungraded classes which have been organized to give some children special aid and direction in their school work. Safety activities of the Portland public schools include: courses of study in safety, safety films, safety playlets, safety radio talks, the School Boy Patrol to assist in directing traffic, fire-drills, and lessons in accident prevention.

In co-operation with the Federal Government, through its Adult Education Program established in the early months of work-relief, the Portland School Committee has alleviated unemployment among teachers by utilizing their services in presenting courses in literacy and home economics. The National Youth Administration, through its Student Aid Fund, has assisted needy college and high school students, between the ages of 16 and 25, by placing them at work in their respective schools and in local offices of units of the Federal Government.

Although Portland's public and private schools offer many diversified educational mediums, the city has additional facilities for advanced training. Complete business courses are offered at Northeastern, Shaw's, Gray's, and the Maine School of Commerce. The Portland Junior College, established in 1933 and sponsored by the local Young Men's Christian Asso-

ciation in affiliation with Boston University, offers extension courses in business administration, practical arts and letters, liberal arts, social work, journalism, education, and law. Portland Junior Technical College, established in 1937, has aligned its curriculum with several eastern universities and offers fourteen professional programs, leading to the various fields of engineering, science, and industry. Peabody Law School, established in 1927 and incorporated in 1934, is the only accredited law school in Maine, and the local School of Fine and Applied Art is the only institution of its kind in the State. Students interested in aviation receive instruction at the government-approved flying school located at the Portland Airport.



RELIGION

The history of religion in Portland extends over more than two hundred years, from the early days of old Falmouth and its journalistic Reverend Thomas Smith, to the modern city with 27 established beliefs taught in over seventy churches and missions. In the early days Congregationalism was the only faith approved by the Puritan authorities of Massachusetts; today foreign groups have their own houses of worship, in which services are conducted in their native tongues. Greeks, Jews, Italians, and others have large and influential parishes. The early feeling of religious animosity has been tempered by liberalism; religious persecution has given way to friendly co-operation and interdenominational activity for the communal good.

Early Falmouth was not long entirely without spiritual comfort, as only four years elapsed between the settlement of 'The Neck' by Cleeve and Tucker and the coming to this region of the first minister. Traveling Jesuits, under the leadership of Father Rale of Norridgewock, visited the settlement on their trips among the Indians, whom they endeavored to convert to Catholicism. In spite of these intermittent visits by itinerant preachers, the religious needs of the first settlers were not well cared for, according to William Willis, the historian. For nearly a hundred years after the settlement of the town there was no organized church with its own ordained minister; and when the young Thomas Smith, later to be the first pastor invested with ministerial functions, visited Falmouth in 1725, he found most of the people poor, and some "that were soldiers, who had wives on the place, and were mean animals."

The Episcopalian religion was the first faith in this region, established under the leadership of Richard Gibson, a graduate of Cambridge, who

arrived in 1637 to administer spiritually to the settlement on Richmond Island. He was the first permanent pioneer of the church, and was succeeded three years later by Robert Jordan who officiated in the same capacity for 38 years. The General Court of Massachusetts had no respect for men of this faith, and in 1669 ordered the inhabitants "to get a Congregational minister." George Burroughs, a Harvard College graduate, came the following year and remained until driven away by the Indians ten years later. He returned, however, and remained until Indians destroyed the town in 1690. Once more he escaped death, but in 1692 was executed in Salem for witchcraft on the spurious testimony of a 12-year-old child.

Local opposition to the government of Massachusetts arose from difference of religious opinion and the continued conflict for supremacy between the Episcopalians and the Puritan authorities. This caused a constant fever of agitation and party animosity which created an unfavorable spiritual climate. About 1719 Jonathan Pierpont was sent to 'The Neck' as chaplain of the garrison; remaining about six years, Pierpont preached Congregationalism to the townspeople.

The first church to be erected in the town was the First Parish, Congregational, a crude wooden building at King and India streets. Up to this time the poverty of the inhabitants had prevented them from having a house of worship. With the incorporation of Falmouth as a town in June, 1718, it was advised that a meetinghouse should be built "after the most commodious manner, for the benefit of the town in general." However, it was not until two years later that the town voted to erect a church structure; financial conditions prolonged the start of construction until the following year. It was a memorable day in the annals of Falmouth when, in 1727, Thomas Smith was ordained here as the first permanent preacher at the head of an established meetinghouse. He was solemnly inducted into office with style and ceremony never before witnessed in this part of the country. A young student fresh from Harvard, he found things in a sad state—a population in poverty, a church half completed, without seats or pulpit. His salary was £70 a year, with board and contributions from parishioners. The settlers built him a home which was considered the most pretentious house in the neighborhood, boasting the only papered room in town, the paper being fastened on with nails instead of paste. Along with his spiritual work Parson Smith practiced the art of medicine, being often called to minister to the needs of the body as well as to those of the soul.

This expanding parish rapidly outgrew such small accommodations, and

to meet the growth of the town, a new meetinghouse, also of wood, was completed in 1740 on the site of the present stone church, which was then considered as "being far in the country." The history of this early edifice, later dubbed 'The Old Jerusalem,' is inextricably interwoven with Portland's own story, for certainly no church has played a greater part in its development. It was long the favorite church of the first families, including the Prebles and the Longfellows. In the British bombardment of the town in 1775 cannon balls struck 'The Old Jerusalem.' When the present church was built in 1825, one of the shot was used in the suspension of the glass chandelier.

Considerable agitation was aroused among the parishioners in 1758 on the acquisition of a church bell from England. Some, living on the outskirts of the village, complained they could not hear its peal and they were therefore late for meeting; others considered it a form of religious degeneracy, an adoption of popish ideas, and feared a decline of Congregationalism. In spite of these conflicting opinions, the First Parish Church was enlarged in 1760, a steeple was built, and the bell, previously hung in a frame in the churchyard, was installed; a year later a spire was added. Throughout these years there was bitter religious dissension among the parishioners. Also, about this time, a tendency toward a more liberal religion in New England was creeping into the Province of Maine. To combat this, the 'Great Whitefield,' a revivalist from England extolling Puritanical doctrines toured New England in the 1740's. Whitefield's preaching in Portland, instead of assisting the Congregational faith, subsequently brought about dissension in the First Parish; some of the congregation, Episcopalians at heart, began openly to proclaim the Church of England. Thus, the installation of a bell, rancorous to ardent Congregationalists, coupled with other conflicting incidents, including the grumblings of the Episcopal-minded in the parish, formed the basis of conflicts which eventually brought about the cleavage in the original First Parish Church.

Over a period of years disgruntled parishioners had been involved in several skirmishes over religious activities; eventually the First Parish was split into four divisions, according to localities. The smoldering sparks of Episcopalianism flared forth in November, 1763, when by a written agreement of 41 parishioners the first Episcopal Society was tentatively formed. In February, 1764, subscribers of the First Parish met to discuss future proceedings. Differences of opinion over some of the proposed plans, including those for the new Episcopal Society, were so great that two important

church members quarreled and fought in the street, causing Parson Smith to record in his diary that "the foundation for a church was laid—the pillars tremble!" In July the seceding members of the First Parish Church voted to adopt the forms of the Church of England; in a short time the first Episcopal Society was officially organized. John Wiswall, a Congregational preacher with Episcopal leanings, was invited to become the first rector of the new church, although at that time he had not been ordained by the Church of England; in October he sailed for England for Episcopal ordination, returning the following May to find that his supporters had built him a church, dedicated to the sacred memory of St. Paul.

At the commencement of the Revolution there were three religious groups in this vicinity: the scattered Congregationalists of the First Parish Church, the growing number of adherents to the Church of England, and a straggling group of Quakers, who, although they had their own small meetinghouse just outside the limits of 'The Neck,' were forced to contribute to the support of the First Parish. The First Parish, Congregational Church, was somewhat affected by the events of the war, but Episcopal St. Paul's Church suffered greatly; St. Paul's church structure was destroyed in the bombardment of the town by the British, and its minister, John Wiswall, a Tory, fled to English soil. This combination of tragic circumstances resulted in the disbanding of the Episcopal society, which lay dormant for over a decade.

Following years of dissension during which occurred the breaking up of the First Parish into several divisions, the formation of an Episcopal society, and the dark days of the Revolution, religious activity on 'The Neck' entered its most momentous decade. Staunch supporters of Parson Smith, who realized their beloved pastor was becoming aged, gave him an assistant, Samuel Deane. For 20 years Deane labored with Parson Smith, aiding him in the transformation of the poor fishing village on 'The Neck' into a cultured, enterprising seaport. In 1786 when Parson Smith was 84 years old, the parish asked him to relinquish his salary, as he was not able to perform the whole of his church duties. Smith refused to resign, causing much excitement in the town; many of the parishioners, dissatisfied with maintaining two ministers, were clamoring for a new church building, others favored repairing the original building. In 1787 a vote was passed to dismantle the old structure and build a new church by subscription. This step precipitated the crisis that completely severed the warring Congregational factions of the First Parish; in September the new Second Parish was set off. Parson

Smith, rapidly aging, fretfully recorded in his diary: "Poor Portland is plunging into ruinous confusion by the separation. A great flocking to the separate meeting last Sunday and this, in the schoolhouse." In March, 1788, the Second Parish Congregational Church of Portland was incorporated; by early fall its new preacher, Elijah Kellogg, had arrived in Portland for his duties. Kellogg's peculiar and ardent style of preaching drew so large a congregation to the new parish that for a time the First Parish suffered considerably.

Immediately an intense rivalry started between the two Congregational parishes. In May, 1795, the First Parish's aged Parson Smith died and his entire duties were turned over to Deane, who was assisted in parish activities by Ichabod Nichols, a liberal; in the Second Parish, Parson Kellogg had in 1807 ordained Edward Payson as a colleague. At Nichol's ordination in 1809 this rivalry was flagrantly exhibited when Payson challenged the right of the neophyte to act as a Christian minister, and refused to allow him to preach in the Second Parish pulpit. Previously there had been an exchange of ministers. Under Nichol's pastorship, the First Parish Congregational Church soon joined other churches in New England in the growing liberal movement toward Unitarianism.

In 1819 Nichols journeyed to Baltimore to participate in the ordination of Jared Sparks, the famous ceremony at which William Ellery Channing first formulated Unitarianism, outlining its five points in contrast to those of Calvinism; Channing had consulted Nichols previously regarding the sermon. Six years later the First Parish Church, together with other New England Churches, openly declared themselves Unitarian and joined the American Unitarian Association.

During the years the First Parish was drawing away from Congregationalism, the Second Parish was more closely embracing orthodox Calvinism. Prior to actual formation of a Unitarian church in the First Parish the two churches, despite rivalry and differences, had worked in unity to the extent of fostering the erection of several new Congregational church buildings in various sections of the town. In 1923 the Second Parish Church abandoned Congregationalism and became Presbyterian. Through the years several branches of the original Congregationalist First Parish have sprung up. Today in Portland there are eight Congregational churches: North Deering Community, Scandinavian Bethlehem, St. Lawrence [Wright Memorial], State Street, Stevens Avenue, West, Williston, and Woodfords.

To Portland's Williston Congregational Church goes the honor of founding, in 1881, the world-wide Young People's Christian Endeavor. This society, originated by the Reverend Francis E. Clark of the Williston Church, has been called the most valuable religious advance made in a century. Beginning with a little band of neighborhood children who gathered in the church vestry for a religious meeting, the nucleus of a movement was formed which became nation-wide, and has spread to foreign lands.

The Presbyterian faith had its start in this area with the arrival in 1718 of 20 emigrant families from the north of Ireland, all devout Presbyterians; these families had previously fled from Scotland to Ireland to avoid the persecutions of Charles I. It was not easy for them to lay aside the religious convictions of their faith when they arrived in America, and abruptly accept the Congregational faith as ordered by Massachusetts' Puritans. It was known that the Purpooduck parish [Cape Elizabeth] was strongly Presbyterian under the pastorship of Benjamin Allen. In May, 1739, when Allen had been replaced by William Macclaghan, Parson Smith paid a visit to the Purpooduck parish; on his return he laconically recorded in his diary: "Mr. McClanathan installed: I had a clash with him." However, it was not until 1885 that the First Presbyterian Church in this city was established, with John R. Crosser as the first pastor. Early services were held in Mechanics Building on Congress Street. In 1923 this first local Presbyterian society, which had grown to a membership of 92, merged with the Second Parish Church, in which Congregationalism had become imbued with Presbyterian principles; the two churches united to form the present Second Parish Presbyterian Church, the only one in Maine still retaining orthodox Presbyterian beliefs.

Although a few Quakers settled on 'The Neck' in 1743, their first house of worship in Portland was not erected until 1796. Prior to their arrival the First Parish Church observed a day of "fasting and prayer on account of the spread of Quakerism . . ." in New England. The plainness of dress, manners, and speech of the town's first Quakers were the source of much ridicule by the townsfolk. Although required to contribute toward the support of the Congregational church, the Quakers soon established their own beliefs and with others of the same faith assembled for communal service in a small meetinghouse near the Presumpscot River, outside the limits of 'The Neck.' One of the first prominent Quakers in this region was 'Aunt' Sarah Horton, who, at the age of 96, has been described as "straight and majestic as a palm tree, and in full possession of her faculties." 'Aunt' Horton and her

husband owned the first four-wheeled carriage in Portland, and in it they accompanied visiting Quaker preachers through the interior of the District of Maine. Today the Society of Friends, commonly called Quakers, has two meetinghouses in the city.

The Quakers were the first to bring to their church services some medium of comfort. Early churchgoers endured much physical distress, for the churches were without heat as late as the early 1800's; it was thought sinful to "mix religion with bodily comfort." Ministers were often obliged to pound the pulpit to get warmth into their chilled fingers, and occasionally some embarrassment was caused officiating ministers when water for baptisms froze. Although the Quakers were much ridiculed when they first set up a stove in their local meetinghouse, other congregations soon realized the benefits and adopted them. These early Quaker stoves, described as large boxlike heaters placed in the middle aisle, were covered with loose bricks which—when thoroughly heated—the members of the congregation took to their seats for warmth during the long sermons.

Church attendance in early days was compulsory, and no travel was allowed on the Sabbath except to religious service. Ministers wore black robes and flowing wigs, presenting a somber picture that fitted their lengthy and tedious sermons. The tithingman was kept continually busy quieting restless children ranged on the stairs, and waking the elders drowsing in the hard pews. The early churches had decided opinions on Sabbath-day dress; it was considered an offense for a 'brother' to wear more buttons on his clothes than needful, or for a 'sister' to wear ruffles, ribbands, or lace on her dress or cloak. Likewise, there was a pronounced sentiment against theatrical productions, and many a show troupe was obliged to close its engagement and leave town.

Doctrines of Shakerism were brought to Falmouth by converts of 'Mother' Ann Lee, founder of the sect who arrived in this country in 1744. Converts instilled several of the families on 'The Neck' with her tenets, and within a few years, a small Shaker colony was formed within the township; in 1793 this local group joined the newly formed colony at New Gloucester. The Shakers, or members of the United Society of Believers in Christ's Second Appearing, organized some of the first religious colonies in Maine. Their settlements at Alfred and New Gloucester, both established in 1793, were active for many years; in 1925 the Alfred village was abandoned, but the New Gloucester settlement, though greatly diminished, still continued in 1939. The Society's doctrines somewhat re-

seemble those of the Quakers, except that they hold to complete celibacy. New converts are made by the adoption of orphans.

Jesse Lee, a 'circuit rider,' or preacher who traveled through the country on horseback without purse or script, first introduced Methodism to Portland with his arrival in 1793. Lee preached the first Methodist sermon in Maine at Saco on September 10; two days later in a private home, he delivered his first sermon in Portland. Riding eastward, Lee preached almost daily at other communities, and on his return to Portland "was permitted to preach for a time in Mr. Kellogg's meetinghouse; but as certain difficulties arose he did not long enjoy that privilege, being degraded at length to the humble situation of a private house." Lee again returned to the town in December, "preaching in the Court House to a large and attentive throng." Lee is credited with forming Portland's first group of Methodists, for Joshua Taylor, Presiding Elder of Maine in 1797, records in his *The Rise of Methodism in Portland* that a Portland society was organized in 1794. In December, 1795, the first quarterly meeting in Maine was held at Poland, and Elder Philip Wager was appointed the traveling preacher for the circuit which included Portland. When Bishop Francis Asbury, America's first Methodist Bishop, visited Portland in 1798, he made the entry in his diary that he "preached in the back room of Widow Boynton's house to about twenty-five, chiefly women. In the afternoon preached to about double that number."

Perhaps Joshua Taylor may be called the actual father of the Methodist Church in Portland; it was he, while en route through Portland in March, 1804, for the Fourth General Conference which met in Baltimore, who solicited subscriptions from local Methodists for the purchase of the old Episcopal church building; the purchase made, the structure was removed to another site. Later Taylor was appointed to the pastorate of this first Methodist church in Portland. By 1812 the Methodists had built the Chestnut Street Church, called the mother church of Portland Methodism. Today Portland's Methodist churches include: Chestnut Street, Clark Memorial, Congress Street, Italian, Warren Avenue, Washington Avenue, Peaks Island, Long Island, and the African Methodist Episcopal Zion. This latter church, the only one in Maine for negroes, is the result of the Abyssinian church founded in 1835 by honorably dismissed negro members of the Second Parish Congregational Church; the society became Methodist in 1891.

Although the first Baptist church in America had been founded by Roger

Williams in Providence, Rhode Island, in 1639, it was not until the close of the 18th century that any effort was made to organize a Portland society. During the 1790's local communicants of other established churches began to attend services held by the Reverend Ephraim Clark, a Congregationalist, in Cape Elizabeth. His more spiritual sermons influenced the local dissenters to study the Scriptures intensively with the result they were "surprised on finding that they had received . . . the views of the Baptist denomination." This local group continued to maintain a "Congregational polity," but diverged from the path of strict Congregationalism to include adult immersion in their religious ritual. In July, 1801, ten of the local pioneer Baptists met in council to form the First Baptist Church of Portland, although it was not until three years later that they were able to build their first meetinghouse. This modest building was erected on Federal Street on ground purchased from and adjoining the house of Benjamin Titcomb where the Baptist-minded local people had met following the death of the Reverend Clark. Titcomb was elected the first pastor of the new church.

In 1810 the city's first Freewill Baptist group was formed under the leadership of the Reverend Elias Smith; during its existence this society bore several names—Christians, Freewill Baptists, and the Union Society. During subsequent years the history of the Baptist denomination in Portland is one of steady growth—new societies were formed and churches erected. In January, 1836, members of the First Baptist Church who resided in the western part of the city formed the Second Baptist Church, purchasing for their church edifice the former Portland Theater and forming the Free Street Baptist Society under the Reverend Thomas O. Lincoln. In 1922-23 the Free Street Baptists merged with the First Free Baptist Church; eventually forming the Greater Immanuel Baptist Church; the new edifice for this combined group was erected on High Street in 1926-27. There are in Portland today five Baptist churches: The First Baptist, Central Square, Glenwood Square Community Church, Immanuel, and the Stroudwater Baptist.

Portland's first Universalist Society was organized in April, 1821, first services being held in the townhouse; there is a vote on record that the "parish committee appoint two persons to carry around the box on Sunday, and that they be authorized to alter the windows of the Town House by permission of the selectmen." Though followers of John Murray's principles of universal salvation were not part of the original religious picture of

Portland, many local people adhered to these doctrines as early as 1786. Thirteen years later services were held in a cooper shop, and occasional preachers from Connecticut and Massachusetts visited Portland, although churches and meetinghouses were forbidden them at that time. Once the society was organized, it did not take the Universalists long to raise a church structure. In April, 1821, at a parish meeting, it was voted to purchase land for the erection of a church; less than four months later this building was dedicated. By 1860 a movement was begun to establish a second Universalist church in the city; the next year a temporary organization was established, and meetings were held but in four years this second society was suspended. During the last decades of the 19th century the First Universalist Parish became the present Congress Square Universalist Church, and present-day All Souls and the Church of the Messiah were organized.

Portland Unitarians, long a dissenting factor in the old First Parish Congregational Church, were officially recognized in 1825, when the First Parish joined with other liberal New England churches in the formation of the American Unitarian Association. Unitarianism, however, had played an important role in Portland's religious life since the late 18th century. As early as 1792 Thomas Oxnard was preaching its doctrines; originally an Episcopalian who headed a small local society, Oxnard had become instilled with Unitarianism through the writings of the Englishmen Lindsey and Belsham, and attempted to convert the Episcopal society to that belief. He was unsuccessful, but when the society dismissed him as speaker, a few Unitarian-minded members followed him and attended meetings he led in a near-by schoolhouse. Thus, the sparks kindled by Oxnard were ready to be fanned into a brisk flame with the ordination of Ichabod Nichols, the liberal assistant of Doctor Deane of the First Parish Congregational Church. In 1835 members of Unitarian First Parish Church formed a second society, purchasing a former Methodist church, and installing as their first pastor, Jason Whitman, general agent of the American Unitarian Association. Twelve years later under the direction of Ichabod Nichols another Unitarian society was formed; in April, 1849, W. H. Hadley was invited by them to become missionary-minister for local Unitarian work. By the following August an act of incorporation had been passed in the Maine Legislature placing the local Unitarian societies under the direction of the Portland Ministry at Large. A year later the Nichols-sponsored so-

ciety had erected a new chapel. In present-day Portland, Unitarian congregations worship in the old First Parish Church and in Preble Chapel.

First introduced into Maine at Bath in 1805, Swedenborgian doctrines found a sincere follower in Portland's Doctor Timothy Little, a leading physician and surgeon of the town, who was converted in the winter of 1824-25. Early meetings of the first group were held in private homes, later they were conducted in the vestry of the Chestnut Street Methodist Church; in June, 1829, the first public meeting of the new Church took place. By 1831 followers of the teachings of Emanuel Swedenborg had permanently organized under the name of the Portland Society of the New Jerusalem; in 1836 the parish was incorporated under the laws of the State, and a year later the first church building was erected. Portland Swedenborgians were honored in 1854 when the general convention of the new Church met with the Portland society in this city. The present Church of the New Jerusalem dates from the spring of 1910.

Mormonism made its appearance in Portland a few years after the founding of the sect in 1830, three years after Joseph Smith is said to have discovered the Book of Mormon engraved on thin gold, near Palmyra, New York. The city's Church of Jesus Christ of the Latter Day Saints, a society, is a part of the Salt Lake City mother church's missionary system.

Catholicism in Portland had its inception with the advent of missionaries, particularly Father Sebastian Rale, who visited the mainland and the islands of Casco Bay as early as 1698. With colonization of the Province of Maine, a few families, mostly of Irish descent who found conditions in Massachusetts unfavorable to the practice of their faith, settled in this eastern region. They were served by occasional missionaries en route to and from the Indian missions of the Kennebec and Penobscot river valleys. The first permanent Catholic church in Maine was established at Newcastle in the first years of the 19th century by Father Jean de Cheverus, later to be the first Roman Catholic Bishop of New England. Official records show that Father James Romagne, who was stationed at Pleasant Point, baptized children in Portland in 1811, 1812, and 1815. Bishop Cheverus visited Portland in 1813 and nine years later the town's 43 Catholics petitioned Bishop Cheverus for a local parish. To comply with their wishes, the Bishop himself came to Portland to offer the Holy Sacrifice of the Mass in a private home; at the same time he administered Baptism and Confirmation. Soon a Catholic society was formed; it was visited regularly by Father Denis Ryan, the pastor of the parishes at North Whitefield and at Damari-

scotta, and by missionaries on the way from Boston to Eastport. When Bishop Benedict J. Fenwick visited Portland in 1827 there were nearly two hundred Catholics in the local parish.

Although the early Catholics were not numerous or wealthy, their great hope was to have a church; in those days it was considered dangerous to show them friendship, but John Fox, a Protestant, disapproved of this conduct. He sold them land on the corner of Gray and State streets in 1829 and gave them a donation for their first church, St. Dominic's, which was erected at once; Holy Mass was offered November 1, 1830. The first resident pastor was the Dominican Father, Charles Ffrench, an English convert, appointed by Bishop Fenwick in 1828. When this first church was erected, Portland Catholics were under the Bishop of Boston, but it was decided by the Holy See in July, 1853, under recommendation of the Bishops of the United States in council at Baltimore, that a new Diocese of Portland be established. This was to include the states of Maine and New Hampshire; Father David W. Bacon, of Brooklyn, New York, was appointed the first Bishop in 1854, consecrated in April, 1855, and a month later he took possession of the See of Portland. By this time there were 1,600 Catholics in the city.

Catholicism continued to expand, and in 1856 the Cathedral Chapel on the site of the present one was completed; at the same time the foundation of the Cathedral itself was laid. The construction of the latter building dragged on, interrupted by the Civil War, and later when the devastating fire of 1866 swept across the city, the Chapel and part of the walls of the Cathedral were consumed. "Courage and Hope" was the motto of Bishop David William Bacon, who gathered his flock in the sheds of the Grand Trunk Depot and accepted plans to rebuild. A temporary chapel was erected on the site of the present Kavanagh School; rebuilding of the original chapel was completed in December, 1866. The cornerstone of the Cathedral proper had been laid in May, 1866, and blessed by Bishop Bacon; after the Portland fire rebuilding commenced, being pushed vigorously forward the next three years. The church was ready for solemn consecration in September, 1869. This day of sacred and impressive ceremony was climaxed with near tragedy, when a severe wind and rain storm in the evening blew down the tall steeple over the main tower; it hurtled across the street, smashing a roof-top. The present steeple, crowned with a gilt cross, was completed a month later.

Portland's Catholic churches today number eight: the Cathedral of the

Immaculate Conception, St. Dominic's, Sacred Heart, St. Joseph's, St. Patrick's, St. Christopher's, St. Louis' for Poles, and St. Peter's for Italians.

A Hellenic society was organized in the city about 1922, by a group of 50 Greek residents; they had no meetinghouse at first, but were afforded the use of a church by the officials of St. Luke's Episcopal Cathedral. In 1924 the society purchased the historic Presbyterian church at Park and Pleasant streets. The church today is known as Holy Trinity, Hellenic Orthodox.

Adventism in Portland was unknown prior to 1839, but about this time William Miller, a New York farmer, came here and gave a course of lectures on Second Adventism. By 1850 the Church of the Second Advent had been organized, holding their meetings in a hall, with B. B. Morgan as their first pastor. Although several local sects have from time to time entertained Adventist beliefs, they have held various names, and had variations in holyday observances; some, called First Day Adventists, observe the Christian Sunday, others known as Seventh Day Adventists keep the sabbath or Saturday. One of the early 'Sisters' of this latter church, Ellen G. Harmon, lived in Portland; when 17 years of age she began to receive visions which she related to friends at a local meeting. Sixty Portland people who believed her to be divinely inspired, indorsed her visions as the work of the Lord. Later Miss Harmon married Elder E. G. White, and together they traveled throughout the world in the interests of Seventh Day Adventism. The White Memorial Church and the Advent Christian Church are active in present-day Portland.

An association of Spiritualists was formed here in 1850; the society had no regular speaker, nor any adopted creed, believing in spiritual manifestations and communications with the departed whom they visualized as being in constant sympathy with the living. Today their ceremonies are still conducted without regard to established ecclesiastical ritual. The present First Spiritual Society meets in a local hall.

The first local Lutheran society was formed when a group of Scandinavians started meetings in old Mechanics Hall in 1874; later the meetings were held in Scandinavian Hall. The society's first minister was N. Ellestad. In 1877 the First Lutheran Church was erected, and services were conducted alternately in Norwegian and English. The early Lutheran congregations were composed principally of emigrant Danes, Norwegians, Swedes, and settlers from German Schleswig-Holstein. Present-day Lutheran services are conducted in three churches: First, Immanuel Lutheran, and St. Ansgars.

Portland's first Christian Science services were held in a hall of the Calhoun Block in 1894, although the First Church of Christ, Scientist was not organized until two years later. A Second Church was organized soon after, holding services in the Perry Block; this group, however, was disbanded in 1903, and its members joined with the original society. A church was erected in 1915 in which services of the combined societies have since been held.

Portland's Jewry for many years was without a synagogue and the services of a rabbi. For some time meetings were held in the homes of the earlier Jewish arrivals; eventually a small temple was built. The first religious teacher was Rabbi Lasker. Within a few years a second small house of worship was erected on Fore Street and a Hebrew School formed, as well as charitable organizations to care for Jewish needy. About 1902 the city's first major synagogue was built, thus climaxing the first era of Jewish history in Portland. With the completion of this synagogue Portland became a center of Jewish activities in the State. Rabbi H. Shohet, a scholar well known in America and abroad and the author of important works on the philosophy of the Talmud, was secured as presiding pastor of the new temple. Jews today worship in the Shaarey Tphiloh, Etz Chaim, and Anshei Sphaard synagogues. These synagogues are united in a Jewish Community Council, founded in 1929, which engages a spiritual leader for the Jewish community. In 1938 the former Knights of Pythias building on Cumberland Avenue was purchased and remodeled into the Portland Jewish Community Center for the social and club activities.

Many unusual incidents have been etched into Portland's religious picture. In the early 1900's when Frank W. Sandford was gathering converts to join his so-called 'Sandfordites' or 'Shilohites,' a group of his adherents came to Portland on an odd mission. The 'Sanfordites' had been induced by their leader, self-termed the modern 'Elijah' commissioned by the Lord to go forth and convert the heathen, to pool their earthly belongings in a common fund. They had been waiting at Shiloh, their hilltop temple in Durham, for the end of the world which their leader had assured them was soon to come; when this ultimate event failed to materialize, Sandford announced that the Lord had commissioned him to journey to distant lands for conversion of the natives. Aboard three small ships the 'Sandfordites' sailed from Portland for Jerusalem. Guided by 'Elijah,' who had a flowing beard and was garbed in a purple robe and a sailor hat, the religious seafarers soon met with stormy seas, strong winds, and numerous mishaps; lack

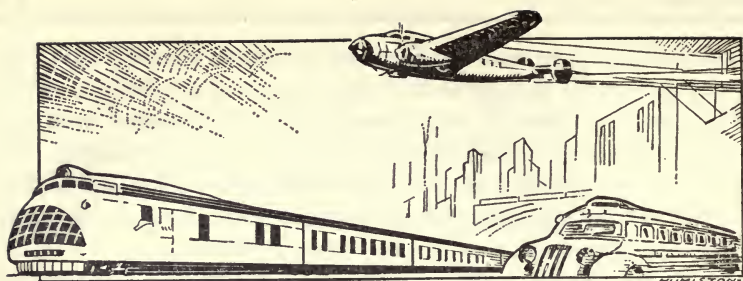
of food forced them to return to Portland Harbor in October, 1911. Perhaps this society, the Church of the Holy Ghost and Us Society, was the most important of Maine's many strange sects; it flourished with most fervor at the turn of the last century, becoming national in scope. However, the modern 'Elijah' was jailed two months after his arrival in Portland, convicted as responsible for the death of six of his flock during the ill-starred voyage because they had been denied proper care.

Aside from religious groups interesting mainly for uniqueness, Portland can boast of the first radio parish in the United States. Formed in 1926 by the Reverend H. O. Hough, the First Radio Parish of America, through the facilities of Station WCSH, a local broadcasting unit, has become a household word in thousands of homes. The broadcasts are designed primarily for persons who have no opportunity to attend regular church services; the parish is now supported by nine denominations.

The Bible Society of Maine was established in Portland in 1809; it distributes thousands of Bibles annually in more than 50 different languages. This society was the fourth of its kind in the United States and in 1816 it became auxiliary to the American Bible Society.

Portland has had several religious groups or classes that were active in past years, some of which still continue. Most widely known of contemporary groups is the Thirteen Class, headed in 1906 by Henry F. Merrill of the St. Lawrence Congregational Church where class meetings are still held. Today this class, which makes no distinction as to race, creed, or color in its membership, has about three hundred men in active attendance. A clubhouse is maintained on Custom House Wharf.

In Portland there are also meetinghouses and halls of many associations and missions: the Missionary Alliance, Salvation Army, Volunteers of America, Church of God [Pentecostal], Jehovah's Witness, Sail Loft Mission, Disciples, First Church of the Nazarene, Christian and Missionary Alliance, Gospel Temperance Mission, Portland Seamen's Bethel and Mariners League, and Bethel Mission.



TRANSPORTATION

Highways

Prior to 1790 Portland's means of land communication were merely woods' trails, weaving from point to point near the shore whose occasional sand beaches afforded a natural highway. These trails of early Colonial days, blazed by the Indians and later by huntsmen, were gradually widened by use, and after official action on the part of the authorities, became accepted roads. The absence of numerous settlements, coupled with the roughness of the terrain and the distances to be traversed, were conditions which postponed the development of land travel in the frontier Province of Maine. Serious road building was hindered by the prevalence of Indian wars, and the poverty of the first communities; as a consequence all long distance trips were made by water.

The first improved road in Portland of which we have record is Fore Street, which was in time paved with cobble stones. When the Commissioners of the Colony of Massachusetts came to the Province of Maine to hold court, they could get no farther than Wells because of bad roads; in 1653 the Massachusetts government ordered that the inhabitants of Wells, Saco, and Cape Porpoise should make "sufficient highways within their towns, from house to house, and to clear and fit them for foot and cart before the next county court, under the penalty of ten pounds for every town's defect in this particular, and that they lay out a sufficient highway for horse and foot, between towns and towns within that time."

A few years later Falmouth and Scarborough were bidden to make their roads passable; as the population and business of old Falmouth increased, it became necessary to improve further the facilities of travel. An early road was laid out from the ferry-way in Cape Elizabeth past the lighthouse and the head of Pond Cove, bending westerly across the cape directly to

Spurwink River, which was crossed by ferry about a mile from its mouth. This road, known as the 'King's Highway,' was taken by Thomas Smith, the young parson of the First Parish Church when he journeyed to Boston on horseback in 1726; it was 20 miles longer than the present road. Much of the land travel in frontier Maine was done in the winter, as the other seasons were occupied with efforts to raise farm products and in making 'home' merchandise. Winter was the time for visiting and undertaking trips to distant towns to find markets for commodities; during the cold months the roads were no longer "seas of mud with archipelagoes of tree-stumps," but were frozen highways, as were the streams.

Sleigh travel appeared locally at an early date; the pung drawn by two horses, and the 'pod' by one, were in general use about 1700. The pung, when loaded for a journey, must have presented an interesting spectacle. In the body of the vehicle sat the farmer's wife with maybe a child or two bundled up in blankets and mittens against the cold. Around them were heaped the things they had prepared for sale: cheeses, dried herbs, bundles of knitted stockings and mittens, vegetables, flax, and other essential commodities of domestic growth and manufacture. The farmer himself jogged alongside. To the side of the pung were securely tied a huge round chunk of frozen bean-porridge and a hatchet with which to chop off a piece when hungry. This porridge was prepared some days in advance of the journey by the housewife, who then set it out of doors to freeze.

The first U. S. Census in 1790 lists only a single highway within the District of Maine, running along the Atlantic shore east from Boston as far as Wiscasset. Three years later a road was laid out from Portland through the townships of Gray, New Gloucester, Greene, and Winthrop to Hallowell, thence to Augusta; in 1799 a road was built to Bridgton and in 1802 extended to Waterford. Joseph Barnard, an old postman who carried the mails on horseback, operated the first passenger stage service between Portsmouth and Portland in 1787. It was a crude two-horse wagon affair, and Barnard's curious advertisement read: "Those ladies and gentlemen who choose the expeditious, cheap, and commodious way of stage-travelling will please leave their names at Motley's Tavern." Departure was on Saturday morning and the destination was reached on Monday.

The first four-wheeled carriage owned in Portland was driven by the early Quakers, 'Aunt' Sarah Horton and her husband, when they accompanied their preachers through the interior. Regular passenger service by coach from Portland to Boston was inaugurated in 1818, with three

trips a week, and the town soon became a center of coach travel. By the time Portland became a city, 14 years later, there were 12 lines in operation, five arriving and departing each day. The principal terminals were the Elm Tavern, formerly at the corner of Federal and Temple streets, and the American House, where the Clapp Building now stands. The journey to Boston consumed two days, with an overnight stop at Portsmouth. When speed was desired, there was an 'express' that left Portland at 2 a. m., pulling into Boston at 10 p. m. with cracking whip, blaring horn, and cargo of satisfied and shaken passengers.

Bridges

Bridges have been a necessity in the development of the transportation facilities of Portland which is nearly surrounded by water. Many of the early spans were often built and owned by private parties under a grant of some sort from the Massachusetts Colony. Thomas Westbrook, the King's mast agent at Stroudwater, was instrumental in building a bridge over Fore River in 1734; this was the first bridge of size to connect the city with other shores. Originally 640 feet long, it was made a toll bridge in 1749, and came under the jurisdiction of Portland when it became a separate town 37 years later. Tukey's Bridge, leading eastward from the city, was opened to traffic in September, 1796; named for Lemuel Tukey, one of its early toll-collectors, it did not become free until 1837. Tukey's Bridge was rebuilt 61 years later, and an iron draw was put in. The original Vaughan's Bridge, the western artery, was put in place in 1800 and named in honor of William Vaughan, its chief advocate. It was unique in construction, built of cob work like a wharf, and filled with earth; in 1908 it was replaced with a modern iron structure.

The original Portland-South Portland Bridge was built on piles and completed in 1823; it was freed from tolls in 1851 when its maintenance devolved upon the county. The railroad tracks crossed this span, and at one time pedestrians had to traverse a hazardous grade crossing, the whole bridge long being known as 'The Gridiron of Death.' The present structure, termed the 'million dollar bridge,' was opened in July, 1916. Martin's Point Bridge, finished in 1828 and made free 32 years later, is a State bridge extensively rebuilt in recent years. It has a length of 2,050 feet. In 1806 a span was built to connect Portland and the village of Deering; always a free structure known as Deering's Bridge, today, because of reclamation of the

western end of Back Cove, it is an ordinary street with no vestige remaining of the ancient span.

Waterways

Prior to the coming of the first steamboat, small sloops and other sail-rigged boats took passengers though there was no regular schedule from the port. Reverend Thomas Smith in his journal often mentions trips to Boston by water, sometimes consuming two or three days; in September, 1736, Smith notes a trip he made from Boston in 17 hours. This mode of travel lasted until about 1822 when Captain Seward Porter placed an engine in a flat-bottomed boat and inaugurated a service to North Yarmouth and the islands of Casco Bay. Porter christened his boat the *Kennebec*, but popularly it was dubbed the 'Horned Hog.' In July of the following year this enterprising skipper purchased the first real steamer ever to come to Maine, *The Patent*, 100 tons burthen, which made the trip from New York to Portland in five days. Ten years later the *Chancellor Livingstone*, built by Robert Fulton, was running between Portland and Boston. It was a wood burner, and the fuel was piled on the open decks near the three stacks, with no protection from the belching sparks. With a bowsprit, three masts and a jibboom, the craft presented a formidable appearance plowing the water at an average speed of nine miles per hour.

The historic arrival in 1853 of the *Sara Sands*, the first transatlantic liner to steam into this port, gave Portland a sharp impetus in the direction of regular transoceanic passenger service. Cannon boomed an echoing welcome and bells pealed throughout the city as the boat nosed through the island channels under the command of the local mariner, Captain Washington Ilsley. A lavish banquet, with at least 92 delicacies and a lavish supply of beverages was spread in old Lancaster Hall for the captain, members of the crew, and local notables.

The Portland Steam Packet Company put their first boat, the *Commodore Preble*, on the Boston run in 1844. Later this firm was known as the Portland Steamship Company, finally evolving into the Eastern Steamship Line. By 1891 the Allan Line was running steamers from this port to Liverpool, and six years later the Dominion Line was operating from the Grand Trunk Wharf; after the opening of the Grand Trunk Railroad to Montreal in 1853, ships from Europe discharged thousands of immigrants here for transportation over that line to Canada and points west.

So great was the volume of water traffic through the local port that by

1897 there were three steamers running to Boston, the *Bay State*, the *Portland*, and the *Tremont*; an optimistic local journal of the day stated that "the *Tremont* will take freight if necessary, but will be kept to accommodate passenger traffic, which grows heavier each year." The ill-starred *Portland*, built at Bath, had 163 staterooms and was described as a 'floating palace.' This same year the Maine Steamship Company operated three boats to New York, sailing five days a week, and the transatlantic Thompson Line was making weekly trips to London. Seven years later there were 15 lines sailing from Portland, and they carried 1,301,742 passengers. The city was known as the Castle Garden of the East, and in 1911 a peak of nearly two million passengers was reached. A sharp decrease is noted from the time of the World War; by 1935 yearly passenger traffic through the port had dwindled to 289,957.

The building of the Erie Canal in New York State was the stimulus for the construction of a waterway from Sebago Lake to Saccarappa (Westbrook); a company was formed in 1821 to build the Cumberland and Oxford Canal to connect inland waters with Portland Harbor. Along this 40-mile water route, 20 of which was canal, it was planned that timber, wood, stone, ashes, sand for glass manufacture, and produce would move out of the interior, and plaster, fish, and needed merchandise would come in. In addition to specific appropriations the State devoted the proceeds from lotteries to the canal. It was not completed until 1830; an extension to the Androscoggin and the Chaudiere Rivers had been proposed in the early stages of the project, but this work was never undertaken.

The gaudy *George Washington*, flat-bottomed, square-sterned, and drawn by two horses, was the first boat to make passage up the canal. Rates were one-half cent a mile for passengers, and on the initial trip Nathaniel Hawthorne journeyed to the tantara of the pilot's bugle which warned the locktenders of the approaching boat. Freight was the main revenue; a hog-head of rum was transported for ten cents a mile, but nothing moved on the Sabbath. This waterway was abandoned soon after the coming of the railway; its glory now faded, the course is all but obliterated.

The establishment of ferries was contemporaneous with the opening of roads or trails, whenever the early travelers encountered streams they could not ford. The earliest mention of regular service is the account previously quoted of John Pritchard's rude boat that crossed the Casco River in 1719. It is natural to suppose that there were many of these small boats in service from point to point, and from the mainland to the many islands

in the bay. For many years there has been scheduled service by a line of steamers to the more important of the islands, and a regular service to Peak Island. Today the Peaks Island Ferry Company operates a Diesel-powered passenger and automobile ferry from Portland Pier. The Casco Bay Lines, with five steamers (some Diesel) augment this service, and the boats touch at 12 other islands in the bay.

Railroads and Railways

Railroads grew up in Maine with Portland as a center, and there was much rivalry in the early days for the western traffic. Due to its geographical position, Maine had more contact with the British Provinces than with her neighboring states. Its railroad system was therefore quite independent of other lines and had few natural relations with them. The first railroad to be constructed from the city was the Portland, Saco, and Portsmouth, chartered in 1837; five years later it had been completed for a distance of 51 miles to Portsmouth. The Boston and Maine extended its line to South Berwick to connect with the new railroad, and a continuous passage was then afforded from Portland to Boston. However, Portlanders were at that time in favor of extending the railroad into the interior, with a line connecting Canada with the sea, and not particularly interested in developing southward.

The scheme for constructing the Atlantic and St. Lawrence Railroad from Portland to Montreal was started in 1844, and a charter obtained in February of the following year. Arrangements were made so that the construction formally commenced the Fourth of July, 1846. This was a gala day in the city, and there were people crowded from everywhere for the long parade. On Munjoy Hill a huge canvas sheltered 6,000 gathered to hear the orations of Judge William Pitt Preble and the dignitaries of the Canadian government. The road was opened to North Yarmouth the Fourth of July, 1848, and in December of the same year was completed to Danville Junction. Construction lagged during the next few years, but finally the road was opened to Montreal on July 18, 1853. A month later it was leased to the Grand Trunk Railway System of Canada for 999 years, the first line to extend east of Portland, completing a valuable link between this port and the far west. Thousands of immigrants were transported over this line in the heyday of Portland as a port of entry, and during the World War it carried Canadian soldiers to Portland on their way to the battlefields.

In 1849 the Androscoggin and Kennebec Railroad, chartered four years

before, opened its line from Waterville to Danville Junction. Since this line connected with the Penobscot and Kennebec at Waterville for Bangor, this was an event of great importance for Portland, for it opened a continuous line east. At about the same time the Kennebec and Portland was built from Augusta to this city, also opening a branch from Brunswick east to Bath. The York and Cumberland Railroad was chartered in 1846, from Portland to Buxton, and re-organized in 1860 as the Portland and Rochester. The Portland and Ogdensburg (Vt.) line was built nine years later, after the death of its founder, John A. Poor.

The Boston and Maine system came into being January 1, 1842, formed by the consolidation of the Boston and Portsmouth, the Boston and Maine, and the Maine, New Hampshire, and Massachusetts railroads. The Portland, Saco and Portsmouth became a part of this system in 1884, when it acquired a lease of the old Eastern Railroad. In 1862 the Maine Central was incorporated, a consolidation of the Androscoggin and Kennebec and the Penobscot and Kennebec lines. Portland's Commercial Street was laid out in 1852 to accommodate railroad interests, and in 1912 the Portland Terminal Company was established, granting the Boston and Maine and the Maine Central equal use of its facilities.

Old records contain interesting anecdotes of conditions in the early days of railroading out of Portland, especially of excursion trips over the Portland, Saco and Portsmouth line shortly after it had been opened. It seems that the engine was "absurdly inadequate," making it necessary for passengers to alight when reaching a grade, many of them pushing the train in a spirit of sport. The train left Portland between four and five o'clock in the morning, and did not arrive in Boston until 12 hours later.

Early newspapers record that the early engines were about 20 tons in weight, and burned wood, tugging low, flat-topped coaches. A brakeman lived up to his profession for there were no air brakes or automatic shackles, and hand brakes were used to stop the train on a downgrade. Before the coming of the telegraph there was no communication with terminals, and all sorts of tools had to be carried to repair breakdowns, or on occasion to replace a train that had been derailed. With no signal system, an outgoing train took orders as to which siding it must pull out on to allow an incoming one to pass. They had to stay sidetracked regardless of how long it took; sometimes in winter they were snowed in several days at a time.

About 1860 the horse railway came to Portland with one-horse cars, equipped with runners for winter use. In 1863 the Portland and Forest

Avenue Railroad ran its first cars, publishing the notice: "The gentlemen connected with the public press in this city are cordially invited to make a trip . . . on Monday at 11 o'clock, October 12 Citizens in general are invited in the afternoon of the same day." This line extended from the Grand Trunk Station to Clark Street, over India, Middle, Congress, High, and Spring streets; its 'pony' cars seated 20 passengers. By the middle of November a local paper stated that 27,679 passengers had been carried, attesting to the immediate success of the venture.

By 1874 the Portland Railroad Company had six and one-quarter miles of track, and its 26 new cars were drawn by 82 sleek-groomed horses. Twelve years later a mile of double track was laid along Congress and Middle streets. Commuters of those days did not like to be inconvenienced, as is well brought out in a publication of 1892, which stated: "Certain cars that run on Commercial Street, destined for Vaughan and the upper end of Congress, frequently leave their passengers in a dark hole on Thomas Street." The paper further points out that the cars had plainly printed on their sides "Island Steamers, Spring and Vaughan Streets." Three years later electrical equipment forced the horse cars out of service, and Portland forged ahead with the rest of the nation in the application of this source of energy.

In the session of February 26, 1889, the Maine Legislature approved an act authorizing the Portland Railroad Company to operate its trolley lines in Portland, Deering, Westbrook, and Cape Elizabeth by means of electricity. This was subject to the consent of the municipal officers of these towns, and had to accord with the conditions and regulations they might impose. In October, 1891, Portland's first electrified line was placed in operation from Monument Square to Deering Junction; it was the second electric line to operate in the State. The Westbrook line opened June 30, 1892, and on October 17, three years later, electric power took the place of horses in the entire city, sounding the death knell of a mode of travel which had served the city 35 years.

Lines to Yarmouth and Saco were opened in 1898 and 1901 respectively, affording trolley connections with distant points; Yarmouth line passengers could connect with cars for Brunswick, Bath, Lewiston, and Waterville. By 1907 it was possible to make a trip to Boston by trolley for the small sum of \$1.75, providing the passenger didn't object to being 13 hours on the way. The Cumberland County Power and Light Company, incorporated in 1909, leased the Portland Railroad three years later, and in those halcyon

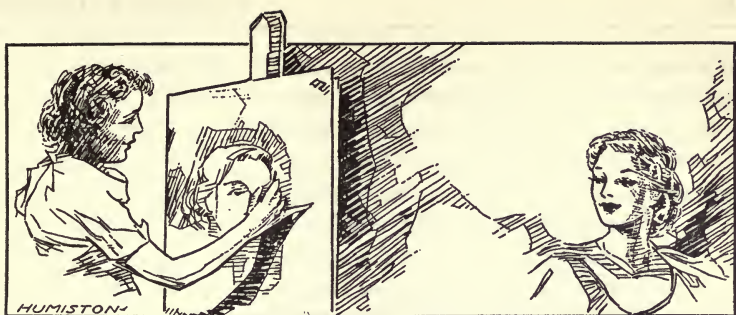
days of the streetcar the line boasted: 107 miles of road; 210 passenger cars (106 open, 104 closed); 5 express cars; 10 work cars; 18 snowplows, and two street sprinkling cars.

Airways

Portland became air-minded with the establishment of the Boston and Maine Airways in 1923 which made regular flights from Boston with stops at Portland, Augusta, and Bangor. The service has since been expanded to include Lewiston, Waterville, and Caribou. Mail service over this line was inaugurated in the spring of 1934. The Portland City Airport, completed in 1938 in the Stroudwater section, is a Class A port with two surfaced runways, beacons and fieldlights, two hangars, and a repair station; there is a U. S. Weather Bureau Station on the field. Sketches for a proposed administration building for the airport were submitted in 1939, to be completed the following year.

Mosaic of Today

Today Portland has excellent transportation facilities of every kind. Sleek, streamlined busses, connecting with interstate and intrastate lines, glide into the city along key arteries; Diesel-powered streamlined trains, furnishing fast and comfortable travel from out-of-State points roll over a state-wide network of rails, providing both passenger and freight service; airplanes zoom down for a pause on their flights; and the recently re-established summer steamship service to New York affords salt-water transportation. The many State and Federal Highways touching the city give entrance for the thousands of tourists who pour into Maine's vacationland, leaving in the city a share of the one hundred million dollars they spend in the State each year. After the closing of school terms in the great cities of the East there is an exodus of youth bound for the boys and girls summer camps which dot Maine; most of these youthful vacationists pass through or change trains or busses in Portland.



ARTS AND CRAFTS

Portland's early arts and crafts were the work of practical craftsmen concerned primarily with utilitarian rather than artistic achievement. The first efforts of these colonial furniture makers, carpenter-architects, tin-smiths, pewterers, and silversmiths were directed toward making articles of household use designed for the needs and comforts of a pioneer people. Gradually through the years of development, a feeling for art appeared. The brush in skilled native hands depicted local scenes; craftsmen created beauty in wood, metal, and stone.

The sprawling, odd-shaped 'salt-box' houses and farm buildings that feature Maine's landscape today all follow the original designs of crude carpenter-architects. The creative ornamentation of that period is to be seen in examples of early kitchenware, tin-plate knockers, and household hardware still found in private homes and museums. These were invariably the handiwork of village blacksmiths. Ship figureheads, mast sheaths, and trail boards, carved from the native 'punkin pine' by early colonial artisans, show the continued development locally of a craft their ancestors had practiced for centuries in Europe. The figures they created were usually life-sized females, military heroes, animals, and birds, all of which may have appeared grotesque but were marked by a measure of artistic portrayal.

Portland had a native-born silversmith in Joseph H. Ingraham (1752-1841), who in 1777 operated a shop on Fore Street in a part of the first house built after the Mowat bombardment of 'The Neck.' Besides Ingraham, it is recorded that prior to the Revolution Paul Little (1740-1818) and John Butler (1732-1827) were producing such articles as brass and silver knee, shoe, and sleeve buttons.

During the latter part of the 18th and early 19th centuries there flourished

locally many artisans who worked in pewter and decorative tinware. This group centered in the neighborhood of Stevens Avenue, then known as Steven's Plains. The founder of this busy colony was Zachariah Brackett Stevens (1778-1856) who inherited the tradition of a family of blacksmiths. His grandfather, who had been the original settler of the 'Plains,' inaugurated a blacksmith trade for which his family became noted. Where young Zachariah passed his apprenticeship as a tinsmith is unknown, but it is believed that he learned the intricate craft at Cambridge, Massachusetts, where the family once lived. The few remaining examples of his original work show an unmistakably urban rather than rural quality. This early 'Plains' tinware consisted of little chest-like boxes, trays of various shapes, tea caddies, cake boxes, flower pots, and spice boxes. All were skillfully and delicately fashioned, and painted in 'Zachariah' blues, yellows, and vermilion. It is said that Zachariah Stevens was among the first in the country to introduce gold and silver leaf ornamentations; he was noted for his fluency and individuality in handling designs.

In 1791 Philip Rose, a nephew of Paul Revere, joined the tinware colony, and in 1803 Thomas Brisco, the first tinsmith "from foreign ports" arrived here to open a shop. Other craftsmen came and soon a sizable industry was established, with shops, residences, and even a general store for the purpose of selling the bartered goods received by the tinsmiths for their wares. The 'Plains' tinware colony bustled with activity, its itinerant craftsmen, tinsmiths, silversmiths, and pewterers producing tin kitchenware, pewter utensils, silverware, combs, and brushes. During the 1830's the colony was the active headquarters of a hundred-odd Yankee tin peddlers, whose carts, filled to overflowing with locally created products, started out each spring to find a market for the work of the 'Plains' craftsmen. Traveling throughout Maine and New Hampshire as far north as the Canadian border, they sold or bartered the tin products and pewter ware for furs, hides, sheep pelts, and rags. The end of this unique craft came in 1842 when fire destroyed the settlement.

Contemporary with the tinsmiths and in the same neighborhood the early local pewterers practiced their art. The first known craftsmen were Allen and Freeman Porter who came here from Connecticut in 1830. Most prominent of the local pewterers was Rufus Dunham (1815-93) who apprenticed himself to the Porters and in 1837 succeeded them. A year after he had taken over the Porter shop, Dunham exhibited examples of his work at the Mechanics' Fair in Portland, and received a silver medal for the best

specimen of pewter. His business grew until at one time he employed 50 assistants. The few known examples of work turned out by the Dunham shop are highly prized by collectors everywhere. Production of local pewter stopped soon after 1850 when brittania ware became popular, and it is probable that much of the early pewter was melted to go into the making of the new but inferior metal. Although local pewtering lasted only a brief time, the men engaged in its production have left their mark. Of Freeman Porter, who with his brother founded the local industry, John Barrett Kerfoot, in his *American Pewter*, states that he "shares with R. Dunham and William McQuilkin the task of keeping American collectors supplied with open-topped pitchers." In the July, 1932, issue of the magazine *Antiques* further credit is given to Freeman Porter for "at least a third of the number [open-topped pitchers] now in existence."

While the men were engaged in the manufacture of these products from tin and pewter, the women were producing simple and practical household articles with the needle and loom. Weaving, rug-making, quilting, knitting, and embroidering formed a large part of their early craftwork. The designs of the hooked rugs of that period were adapted by the makers to the environment with which they were familiar—flowers, birds, animals, ships, anchors, and other maritime symbols. In making hooked rugs, the wool was obtained from home-raised sheep, carded and spun, and afterward dyed with homemade colors. Beet root made a rich magenta, yellow came from onion peelings and browns and dull greens from white maple, butternut, sumac, and hemlock bark, mingled with sweet fern. All these colors were then 'set' with copperas and lye, the latter obtained by pouring boiling water over wood ashes. Reds were difficult to produce until housewives were able to buy vermilion. Boys as well as girls were taught these domestic arts, producing patchwork, samplers, and knitted articles. Initials were knit into mittens and stockings, and many an ingenious youngster knit the whole alphabet and a stanza of poetry into a single pair of mittens.

Not to have worked a carefully designed sampler would have been an unspeakable disgrace for that period. The samplers usually inscribed the name and birth date of the worker as well as the place of birth. Often there was a prim little message, such as

Lora Standish is my Name
Lord, guide my heart that I may do thy Will
Also fill my hands with such convenient skill
And I will give thy Glory to Thy Name.

By means of her sampler, the young lady of Falmouth learned to embroider letters for the household linen and later reproduce gorgeous flowers and brightly colored birds.

Funerals were also recognized in this needlework. Embroideries bearing urns and drooping willows were in vogue at the end of the 18th century, and no household was complete without one. These mourning embroideries were prepared with the thought of inscribing the names of members of the family after their death. The 'Tree of Life' was one of the favorite designs. The earliest quilts were not of patchwork, but of linsey-woolsey, backed with a lightweight, colored homespun blanket, and then quilted in beautiful patterns of pineapples, feathers, and shell designs. Quilting parties were afternoon affairs, and the crowning joy of every quilting was the supper which followed.

Nearly every woman was skilled in the art of spinning, and a typical local spinning assemblage of the early days is described in the *Cumberland Gazette*, May 8, 1788: "On the 1st instant, more than one hundred of the fair sex, married and single, and skilled in spinning, assembled at the home of Parson Deane. The majority of the fair hands gave motion to not less than sixty wheels. Many were occupied in preparing the materials, besides those who attended to the entertainment. Near the close of the day, Mrs. Deane was presented by the company with two hundred and thirty-six knotted skeins of excellent cotton and linen yarn, the work of the day, excepting about a dozen skeins, which some of the company brought in ready spun. Some had spun six, and many not less than five apiece. To conclude, and crown the day a numerous band of the best singers attended in the evening and performed an agreeable variety of excellent pieces of psalmody."

Between 1864 and 1867 especially fine glassware was produced by the Portland Glass Company (*see Industry*). Though the art has long been discontinued, many compotes, punch bowls, and cut glass dishes feature this early glass company's famous patterns, the 'Tree of Life' and the 'Grape Leaf.' Portland glass is a prized item in many American glass collections.

In 1848 George Lord (1833-1928) started his career as ornamental chair painter in a local shop under the apprenticeship of Francis Holland, and within three years had progressed sufficiently to be put in charge of other workers. When mottling of chairs began to be fashionable, Lord was sent by his employer to Boston to learn that process, but Boston craftsmen jeal-



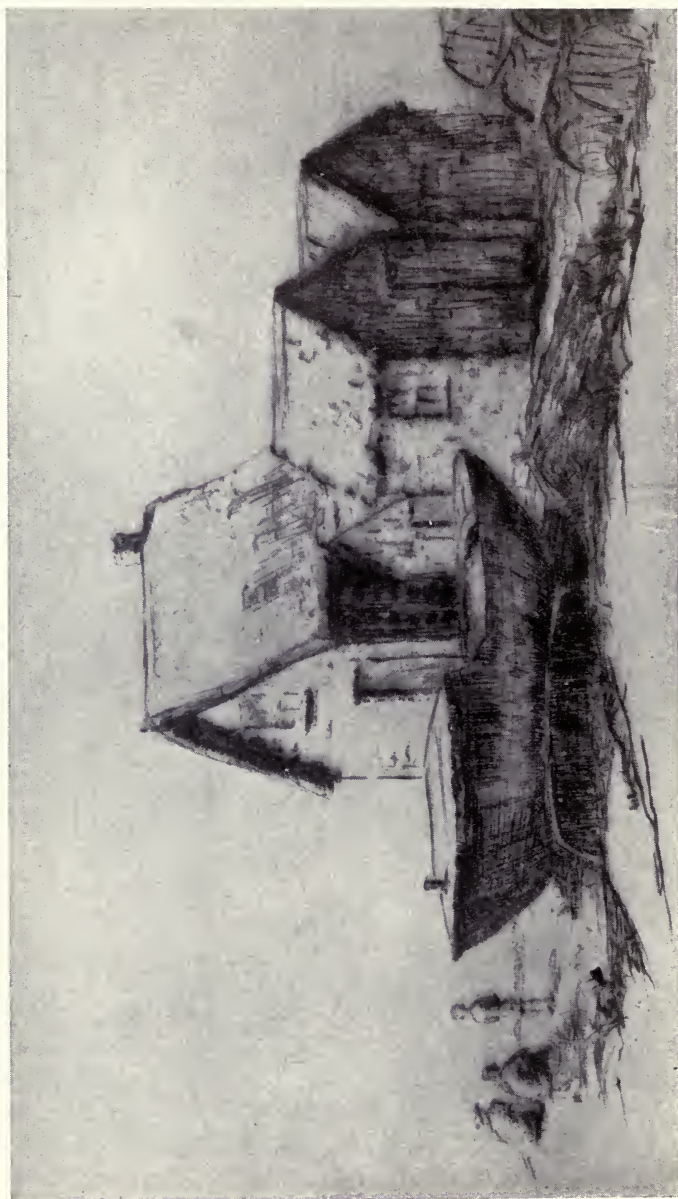
Island Steamers



Bridge at Yarmouth



Sebago Lake



Island Ebb Tide



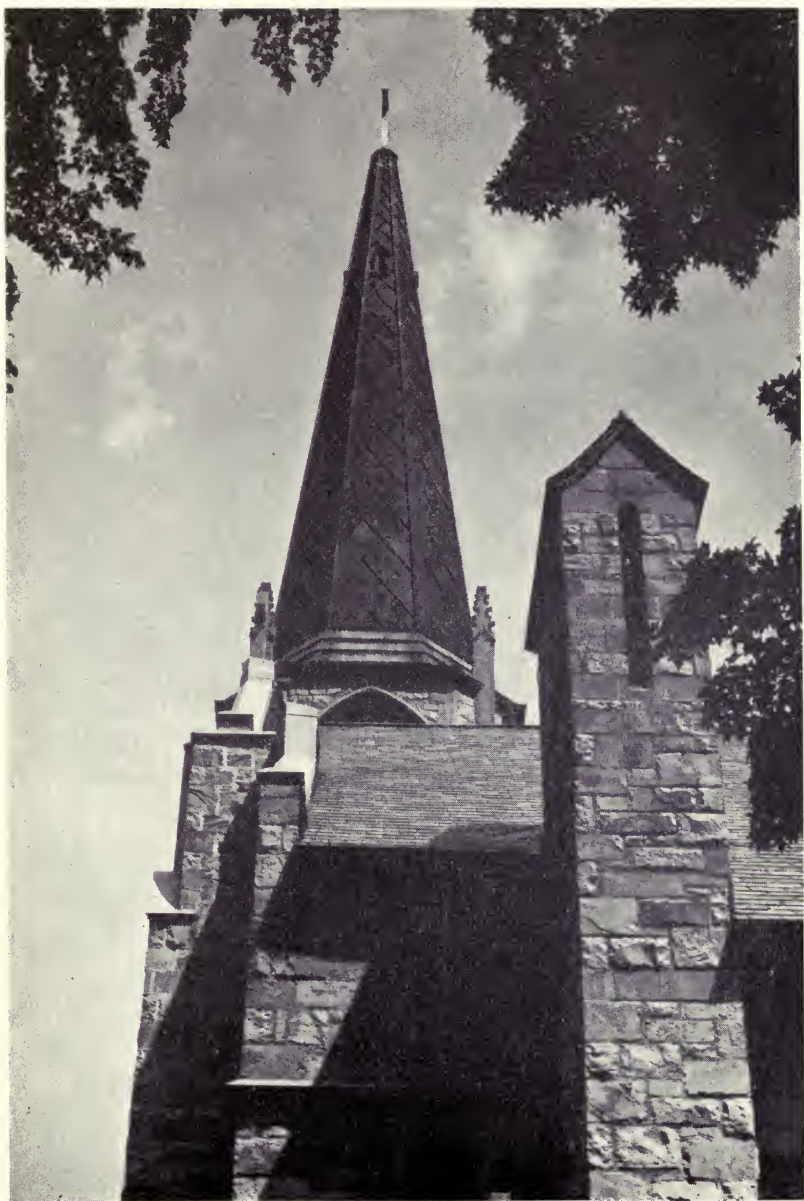
Grand Trunk Railroad Bridge, East Deering



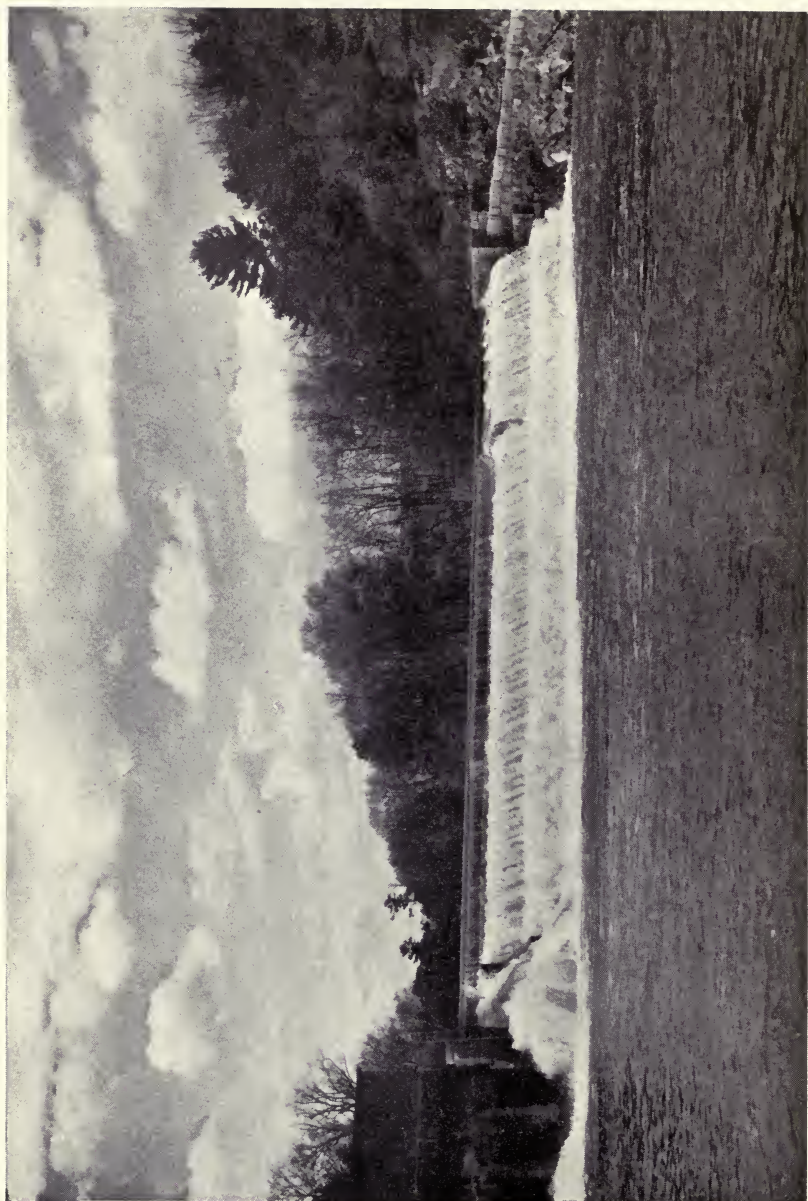
Spurwink Meetinghouse, Cape Elizabeth

'Buggy' Meetinghouse, Scarborough





St. John's Church, Brunswick



Presumpscot River Falls in Falmouth

ously guarded the formula. Disappointed, Lord returned to Portland, although shortly afterwards he accidentally discovered a process that subsequently made him famous. While Lord was at work graining a chair one day, a friend visited his shop and brought along some wine with which to celebrate the occasion. Lord had spread a wash of brown tempera over a coat of yellow paint and was waiting for it to dry, when his friend entered the shop. He has described the actual discovery of a new process in his own words: "I quickly emptied my glass, hurried back to my panel, and as I bent over it drops of wine fell from my mustache upon its surface. There before my very eyes, was the mottled effect I had been seeking so long." In later years Lord taught Chester Pierce the intricate craft of furniture ornamentation, and upon his death Pierce secured many of Lord's original stencil designs. Today Pierce is well known for his craftsmanship in stencil work.

Never particularly outstanding in the past as the home of wood carvers, since 1921 Portland has been the home of Swedish-born Karl von Rydingsvard who came to this country in 1891. Although no longer active in his profession, von Rydingsvard has done notable work. His exhibits at the Chicago Exposition in 1892 attracted much attention and led to his becoming instructor in wood carving at Columbia University. His mark on a carving places that piece among the finer examples of American wood sculpture.

Carrying on the blacksmith tradition of his family is W. E. Dunham, who for over half a century has been turning out splendid wrought iron work from his small Portland shop. From his forge come such utilitarian articles as latches, door knockers, foot scrapers, and fire tongs, as well as elaborate altar rails for churches and scrollwork for house ornamentation.

There appears to have been little painting of any distinction in Portland or in the State until the middle of the 19th century, and such painting as there was occupied men who had had little preliminary training. According to John Neal in his *Portland Illustrated*, the pioneer painters were Charles F. Beckett (1814-56) and his contemporary Charles Codman (1800-42). Of Beckett he writes that, while still a shopboy with a local apothecary, "he was constantly trying his hand—and the patience of his employer—on all sorts of drawing, and grew very exact and precise. And then after awhile he came out with landscapes, which not having a good eye for color had the look of engravings. The outlines and figures and composition being often worthy of high praise, while for want of harmonious

coloring, the pictures themselves when completed were unsatisfactory. Being very industrious and patient however, Mr. Beckett manages to throw off quite a large number of paintings which found favor among his not *particular* friends." Charles Codman came here as a young man from Massachusetts where he had painted clock faces for Willard, the famous clock maker. He opened a sign painting shop on Middle Street and became Portland's first painter of consequence, noted for his local island scenes, mountain scenery, and summer landscapes.

Charles O. Cole (1817-58), a native of Portland, achieved considerable local fame with his portraits of prominent citizens, quite a number of which are owned by older families of the city. His epitaph in the Western Cemetery reads: "His name is engraved on the tablets of our hearts and we give him the laurels of genius and the immortelles of affection." Several original Cole portraits hang in the library of the Maine Historical Society.

Of a later period was Charles Frederick Kimball (1832-1903), a local artist who in his day was ranked high as a landscape painter. John Calvin Stevens, in 'An Appreciation of Maine's Greatest Landscape Painter' which appeared in the *Pine Tree Magazine*, April, 1906, wrote of Kimball's work: "The rugged strength of northern New England scenery when it is flooded with the splendor of the summer sunshine and glowing with the rich colors characteristic of these latitudes, has rarely found so true an interpreter as was Charles Frederick Kimball, Maine's greatest landscape painter His pictures were almost entirely of the summertime and he dearly loved the full, rich greens of June. Occasionally a spring landscape made a subject for his brushes; and whatever he did received the most intelligent and painstaking treatment he was capable of. He aimed to 'paint the weather' and to reproduce the very atmosphere and all the effects of light and shade which seemed to him so beautiful." Kimball's most noted pictures are: 'The Goslings,' a large canvas; 'Presumpscot Falls'; 'Stroudwater'; 'Midsummer Day at Diamond Island,' owned by Bowdoin College; and 'The Pines.'

Kimball, affectionately termed 'The Master' by his fellow painters, was one of the original members of The Brush'uns, an enthusiastic group of Portland artists of the late 1800's. Founded by George T. Morse in 1860, this organization included in its membership many well-known professional and amateur artists. Some of the members, together with the nickname by which they were known in the club, were: John Calvin Stevens, the Old Man; John T. Wood, the Silent Man; Clifford Crocker, the Kid; F. H.

Thompson, the Deacon; F. J. Ilsley, the Politician; C. C. McKim, the Water Colorist; Lucius Clark, the Hardware Man; Edward S. Griffin, the Woodcarver; Tom F. O'Neil, the Policeman; Walter Bailey, the Paperhanger; Millard Baldwin, the Trust Magnate; and Charles Fuller, the Professor.

The artist Harrison B. Brown (1831-1915) may well be regarded as distinctly a Portland product. In *Portland And Vicinity*, Edward H. Elwell writes: "Out of all of our native artists Harry B. Brown has shown the truest eye for color and achieved the greatest success as a landscape and marine painter. Commencing as a sign and banner painter his natural genius soon worked its way into its own field and he has attained a recognized position His sea and shore scenes are distinctive in their character, remarkable for the free dash of the waves and solidity of the cliffs, while in atmospheric effects he excels." Brown was actively interested in the growth of art in the city, and he is largely responsible for the founding of the Portland Society of Art, of which he was one of the first presidents.

Prominently identified with the growth and appreciation of art in Portland for many years was Charles Lewis Fox (1854-1927), known for his three great allegorical murals: 'The Working God and the Sower,' 'Adam and Eve,' and 'Lady Godiva'; one of these murals is now hung in the L. D. M. Sweat Memorial Art Museum. Fox is famous for his meticulously and exquisitely painted mushroom studies; numbering over two hundred, these studies are now owned by the Columbia University School of Biology.

In writing to a friend Fox once said: "To me the mission of Art is too world wide to confine itself to beauty alone, for character and harmony each claim the divine right to its own utterance, and how much broader and deeper and richer the world of art when they also speak." He spent six years in France working under Bonnat and Cabanel and for a while in the Gobelins Ateliers to study the method, design, and color of the masters of tapestry making. Alexander Bower, director of the L. D. M. Sweat Memorial Art Museum, writes understandingly of Fox in the Foreword to *The Work of Charles Lewis Fox (1854-1927)*: "This same spirit, this sense of wanting all to share with him, what to him was his greatest joy, led him on his return to Portland to establish a school, with day and night classes, that found in him always a devoted teacher and a loyal friend that served without thought of self. The school was conducted on a purely co-operative basis—the nominal costs of its maintenance being shared by its students. . . . After fifteen years apart from his easel in the stress of militant social-

ism, he returned to his art, and there found peace in an earnest effort to save for posterity something of the life of a primitive people—the Indians of our Maine Woods Long before there was a Taos school, and men like Ufer, Blumenschein, Higgins and Sloan, and the other men of the New Mexico group had discovered the American Indian, did Charles Lewis Fox feel the urge and the need to make some record from the artist's understanding of the passing of a fast vanishing race So we have from his heart and his hand these expressive character studies of the Indian Something of his delight and understanding of the design in the Indian arts of basketry, weaving and pottery he gives us in his own art. Pattern and design were never far from his mind for he did not forget the lesser factors in his thought for the spirit of his message. With a prevision that is most significant in his second period, there is an almost prophetic expression of what has become the trend of the Art of our day, and this though he lived during this time in a hermit-like retreat from the world of his fellow artists and workers A live imagination, the soul of a crusader, always the seeker for the greater truth in life and art, his work will live as the expression of the spiritual yearning of a sensitive artist and a gallant gentleman."

Walter Griffin (1861-1935) is regarded as the most outstanding of native-born Portland artists. Son of a family of wood carvers, Griffin grew up amid ship figureheads in all stages of production. As a boy he drew portraits of old seamen and dabbled in wood carving. Later he studied in Boston, New York, and Paris where he was a pupil of Jean Paul Laurens. The particular quality for which his work is noted was acquired while in Venice, and he himself explained it as "the technique which best expressed my feelings To get effects on canvas I resort to the palette knife or fingers aside from the brush Sunshine is the most important factor." Griffin was invited in 1919 to give an exhibition of his work at the Luxembourg Gallery in Paris; later he was a prize winner at the Panama Exposition, and in 1922 was elected to the National Academy. In 1924 he was awarded the Jennie Sesnan Medal for the best landscape in an exhibit at the Pennsylvania Academy of Fine Arts in Philadelphia. A French art critic, in a review of Griffin's work, declared: "It is the manly quality that the artist shows in his painting that entitles him to the high place he has achieved in modern art. His work has a mild quality that has attracted attention everywhere, while the term 'Griffin Trees' has become well known." The inspiration for many of Griffin's famous canvases was derived from the rustic

surroundings of his studio in Stroudwater. An excellent example of his brilliant technique is 'The Old Apple Orchard,' which hangs in the L. D. M. Sweat Memorial Art Museum.

Royal Cortissoz, the American art critic, wrote 'An Appreciation' in the biography *Walter Griffin*: "The salient members of the American school of landscape painting are those who define the principles of the school in terms of their own Walter Griffin was such a figure. He painted with a personal accent. The fundamental virtues of the school belonged to him, its fidelity to nature, its solicitude for atmospheric quality and for what, lacking a better phrase, one is driven to call "landscape sentiment." But he had a way of dealing with these things that gave him an individualized place. Was there a trace of romanticism in that way of his? Not in the sense of any factitious heightening of the note discovered in any given subject. He did not, I think, deliberately poetize a scene. But somehow he painted it in a tender and even lyrical mood, so that he lifted a gnarled tree or a mass of laurel onto something like a poetic plane. I don't suppose that in all his life he ever emulated the mode of Diaz but as I look back over the mass of his work I am conscious of a faint kinship between him and the Frenchman, the kinship of artists unable to face nature without feeling the magic of her light and color. The difference between them is a difference of key. Diaz was jewelled and gleaming. Griffin muted his colors and his harmonies are not so much brilliant as tender. He practised a careful naturalism but saturated it in the delicate, restrained quality of his temperament. His landscapes are beautiful things."

The 1938-39 edition of *Who's Who In American Art* includes 13 Portlanders in its listing of prominent American painters and artists. Alexander Bower, A.N.A., Director of the local L. D. M. Sweat Memorial Art Museum, has done much to foster art and its appreciation in Portland. He received his training at the Pennsylvania Academy of Fine Arts under Thomas Anshutz, at the Pennsylvania Museum School of Industrial Art, and in special study abroad. He was director of Fine Arts at the Sesqui-centennial International Exposition at Philadelphia in 1926, was made a member of the National Academy in 1931, and in 1933 was appointed chairman of the first State Art Commission in Maine. In 1938 Bower received an honorary Master of Arts degree from Bowdoin College. From 1900 until 1910 he was engaged in industrial design, mural painting, and work in leaded and stained glass. In later years he has confined his work to landscape and marine painting; self-styled a realist, his work hangs in many

public and private collections. Bower has exhibited at many of America's leading galleries, including Carnegie Institute in Pittsburg, Corcoran Gallery in Washington, Chicago Art Institute, National Academy in New York, and Pennsylvania Academy of Fine Arts in Philadelphia. He has been Director of the local art museum since 1931.

Claude Montgomery, a graduate of the Portland School of Fine and Applied Art, has exhibited at the National Academy, the American Society of Etchers, and was awarded the Suydam Prize by the National Academy. In 1939 he was awarded the annual silver medal of the International Exposition, American Section, in Paris. Montgomery is becoming well known for his portraits, one of which is owned by Colgate University, and another by the local L. D. M. Sweat Memorial Art Museum.

Dorothy Hay Jensen majored in art at Smith College and studied at the Portland School of Fine and Applied Art, specializing in block prints; in 1932 she was awarded first prize in the National Junior League Art Exhibition in the print class for 'Shipyard,' and the same award in 1929 with 'After Skiing.' Mrs. Jensen has exhibited at the Woodcut Society, Hayloft, Denver Art Museum, World's Fair Exhibition of Contemporary American Art, and Portland Society of Art. She illustrated Mollie Irwin Booth's *Dozy Hour Tales* (1937), a juvenile book published by the local Falmouth Book House, and did the mural in the Children's Chapel of the Williston Church in Portland.

Norman Thomas, a recent graduate of the Portland School of Fine and Applied Art, won the 1938 Pulitzer Traveling Scholarship in Art; that same year he was commissioned by Herman Hagedorn, Director of the Theodore Roosevelt Memorial in New York, to paint three panels illustrating the 'Bill of Rights,' which will eventually be reproduced for distribution to the public schools of America. Thomas assisted Arthur Covey in decorating the Contemporary Art Building at the New York World's Fair. His portrait of Chief Justice Charles Dunn, Jr., is included in the permanent collection in the State Capitol at Augusta.

Joseph B. Kahill has become one of the State's leading portrait painters. He studied under Richard Miller, Portland's Charles L. Fox, and Collin Prinnet of Paris. Kahill's work is represented in the collections of the Walker Art Gallery at Bowdoin College, University of Maine, Colby College, Bates College, L. D. M. Sweat Memorial Art Museum of Portland, and in the State's Capitol at Augusta. His oil painting, 'The First Step,' has many times been reproduced in magazines and periodicals. Among his well-

known works are: 'Face to Face,' a temperance lecture on canvas; and the 'Fate of the Christians,' portraying an attack by the Turks on an Armenian village.

John Howard Allen has exhibited his oil paintings at local and other Maine showings, as well as at the Memorial Gallery in Oberlin, Ohio, Currier Gallery of Art in Manchester, New Hampshire, and New Haven Paint and Clay Club in Connecticut. In 1938 Allen received a bronze medal from the San Francisco Museum of Art for a still life he exhibited.

Francis Orville Libby has exhibited water colors at the Salamagundi Club in New York, Pennsylvania Academy of Fine Arts, and the International Water Color Show in the Chicago Art Institute. His miniatures have been shown at the Brooklyn Museum of Fine Arts. Libby also specializes in photography, having shown photographs at the London Salon of the Royal Photographic Society of Great Britain, of which he is a member.

Ralph Frizzell, trained at the Portland School of Fine and Applied Art, has done noteworthy work. He illustrated Erskine Caldwell's *The Sacrilege of Alan Kent*, published by the local Falmouth Book House. Well known for his prints from wood and linoleum, Frizzell also has done local murals, among which is the 'Greek Athlete' frieze in Deering High School.

Josiah Thomas Tubby works in several mediums—oil, water color, pencil, pen, and etchings. His work has been included in many local showings, and has hung at exhibitions in other New England cities and in New York.

Linwood Easton (1892-1939), who studied under Albert E. Moore and Alexander Bower, distinguished himself in the field of etching. He exhibited in many print shows throughout the country, and in 1938 was awarded a prize at a showing of the California Print Society. Easton was a member of the Society of American Etchers.

Thomas Elston Thorne, who studied at the Portland School of Fine and Applied Art and the Yale School of Fine Arts, has done much local mural work. Best known of his works are 'Crucifixion' and 'Last Supper' in the St. Lawrence Church, the 'Circus' in the children's ward of the Maine General Hospital, and the historical murals of Portland High School.

John Calvin Stevens (1855-1940), late senior member of one of the leading architectural firms, made painting his avocation. One of his landscapes is owned by the Portland Public Library.

The city has an active group of contemporary artists who have achieved more than local recognition. Alice Harmon Shaw, a graduate of the Portland School of Fine and Applied Art and a member of the National Society

for Women Painters and sculptors, has exhibited her water colors at the New York Water Color Club, the American Water Color Society, and the Pennsylvania Academy of Fine Arts. The works of Rosamond Gray and Bernice Breck were shown in the National Exhibition of American Art at Rockefeller Center in New York; Miss Breck has exhibited water colors at the Pennsylvania Academy of Fine Arts. Walter H. Rich, author of *Feathered Game of the Northeast*, is noted for his aquatic and bird life studies in water color, and his work has been exhibited in New York galleries. Ethel M. Dana, landscapist in oils, has exhibited at the local L. D. M. Sweat Memorial Art Museum and at the Altrusa Convention in Chicago. Rupert Scott Lovejoy, who paints in the style of his master Walter Griffin, has had exhibits in this country; Lovejoy is also well known for his photographic work. Stephen E. Mathews, another adopted son of Portland, has been called the dean of Maine artists. At the age of 82 he is still active with the brush and a tireless worker for the city's various art organizations. Roger L. Deering, who studied under Anson Cross of Boston and Penrhyn Stanlaws of New York, is best known for his mural work. Anton Skillin, although a resident of South Portland, has done many local murals, among which are those in the Children's Hospital, Monument Street School, and Sea Scout Room in the State Street Congregational Church; Skillin is the author of *Ships of All Times*.

The Federal Art Project of the Works Progress Administration of Maine was inaugurated in December, 1935, and has employed an average of 13 artists under the supervision of State Director Dorothy Hay Jensen. In the fall of 1939 this division of the Work Projects Administration became the Maine Art Project under the sponsorship of the Maine Development Commission. Its most intensive work has been on the index of American Design, a nation-wide compilation of portfolios of drawings illustrating early native arts and crafts of the country. In Maine the study has been devoted principally to early wood sculpture, including ship figureheads, and weather vanes of artistic and historical interest. Also recorded in paint are wall stencils that were used in colonial homes when wallpaper was too expensive, and drawings of early crewel embroideries and japanned tinware. Murals and canvases have been done by the project for schools and hospitals, also a Mother Goose mural in the Children's Hospital, and favorite children's stories at the Monument Street School. Work is in progress on farmer and fishermen murals for the Nathan Clifford School, and in sports decorations for the Cape Elizabeth High School. Members have served

public groups at various times as teachers of drawing, painting, and crafts. Exhibitions have been held in the local L. D. M. Sweat Memorial Art Museum, the Penobscot Marine Museum at Searsport, the Knox House at Thomaston, and the Bangor Public Library.

The development and practice of sculpturing locally begins with Benjamin Paul Akers (1825-61) who was born in Westbrook. His father had no settled occupation and roamed for a time from place to place with his large family. When Benjamin was 18 they finally settled in Salmon Falls, but he was too old to attend the district school and his father needed his help. They built a small wood-turning mill on the Hollis side of the Saco River, but Ben, as he was then called, worked only when he felt like it or when his father insisted. The boy made his own patterns and the carvings and designs showed his early artistic ability. An avid reader, he went through Plato, Aristotle, Dante, and any books of German and French literature loaned to him by the village doctor. It is said that "when he had studied Goethe his horizon was widened and he saw beyond the confines of his rural surroundings." Coming to Portland, he set type in a printing shop on Exchange Street. In the winter of 1849 he went to Boston and took lessons in plaster casting from Carew.

The following spring Akers returned to Salmon Falls, but stopped long enough in Portland to get clay from Jeremiah Dodge and Son, who had a pottery near Deering Oaks, the very pottery which later became the scene of Longfellow's 'Keramos.' Akers' friend, the village doctor, gave him the use of a room behind his office in which to work, and a model of his friend was his first endeavor. In speaking of this in later years he said, "It was as ugly as Fra Angelico's devil and was remarkably true to life." A crude life-size medallion in clay of his own ideal of Christ was his second attempt. Later he produced busts of Longfellow, John Neal, and other prominent local citizens, the proceeds of which enabled him to study in Italy, where he became intimate with Nathaniel Hawthorne, who was gathering material for *The Marble Faun*. At the time Akers was at work upon a number of statues, among them, the 'Dead Pearl Diver' which Hawthorne later described in his strange romance. This statue, now in the L. D. M. Sweat Memorial Art Museum, is regarded as Akers' masterpiece. His last work, now in the possession of the Maine Historical Society, depicts the head of a sleeping child.

Franklin Simmons (1839-1913), a native of Webster, worked as a youth in a Lewiston mill and spent his spare moments modeling in clay.

Stephen Cammett describes Simmons' youth in the *Pine Tree Magazine*, August, 1907: "He delighted to model figures in the coarse clay dug from the banks of the Androscoggin. One of his earliest attempts to express himself in this crude medium is the Bowditch bust, still preserved in the Hill Mill office. His next step was to learn that statues are first modelled in clay; but he had never seen it done. A small Maine city of the decades immediately preceding the Civil War did not offer a congenial soil for the development of the artist-soul. Nevertheless his fingers tingled to feel the damp clay shaping itself beneath their pressure, and bust followed figure in rapid succession, all in the same course clay, dug from the river's bank by the mill. Then came the great desire to see the work, which had hitherto suffered from the crudeness of the medium, shine in the marble's purity of whiteness. His duties at the mill gave the boy only the hours of evening for the work which was his keenest pleasure. The longing to handle the beautiful white marble grew day by day, until it became the one desire which must one time be fulfilled. He sought a hewer of gravestones; made him a friend; obtained a block of the precious marble, a few discarded chisels, and some helpful instructions. Evening after evening he wrought to shape the copy of one of his clay-modelled figures. When finished, the bust had defects; but it was a remarkably faithful likeness. Moreover, it received praise. The praises were so satisfactory that the youth, now eighteen years of age made a visit to Boston. There for the first time he saw a piece of sculpture, and the seeing was all that was needed to spur him to the great decision of life. . . . It was in the Boston State House that he saw his first marble group, and stood, spellbound, as one upon whom a great light has burst; who beholds his ideal, and is shown the means of realization."

Simmons studied in Boston with John Adams Jackson who taught him the chief rudiments of the art that was to make him famous throughout the world. Later he moved to Brunswick, where he made busts of many of the Bowdoin College faculty. In 1864 he launched forth upon a successful career in Washington, D. C., where he made figures of such notables as President U. S. Grant, William T. Sherman, and Admiral Farragut. One of the most famous of his works, now in Statuary Hall, Washington, is the figure of Roger Williams, of which several reproductions have been made. In 1888 he executed for Portland the familiar seated bronze figure of Longfellow, and in 1891 the heroic Civil War memorial in Monument Square. This great figure, emblematic of the Union, which he delighted to call

'Our Lady of Victories,' is one of the largest bronze statues in America. His idealized marble figure 'Penelope,' of which four reproductions have been made, is now a part of the Franklin Simmons Memorial Collection in the L. D. M. Sweat Memorial Art Museum. The entire collection of his statuary was willed to the Portland Society of Art.

Contemporary sculpture is represented in the work of Victor Kahill, brother of Joseph B. Kahill, the portrait painter. In 1939 Kahill completed a model of a life-size figure representing a Maine lobsterman, which occupied a prominent place in the Maine section of the Hall of States at the World's Fair in New York City. He executed the memorial to Harold T. Andrews, the first Portland soldier to lose his life in the World War. He has recently made a colossal bust of the late William Widgery Thomas, Jr., for the memorial to him in Sweden.

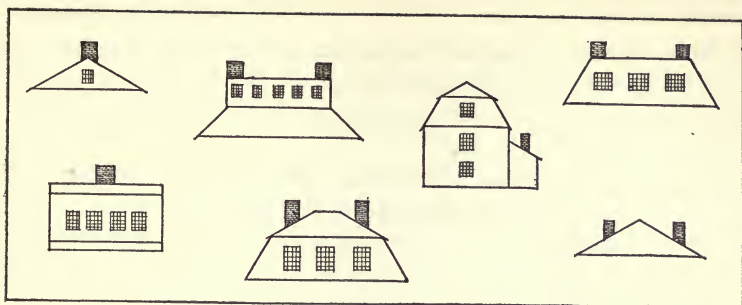
No small contribution to the local cultivation of art has been the effort of the Portland Society of Art, founded in January, 1882; John Calvin Stevens served as president for many years. In 1911 the society sponsored the School of Fine and Applied Art to furnish the community with the opportunity of an education in the arts; this is not a proprietary school operated for private profit but is a part of the community service of the society. The school affords students a thorough technical training in drawing and design, and aims to develop observation, stimulate the creative ability of the student, and develop a high standard of art appreciation. For 19 years Alice Henrietta Howes' influence on the growth of the School of Fine and Applied Art helped to develop it into the leading institution of its kind in the State. Miss Howes joined the teaching staff in 1912 and in 1919 was appointed director, a position she held until 1931. Alexander Bower, director of the L. D. M. Sweat Memorial Art Museum is also director of the School of Fine and Applied Art, supervising the teaching of the courses that give the student the necessary foundation for specialized study in any definite field of art. The school maintains a free Saturday morning art class for children. The Portland Camera Club, founded in 1899, is now a part of the Portland Society of Art. Each year this division of the society conducts a photographic salon. Many of its members have won distinction in exhibitions throughout the country.

Under the terms of Mrs. Margaret T. Mussey Sweat's will, the Portland Society of Art was bequeathed her former home as a house-museum, and funds for the erection and maintenance of the L. D. M. Sweat Memorial Art Museum (*see Points of Interest*), as a tribute to her husband

Lorenzo De Medici Sweat. The museum was dedicated in January, 1908. Exhibitions in every branch of the fine arts are frequently held in the museum, affording students an opportunity to observe new currents in contemporary art. Among valuable and interesting paintings now in the museum are such works of Portland's early artists as: 'The Willey House in Crawford Notch,' by Charles F. Beckett; 'White Head,' by Harrison B. Brown; 'Jean Gaspard and his Dog,' by Charles Codman; 'Mr. Charles H. Jordan,' by Charles O. Cole; and 'Slope of Rocky Hill,' by Charles F. Kimball.

The activities of the L. D. M. Sweat Memorial Art Museum, public and private art schools, and art societies have done much to foster and stimulate the efforts of the vigorous art groups prominent in the city during the past few decades. The Haylofters, organized in 1924, is made up of an active coterie of both amateur and professional artists who hold occasional public exhibitions in their studios. The Art Associates, made up of a younger group of promising artists both amateur and professional, was first organized as the Business Men's Art Club in 1928 and was re-organized as the Art Associates in 1933 for the purpose of admitting women and enlarging its quarters. A noteworthy feature of this organization is its Saturday morning free classes for children. Within recent years the American Artists Professional League has become active in Portland.

The Forest City Home Workshop Club, organized by local hobbyists, has about fifty members engaged in the pursuit of various crafts, who construct such articles as skis, book ends, miniature locomotives, speed boats, and clipper ships.



ARCHITECTURE

Portland architecture, along with that of the rest of Maine, has reflected the consistent conservatism and practicality of its citizens. In all of the generally accepted periods of New England architecture, local style has been modified by climatic conditions. Excessive rains and snows made traditional European types of construction impractical. Natural environment also created a style characteristic of New England as a whole, and yet with a certain rugged quality of its own. Early settlers had an ample quantity of soft and hard timber which they were able to use freely in the erection of homes and buildings capable of standing up under the buffetings of rigorous winters. Since there were no architects in the strict sense of the word, such buildings as were erected were planned and built by Falmouth carpenters.

It is difficult to demarcate definitely the periods of architecture in New England, due to the overlapping of trends of design. The June, 1939, issue of *House and Garden* presents a classification of periods which may be applied in a general way to local architecture: Provincial, 1620-1700; Early Colonial, 1700-50; Late Colonial, 1750-75; Early Georgian, 1775-1800; Late Georgian, 1800-25; and Greek Revival, 1825-50. Georgian architecture was in vogue during the reign of the four Georges, namely, 1714-1830. In America the architecture of this period is called Colonial or Old Colonial. Russell Sturgis in his *Dictionary of Architecture and Building*, clarifies the relationship between the English Georgian and the American Colonial: "Colonial is a modification of the English Georgian style. It transfers the classic designs of the 18th Century to a new country where wood was largely used and where the workmen were far less restrained by an educated public opinion. The greater part of the buildings of the style are purely classic in

their intent, but there exists in New England a number of buildings in which a much earlier tradition of building and simple decoration exists. An Elizabethan or Jacobean freedom of treatment, especially of interior work, is to be found in some of these structures."

Although there is no record of the type of buildings on 'The Neck' during the Provincial period, it may be assumed that they conformed to the general characteristics of that era in New England—rude, unpretentious, and built for service and warmth. Homes were plain both within and without, constructed of unpainted natural wood, with large central chimneys and wide, deep fireplaces. In order that rain and snow might easily slide off, roofs were steep-pitched, and in many cases chinked with mosses. Stairs were narrow and without balusters; the furniture was of natural finish maple, birch, or white pine.

There are few examples anywhere in the State of buildings erected before 1730, and consequently the general character of those built in Falmouth during the Early Colonial period cannot be accurately classified. During this half-century the 'salt-box' type of dwelling came into being, characterized by a long rear lean-to, roof of flatter pitch, and two smaller chimneys sometimes supplanting the large central one. The lean-to was usually an addition to the original house, rather than a unified architectural feature of the structure. The addition of extra rooms required the building of a second chimney. About the middle of this period Parson Smith's house was built and for years was the most pretentious in the town. One of its rooms was referred to as "the papered room," since it was the only example in the vicinity of such ostentatious adornment and probably the first attempt locally at interior decoration.

The Late Colonial period found local carpenters following more exacting plans of construction, and a definite architectural balance was achieved, although at first Falmouth carpenters probably employed no conscious design. During this period books on architecture began to reach New England from the mother country, and the crude builders began to develop a more definite style patterned after the Renaissance manner of contemporary Britain. Nearly all houses fronted the south—to take advantage of the sun in the severe winter climate. Timbers used in the buildings were hand-hewn, with framework adzed smooth in the absence of planers. Larger, double-hung windows began to replace the narrow casement windows of earlier periods. The glass was imported, expensive, and in small pieces, accounting for the modest lights in the early windows. By the end of this period Falmouth was

taking definite form as a compact town, as shown by Parson Samuel Deane's criticism of a draft or map of the town in his journal. Sketches of suggested changes in this map, drawn by him, show the two-chimney house in predominance, but depict seven different kinds of roof construction (*see chapter heading for reproduction of Deane's sketches*). Cellars of these houses were built principally under the main part of the building, and were used for the preservation of foods and the storage of garden produce. Potato bins were built; cabbages hung by their roots from the floor girders; and a variety of other vegetables were kept in stout, dark boxes, safe from foraging rodents and the ravaging effect of sunlight. Fireplaces of uneven, handmade bricks were still used. The scarcity of iron necessitated the construction of building frames by the peg and joint method; such nails as were employed were crude and hand-wrought. Indian-red paint—a color compounded cheaply from red ocher and fish oil—coated the exteriors.

The year 1775, during which Falmouth was partially destroyed by Mowat's cannon, marks the beginning of the Early Georgian period of New England architecture which lasted until about 1800. Its influence was probably little felt locally as the town was in a period of slow recovery and was continually menaced by British ships coming in and out of the harbor on foraging expeditions. This period saw the construction of small columned porches, or 'stoops,' ornamented cornices, and elaborately turned newel posts and balusters.

The Late Georgian Period was definitely felt in Portland, an excellent example remaining in the well-known L. D. M. Sweat Mansion on High Street. The Home for Aged Men, on Danforth Street, is another example of the same period. This period is conspicuous for the finer detail of its architecture and for the modification of the solid, masculine qualities of the earlier work toward a more graceful and feminine type of design. The spirit of this period, however, was not as widely followed locally as that of the Greek Revival which found expression in extensive construction here. Many fine examples of this period disappeared in the 'Great Fire' of 1866, a conflagration which also destroyed buildings of the previous periods. Houses of the Greek Revival were characterized by their two-story columns of Ionic, Doric, or Corinthian design, topped by a pediment. The roof pitch was flattened to conform to the new gable end and pediment, and all cornices and mouldings were more substantial than those of the preceding periods. The John Neal House on State Street, built in 1840, is a good example of this period, with its recessed doorways and Doric mouldings at the entrance. The

dwelling at 172 State Street, also of this period, has Ionic columns and is constructed along the lines of a Greek temple. Another outstanding structure of this epoch is the Portland School of Fine Arts, on Spring Street.

After the fire of 1866 architects descended upon Portland from neighboring states in the hope of fat commissions, but their stay was short since local property owners had been reduced almost to poverty, and cheap and easily constructed buildings became the rule. The post-conflagration period was one of complete disappearance of the Greek Revival, and local architectural styles were patterned after those of the rest of the country. The necessity of building in compact areas also limited the architectural styles. Homes in 'boom' times were built with an eye to speedy construction rather than beauty. Portland felt the influence of the gingerbread architecture of the period when styles ran wild, giving way to meaningless detail in which purity of form was sacrificed.

In the present century Portland has followed the general trend of American architecture of large buildings—a tendency to create skyscraper effects, employing iron, steel, and stone in construction. Few homes have been built in the city in late years that have not conformed to the modern American conception of utility, omitting profuse ornamentation. These dwellings are noted more for their interior comforts and facilities, heating plants, and methods of lighting and refrigeration than for any distinct exterior characteristics, although there has been a strong tendency in recent years to recapture some of the spirit of the Georgian period. The newer apartment houses in the city proper are complete with modern appointments, following the pattern accepted in most American cities. Fire hazards have been diminished since buildings have been made practically fireproof by the use of noncombustible materials—such as brick buildings with steel frames and concrete floors. This combination is used extensively in educational and industrial buildings. Stone exteriors with steel framing are seen in governmental work, but due to excessive expense are seldom used in private enterprise.

Residential work in the early part of the 20th century was limited to structures erected by carpenters with little knowledge of past precedent. However, mills were sawing lumber to new sizes and houses were built in increasing numbers in the city areas. These tended to be larger wooden structures that boasted little in architectural adornments, planning or practicability. In the early 1900's local builders in the higher income brackets began to use the architects' services to secure more practical plan-



Belfrey of Greek Hellenic Church
(Somewhat altered today)



Portland Club



Neal Shaw Mansion



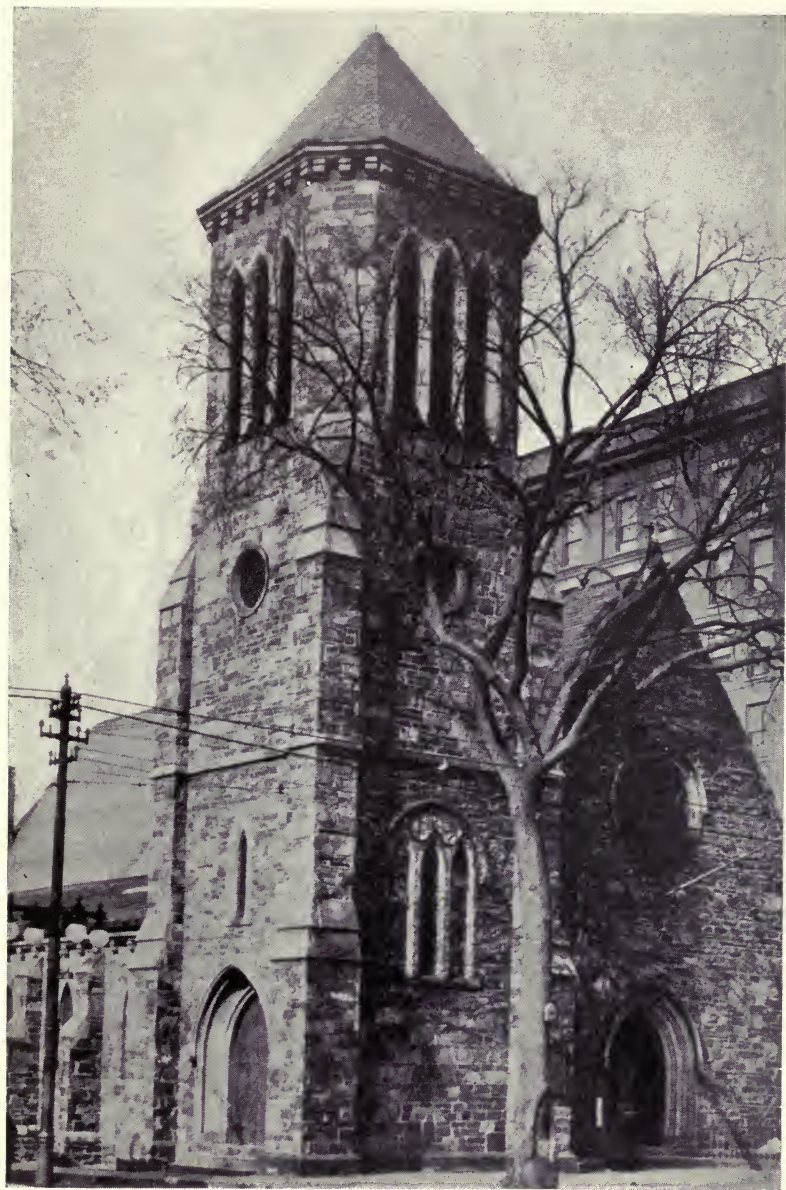
Canal National Bank Building



Union Station



L. D. M. Sweat Mansion



St. Stephen's Church



Fireplace in Means House

ning, symmetry of design, balance and proportion, as well as good taste, in exterior and interior decoration. A few of these latter type houses can be seen on the Western Promenade and in its vicinity. The W. W. Thomas house designed by Waite of Boston, the Burnham House on the corner of Chadwick and Carroll streets, and the Leonard House on the Promenade and Carroll Street, designed by E. Leander Higgins, the Walter Davis House on the Promenade by Leigh French, Jr., are all excellent examples of this early 20th century use of old precedent combined with modern utilitarianism.

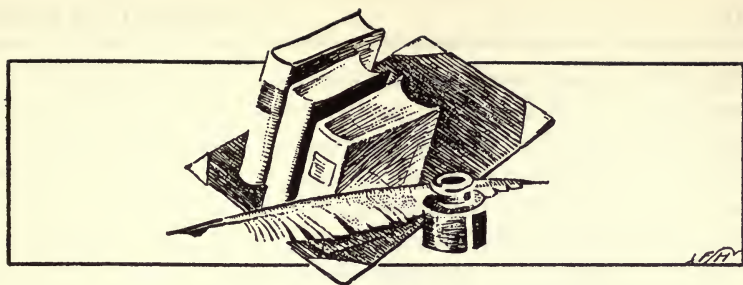
Portland has few public buildings that are pure examples of any period of world architecture. Modified French Gothic is seen in the construction of the Cathedral of The Immaculate Conception; St. Luke's Cathedral is an example of early English Gothic design. Of St. Stephen's Episcopal Church, Cram and Ferguson, Boston architects, have spoken "in high praise of its fidelity to the early English Gothic style." It is said that when the poet Matthew Arnold visited Portland on a lecture tour he halted his carriage in front of St. Stephen's and requested that he might enter, stating: "This is the only edifice of its kind I have seen in all my travels in America." The Eastland Hotel, tallest and largest building in the city, is an example of the modern commercial type of architecture. The most notable example of fine architecture in Portland is the City Hall, designed by the late John M. Carrere of the firm of Carrere and Hastings in New York. Carrere once said that he had rather have his "reputation as an architect rest upon the Portland City Hall than upon any other building" with which he had been connected.

Notable among the architects who came to the city after the fire of 1866 was Francis H. Fassett; he was originally a carpenter, but educated himself in the fine points of architecture. Fassett designed the original building of the Maine General Hospital, the Portland Public Library, and a large number of mercantile houses and residences. About the same time George M. Harding was active locally, designing the Bramhall Building, later demolished, and other residential buildings. Much important designing was done during the early 1900's by George Burnham and Leander Higgins, who were associated in business.

Today Portland has a list of prominent practicing architects who are active in designing not only local buildings, but structures throughout the State. John Calvin Stevens and his son, John Howard Stevens, have collaborated in the design of many local buildings, notable among which are

the L. D. M. Sweat Memorial Art Museum, the new Portland Post Office, and the Portland Boys' Club. John P. Thomas designed the Deering High School in modified traditional English style, and the Canal National Bank and Y. M. C. A. buildings following the American Georgian style. Ambrose S. Higgins carries on the business of his father, E. Leander Higgins, in whose office were designed the Immanuel Baptist Church in English Perpendicular Gothic style, the Portland Police Station, and the Codman Memorial Chapel (St. Peters) after the traditional early English Gothic parish design. Although church work has been a specialty of this firm, they have done much hospital and residential designing. The firm of Miller and Beal is now carried on by Lester I. Beal, and in their offices were designed the new Central Fire Station, Woodfords Congregational Parish House, and the South Portland High School. Royal Boston, Jr., and Philip S. Wadsworth are associated in the firm bearing their names, and most of their local work has been on residences, although they designed the McDonald Lumber Company building and the new Gorham High School. Herbert W. Rhodes and his son, Philip H. Rhodes, are associated in general architectural practice, and from this office came the plans for the Eastland Hotel, the Congress Building, and the Chapman Building.

Although not architectural in the strict application of the word, Portland's old red-brick sidewalks, still found in many important and central sections, are a definite part of the city's pattern. An excellent example of this construction is in front of the First Parish Church. A vista of a more substantial and complacent past is to be found on Deering Street where brick-paved walks are shaded by tall elms. Set primly back from the sidewalks are rows of two-story brick houses of the 1880's and '90's, approached in some cases through attractive flower gardens. The street ends abruptly against the towering front of a massive hotel whose modern commercial lines are in striking contrast to the Victorian atmosphere left behind. State Street, between Longfellow Square and Danforth Street, seems to exude an atmosphere of the Greek Revival in the stately columned buildings which escaped the fire of 1866. The first example of brick construction in the city may be seen in the exterior of the Wadsworth-Longfellow House with its three main stories and a one-story extension. The masonry is laid in Flemish bond to the third story, which was added in later years, and in running bond to the roof.



LITERATURE

The literary and cultural life of Falmouth, like that of most Colonial settlements, took permanent form with the arrival of the first printing press. In pioneer times, however, books and all kinds of reading matter were regarded as luxuries by a people who were little educated, and had to concern themselves with survival against the attacks of the hostile Indians and the rigors of Maine winters. Within half a century after the establishment of a local press, native literature surged into its flood tide. During the period between the beginning of the 19th century and the Civil War, a brilliant galaxy of Portland writers achieved international fame. The creative urge still impels the outpouring of thousands of words, but the close perspective of the present prevents an evaluation of their universal importance. Some may remain as vivid examples of a purely native genius, others merely the forgotten effusions of an over-ambitious moment.

During the formative years of the Province of Maine there were no libraries of any importance. There were, however, such private collections as those of Dr. Benjamin Vaughan, of Hallowell, and General Henry Knox, of Thomaston. The first public subscription library in Maine was opened on 'The Neck' in 1766 by a small group of leading citizens of Falmouth. It contained a collection of 96 volumes, all of which were imported and of a practical nature; nothing pertaining to art, science, or any book of fiction was included. The activities of its library membership were not altogether confined to the diffusion of literary knowledge, as its records show that they were frequently entertained with "noctes ambrosianae," it being the custom of the day "to administer to both natures of man, and not to neglect the body while providing for the mind."

The staple reading diet of the cultured few in pre-Revolutionary days consisted chiefly of theological dissertations, moral tracts, and political polemics. Dr. Samuel Deane, who succeeded the Reverend Thomas Smith as pastor of the First Parish Church, records in his diary: "I read the last

winter (1771-2) the following books: Robertson's history of Charles V over again; Grove, on the Sacrament; the Patrons A. B. C.; Toogood, on Infant Baptism; Saints' Everlasting Rest; Gay, on The Death of Mayhew; Phillips, on Justification; Directions to Students; Hopkins' Sermons; Dana's Sermons preached at Cambridge; The Wiles of Popery; Alleyne's Alarm; Government of the Tongue; Smith, on Redemption; Hoadly, on Acceptance; Introduction to the study of Philosophy; Browne's Sermon before the E. Clergy; Bull's Sermon's; Barnard's Sermons; 5,341 pages in all."

The less literate of 'The Neck' were forced to content themselves with the Bible, supplemented by infrequent newsheets and crude almanacs. As conditions in the growing settlement became more stable, the demand for a wider range of reading material increased. A vital force in the gathering cultural movement was the *Falmouth Gazette*, Maine's first newspaper, established in 1785 by Benjamin Titcomb, Jr., and Thomas B. Wait. A pathway to a degree of literary culture was opened through its columns, not only by the dissemination of fact and the attendant editorial opinion, but also by its publication of letters from local subscribers. Latent talent was thus afforded an outlet and controversy became the order of the day.

Early printers were usually publishers, and the first bound book to appear in the city was *The Universal Spelling Book* issued by the Titcomb and Wait Press in 1786. This was followed by Daniel George's *Almanac* with its motley assortment of astronomical data, informal chitchat, and the curious predictions which eventually made this type of reading matter a household institution.

The year 1794 was a definite milestone in Portland's literary history: Bowdoin College was founded in Brunswick, an educational academy was incorporated in Portland, and more interesting and revolutionary perhaps, the first dramatic performance ever given in Maine was presented in the old Assembly Rooms on King Street (India Street). The *Eastern Herald*, by then the leading local newspaper, was an ardent advocate of the drama. Following the first performance it printed one of the earliest examples of dramatic criticism in the country, and opened its pages to contributions of *belles lettres* submitted by local *litterateurs*. The few citizens who were well-read and could afford it had on their library shelves imported editions of Pope, the essays of Addison, and the speeches of Burke. By the last of the 18th century the thriving township of Portland had acquired a simple but genuine culture. The 141-line *Richmond Hill*, a sonorous poem by Dr. Samuel Deane, was the first serious local attempt at poetry. Written in

1795, it did not appear in printed form until some years later. A more ambitious attempt in verse was the publication of *The Village*, a poem of 2,000 lines by Enoch Lincoln, who was to become the sixth governor of Maine. Styled in the stately manner of Goldsmith, it was locally published in 1816.

This was the age of 'broadsides,' or printed sheets of ballads featuring topics either enthusiastically patriotic or extremely doleful. Portland particularly reveled in the crude, sentimental effusions of Thomas Shaw, the ballad singer of Standish. He published thousands of his sheets dealing with such weird subjects as the *Hanging of Daniel Drew*, shipwrecks, and the story of a man and wife who froze to death at Raymond Cape. Each sheet was usually decorated with grim reminders in the shape of one or two black coffins.

The first figure of importance in Portland's literary history was Madame Sally Wood, the widow of General Abiel Wood, a Revolutionary veteran. Not only is she regarded as Maine's first writer of fiction, but she is considered to have been one of America's first novelists. Born Sally Sayward Barrell (1759-1855) in York, Madame Wood later moved here in 1811 and continued her literary career. By the time of her arrival in Portland her work had already achieved a national reputation under the pen names of 'Lady of Massachusetts' and 'Lady of Maine'; in 1827 Thomas Todd, a local printer, published *Tales of the Night*, one of her best works, which was brought out under the pen name 'A Lady from Maine.' More significant than the quality of her writings, perhaps, was the interesting fact that she was the first of early native writers to develop a purely American style and locale. Madame Wood used native scenes and characters, which was quite unusual in an age when most manners and fashions were adopted from the 'gentility' of England and the Continent. However, Madame Wood became discouraged by what she considered the excellence of Walter Scott's Waverley novels, collected all the available books and manuscripts she had written and destroyed them.

Contemporary with 'A Lady from Maine' was John Neal (1793-1876), son of a local schoolmaster. Neal has been termed a "strange genius," and is considered to have been one of the most versatile and startling figures in all American literature; Edgar Allen Poe ranked Neal second among the great writers of that day. John Neal was thrown on his own resources at the age of 12, serving a short period in a local dry goods store before studying law. Admitted to the bar, he turned to writing and composed verse and prose with equal facility. When 33 he became the most original

and arresting American writer in the literary world of his day. Neal was the first American writer to break into the conservative British magazines, and had the added distinction of being the first to attempt a history of American literature. Using a natural style of writing, Neal's works were full of Maine 'Yankeeisms,' which were new to the English who found him most enjoyable and received him in London literary salons with great enthusiasm, calling him 'Yankee Neal.' He wielded a vigorous and trenchant pen in the cause of Americanism in art and letters, urging loyalty and pride in the achievements of his own country. Van Wyck Brooks in *The Flowering of New England* refers to Neal as "a Down-Easter—a typical Yankee Handy-Andy."

Neal's first book, *Keep Cool*, was published in 1817; he described the story as having two objects in view: "one to discourage duelling; and another was—I forget what." During this period his 3,000-line *Niagara* was written, a poem that has been called a "swash of magnificence." Some of its passages give vivid word pictures of the atmosphere of impending battle, as the following stanza:

The shadows deepen. Now the leaden tramp
Of stationed sentry—far—and flat—and—damp
Sounds like the measured death-step, when it comes
With the deep minstrelsy of unstrung drums;
In heavy pomp—with pauses—o'er the grave
When soldiers bury soldiers; where the wave
Of sombre plume—and darkened flags are seen—
And trailing steeds with funeral lights between:
And folded arms—and boding horns—and tread
Of martial feet descending to the bed,
Where Glory—Fame—Ambition lie in state.

Neal's *Logan, or the Mingo Chief*, a two-volume work published in 1822, has been described as "a prose rhapsody of surcharged language, dealing with apparitions and the passion of death." A year later his three-volume *Seventy-Six* appeared; this work is a novelized version of *Allen's History of the American Revolution*, a third of which was written by Neal himself. His work *Randolph* (1823) commented on men in American public life—novelists, poets, painters, and statesmen; because of his criticism in this book of a statesman Neal was challenged to a duel, and as he refused to fight was posted as a coward. On the heels of this episode came his *Errata*, which was supposedly the "confessions of a coward."

While abroad, Neal's articles published in 1824 in *Blackwood's*, a British magazine, received harsh criticism from his fellow writers in America, as did many of his later contributions to various other English periodicals. During his years in England the friendship between Neal and Jeremy Bentham, the "aged philosopher and writer of jurisprudence," was firmly cemented. Neal's *Principles of Legislation*, published in 1830, is a biography of Bentham; this and a later candid sketch of his friend John Pierpont, which appeared in the *Atlantic Monthly*, are quoted as being "two of the most delightful things Neal ever wrote."

John Neal was never considered a genius by his native townspeople; to them he was 'Crazy Neal,' a prolific eccentric who had caused them grievous offense with the publication of *Errata*, part of which was based on his early boyhood experiences in Portland. At the start of his career Neal had remarked "that he had no more idea of settling down in the village of Portland for life, than he had of establishing a Cape Elizabeth Daily Advertiser or teaching horsemanship on the Isle of Shoals." In spite of this precocious utterance, he decided to settle in Portland, where he spent the greater part of his later years actively engaged in journalism. Longfellow influenced him to write *Wandering Recollections of a Somewhat Busy Life*, an autobiography published in 1869. This work is rated by Van Wyck Brooks as Neal's only book of value, for it described the "American Grub Street" of his day and gives a word picture of Jeremy Bentham, with whom he lived in London from 1824 to 1827. Neal's *Portland Illustrated*, a valuable source guide to the city, is, ironically, the only book of all of his extensive writings by which he is locally remembered; it was published two years prior to his death.

During the early years of the 19th century various groups of local people formed "literary improvement" clubs; among these was the Paah Deuwyke Society, which derived its name from the croacking of bullfrogs in a Munjoy Hill marsh. The formation of the Ugly Club in 1817 caused much merriment in Portland. Once debating the admission of a local lady to the club membership, the Ugly Club's decision was that she might be admitted if the following epigram applied to her:

With eyes so gray, and hair so red,
With tusks so sharp and keen,
Thou'lt fright the shades, when thou art dead,
And Hell won't let thee in.

Following Maine's separation from Massachusetts in 1820 Portland en-

joyed considerable literary reputation as the intellectual center of the new State. Through the columns of a local newspaper a few young Portland writers had inaugurated a series of brilliant essays called 'Abracadabra,' which were fashioned after Washington Irving's *Salmagundi* papers. These Portland articles, with their quips and jests written over such signatures as 'Pilgrim,' 'Prowler,' 'Night-hawk,' and 'Torpedo,' kept the town in good humor. Perhaps the most brilliant of these writers was Nathaniel Deering (1791-1881), a leading business man and social leader, and acknowledged as the "wit and gentleman poet" of the town. He also dabbled in play writing; one of his works was *Carabasset*, based on the tragic assassination of Father Sebastian Rale. The play was produced in Portland in 1831. Deering satirized the poets of his day in such ingenious devices as the following, employed to parody the tone of Longfellow's *Hiawatha*:

Have you read the misty poem
Of the mystic Hiawatha
Read about the wild Dakotas
And the brave Humbugawampums
In the vales of Hifaluten
In the vales of Wishy-Washy
In the vales of Skimmy-Dishy?
No, Sir-e, Sir, that I did not,
And I would not for a hundred
Dollars paid in silver, or in
Gold by the Inflated teller
Of a bank called the Manhattan.
I looked in the book a moment,
And my spine is really aching,
At the hard words of Mr. Longfel-
Low puts in his learned verses.
Rumor says that Mr. Ripley,
Critic of the New York Tribune,
Hired by a bob called Greeley,
Labors with an awful lock-jaw,
Got in reading "Hiawatha."
Guess he got afoul of this word,
Obejayawayekooteayea!

Portland claims brilliant Seba Smith (1792-1868), nationally famous humorist and satirist of the 19th century, because he first entered the newspaper field on the staff of Portland's *Eastern Argus*. Born in Turner, Seba

Smith joined the staff of the local paper shortly after his graduation from college in 1818. Following his departure to New York City in 1837 he gained renown for his characterizations of the down-East Yankee. His 'Jack Downing Letters' appeared in newspapers of the period; these semi-political and semi-satirical writings convulsed America during the stormy period of Andrew Jackson's term of office, and brought forth a swarm of literary imitators. In addition to poetry, Smith also wrote *Away Down East*, a humorous book about Maine. Seba Smith's wife, Elizabeth Oakes Smith (1806-93), became a lesser literary light, and contributed much material to the old Boston *Miscellany of Literature*, predecessor of the present *Atlantic Monthly*. She is best remembered for her poem, 'The Sinless Child.'

Another Portland journalist who started his career on the long-lived *Eastern Argus*, was Nathaniel Willis, Jr. (1780-1870), who in 1827 founded the *Youth's Companion* in Boston. This magazine was characterized in its day as "the most important single educational agency in America." Editor Willis was the father of two remarkable literary personages: Nathaniel P. Willis (1806-67) and Sarah Payson Willis (1811-72).

N. P. Willis (*see Newspapers*) became a poet and a critic of great contemporary influence in New York newspaper circles. During his years of literary activity he was the most successful and the highest paid essayist in America.

Sarah Payson Willis, who became the wife of James Parton, the historian, wrote under the pen name of 'Fanny Fern.' She was not only one of the best known newspaper writers in America but gained world-wide reputation as an author. Such was the popularity of 'Fragrant Fanny Fern,' so-called because of her flowery literary style, that her first book of sketches reached a sale of 70,000 copies, a remarkable record for those times. Many of her books were translated into foreign languages. Her style of writing was described as somewhat lachrymose, if not maudlin. 'Fanny Fern' attracted much attention by the use of Biblical phrases to shock or amuse her audiences. Such expressions as "hot as Shadrach's furnace" and "dress that might have been made for Noah's great grandmother" surprised her readers, who were unaccustomed to such unusual adaptations of sacred texts. An amusing example of her journalistic efforts is shown in the following portrayal: "The Boston woman draweth down her mouth, rolleth up her eyes, foldeth her hands, and walketh on a crack. She rejoiceth in anatomical and chemical lectures. She prateth of Macaulay and Carlyle; belongeth to many and divers reading-classes, and smileth in a

chaste, moonlight kind of way on literary men. She dresseth (to her praise be it spoken) plainly in the street, and considereth India-rubbers, a straw bonnet, and a thick shawl, the fittest costume for damp and cloudy weather. She dresseth her children more for comfort than show, and bringeth them up also to walk on a crack. She maketh the tour of the Common twice or three times a day, without regard to the barometer. She goeth to church twice or three times on Sunday, sandwiched with Bible-classes and Sabbath-schools. She thinketh London, Vienna, or Paris—fools to Boston; and the 'Boulevards' and 'Tuileries' not to be mentioned with the Frog Pond and the Common. She is well posted up as to politics—'thinketh as Pa does,' and sticketh to it through thunder and lightning. When asked to take a gentleman's arm, she hooketh the tip of her little finger circumspectly on to his male coat sleeve. She is as prim as a bolster, as stiff as a ram-rod, as frigid as an icicle, and not even matrimony with a New Yorker could thaw her."

To the clarion calls of the early New England writers for a purely American school of literature, Henry Wadsworth Longfellow (1807-82), Portland's greatest contribution to the world of letters, remained serenely indifferent. From childhood Longfellow had immersed himself in studies of the "genteel foreigner Dante," the flamboyant works of Byron, and the German and Scandinavian authors. In 1820 he timorously deposited the precious manuscript of his first poetic effort in the mailbox of the *Portland Weekly Gazette*. The joy of seeing his poem printed in that paper under the title, 'The Battle of Lovewell's Pond,' was short-lived, for it drew the severe criticism of Prentiss Mellen, a judge and close friend of the Longfellow family. Ignorant of its authorship, Mellen severely called the poem "a very stiff piece, remarkably stiff—moreover it is all borrowed every word of it." Young Longfellow had adopted the theme and color of his first printed work from an earlier poem on the same subject. In later years Longfellow was again reproached and criticized for his "imitative qualities" by John Neal, his contemporary, who wrote: "... as for Mr. Longfellow he has a fine genius and a pure safe taste and all he wants we believe is a little more energy and a little more stoutness." Neal's attitude was that Longfellow, who copied the style of others, lacked originality. "Why imitate?" Neal admonished, "be yourself!" Possibly Neal had not forgotten nor forgiven Longfellow's caustic remarks concerning his own books, for the 'Bard of Portland' had once said of Neal's novel *Randolph*, "I judge

it to be a compound of reason and nonsense, drollery and absurdity, wit and nastiness."

Longfellow's *Voices of the Night*, published by John Owen in 1839 at Cambridge, Massachusetts, established him as one of the leading American poets; included in this volume was 'A Psalm of Life,' known to thousands of poetry lovers. During the same year Samuel Coleman brought out in New York the romantic poem, *Hyperion*. This work was read and discussed in all literary circles, for it was a thinly veiled disguise for Longfellow's love for Frances Appleton, the "dark Ladie" whom he later married. The panic of 1837 caused the usual slump in all lines of endeavor, and most publishers were loathe to risk their money in launching untried authors, and, as a result, Longfellow received no encouragement when he attempted to interest them in his three-act play, *The Spanish Student*. Reputedly inspired by the exotic Fanny Ellsler and her sensational dancing in New York, the plot of Longfellow's play was woven around the love of a Spanish nobleman for a gypsy maiden. The play was later printed in serial form in a magazine, and in 1843 it appeared in book form. Published in the middle of the 19th century were: Longfellow's pathetic *Evangeline, A Tale of Acadie*, the story of an Acadian girl's search for her lover; *The Song of Hiawatha*, which tells of an Indian lad's love of nature; *The Courtship of Miles Standish*, with its background of puritanical Pilgrims; and *Tales of a Wayside Inn*, as told by weary travelers who frequented the old hostelry at Sudbury, Massachusetts. The appearance of *Evangeline* in 1847 established Longfellow as the most widely read and universally beloved poet of his time, although his popular poems, 'The Reaper,' 'The Flowers,' 'A Psalm of Life,' 'Excelsior,' and the 'Wreck of the Hesperus' had brought him earlier fame.

Although Longfellow spent most of his productive years in Cambridge, Massachusetts, Portland can fairly claim him as her own; the love and veneration for his birthplace is indelibly stamped upon much of his work. In 'My Lost Youth' and many of his most popular poems, much of his early local life is vividly and feelingly described. Casco Bay is the location of "the islands that were the Hesperides"; the "black wharves and the slips" and "the Spanish Sailors" are reminiscent of his youthful adventures on the water front in the picturesque days of the West Indies trade. "O faithful indefatigable tides" was inspired by the tidewaters that flow below Martin's Point Bridge, a few steps from the Veranda Hotel where Longfellow spent one or two summers, during which he is said to have finished the proofs of

Evangeline. According to George Thornton Edwards in *Youthful Haunts of Longfellow*, his poems 'Keramos' and 'The Rope Walk' present familiar pictures of the scenes of his childhood: remembrances of the ancient potter's wheel, pedaled by Benjamin Dodge in his pottery near the vicinity of Portland's new post office, and the long, low rope-making factory that stood at Park and Spring streets in the 1820's.

England has long revered Longfellow's genius, and it has been said that Englishmen today have a greater esteem for the Portland-born poet than poetry lovers of America. On March 2, 1884, two years after Longfellow's death, England honored the poet by unveiling a bust in the Poets' Corner of Westminster Abbey. So great a fund poured in at the time of the subscription list to purchase the bust, that two replicas were made—one for Harvard University and one for the Maine Historical Society. Today in England prizes are still awarded in colleges and universities for essays on Longfellow, but in his native land appreciation for his genius usually does not extend beyond the elementary schools. Regardless of the more intellectual argument as to whether Longfellow was the "greatest of the minor poets" or "the least of the great poets," it still remains that he was the most brilliant literary product of Portland and of Maine.

An excellent example of Portland authorship contemporary with Longfellow's period of literary development is *The Portland Sketch Book*, an anthology compiled by Mrs. Ann S. Stephen (1813-86), local author of more than forty minor novels. Included in this anthology, published in 1830, is Longfellow's 'The Village of Auteuil,' a poem by John Neal, Seba Smith's amusing description of Jack Downing's visit to Portland, and contributions of various types by James S. Otis, Edward Payson, Ashur Ware, and Jason Whitman, all local literary craftsmen. In a preface to the anthology, Mrs. Stephen states that the purpose of the book is "to collect literary specimens of such writers as have a just claim to be styled local authors. Too many have been mere transients."

Nearly 50 years after *The Portland Sketchbook* was published, John Neal recorded in his *Portland Illustrated* that Portland's "prose writers are numberless and almost without exception above what may be called the average," but of these "numberless" writers there is little or no trace, for hardly any of their work exists in print today. That the city's burst of prosperity during the decades following the War of 1812 had its baneful influence on local literary production was noted by Oliver Wendell Holmes, who wrote in *Elsie Venner*: "As for the last of these three ports, or Portland, it is get-

ting too prosperous to be as attractive as its less northerly neighbors. Meant for a fine old town, to ripen like a Cheshire cheese within its walls of ancient rind, burrowed with crooked alleys and mottled with venerable mould, it seems likely to sacrifice its mellow future to a vulgar material prosperity."

Portland has fostered a host of lesser literary luminaries, most of whom are familiar only to careful students of American literature. Ichabod Nichols, co-pastor with the Reverend Samuel Deane in the First Parish Church, wrote *Natural Theology* in 1829; John White Chickering, for 20 years pastor of the High Street Church, issued several religious tracts and funeral discourses from 1838 to 1859; Sylvester B. Beckett, who published at least ten successive directories of Portland between 1846 and 1881, wrote *Hester*, a narrative poem brought out in 1860; and Dr. Isaac Ray was the author of a *Treatise on the Medical Jurisprudence of Insanity* and *Conversations on the Animal Economy*, published in 1829 and later adapted to textbook use.

A small group of local historians have prepared valuable volumes on the city's early history. Notable among these is the journal of the venerable Thomas Smith of the First Parish Church, the civic-minded parson who kept a daily account of the happenings of old Falmouth in the lively, piquant style of Pepys. The journal of Smith's assistant, Samuel Deane, throws still more light on the early years of the settlement. No chronicle of early literature in Portland would be complete without a mention of Samuel Freeman (1743-1831). Although there is no record of any creative work by him, Freeman did have the remarkable foresight to detect the historical value latent in the Smith journal, and he performed the prodigious task of editing its recordings of nearly seventy years. Of William Willis (1794-1870), author of the valuable *History of Portland*, John Neal commented: "Simply a trustworthy annalist, wholly destitute of imagination, with not a few strong prejudices which he could not always forget or smother." In more recent years several historical books on Portland have been published by local authors; among these are *Portland in the Past* (1886) by Nathan Goold, and *Portland By The Sea* (1926) by Augustus F. Moulton. Neal Dow in his *Reminiscences* (1898) portrayed a fascinating picture of the social and political life of the city, together with the background that was the basis of Maine's prohibitory law. Among the several tourist guides to Portland are John Neal's *Portland Illustrated* (1874), Edward Elwell's *Portland and Vicinity* (1876), and John T. Hull's *Portland and Old Orchard* (1888).

James Phinney Baxter (1831-1921) was the most prolific historical writer Portland, and perhaps Maine, has yet produced. In 1885 he prepared *George Cleeve of Casco Bay*, which was printed for the Gorges Society; his historical papers are included in *The Proceedings and Collections of the Maine Historical Society* of 1889-1914; the *Trelawny Papers* (1884) is one of 19 volumes of letters and legal documents of the *Documentary History of the State of Maine*. Among other works by Baxter are *Christopher Levett* (1893), *The Pioneers of New France in New England* (1894), and *A Memoir of Jacques Cartier* (1906). His largest single volume is *The Greatest of Literary Problems, the Authorship of the Shakespeare Works* (1915), written against a background of prodigious and patient research. Baxter's love of Portland is shown in his *Collected Addresses*, 1877-1920, his editing in 1887 of William Digby's *The British Invasion From the North, Sir Ferdinando Gorges and His Province of Maine* (1890), and in many magazine articles, poems, and pamphlets.

No American poem written during the 1860's received wider distribution and more publicity than 'Rock Me To Sleep, Mother,' by Elizabeth Akers (1832-1911), wife of Benjamin Paul Akers, the sculptor. The following first stanza of this poem is universally quoted:

Backward, turn backward, O Time, in your flight,
Make me a child again just for tonight!
Mother, come back from the echoless shore,
Take me again to your heart as of yore;
Kiss from my forehead the furrows of care,
Smooth the few silver threads out of my hair;
Over my slumbers your loving watch keep;—
Rock me to sleep, mother,—rock me to sleep!

The publication of the poem occasioned one of the most bitter and ludicrous pen battles in the literary world and became a minor *cause célèbre* when a New Jersey harness maker named Bell claimed the authorship, but failed to establish proof. The history of the affair is related at length in Burton E. Stevenson's *Famous Single Poems*. Born in Strong, Elizabeth Akers joined the staff of the *Portland Transcript* after the publication in 1856 of her first book of poetry, *Forest Buds*. Published under the pseudonym of 'Florence Percy,' 'Rock Me To Sleep Mother' originally appeared in the June issue of the *Saturday Evening Post* of 1860. For her contribution the author was paid \$5, and this was the only income she received from a work from which others have derived thousands of dollars. It was set

to music, and as a song was popularized from coast to coast by Christy's Minstrels. The poem attained great popularity in the army and prison camps during the Civil War, its fame lasting up to the Cuban and South African campaigns of 1898-1900.

Although born in Fryeburg, Caroline Dana Howe (1820-1907) lived almost all of her life in Portland. Her first poem appeared in the *Portland Transcript*. About 36 of her poems have been set to music, the best known probably being 'Leaf By Leaf the Roses Fall.'

Portland-born Elizabeth Jones Pullen (1849-1926) is best remembered for *Mr. Whitman* (1902), a story of brigands. Early in her career she wrote verse, sketches, and book and music reviews for the *Portland Press*. Her parody of Algernon Swinburne's 'Atlanta' in *Algernon in London* brought acclaim from members of the Century Club in New York, who sent her a card of admission, believing her literary effort was the work of a man. In 1885 she married Signor Nino Cavazzo and went to reside in Modena, Italy; seven years after taking up her Italian residence she brought out *Don Finimondome*, a volume of Calabrian sketches. After the death of Cavazzo she returned to America and married Stanley Pullen, proprietor and editor of the *Portland Press*.

Augusta Hale Gifford (1842-1915) published most of her historical works abroad during the years her husband, George Gifford, served in the diplomatic service. Best known of her writings are *Germany, Her People and Their Story* (1899), and *Italy, Her People and Their Story* (1905).

Portland's scenic background has been featured in many books, both fiction and non-fiction. Many of these stories are treated fictionally, but adhere faithfully to historical facts. Such books are Edward Elwell's *Boys of '35*, Otis Kaler's *Story of Falmouth*, Ella Mathews Bangs' *The King's Mark*, and Elizabeth Hill's *When Kitty Comes To Portland*. At an earlier period the Reverend Elijah Kellogg penned his remarkable Elm Island series of boys' stories, which during the last of the 19th century made his name famous in juvenile literature. Within recent years Kenneth Roberts has portrayed the early locale in his *Arundel*, which gives a brief scene of old Falmouth town about 1760, and *Lively Lady*, which glimpses the busy scene of the water front during the bustling days of 1811-12.

Since the turn of the 20th century, many writers of varying brilliance have flashed across the literary horizon of the city. Portland-born Harrison Jewell Holt, who served on the *New York Globe*, brought out his *The Calendared Isles* (1910) and *Midnight at Mears House* (1912). Florence

Brooks Whitehouse wrote *The God of Things* (1902) and *The Effendi* (1904), as well as many short stories published in various magazines. Erskine Caldwell, who managed a local bookshop in 1929, left Portland for wider fields; in 1933 his short story, 'Country Full of Swedes,' won the Yale Quarterly Review Award. His stories have appeared in the *Best Short Stories* of 1931 and 1932. In 1936 his *Sacrilege of Alan Kent* was published by the local Falmouth Book House; today Erskine Caldwell has won fame for his *Tobacco Road*.

Eric P. Kelly, summer resident of Chebeag Island, was awarded the John Newberry Medal in 1930 for excellence in juvenile literature for *The Trumpeter of Krakow*; his other works include *Treasure Mountain* (1937), and *At The Sign of the Golden Compass* (1938). Portland-born George Stuyvesant Jackson compiled *Early Songs of Uncle Sam* (1934), and wrote *Uncommon Scold, The Story of Anne Royall* (1938). Helen Albee Prince based her *Grandma's Album Quilt* (1936) on diaries she had kept for more than half a century.

From 1930 to 1936 Alfred Morang lived in Portland; his 'Frozen Stillness' was included in O'Brien's *Best Short Stories* of 1935, its compiler praising Morang as "a superb artist" and listing 16 of his stories in *The Yearbook of American Short Stories*. Morang's work has been included in nearly 50 American and European periodicals; his *Funeral in Winter* (1936) is as grim in content as in title.

Portland today presents a fairly active group of writers producing much that is interesting both in prose and verse. Mrs. Harold Lee Berry has published two volumes of lyric poetry, *The White Heron* (1933), and *Tall Oneida Mountain* (1934); Alice Homer's *Stars for Your Wagon* (1935), and *Let Us Reason Together* (1934) have been locally praised. The Scribblers' Club, an active local group of penwomen, published *Fifteen Girls On A Hobby Horse* (1937), combining their poetry and prose talents.

Within the past few years Herbert G. Jones, a Welsh-born writer who has adopted Portland as his home city, has delighted his readers with two chatty and highly informative books—*I Discover Maine* (1937), and *Old Portland Town* (1938). Jones' style is easy and intimately informative, depending for historical revelation upon accurately related anecdotes rather than dry statistics.

Maurice Gardner's *This Man* (1937) had as its locale a lonely isle in Casco Bay; other Gardner works include *Bantan — God-like Islander*

(1932), a highly imaginative novel in a South Sea setting, and the early *Son of the Wilderness*, a story of high adventure in the Maine woods.

Among local contemporary authors is Esther Cloudman Dunn, whose scholarly *Literature of Shakespeare's England* (1936) attracted much favorable attention. Leon Tebbett's *Amazing Story of Maine* (1935) is the only recent book on the geological story of this State. Lena K. Sargent featured the romance of fishing in Casco Bay in her *Bruce the Fisherboy* (1936). Casco Bay and its islands are the setting for Grace Blanchard's *Island Cure* (1922), William Haynes' *Casco Bay Yarns*, and *Idle Island* (1927) by Ethel Hueston, a prolific writer whose most recent work is *High Bridge* (1938). Edward H. Carlson, local newspaperman, collaborated with James Coolen to produce *We're Sailing in The Morning* (1938). Albert Walter Tolman is the author of the Jim Spurling series of four volumes of adventure and fiction, and contributes to young people's publications.

H. Leroy Caston, under the pen name 'Robert Barrington,' produced the ancestral biography, *Some Valiant Ones* (1937), which centers mainly around the old Kennebec river country, although parts of it concern early Falmouth; he also wrote *For All Eternity*, a play. Attracting much attention in the contemporary field of verse is the work of Myra Lee Kennedy (Mrs. John Parks), whose poems have been printed in several leading American newspapers and periodicals. Other modern writers connected with Portland include: Robert G. Albion, author of *Square Riggers on Schedule* (1938); Clifford Orr who became popular almost overnight with his detective story, *The Dartmouth Murders* (1929); Agnes Burke Hale, a brilliant short story writer, for some years a regular contributor to the *Saturday Evening Post*, author of the novel, *So Wise So Young* (1935); Edith A. Sawyer, who has done noteworthy work in the juvenile field; and Robert T. Sterling, keeper of Portland Head Light, who penned *Lighthouses of the Maine Coast By The Men Who Keep Them* (1935). With the publication of *A Slice of Life* (1938), Portland's Margery Palmer Power shocked the local literary world with the frank reality of her poetic style.

Edward F. Morrill, former newspaperman and resident of Portland, first attracted attention with his tribute 'Edward Arlington Robinson,' a sonnet which won a prize in the *Portland Sunday Telegram* Contest in 1936. A member of the Poetry Fellowship of Maine, his rondeau 'Blood God Mars,' an indictment of war, won the first annual prize of that organization in February, 1939. In May of the same year, Mr. Morrill's sonnet 'Con-

vent' won the Anita Brown Medal, awarded through the National Poetry Center. His style is realistic, achieving a vivid effect through a meticulous choice of phraseology.

Frances Wright Turner is active in many literary organizations in the city and State. Her lyric poem 'October' won the Brook prize in 1918; 'People,' the Kaleidoscope Magazine (Texas) prize, 1929; 'Gardens' in 1938, won the State prize for the best poem in the regional convention of the National League of American Pen-Women, and her lyric 'Fog' won the National Contest prize of this organization the same year. Her published works include *Drifting Leaves* (1926), a volume of lyric poems, and *Star Dust* (1930), a child's book of verse.

Although William Hutchinson Rowe is neither Portland-born nor a resident of the city, his maritime books are intimately connected with the local scene. Published in Portland were his *Shipbuilding Days and Tales of the Sea* (1924), *Shipbuilding Days in Casco Bay, 1727-1890* (1929), and *Ancient North Yarmouth and Yarmouth* (1937).

The Federal Writers' Project in Maine, a unit of a national program of the Work Projects Administration, has maintained editorial offices in Portland and field workers throughout the State since its inception in 1935. Originally designed to give useful employment to needy writers and research workers, the Federal Writers' Project has gradually developed the more ambitious objective of utilizing the talent among these unemployed writers to create and present a comprehensive portrait of Maine. The result is a collective work to which all the writers and research workers contributed according to their talents. In September, 1939, this project became the Maine Writers' Project, sponsored by the State Department of Education. The members of the Maine project, in addition to the *Portland City Guide*, have written *Maine: A Guide Down East* (1937), a 450-page history-guide published by Houghton Mifflin Company of Boston. Under the supervision of R. Richard Ellingwood, State Director, the project has considerably expanded its scope and since the spring of 1938 has been engaged in the production of seven varied books. *Maine's Capitol* (1939), published by the Kennebec Journal Print Shop, is a handbook on the State-house and the functions of the government of Maine; *Augusta-Hallowell on the Kennebec*, a history-guide to Maine's capital city, Augusta, and to the State's smallest incorporated city, Hallowell, is scheduled for publication during the summer of 1940. In collaboration with other New England States, the Maine Writers' have assisted in preparing *U. S. One* (1937), a

mile-by-mile description of the Federal Highway extending from Maine to Florida. Other collaborative work included *New England Hurricane* (1938), a factual, pictorial record of the 'big wind' of September, 1938; *Skiing In The East* (1939), a handbook to winter resorts and ski trails in eastern states; and *Here's New England* (1939), a guidebook, with essays on the principal recreation areas of the New England States.

The Historical Records Survey, which began operation in Maine in 1936 as a part of the Federal Writers' Project of the Works Progress Administration, has as its principal object the inventory of all extant town and city records in the State for the reference of the lay public and students in Maine town government as well as for the citizens and officials of the towns themselves. Completed work is No. 5. *Hancock County Vol. 1. Towns of Mt. Desert* (1938), and No. 4. *Franklin County Vols. 1 & 2 Avon and Berlin* (1939).

The present Woman's Literary Union of Portland, quoted as being "the first Federation of its kind in the world," has a total membership of nearly 350. It is the result of the federation in 1889 of the 16 literary clubs then in the city, in addition to 21 ladies not affiliated with any group; the resulting association was known as the Ladies' Literary Union of Portland, and had a membership of 113. In 1890 the name was changed to the one it now bears, and in 1908 five departments were arranged for the study of art, sociology, education, forestry, crafts, and industry, as well as the original study of an appreciation of literature. Frye Hall, the home of the group, was dedicated in 1917. Recently there have been added departments of Parliamentary Law, Decorating, Conversational Spanish, and Public Speaking.

There have been few strictly literary clubs in the city, although many groups have been formed which have met for the discussion of literature in general. The Fraternity Club came into being about 1872 and abstracts and papers read in ensuing years were bound and placed in the Maine Historical Society. Many of Portland's literary lights have been members of this club, which has been called one of the oldest in the country.

Printers and Publishers

Portland's printing and publishing history started in 1785, when the first local printing press was set in operation. During the next century a host of printers and publishers added their individual talents toward making Longfellow's town "seated by the sea" well known as a publishing center.

However, no individual name stands out through these years as does that of Thomas Bird Mosher whose Bibelot series or reprints have become world famous.

While a partner in McLellan Mosher and Company, from 1882 to 1890, Thomas Bird Mosher (1852-1923) reprinted for himself a few well-known books, designing his own styles and formats. The first of these books was George Meredith's *Modern Love*. In 1895 Mosher started under his own name the Bibelot series of reprints, limited editions of which became known throughout the world for their excellent workmanship. The Bibelot series in small quarto form (4½" x 6"), printed from hand set type on white laid paper with uncut edges, are contained in 20 volumes of 400 to 450 pages, with an additional index volume. Originally, these quartos were issued monthly, and Mosher wrote a new introduction for each one, the series extending over a period of 20 years. Of these introductions Christopher Morley wrote in *The Saturday Review of Literature*: "Mr. Mosher spent more than thirty years in betrothing books and readers to one another; like the zooming bumble-bee and with a similar hum of ecstasy he sped from one mind to the next, setting the whole garden in a lively state of cross-fertilization" His reprinting of poetry and verse from rare editions and unusual sources continued until his death. From the standpoint of printing, paper, rulings, and covers, Mosher's various editions on pure vellum, and on Italian, handmade Van Gelder Dutch and English papers have given a unique format to some of the choice works of English and American authors.

The first absolute facsimile reproduction of Edward Fitzgerald's *Omar Khayyam* (1859) was reprinted by Mosher, as well as a facsimile edition of Walt Whitman's *Leaves of Grass* (1859). The Brocade edition was another Mosher series, and included limited reprints of the work of such authors as Matthew Arnold, Robert Louis Stevenson, William Morris, and Oscar Wilde. His popular edition, *The Lyric Garland*, was composed of the works of several well-known writers, among whom were Percy Bysshe Shelley, Algernon Swinburne, Oscar Wilde, and W. B. Yeats. Mosher is also internationally known for his Ideal, Golden Text, Venetian, and Quarto series. The Mosher Press was the first in America to adopt the dolphin and anchor device; this colophon, or terminal inscription, originated with Aldus Manutius, a 15th-century Venetian printer, and quite appropriately, Mosher introduced the device in his Venetian series. After his death the name Thomas Bird Mosher was applied only to reprints of

books he had previously published, and the name Mosher Press was given to the books it continued to print for authors and others who desired their work set up in the Mosher style.

The Southworth Press, established in 1875 as a private press, has operated continuously since its inception, becoming the Southworth-Anthoensen Press in 1934. This press makes a specialty of printing fine and limited editions of books and catalogues for institutions and collectors, as well as other kinds of printing along commercial lines. In a list compiled in 1937 by Paul A. Bennett, Director of the American Institute of Graphic Arts, naming 37 of the finest books of our time, three were off the Southworth-Anthoensen Press. Among them, and one of their best achievements, was *Early American Children's Books* (1935). Among other recent outstanding books they have published are: *Notes on Prints* (1930) by William M. Evans, Jr., published for the Metropolitan Museum of Art in New York City; *Gargantua and Pantagruel* (1936), in five volumes, for the Limited Editions Club of New York; *The Clan Chisholm* (1935), compiled by Harriette M. Thrasher, a local woman; *Early American Rooms* (1932), by Russell H. Kettell; *The Colonial Printer* (1938), by Lawrence C. Wroth, and *Marks of Early American Silversmiths* (1939), by Ernest M. Currier.

The Marks Printing House, established in 1876, specializes in court work printing and the publishing of county records in book form. They engage in commercial and job printing, and bring out the *Maine Medical Journal*, a monthly publication. Two of their outstanding books are: *Reminiscences of a Yarmouth Schoolboy* (1926), and *True Tales of the Sea* (1930), written by the late Colonel Edward Plummer.

The Bradford Press, established in 1932, issued among other publications, a limited edition of Harold Trowbridge Pulsifer's poem, *Elegy for a House* (1935). They published *Seventy Stories from the Old Testament* (1938), by Helen Slocum Estabrook, graphically illustrated with reproductions of 14th-century woodcuts.

The Forest City Printing Company was established in 1935 by Walter E. Harmon and is an outgrowth of the commercial department of the Southworth Press, which was originally set up in 1875 by Francis Southworth. They engage in general commercial and job printing featuring catalogs, advertising booklets and direct mail material. The firm makes a specialty of publishing town and municipal reports as well as yearbooks for various schools and colleges. Among the latter are *The Windonian*, Windham High School; *The Totem*, Portland High School; *The Amethyst*, Deering High

School; the *Bates Mirror*, Bates College; and *The Tekton*, for Wentworth Institute of Boston, Massachusetts. They also publish tabloid weekly and monthly newspapers for fraternal organizations, schools, clubs and near-by communities. In addition to the *Portland City Guide* (1940), the firm brought out *Man and Beast in French Thought Of The Eighteenth Century* (1936).

The Falmouth Book House was established by Leon H. Tebbetts, a local newspaperman, in 1935. Some of the best known books published by this house are: *Historical Churches and Homes of Maine* (1937), by the Maine Writers' Research Club; *The Amazing Story of Maine* (1935), Mr. Tebbetts' own portrayal of the early geological era of the State; *The Triad Anthology of New England Verse* (1938), compiled by Louise Hall Littlefield, representing a collection of poems written by 200 New England poets; and *The Sacrilege of Alan Kent* (1936), by Erskine Caldwell.

Over the century and a half of publishing in Portland there have been no magazines that have come into the foreground of American letters. Since the days of John Neal's *Yankee*, a literary magazine he established in 1828, there have been sporadic attempts to launch this type of publication. The last attempt to run a magazine in the city was made by Virginia L. Gates and Stanton H. Woodman, when they copyrighted *Sun Up* in 1926; the venture collapsed after a few years. The magazine carried features of important persons and places in Maine, and articles on prominent clubs and their activities.

THE Falmouth Gazette AND WEEKLY ADVERTISER

(No. 1.)

S A T U R D A Y January 1 1785.

(Vol. 1.)

NEWSPAPERS

For more than a century and a half after its founding Falmouth had neither printing presses nor newspapers, and depended for news entirely on the scant sheets delivered by mail carriers on horseback from Boston. Occasionally these would be supplemented by fragmentary items brought to port by travelers and ship captains. When there were storms of unusual severity, the mail and the newssheets might be delayed more than a month. The return of peace after the Revolutionary War brought some prosperity to the community, but times were still hard and comparatively few could afford an individual subscription to these papers. Frequently whole neighborhoods would subscribe for a single publication which was passed from home to home and then carefully preserved for future reading.

Newspapers have been published in Portland since the latter part of the 18th century, and at times there have been as many as fifteen publications issued simultaneously in the city. Over this span of years great editors have had their day and their say, grudgingly yielding the field to the more progressive opposition. Fighting editor-publishers like old Nathaniel Willis, Jr., have gone to jail for their opinions; reporters, like his own son N. P. Willis, have severed weary apprenticeships, poring over handset type and then going away to great cities and brilliant journalistic careers. Papers have sprung into being overnight, and have faded into oblivion. Others have weathered the vicissitudes of the years and matured to become our present publications.

Thomas B. Wait of Boston, with Benjamin Titcomb, Jr., member of a prominent local family as partner, issued volume one, number one of the *Falmouth Gazette and Weekly Advertiser*, on January 1, 1785, the first newspaper in Maine. Portland's pioneer newspaper publisher, Wait, was a

man of strong mind and ardent temperament, and his vehemence was never shown to better advantage than in the controversy that arose over the establishment of a regular theater in Falmouth soon after his paper was founded. Plays had been performed in a local hall, but some of the residents thought a permanent theater should be constructed. The project was opposed by influential citizens on the grounds of morality. Wait fought for the friends of the drama, this probably being the first time in Maine the columns of a paper were enlisted for the support of a civic movement. However, the battle was lost at the time, and the plan abandoned.

The Reverend Thomas Smith noted in his journal on April 28, 1771, that he preached a sermon to seafaring men; the sermon was published by request the same year in Boston as "there was then no printing press in Maine." Wait and Titcomb remedied this situation in 1785 with the establishment of their printing shop, and the following year they produced their first major work, a spelling book. This volume is of historical interest if only for the announcement on its title page: "The Universal Spelling Book, or a New and Easy Guide to the English Language, containing Tables, etc., etc., 28th edition, by Daniel Fenning, late School-master of Bures Suffolk, Falmouth, Casco (Bay). Printed and Sold by Thomas Wait at his Office in Middle Street."

The *Falmouth Gazette* became the *Cumberland Gazette* in 1786, and in the congressional campaign that waxed hot three years later Wait, still proprietor of the paper, firmly supported George Thatcher of Biddeford. At the time one member of Congress was chosen from the single district allotted Maine, and the political controversies accompanying the campaign aroused the wrath of the various factions as they aired their respective views through the columns of Wait's paper. Passionately he voiced his support of Thatcher, although a majority of the townspeople were opposed. So furiously did the battle wage that the editor was personally assaulted, two of his friends threatened with bodily injury, and Samuel C. Johonnot, a prominent lawyer, driven from town. In 1792 Wait once again changed the name of his paper, this time to the *Eastern Herald*; his connection with the news-sheet ceased in 1796 when a new owner merged it with the *Gazette of Maine*. The impetuous Wait returned to Boston about 1815 where he died 15 years later.

Previous to the Thatcher controversy Titcomb had withdrawn from the partnership with Wait, and at the height of the rumpus saw an opportunity for an opposition paper. This emerged October 8, 1790, as the

Gazette of Maine. In 1796 John Kelse Baker, an apprentice of Wait, bought both the *Eastern Herald* and *Titcomb's Gazette*, and published a semiweekly under the name of the *Eastern Herald and Gazette of Maine*. The list of subscribers contained 1,700 names and it existed until competition forced it from the field in 1804.

In 1796 the *Oriental Trumpet* sounded a hopeful note from John Rand, an apprentice of Wait, but its tone was early subdued and its melody forgotten. Two years later, in April, Eleazer A. Jenks established the *Portland Gazette*, a weekly paper. This passed through different hands though under the same name, until 1826, when it merged with the *Portland Advertiser*; in 1910 it was in turn absorbed by the *Evening Express* and the resulting newssheet became the *Portland Evening Express and Daily Advertiser*. Guy P. Gannett acquired the newspaper in 1925 and the last half of the title was dropped.

The long-lived *Eastern Argus* was set up in 1803, the first issue appearing early in September. This is an instance of a paper being born of political controversy as it was initiated by Calvin Davis and Nathaniel Willis, Jr., to support the measures of Jefferson's administration. Willis, who had been termed the "fighting editor" and the "old Trojan," was the first editor in Maine to be imprisoned as a result of political sentiments uttered through the press. His imprisonment took place after the mudslinging congressional campaign conducted in the District of Maine in 1806, when Joseph Bartlett of Saco opposed Richard Cutts and Doctor T. G. Thornton, both of York County. Willis published some communications written by Doctor Thornton, heaping abuse upon Joseph Bartlett. When Cutts was successful in the election, Bartlett sued Willis for libel, charging that he had composed the articles. The court awarded Bartlett \$2,000, and Willis, unable to pay, went to jail when Thornton refused to stand behind the editor in the affair. While incarcerated in the county jail Willis played his trump cards with devastating effect upon the leads of his enemy, his paper appearing each week with a flaring headline announcing the number of weeks the editor had been imprisoned for "daring to avow sentiments of political freedom." Popular sympathy was enlisted by this unusual procedure, coupled with such subtle appeals as the following, which appeared in the *Argus* of December 18, 1806:

IMPRISONMENT!

On Saturday last, the EDITOR of this paper was arrested and committed to Prison, to satisfy the judgment recovered against

him at the Supreme Judicial Court in the County of York; but the interference of Friends has saved him from close confinement—yet a separation from his family during the present tedious nights, is irksome, and under existing circumstances peculiarly so. For the public benefit, however, he cheerfully suffers the deprivation of social enjoyments, & patiently submits to be withheld from attending a sick child and distressed family. In the consciousness of fidelity in his public duties, and the approbation of the friends of his country, he hopes to find compensation for these sufferings.

Our Patrons will please to attribute the imperfect appearance of this and succeeding papers, to the above circumstances; we being unable to procure mechanical assistance.

Our friends who are or may be in town, are invited to call at the Prison, on their leisure evenings, and assist us to “beguile a tedious hour.”

In the first copy of his paper Willis had sounded these warnings of its firm policies: “In compliance with our proposals, we this day present our patrons and the public with the first number of the *Portland Eastern Argus*. We shall not weary their patience with an elaborate and useless address, being well persuaded that ‘actions, not words, evidence the man’ If we can be instrumental in calculating the principles of our excellent constitution . . . we shall rise to the height of our ambition.” Often in subsequent numbers we see the phrase: “The Cloven Foot of Federalism.” The *Argus* expired January 24, 1921, having maintained an unbroken existence under the same name for 118 years, the only Portland paper to achieve this honor. The paper was soon revived as the *Portland Herald*, and in November, 1921, passed into the control of Guy P. Gannett, who merged it with his *Portland Press* to form the present *Portland Press Herald*.

In 1808 Nathaniel Willis, Jr., left the local newspaper field to enter into journalistic work in Boston. Later he went to New York, where he became co-editor of the *New York Mirror*. In 1827 he founded the *Youth's Companion*, a well-known and long-continued publication. Two of his children were to make brilliant names for themselves in journalistic fields—his daughter Sarah Payson Willis, who married James Parton, a Portland author, and his son, Nathaniel Parker Willis, familiarly known as ‘N.P.’ Sarah wrote for the old *New York Ledger* under the pen name ‘Fanny Fern’; this was a popular column which long enhanced this romantic weekly of Robert Bonner. By 1830 ‘N.P.’ was working for his

father as assistant editor of the *New York Mirror*, and was sent abroad as its foreign news correspondent. From the great capitols of Europe he sent home to his paper a series of columns entitled 'Pencilings By The Way.' These created much furore, as they contained 'N.P.'s frank revelations on subjects whispered, but seldom printed, concerning the private lives of the great. He reported: "Disraeli is driving about in an open carriage with Lady S. looking more melancholy than usual. The absent baronet, whose place he fills, is about to bring an action against him, which will finish his career, unless he can coin the damages in his brain. . . . Today I dine with Longman to meet Tom Moore, who is living incog near this Nestor of publishers, and pegging hard at his 'History of Ireland.'" Willis' popularity waned during the feverish days of the Civil War, and he died in 1867. Like authors of modern 'gossip columns,' he had made enemies, yet the great Englishman, Thackeray, wrote: "It is comfortable that there should have been a Willis." America's James Russell Lowell referred to him in a poem as "topmost bright bubble on the wave of the town." The tidbits of his casual pencilings set the pattern of an intimate style that was to coin fortunes for Broadway reporters a century later.

A publication called the *Freeman's Friend* was removed to Portland in 1807 by its founder, William Weeks, who had established it two years previously in Saco. Whatever may have been its former policies, when it came to this city it was advertised as a neutral paper. This neutrality referred to politics, and the partisan sentiment of those troubled Embargo days is brought out by William Willis, who wrote concerning the fate of the publication: ". . . as those were belligerent times, neutrals could not live; in a few years it ceased to exist." After the departure of Weeks to take charge of a paper in Portsmouth, New Hampshire, John M'Kown became sole owner until publication was suspended in 1810.

The *Portland Gazette and Maine Advertiser* in 1819 employed William Willis to write editorials and manage the paper; Willis later became eminent for his historical writings. This was an important event for newspaper publishing in Maine as it was the first instance of the office of editing being separated from that of publishing.

On July 14, 1821, the *Independent Statesman* made its debut. Edited by Joseph Griffin and Amos C. Tappan, this sheet advocated the election of General Joshua Wingate, Jr., for Governor of Maine. A year later the paper became the *Independent Statesman and Maine Republican*; it was

subsequently known as the *American Patriot*, and there are no records of the existence of this publication after 1827.

The first daily paper established in Portland, the *Daily Courier*, was set up in 1829 with the renowned Seba Smith (see *Literature*) as editor. Scant mention of this paper appears in local records, although in 1860 there is reference to the *Evening Courier*. The last mention of the paper is in the *Portland City Directory* of 1863. According to meager sources a *Portland Evening Courier* was being published locally in the late 1890's, but of it there is only the record that "it enjoyed a brief existence." Published by John Burleigh, the *Portland Times* was established in 1831 but passed out of the local journalistic picture after a two-year existence.

A typical example of a newspaper's content in the early part of the 19th century is afforded by analysis of a copy of the old *Portland Gazette* for September 30, 1823. It contained four pages, six columns to the page. Thirteen of its twenty-four columns were covered by advertisements, among which E. Whitman offered for rent a two-story dwelling house on Free Street for \$120 a year; Samuel Bailey, of Minot, offered a reward of one cent for the return of his runaway apprentice, and forbade all persons to trust him on Bailey's account; the booming Cumberland and Oxford Canal lottery announced the fifth drawing of prizes, with sums ranging from \$6 to \$2,000. Portland's newspaper history through these early years was confined mostly to weekly publications. By 1860 eleven newspapers, including two dailies—the *Eastern Argus* and the *Evening Courier*—were being published locally. Among these publications were two advocating temperance and two religious journals. The *Portland Daily Press* appeared on July 23, 1862, and was the progenitor of the present *Portland Press Herald*.

The year 1830 was marked by the appearance of a letter-sized paper bearing the ambitious title, *The World in a Nut Shell*. Biting satire and all-inclusive criticism was its forte, and according to one source it was never satisfied with any literary effort of the day. The paper was what would be termed today an "underground publication," similar to those appearing to advocate the doctrines of minority political parties not in public favor. All efforts to discover its editor or printer were of no avail, and the secret of Portland's cryptic and censorious newspaper died with its perpetrators.

These years also marked the ascendancy of John Neal, poet, editor, lawyer, and novelist. A man of vigorous personality, he was always a champion of the rights of others and fostered many noble projects. On July 4,

1838, Neal delivered a stirring oration for the cause of woman suffrage in America and has been called the initial sponsor of this movement.

The newspapers of those early days were far different from the modern multi-paged dailies, their staffs of editors and reporters, syndicated services, and advertisements whose revenues in a single day would have staggered the credulity of Wait or Willis. As we have seen, the editor and publisher were long one office held by one man who customarily walked about his community gathering items in person. No reporters were employed on a Portland paper until the beginning of the Civil War. Political news predominated in the early papers, and so virulent were the campaigns waged that editors were frequently the targets of personal violence.

The *Portland Sunday Times* made its local debut with the issue of August 8, 1875, under the editorship and proprietorship of Giles O. Bailey, with the following vindication of possible typographical or editorial faults: "Please excuse all blunders and imperfections in this issue of the *TIMES*. Trying to do three weeks' work in six days is our apology for all shortcomings." Important among the news items prominently displayed in this issue was one treating the opening of the Portland and Ogdensburg Railroad when a seven-car train carried about two hundred passengers through Crawford Notch (see *Transportation*). Excursions were offered on the Steamer *Charles Houghton* to Evergreen Landing, Peak Island, for 25 cents round trip. The last issue of the *Portland Sunday Times* was that of December 26, 1909, which featured pictures of the steelwork construction on the first skyscraper erected in the city, the Fidelity Building. The following year the paper appeared as the *Portland Sunday Press and Times*.

The *Portland Evening Express* was established in 1882 by Arthur Wood Laughlin, its attention primarily devoted to local interests. Four years later the Evening Express Publishing Company was formed. Frederick Neal Dow became president of the company in 1887 and continued as owner of the paper until he sold it to the Portland Maine Publishing Company in 1925. Ten years later this firm became the Gannett Publishing Company, under the ownership of Guy P. Gannett, whose father, also a publisher, had in the early 1900's founded *Comfort*, a family magazine which reached a circulation of over a million. The present papers are published in a seven-story plant at Federal, Exchange, and Market streets.

After the demise of the *Eastern Argus* in 1921, Portland had only the Gannett-owned, Republican papers. In October, 1927, Dr. Ernest Gruening came to the city as editor of a rival paper, the *Portland Evening*

News. From the first this paper opposed many of the policies of the Gannett press, and long controversies ensued on the question of exporting electrical power from Maine, a situation that attracted nation-wide attention. In the *Outlook* for April 16, 1930, C. C. Nicolet wrote in his 'Venture in Independence' that the *News* "gave the Democratic minority representation for the first time in years and it presented adequate reports of the activities of the reactionary wing of the Republican party which it opposed. It gave Maine citizens their first direct information of liberal movements elsewhere in the country. It awakened them to the growing influence of the power interests throughout the nation, and particularly, of course, in Maine." In ensuing years the *News* experienced changes of ownership, and for a time supported the Democratic Party. On May 18, 1938, the last issue was published, leaving the Gannett press once more master of the field.

Today Portland has three newspapers: the *Portland Press Herald*, a daily morning paper formed in 1921 by the consolidation of the *Portland Press* and the *Herald*; the daily *Portland Evening Express*; and the *Portland Sunday Telegram*, started in 1888, and first published by C. B. Anderson and Company, with George B. Bagley as its first editor. The *Telegram* was purchased by Guy P. Gannett in 1925.

Portland papers today have an urban flavor, yet preserve a distinctive Maine atmosphere, presenting the typical country locals from communities all over the State side by side with rapidly transmitted Associated Press news from the ends of the globe. They run nationally popular daily comics, and the *Telegram* carries colored funnies. Sports are handled thoroughly both by local writers and famous syndicate columnists. Although the editorial policies of all the Gannett papers are firmly Republican, the *Press Herald* has a daily 'Voice of the People Department,' in which controversies of all kinds are aired, even when conflicting with the policies or principles of the paper.

Besides the three existing newsheets, there are religious papers published by half a dozen sects. Portland has had few radical or liberal papers advocating social or governmental reforms. There have been few local labor papers. An attempt was made in the spring of 1938 by Charles Cain, vice-president of the local chapter of the American Newspaper Guild, to carry on a weekly labor paper. The sheet, called the *Flashlight*, was suspended after the third week.



MUSIC

A shrill pitch pipe blown by a solemn deacon leading his congregation in the off-key intonation of interminable psalms, forms the background of Portland's musical history. From this modest beginning rose an ever-increasing volume of harmony formed by the genius of the composers, artists, and teachers who brought fame to the city during the 19th century. The names of those who shone in that era may be dim in memory today, crowded as they are into the background by more recent musical personalities and their activities, but the love and appreciation of good music of the citizens of present-day Portland are the heritage of the skill and talent of all who have left their names engraved on the musical scroll of the city. Artists born on strange and foreign soil have come to blend their melodic genius with the purely native, producing for posterity

Music that knows no country, race or creed;
But gives to each according to his need.

Old Falmouth was musically mute until the building of the First Parish meetinghouse and the arrival of Parson Thomas Smith in 1725. Wrestling a living from the wilderness was a grim task, and the ever-present fear of Indian attacks no doubt stilled the song that might have arisen to the lips of the early citizens. Singing in churches was frowned upon in those days; in 1640 it had required a dictum from the Massachusetts Puritan, the Reverend John Cotton, to approve the idea of women joining the men even in psalmody. Although singing was mentioned in the Scriptures, early Puritans interpreted those Biblical passages to mean "thankfulness and joy of heart."

In the earliest days the town had too many other needs to give much con-

sideration to this art. Notwithstanding, a few did become interested in church singing with the result that the music of the time was of a religious nature. Hymn books were scarce, and deacons who led the singing read two lines which were then sung; two more lines were read and sung until the end of the hymn was reached. Six tunes comprised their repertoire, and it sometimes took more than half an hour to sing one hymn, the successful rendition of which depended more upon volume than fidelity to pitch. Still, an ardent desire for music existed, and even though working days were long, these lovers of song thought little of rising an hour earlier to take active part in chorus singing and discussions of music. This enthusiasm so impressed Parson Smith that he wrote in his journal on June 20, 1785: "We are all in a blaze about singing; all flocking at 5, 10 and 4 o'clock to the meetinghouse, to a Master hired, (viz: Mr. Gage)."

During the middle of the 18th century the theater was the cause of much controversy. The first attempts to launch even the simplest of plays was anathema to the Massachusetts Puritans, yet the rebellious spirit of those early times found a way to circumvent the lack of theatrical entertainment by using music as an alibi. In 1789 the more liberal-minded citizens of 'The Neck' welcomed the company of the first locally staged musical presentation, *Babes In The Woods*. With the coming of the legitimate theater in 1794, it was the usual procedure to soften the effect on local Puritan-minded citizens by having a concert for the first part of the program, followed by a melodrama. When Portland passed the stringent anti-theater law in 1806, wherein \$500 was to be forfeited if any sort of theatrical entertainment was carried on "for profit, gain or other valuable consideration," local evasion of the law was carried out in a way best illustrated by the following announcement:

The public are respectfully informed that there will
be a CONCERT of vocal and Instrumental music

On Friday Evening, June 23rd

Between the parts of the concert will be performed
(gratis) a favorite Comedy in 5 acts called the
Soldier's Daughter

The whole to conclude with a Musical entertainment
(gratis) called

Of Age Tomorrow

Tickets of admission to the upper seats, seventy-
five cents each; lower seats fifty cents.



Newbury Street from Fore Street



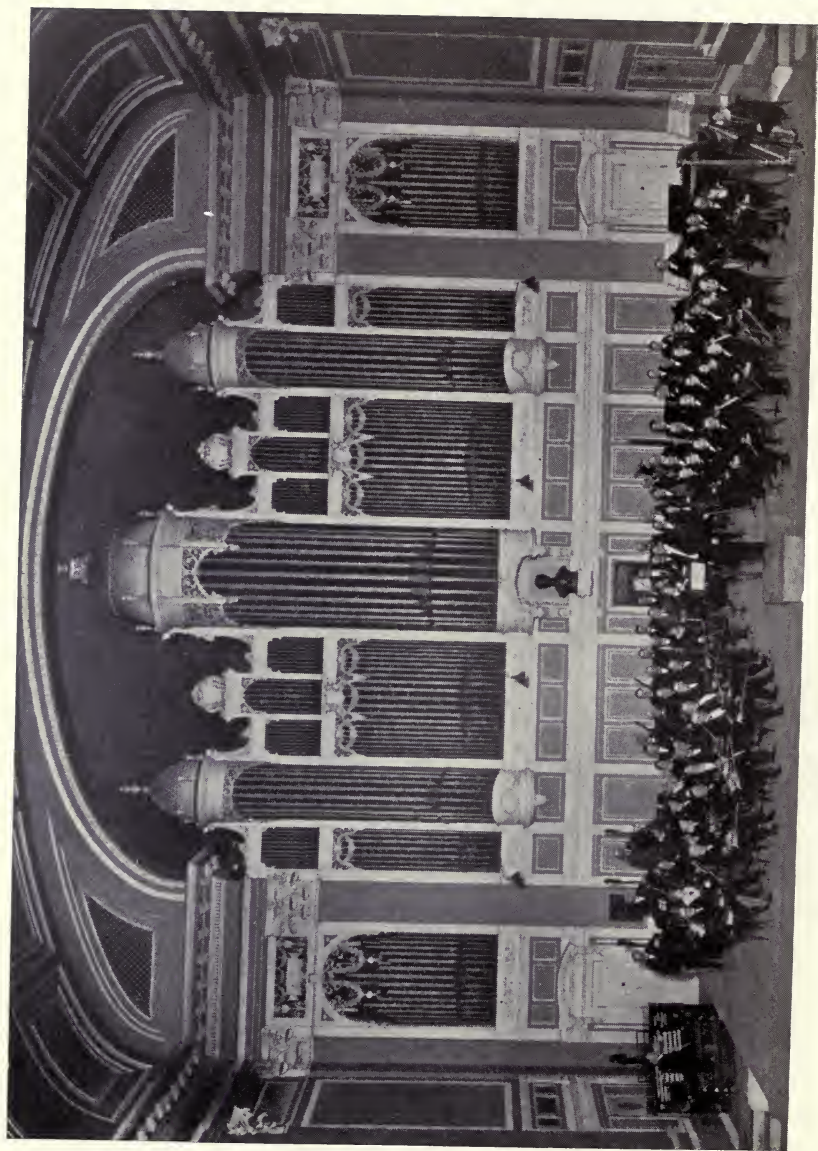
Portland Fire Boat



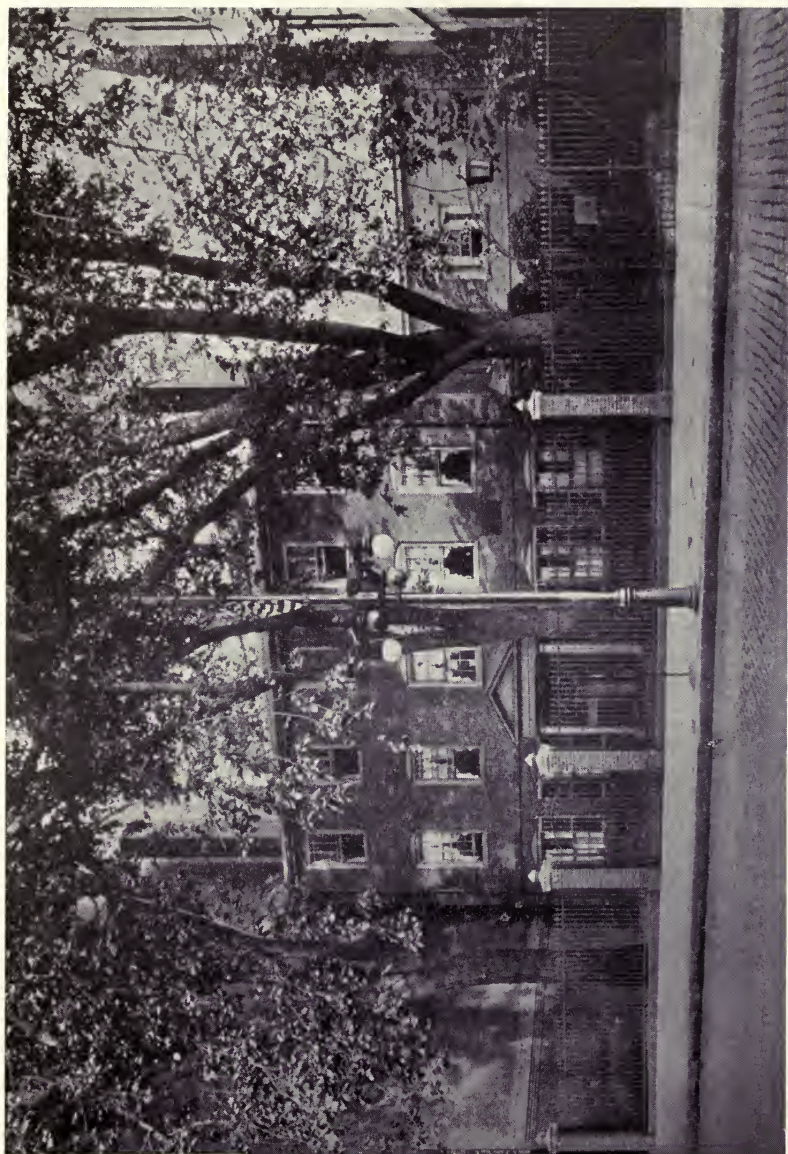
Central Fire Station

Fire Fighters





Kotzschmar Memorial Organ and Portland Symphony Orchestra



Longfellow House



Free Street



Grand Trunk Grain Elevator



From Lincoln Park

In 1821, a year after Maine became an independent State, it repealed the earlier Massachusetts law regarding the theater, and from that time local interest in the theater and in music thrived.

One of the first indications of group interest in music on 'The Neck' was when the Second Parish Church installed its new organ in 1798. Nicholas Blaisdell, a blacksmith, was appointed organist with a salary of \$25 a year. The Reverend Elijah Kellogg, son of the first parson of the Second Parish Church, has left us a description of church music prior to the purchase of the organ: "At first there was no instrument except the bass viol. The chorister, conscious of the dignity of his office, would rise with a solemn air, run up the scale, beating time with his hand, and lift the tune. My father, who had been a drum major in the Continental army was extremely fond of instrumental music, introduced the cornet and clarinet, in addition to the bass viol, into the Second Parish Church." Although the Second Parish favored the organ as an accompaniment to hymn singing, many of the other local churches continued to use the old pitch pipe and chorister. The clarionet, as the clarinet was early spelled, and the bass viol were long used in some of the churches as the least sacrilegious mode of accompaniment.

Napoleon's activities in Europe during the early part of the 19th century, coupled with the War of 1812 and its drastic embargo, caused a general slump in all lines of commercial endeavor, but this enforced leisure gave the American citizenry an opportunity to indulge in various pursuits. This was particularly true of seaport towns in the District of Maine where hitherto all interests had been linked with the sea. A growing cultural trend led to the study and appreciation of music and caused musically inclined men from the various counties of the District to gather in Portland in answer to the following announcement in the *Portland Gazette* of January 17, 1814:

The members of the Handel Society of Maine are hereby notified that their firft meeting will be holden in Portland on Thursday, the third day of February next at 10 o'clock A.M. in the chamber over the Portland Bank—A general attendance is requeted; not only for the purpofe of mufical performance, but the choice of officers and the adoption of neceffary regulation. Jan. 12.

February 7, 1814, this item appeared in the same paper: "On Thursday last the Handel Society of Maine held their first meeting in Portland for the organization of the Society. We understand it consists of Gentlemen in various parts of the District, whose object in associating is to promote a

taste for CORRECT, REFINED, & CLASSICAL CHURCH MUSICK. John Merrick, Esq. of Hallowell, was chosen President—Mr. John Watson, of Portland, Secretary—Horatio Southgate, Esq. do. Treasurer. Prentiss Mellen, Esq. Vice President of the Section in Cumberland; Dr. Samuel Emerson, do. do. York; Mr. John Eveleth, do. do. Kennebunk; Professor Abbot, do. do. Lincoln. Messrs. Merrick, Mellen & Southgate, Standing Committee to suprintend Musical publication proposed by any member of the Society.” This announcement is particularly interesting, not alone for its local historic interest, but because it antedates by a year Boston’s Handel and Haydn Society. This early Portland Handel Society, however, seems to have shortly become inactive since it has left no further record.

The fresh interest in music brought its various reactions, and the most ardent of church members no longer agreed with the early colonists that “Christians should not sing at all, but only praise God with the heart.” Even Sunday evening devotions began to include the singing of one or more simple hymns. In 1817 William Davis opened in Portland “a school for the instruction of Ladies and Gentlemen in the rules of singing.” Samuel Longfellow, brother of the poet, wrote of the music of this period: “In the home there were books and music . . . in the home parlor the sister’s piano had replaced the spinet” Among the favorite musical pieces of the early 1800’s were the somber *Battle of Prague*, the dignified *Governor Brook’s March*, and the lively *Washington’s March*; popular with local groups gathered about a piano and with soloists were such songs as *Henry’s Cottage Maid*, *Brignal’s Banks*, *Bonnie Doon*, and *Oft in the Stilly Night*. At dancing class ‘light-footers’ stepped to the tunes of *Money Musk*, *The Haymakers*, and *The Fisher’s Hornpipe*.

Edward Howe (1783-1877) did much to foster the local desire to study not only sacred music but classical as well. Invited to Portland in 1805 by Elijah Kellogg, the music-loving first pastor of the Second Parish Church, to become choir leader and tenor singer, Howe soon joined in the town’s musical activities. Learning that there were enough good voices to make a chorus, he organized the Beethoven Musical Society of Portland which, in addition to being the first strictly local choral society, is said to have been the first musical society in America to bear the great composer’s name. Composed of 60 non-professional musicians—blacksmiths, mechanics, storekeepers, clerks, and housewives—the Beethoven Musical Society, under Howe’s leadership, stimulated the appreciation of good music and provided an opportunity for public performance. In contrast to present choirs

and choral societies, more than half of this first musical group were men. Although the society was not incorporated until 1824, it had met for group singing, and as early as September, 1819, had given its first concert.

By 1808 subscription dances, with music usually furnished by a single musician, were held in various localities throughout Maine. Dancing schools had sprung up, and in 1815 the Grand Peace Ball, held in Saco to celebrate the close of hostilities of the War of 1812, brought the elite from near and far to dance to the sprightly tunes of "Fiddler Gray of Portland."

In December, 1828, attention was called to a new local musical organization when the members of the Portland Handel and Haydn Society were reminded to attend their regular meetings at their hall every Tuesday at "1½ past 6 o'clock." They gave their first concert in the early fall of 1829 at Beethoven Hall, and the critical consensus among local newspapermen may be summed up in an item appearing in one of the newsheets the following day: "The performance by the Handel and Haydn Society on Wednesday evening was received with great approbation by a respectable audience."

In the spring of 1835 the Portland Academy of Music was opened by Ferdinand Ilsley, who had previously conducted a local singing school. Within a year nearly three hundred pupils, mostly between the ages of seven and fifteen, were in attendance. During the winter the adults joined the Academy choir. The first concert of this group was given March 7, 1836, and the repeat performance, six weeks later, brought the following high praise from the *Portland Evening Advertiser*: "On Fast day evening we had the pleasure of listening to one of the best concerts of Sacred Music ever given in this city. The performers were remarkable for three important characteristics, namely; distinct pronunciation, good taste, and accurate time. We were not aware that there were so many good voices among us. The solos and duets were performed with a grace worthy of all praise, and we are sure, from indications on the part of the audience that all present were of the same opinion as ourselves. How delightful to have such concerts frequent! What a charming festival! How many tender and religious emotions enlisted! We are rejoiced to learn that the science of vocal music is beginning to receive that attention among us which it eminently deserves. May everyone feel it a duty to lend his aid to the cultivation of a science so important to the church, to morality, and religion, to those emotions which we all love to feel, as a foretaste of enjoyment beyond the grave."

The Portland Sacred Music Society, an outgrowth of the Portland Aca-

demy of Music, was formed in 1836. On May 24, 1837, this society presented Haydn's *Creation* in its entirety for the first time in the State. Daniel Paine, assisted by an orchestra from Boston, was the organist; Arthur L. and Esther Ilsley were the principal soloists. The *Portland Eastern Argus* said in its editorial the next day: "The Oratorio was given in a manner which equalled and we think surpassed the most sanguine hopes of the friends of the Society." This group was the foundation of all other local musical societies in years to come and continued until 1854. In addition to the *Creation*, the society gave Handel's *Messiah* and his *Samson*. They also produced Neukom's *David*, Rossini's *Stabat Mater*, and other oratorios, all of which were well received.

In the first half of the 19th century Portland was notable for its number of musical families. The Ilsley family, composed of seven children, four boys, all of whom were tenors, and three girls, sopranos, did much for the progress of music. They were all church singers and members of the Sacred Music Society. The Thomas family also was unusually musical, George Thomas (1819-1907) being a flutist of uncommon ability. In the latter part of his life he frequently sat near an open window in his home on State Street and entertained passers-by with choice melodies from the operas and with his own improvisations. Many of Portland's musicians owe their advancement in music to the encouragement and financial assistance of his sister, 'Aunt' Charlotte Thomas. Still another family group was that of the Pennells who sang at the Third Parish Church. Samuel Thurston (1825-1914) was prominently identified with music from 1850 to 1880 and during the time was a member of the First Parish Church choir and the musical societies of the day. To him belongs the credit for the introduction of music in the public schools of the city.

Portland had no organized male quartet until a group known as Shaw's Quartette was formed in 1845; it continued for several years. Another musical group was the Casco Serenading Club, composed of 12 members, each of whom could play an instrument and also sing. On moonlight nights they took a square piano on a wagon body and serenaded the people around town. Their efforts appear to have met with better reception than did those of another serenading club which was in existence in 1836, for a correspondent in the *Portland Eastern Argus* complained of this "Night Band" and expressed a "willingness to turn out and help put its members into the horse-pond"; to which the editor added, "We have no objections." An interesting musical organization known as 'The Mocking Birds' existed

in 1838. Composed of young people, this organization had 20 members, each designated by the name of some bird. The ladies were known by such names as 'Nightingale,' 'Lark,' 'Goldfinch,' and 'Oriole,' but no lovely names were bestowed upon the gentlemen, who bore undignified titles such as 'Albatross,' 'Condor,' 'Crow,' and 'Bat.'

In the 1840's appeared one of Portland's most unusual musical characters, Professor F. Nicholls Crouch (1808-96), an Englishman, composer of *Kathleen Mavourneen*. Of him, Samuel Thurston wrote in his *Musical Reminiscences*: "He appeared on our horizon with a big blast of trumpets, blown by himself, a noted basso profundo, directly from the British Isles . . ." Thurston also relates that one of Crouch's strange quirks of nature was a fondness for snakes; he had as many as a hundred reptiles crawling around the room where he gave music lessons. Often when the professor appeared on the street Portlanders were horrified at seeing two or three snakes dart their heads in and out of his pockets. Despite his eccentricities, Crouch was well educated, polished, and refined, and at one time had a large class of pupils. However, his eccentricities and English mannerisms caused him to lose his early popularity and he became estranged from the community. In 1850 the Sacred Music Society voted to engage him as their choral conductor, but the vote was later rescinded. According to George Thornton Edwards, who compiled *Music and Musicians of Maine*, the Crouch episode caused "incrimination and recrimination and threats of lawsuits followed; the members took sides for and against Mr. Crouch and the organization was nearly rent asunder."

When 86 years of age Professor Crouch penned in his diary: "I will now jot down a few events in the life of a man once at the head of his profession, but now in the sere and yellow leaf of life; in the early days, one of the band of the royal household, the Hanoverian family occupying the throne of England; now passing out with the debris on the ebbtide leading to oblivion." Writing of his music masters, Crouch recorded that he was "personally acquainted with Carl Maria von Weber, Sir Henry W. Bishop, Meyerbeer, Rossini, Verdi, Balfe, Sir Michael Costa, Sir Jules Benedict, Sir George Smart, Paganini, J. B. Creamer, Czerny and Cipriani Potter, Charles Neate and Moscheles, all of whom were friends of Beethoven . . ." Without false modesty, he continued, "I played in quartet with most of these, and was, besides, intimate with all the authors, dramatists and journalists of that day in England." His unhappy experiences in Portland led him to seek other fields, and when the Civil War began he enlisted in the

Confederate Army, an act that further estranged his Northern friends. With the end of the conflict between the States, Crouch struggled unsuccessfully to follow his music profession in the South; a few years prior to his death he returned to Portland.

Perhaps the best remembered of Portland's musicians is Hermann Kotzschmar (1829-1908). Born in Germany, Kotzschmar received his early training on the piano, violin, flute, clarinet, and horn from his father, a *stadtmeister* (town musician). Later young Kotzschmar went to Dresden, where he continued his studies on piano and organ, composition, and counterpoint. In 1848 he came to America with the Saxonia Band, but unable to speak English, the group could make no contacts and soon disbanded. Kotzschmar was discovered in Boston by Cyrus L. Curtis, father of the publisher. Appreciating the young musician's talent, Curtis was instrumental in bringing him to Portland as leader of the Union Street Theatre orchestra. Kotzschmar was not particularly enthused over his new position, as it required only mediocre musical ability, but he needed the salary received for drumming out the popular tunes required of a theater orchestra. Two years after his Portland arrival he was engaged as pianist by the Portland Sacred Music Society at \$50 a year. This local acceptance of his ability soon led to other musical activities and young Kotzschmar became one of the leaders of the city. In 1851 he became organist at the First Parish Church and held the position for 47 years. During his long life in Portland Kotzschmar was associated with every musical endeavor and recognized as the leading music instructor. During the early years of his Portland activities, Kotzschmar was considered a pianist, organist, and accompanist, but with the re-organization of the Haydn Association following the Civil War, he became the leader of the chorus and the orchestra and later that society's conductor. This was the dawn of a new day in the musical history of the city, for he immediately started serious study in oratorio, and under his baton the Haydn Association became one of the most noted in the country for performance of oratorios. Kotzschmar later became conductor of the Weber Club, and various other choral societies throughout Maine. His *Te Deum in F* has been widely sung in churches; among his other compositions are, *Trois Mazurkas*, *Lullaby*, *Barcarolle*, *On This Glorious Christmas Morn*, and *Christ Is Risen*.

No local musician has brought more glory to his home State and to the country than John Knowles Paine (1839-1906). Born in Portland, Paine came from a musical family, and at an early age was playing the organ un-

der the tutelage of Hermann Kotzschmar. Attracting the attention of a group of local musicians who realized his unusual ability, Paine was sent to Europe for further study. Returning to this country at the conclusion of his musical education, Paine became the leading organist in America. His first great work in composition was *The Oratorio of St. Peter*, which created such a furore throughout the country that it became famous overnight, and he was immediately acknowledged as the foremost American composer. Regarding the presentation of this oratorio by the local Haydn Association, George Thornton Edwards wrote in his *Music and Musicians of Maine*: "On the evening of June 3, 1873, the Haydn Association, with a chorus of one hundred and twenty-five, performed in the City Hall of Portland, a musical work of such classic merit that it placed it for the time being in the forefront of all musical societies in the country, for not only was it the first presentation in the United States of America of a sacred oratorio by an American composer and the first oratorio to be written on American soil, but the work itself was the greatest musical composition by an American."

The general enthusiasm for Paine, his work, and its interpretation by the local Haydn Association, was expressed in the *Atlantic Monthly* of August, 1873: "The pleasant little town of Portland has reason to congratulate itself, first, on being the birthplace of such a composer as Mr. Paine; secondly, on having been the place where the first great work of America in the domain of music was brought out; and thirdly, on possessing what is probably the most thoroughly disciplined choral society in this country. More artistic chorus singing it has never been our lot to hear. Our New York friends, after their recent experiences, will perhaps be slow to believe us when we say that the Portland choir sang this new work even better than the old Handel and Haydn Society sing the old and familiar Elijah; but it is true. In their command of the pianissimo and the gradual crescendo, and in the precision of their attack, the Portland singers can easily teach the Handel and Haydn a quarter's lesson."

In 1862 Paine went to Harvard where he became director of music, college organist, and choir master; he also gave a series of lectures on musical forms. A full professorship chair was created for him in 1875, the first chair of music to be established in an American university. Following his *Oratorio of St. Peter*, Paine's next work was the *Symphony in C Minor*. In 1876 he was one of two Americans invited to write a composition for the Centennial Celebration in Philadelphia, and his *Centennial Hymn* was an arrangement for John Greenleaf Whittier's verses. The music of John

Knowles Paine was the first of any American composer to be played abroad. In 1867 he went to Berlin to wield the baton at a concert of the famous *Singakademie*, conducting an interpretation of his own *Mass in D*; in 1903 he returned to Germany for the Wagner Festival, having been selected as the one composer to represent America at this outstanding musical fete.

Many other compositions followed, but Paine's greatest work is considered to be *Oedipus Tyrannus*, written especially for performance by Harvard University students in 1881. Philip H. Goepp wrote in the *Harvard Graduates Magazine*, September, 1906: "From the purely musical standpoint, apart from its immediate purpose and effect, Paine's setting of the Oedipus choruses have today, after twenty-five years, the same potent charm as on their production. In view of the rapid changes which the art of music has undergone in this interval, such a test is proof of a high degree of beauty It proves the wisdom's of Paine's idea, to glorify the Greek poetry with all the resources of modern music, instead of giving a mere reproduction of the primitive shifts of an archaic phase of art. There is a special alternation of tender beauty with dramatic power, with constant surprise of delicate rhythm and bold harmonies. We are struck with the blending of melodic simplicity (necessary for amateur singing) with the highest plane of serious conception There are in the work the element of striking originality and the fine perfection of inner detail that proves the highest sincerity. The two are different—the beauty that strikes for the moment, or the charm that stays—that one is tempted to set the one against the other, to think them actually opposed."

Portland's old City Hall, whose auditorium was for many years the principal place for public performances and upon whose stage many celebrities appeared, was opened in September, 1859, with Rossini's *Stabat Mater*. Presented by the Haydn Association, this work heralded a long line of names great in the annals of American music. In 1862 Carlotta Patti, sister of the famous Adelina, made her appearance; later came Gottschalk, the pianist; Brignoli, the Italian tenor, caused audiences to stand in the aisle and applaud; Mlle. Parepa Rosa thrilled Portlanders. Fire destroyed the famous old building in 1866, but rebuilt two years later, it again became the center of musical interest when it was opened with Brignoli's Italian Opera Company which presented *Il Trovatore*, *Martha*, and *Ernani*. Later Myron Whitney was heard in a concert, and the French Opera Company presented *La Belle Hélène*. In the fall of 1869 Annie Louise Cary, Maine-born opera singer, made her first local stellar appearance in old City Hall.

Since the early years of 'The Neck,' when musically enthused townsfolk gathered to sing hymns in the early hours of the morning, the local musical picture has been enriched by the formation of many music appreciation groups. Outstanding among contemporary groups is the Portland Rossini Club. Organized in December, 1869, the Rossini Club is the oldest musical club in America composed entirely of women. This group, who define their objective as: "mutual improvement in the art of music," limits its active membership to 75, although other memberships are unlimited. At the World's Fair in Chicago in 1893 the Portland Rossini Club was awarded a Diploma of Special Honor by the Bureau of Music for being first in the field of women's amateur musical clubs. Today the club is one of the outstanding musical organizations in Maine, and is the most important single stimulus to local musical appreciation. Every four years, on his birthday, February 29, the Rossini Club honors its namesake, Gioachino Antonio Rossini, composer of *The Barber of Seville*, with a special musical program. Through the Emily K. Rand Memorial Scholarship Fund the club sponsors advanced study for worthy music students. The club also brings music to the Children's Hospital and other local institutions.

A musical club that has brought no little fame to the State is the Portland Men's Singing Club, organized in March, 1914. The ideals of the club have always been to promote the love and appreciation of good music written for male voices. This club, while under the conductorship of Alfred Brinkler, entered several singing contests with leading men's glee clubs of New England, winning many first prizes. As a tribute to its founder and first conductor, Will C. Macfarlane, the club adopted his musical setting of Katherine Lee Bates' poem, *America, the Beautiful*, as its club song. The club is now under the direction of Arthur Wilson, who in 1938 formed the Portland Women's Chorus; in conjunction with the Symphony Orchestra these two groups have contributed much to the musical life of the city.

The Portland Polyphonic Society is a unique choral club that has given many notable performances. Organized in 1922 by Alfred Brinkler for the purpose of singing choruses of from five to eight parts, it produces choral effects not usually obtained by the ordinary four-part ensemble.

St. Luke's Cathedral claims the honor of having the oldest Cathedral Boys' Choir in the country, having been started in 1864. It consists of 31 voices, and has long maintained its individuality as an entirely male organization. Since 1930 the Cathedral of the Immaculate Conception has had a trained boys' choir of 60 voices, made up of students of the parochial

schools; it gives two public concerts annually besides its regular choir work in the Cathedral.

Many orchestral societies have been active in Portland during the last century. In 1852 the Portland Orchestral Society was organized for "improvement in instrumental music." The Ardon Coombs Orchestras, entirely composed of amateur musicians, were gathered in the 1870's, and were pioneers in chamber music in Maine. In 1876 the Orpheus Symphony Club was formed; the 20 members of this club were all pupils of Johann Gottlieb Friedrich ter Linden, familiarly known as 'Fred' ter Linden, who has been credited with being the first musician in America to play the saxophone. The Portland Philharmonic Orchestral Society, with Hermann Kotschmar as director, was organized in 1882.

About 1890 Deane's Orchestral Society, composed of amateur and professional musicians, flourished although it never gave a public concert. With the formation in 1898 of the Chamber Music Trio by Dr. Latham True, chamber music in Maine was revived; by 1903 the Chamber Music Club, with Hermann Kotschmar as its president, had been formed. Although it continued only two seasons after its organization in 1913, Simpson's Symphony Orchestra presented several notable concerts during its short life. In 1926 the Portland Flutist Society made an enviable reputation for itself through its rendition of the rare flute octette music.

In 1926 local musicians united to combine a symphony orchestra with the pipe organ, and the Portland Municipal Orchestra of 65 players was the result; Charles R. Cronham, city organist at the time, was the first conductor. From this first municipal orchestra grew the present Portland Symphony Orchestra of 85 players.

Band music in Portland can trace its beginnings to the period when America was engaged in its second war with Great Britain, for on July 4, 1813, a secret organization known as the Rub-a-Dub Society paraded through the streets of the city, accompanied by "solemn musick." Shortly after this John Knowles H. Paine, with the assistance of his son, attempted to organize a band here consisting of fife, tenor drum, a bass drum, bugle, and clarinet. The town was not at first inclined to take the band very seriously, but after much perseverance as a marching musical organization it "commanded the respect of the town." Jacob S. Paine (1810-56), son of John, became its leader, and in 1827 organized his musicians under the name of the Portland Band. It grew into a full military band and for many years was the leading organization of its kind in the western

part of the State. Daniel Hires Chandler (1818-1902), often referred to as the father of band music in Maine, followed Paine as its leader in 1843. When the Civil War broke out, the Portland Band was chosen as the First Regiment Band. Some time prior to the Civil War the old Continental Band had been formed. Chandler's Band was formally organized in 1876 although the group had been playing together for about three years. Through the efforts of its leader, Daniel H. Chandler, this band had a wide reputation in New England and was considered one of the finest in the East. The Maine Fife and Drum Corps, organized in 1885, was long popular with lovers of band music. Rigby's Band, originally the American Legion Band, organized six years after the termination of the World War, was at that time one of the best in Maine.

Portland was not always kindly disposed toward band music, and as late as August, 1891, the *Board of Trade Journal* editorially reflected the following sentiment regarding Sunday band concerts: "There is a growing disposition to desecrate the sanctity of the holy Sabbath of our fathers—a laxity in religious matters is growing more and more apparent even in good old New England Puritan communities, that is not a credit to a people enjoying the high, intellectual religious teachings of to-day.

"The persistence of the City Government of Portland to inaugurate a series of Sunday Band Concerts to attract people away from churches, and the congregation of large masses of people to disturb the peace and quietness that has hitherto characterized the restful Sabbath of our good citizens, was ill advised and reprehensible since no good can come of it, and which must in the nature of things, open the door to abuses of various kinds that will follow under the guise of 'Sacred' entertainments, feasts, dances—indeed there is no limit to what might as well come under these Sunday entertainments.

"We hope therefore that the City Government will respect the large number of their constituency, who do not approve of such sacrilegious demonstrations, enough not to attempt these entertainments."

Today, however, Portlanders are greatly interested in the local band groups. The Fifth U. S. Infantry Band, at Fort Williams for 18 years and recently transferred, had a colorful past; it is the second oldest military band in the country. The motto of the regiment, "I will try, Sir," was the reply of the commander who, in the War of 1812, was directed to take an important objective in the Battle of Lundy's Lane. This band made a world tour in the 1920's, and gained an international reputation. During the

World War it was stationed at the Panama Canal, later crossing to Germany with its regiment in the Army of Occupation. The organization has a prized collection of musical trophies.

The Harold T. Andrews Post Junior Drum and Bugle Corps is one of four leading musical organizations of the kind in the country. Organized in 1934 with a group of 93 boys and girls, they appeared that year for the first time at the American Legion convention at Miami, Florida. The Class Thirteen Band of the St. Lawrence Church has been declared to be the equal of the best bands connected with religious organizations in the country.

Well known among music-appreciation societies are several of Portland's organizations. The MacDowell Club, formed in 1908 by a group of local women, has aided considerably in carrying out the ideals of its namesake, the well-known American composer, Edward MacDowell. The Kotzschmar Club was organized January 11, 1900, when a group of local men gathered to discuss formation of a musical organization for men. Hermann Kotzschmar was elected the club's first president, and today the club honors his birthday with a special musical program. Cultivation of an interest in music has been the dominant purpose of this club, and its membership includes the leading musicians of present-day Portland. The Maine Federation of Music Clubs, a Statewide organization, was formed through the efforts of the Rossini Club in 1921, and is instrumental in bringing young artists of ability to the attention of music lovers through musical contests.

The city has been the residence of a large group of musical composers, both native-born and others, who have produced numerous songs and instrumental pieces, as well as given their individual interpretations to the works of the great masters. In the field of musical interpretation George W. Marston (1840-1901) had few equals. He came here as a young man from Massachusetts, studying with John Knowles Paine. Marston became a teacher and church organist, and his most productive years were spent in this city. His first composition to attract attention was the ballad, *Across the Far Blue Hills, Marie*. His dramatic cantata, *David*, and other anthems are still widely sung. During his life Marston composed more than sixty piano pieces and a like number of songs. Of him George Thornton Edwards has written: "His song accompaniments are nearly all distinctive, yet unobtrusive. His style could be exquisitely delightful, profoundly somber, or quaintly simple as he chose, yet all his compositions are replete with richest harmonies and embodied great depth of feeling Historians of

music have devoted too little space to this composer whose writings include some of the loveliest phrases to be found in American music." The Marston Club, organized as a private musical club for women in 1887, was named for this composer.

Among other composers who have done notable work in the city are George Thornton Edwards (1868-1932), John T. Fagan (1864-1930), Clifford E. Leighton (1882-1933), Edward H. Macy (1870-1935), and David Page Perkins (1850-1933). On the contemporary scene are Cora Emily Edgerly, Harold A. Loring, Fanning J. Maloney, Frank A. Nye, Sinclair Thompson, Dr. Latham True, and Elise Fellows White. Dr. James Alfred Spaulding (1846-1938), music critic, author, and pianist, was the author of *Essays on Schubert*, and *Pronunciation of the Names of Musicians*. Clinton W. Graffam (1884-1933) wrote *Essays on Music, Women and Music*, and *Stephens Collins Foster*. Thomas H. Calvert, a resident of Portland, and for 19 years editor of the *Portland Argus*, served his paper in the capacity of music critic. Ellen F. Blodgett is an active critic of musical activities for the *Portland Press Herald*, and holds a Bachelor of Science Degree in Music from Columbia University. Still active in the field of musicology are Marguerite Ogden, who wrote several articles on 'Greek Ecclesiastical Music' in *Greeks in America*; and Caroline W. Stevens, local newspaperwoman, who has reported every Musical Festival for 30 years.

Portland's Harry McLellan, composer, organist, and choirmaster, studied with George W. Marston of Portland, with various New York teachers, and in Germany. He became choirmaster of Grace Church in Bath, a member of the choir of the Church of The Heavenly Rest in New York City, and was the first director of the Mendelssohn Society of Bath. Among his compositions are: *Morning Serenade*, *Evening Serenade*, *Corona Waltzes*, and others for the piano; *Ludeah* for strings; sacred music, and compositions for full chorus choir. McLellan collaborated with the librettists Cheever Goodwin, Frederick Rankin, and Clay M. Greene in the light operas *The Regatta Girl*, *Cocheta*, *Princess Madcap*, and others produced in several large cities of America.

During the latter years of the 19th century Portland had three instructors in voice whose names are enshrined in musical history: Clara E. Munger, who started Emma Eames on her operatic career; Mrs. J. H. Long, to whose teaching Geraldine Farrar acknowledges more than to any other source her success as an opera star; and William Henry Dennett, considered for many years as the greatest vocal teacher in Maine. Mrs. Wil-

liam Henry Dennett also achieved wide recognition as an instructor of voice.

The name Ira C. Stockbridge (1842-1937) is synonymous with the best in musical programs, and the Stockbridge Courses of Music, established in 1882, a series of annual recitals by prominent national and international artists which ran locally for years, were the forerunners of the Maine Music Festivals. A native of Freeport, Stockbridge came to this city when very young and studied with Hermann Kotzschmar and George W. Marston. He was successively organist of the First Baptist, State Street, and Congress Square Churches, and conductor of various musical clubs. He was instrumental in bringing to the city the Boston Symphony Orchestra, Walter Damrosch, Gilmore's Band, such artists as Melba, Nordica, Annie Louise Cary, Emma Eames, Anton Seidel, Sembrich, and Remenyi, the renowned violinist, and presented Paderewski in eight concerts. In his recently published reminiscences, Paderewski pays a glowing tribute to Portland audiences. "I had," he writes, "already played in all the important cities, but in many of the smaller places my first appearance, naturally, was not attended by large audiences. Suddenly there came a change. It happened in Portland, Maine. Although it was my first appearance I saw to my amazement, the hall completely filled. There was actually a demonstration up to that moment unknown to me. Practically the entire audience rushed behind the platform to shake hands with me. It was a crowd of about one thousand people and everyone shook hands so cordially, that after that experience my right hand was swollen twice its size." Through the efforts of Stockbridge all of the Gilbert and Sullivan operas were produced here at different times, and for more than forty years his courses continued, bringing to the city the world's greatest artists.

The Maine Music Festival, known throughout the country as a major musical event, had its opening here October 18, 1897, under the direction of William Rogers Chapman (1855-1935), with Maine's own Madame Nordica as guest artist. The following day the *Boston Daily Globe* reported: "The opening of the Maine Music Festival . . . was a success far exceeding the hopes of the management. Never before have the people of Portland had the opportunity of hearing the masterpieces of the world's greatest composers interpreted by artists of the highest rank, supported by a magnificently trained chorus of one thousand voices and a superb orchestra of sixty pieces. That they fully appreciated the opportunity was attested by the immense audience which assembled in the auditorium" It was the be-

ginning of a renaissance in music in Maine. Mr. Chapman, as director, succeeded in bringing here the world's greatest artists—Schumann-Heink, Galli-Curci, Melba, Eames, Lillian Blauvelt, Jeritza, Gigli, Calvé, and others. In the fall of 1926 William Rogers Chapman terminated his services as conductor, and the organization disbanded.

During the 1938-39 season a series of Community Concerts was inaugurated under the direction of Donald H. Payson, bringing to the city such artists as Lotte Lehmann, Lauritz Melchior, Marian Anderson, Bruna Castagna, and others. These courses have created a wide musical interest and have attained a growing popularity.

The Federal Music Project in Portland, consisting of a concert orchestra, band, chorus, and teaching unit have up to the early fall of 1939 presented under the supervision of Reginald Bonnin, State Director, 476 concerts in Portland and vicinity with a total attendance of 145,616. The project has also given 69 radio broadcasts. Teachers have given instruction to 287 children who might otherwise have been unable to receive such benefits.

Under the supervision of Frank J. Rigby and later Joseph L. Gaudreau, Portland's public schools have won musical distinction. The Lincoln Junior High School has a first band of 45 pieces and a second band of about forty pieces; the musicians being placed in either band according to their ability. The 82-piece band and the 65-piece orchestra of Deering High School have presented outstanding concerts. The band is the largest high school band in Maine and won the highest rating in Class A in the spring of 1939 at the Maine and at the New England Music Festivals. Deering High benefits musically in receiving Lincoln Junior students, who go to that higher school for their final years' work. Until 1926 the band of Portland High School was part of the Cadet Corps; today the school has a 45-piece orchestra and a 35-piece band.

The Portland Music Teachers' Association was formed for the advancement of musical education, the protection of the business interests of its members, and the cultivation of co-operation among them. Organized in 1929, it has a membership of 60 composed of professional teachers in various branches of music and has for several years sponsored a series of well-attended concerts.

The famous Kotzschmar Memorial organ, installed in Portland City Hall Auditorium, was presented to the city in 1912 by Cyrus Hermann Kotzschmar Curtis, in memory of his father's old friend, Portland's well-known music director. The first municipal organist was Will C. Mac-

farlane; others who have sat at the Kotschmar console include Irving J. Morgan, Edwin H. Lemare, Charles R. Cronham, Alfred Brinkler, Fred Lincoln Hill, John Fay, and Howard W. Clark. Under the auspices of the American Guild of Organists a series of concerts is presented on this famous organ through the summer months, featuring the performances of nationally known as well as local organists. On July 1, 1912, an ordinance creating a municipal music commission was passed by the city council and approved by the mayor. The purpose of the commission was to take charge of the new organ and municipal music. The commission sponsored evening and afternoon concerts over a period of years, which were supported by local subscriptions, and augmented by small admission charges to the general public.

Portland had an infant musical prodigy in Willy Ferrero, son of a well-known musical couple. Born here in May, 1906, the child early showed an aptitude for musical instruction, and when two years of age was taken to Italy by his parents. At three years and eight months the boy-wonder directed several symphonic pieces at the Trocadero, in Paris. Massenet, the composer, who assisted at the time, kissed the prodigy at the conclusion of the concert and said: "Go, you are a born artist. Of you history will certainly speak." When four, Ferrero led the orchestra in the Folies Bergères, in Paris, and two years later directed a symphonic concert at the Teatro Costanzi, in Rome. Before he had reached his tenth birthday, the young maestro had directed the Imperial Orchestra of 120 pieces at St. Petersburg on the invitation of Nicholas II, and for his direction of the Albert Hall Orchestra in London he was decorated by Queen Alexandria. Ferrero's triumphs continued until the World War, when he began a more serious study of music. In 1924 he was graduated from the Austrian State Academy of Advanced Composition at Vienna. He has since conducted orchestras in Prague, Warsaw, Vienna, and Moscow, but has never returned to the country of his birth.



Corner of Fore and Chatham Streets



Old Bailey House



Tate House



Summer Night

Winter





Springtime

Surf Fishing





Birthplace of Henry W. Longfellow



November



Old Fore Street Junk Shop



THEATER

There were neither theaters nor theatrical performances of any kind in Portland prior to the Revolution for the entire Province of Maine was under ruling of the austere Puritans of Massachusetts. They regarded the play-house as the direct road to perdition and they would countenance no such levity. Consequently the citizens of old Falmouth, gay and pleasure-loving in contrast to their somber rulers, were compelled to limit their amusement to junketing sleighing-parties in season, good eating, and occasional tipplings at the 'Widow' Greele's on Hampshire Street or at Broad's in Stroudwater. Fashionable balls and dancing parties were the vogue but even those innocent pastimes were not always free from persecution for in 1766 Thomas Wait, Nathaniel Deering, and their wives were indicted for dancing.

Scattered and furtive stage performances had been given in parts of the Colonies as early as 1716. Some years later in direct defiance of the authorities a mixed troupe of amateurs and professionals staged a play in a Boston coffee house; it was so popular that it caused an incipient riot and thus gave the Puritans an opportunity of promptly enacting a law to rid New England of the house of the devil for all time. This law forbade stage plays and theatricals of any kind under severe penalties, on the ground that plays "have a pernicious influence on the minds of young people and greatly endanger their morals by giving them a taste for intrigue, amusement and pleasure."

Popular opinion in Massachusetts and in the District of Maine ultimately rebelled against such 'harsh restrictions. In 1792 Portland's only newspaper, *The Eastern Herald*, defied tradition and showed an active editorial interest in the theater controversy that was being waged in the General Court of Massachusetts over the repeal of the drama law. The vigorous leader of the liberal movement was a man from Maine, John Gardiner, a representative to the General Court from Pownalboro Town; he pleaded for

the "more polished refinement of social life and the opportunity to delight in the rational entertainment of a chaste and well-regulated Theatre." Despite the hostile and uncompromising attitude of the authorities and stimulated by the growing liberal movement, traveling troupes of players from New York began presenting performances under the subterfuge of moral lectures in Massachusetts, Rhode Island, and even in prim Vermont, but they did not venture into Maine.

The first theatrical performance to be given in Portland, or in Maine, was in October, 1794, when a company of English actors directed by Charles Stuart Powell presented *The Liar* and a farce entitled *Modern Antiques or the Merry Mourners*. Between the plays, to which there was an admission charge of three shillings, some of the talented members of the troupe entranced the first night audience with several renditions of the *Learned Pig*, the early counterpart of today's *A Tisket-A Tasket*. This was an historic occasion as it heralded a new chapter in the cultural movement already developing in the small community. Completely recovered from the devastating effects of the British bombardment, the thriving Falmouth town could boast nearly 4,000 population and 500 homesteads. The elite and the financially able citizens were already contemplating sending their youth to the recently opened Bowdoin College or to the New Portland Academy, both of which were soon to be the school grounds of Henry Wadsworth Longfellow.

Although, for this first performance, the town did not have a theater, the play bills glowingly advertised the Assembly Hall as the "New Theatre." The Assembly Hall, to which the citizens repaired for important festive occasions, was the town's first public hall and community center; in it a "Mr. Armand of Boston" had opened the first dancing school, and the hall had been the scene of the first side show in which waxworks and a "knowing dog" were exhibited. Later equipped with a crudely built stage and rough benches, and lighted by candles, it became known as the "temple of the drama."

Portland's opening theatrical performance was well attended, and *The Eastern Herald* met the occasion by creating a drama critic who columned that the play was "judiciously cast and supported to admiration. Mr. Powell in his role told some 'UNCONSCIONABLES' and with as good face as if he had been used to it. In a word we do not recollect ever having heard greater lies better told." The Powell company remained in Portland for several weeks presenting a variety of plays: *Jane Shore*, *Incle and Yarico*,

and others popular in the late 18th century. Presented thrice weekly, the performances usually consisted of a five-act comedy or tragedy, followed by a farce, and with several songs and impromptu dances added for good measure. Altogether, the first theatrical venture proved an artistic and financial success.

With the departure of the Powell company Portland lost the thread of theatrical endeavor until 1796 when the local newspaper carried the announcement: "Mrs. Tubbs late Mrs. Arnold, of the Theatre Royal, Covent Garden, London, . . . begs to inform the Ladies and Gentlemen of Portland and its vicinity, that she proposes having a Concert of Vocal and Instrumental Music, at the Assembly Room. . . . After which Mr. Tubbs intends setting up a Theatre, and performing some of the most admired plays and farces, having engaged a few able and eminent performers for that purpose. . . . Doubting not the patronage of the ladies and gentlemen of this town, he offers the above as a slight specimen of the amusement he will be able to afford them."

The concert, however, seems to have been a dismal failure; the *Herald's* early critic very blandly summed it up: "Mr. Tubbs plays the Piano-Forte well but he cannot sing and should not attempt it." Four days later the Tubbs troupe presented Bickerstaffs' *The Padlock*, a musical piece, and Garrick's *Miss In Her Teens or a Medley of Lovers*. This performance occasioned a veritable blast of censure.

Portland in those early days, although it was considered in the 'sticks' by traveling troupes, was quite familiar with standards of good performance; many of its townfolk had, by this time, traveled to Boston, New York, and Philadelphia to view with growing interest the thriving theatrical movement of the period. Interesting is the criticism of the Tubbs' presentation: "A correspondent who was present at the exhibition of Friday evening conceives it to be his duty to inform the Manager that the Ladies and Gentlemen of the town were disappointed in the performance. Both the play and the afterfarce were shamefully cut up and mangled and reduced to nothing or what was worse than nothing. Of the play there was little left but its obscenity—of the players nothing perhaps ought to be said especially if it be true that they were so much hurried so as not to have an opportunity of a single rehearsal. It is hoped that the Gentlemen of the town will attend once more but the Ladies perhaps ought not to attend till it is known whether their ears are again to be offended with expressions of obscenity and profanity." Later when two Portland men joined the troupe,

the critic was further displeased with their attempts at leading parts, for he severely criticised the manager of the troupe and described everyone in the audience as being "compelled to suppress indignation"; they "seemed to literally sweat for relief. The exhibition and the sweat last for an hour and a half."

One member of the Tubbs troupe, however, seems to have enraptured the critic, as well as the gentlemen if not the ladies of the town, by her "sweet innocence" and vivacious manner as she "tripped across the stage singing Listen to the Voice of Love." She was Elizabeth Arnold, 16-year-old daughter of the leading actress. One local poet and wit was so enamored of her beauty and voice that he composed an epilogue for her concluding performance in which he expressed the fond hope that she would soon return to gladden their hearts. But favorite Elizabeth did not return; soon after she traveled with the troupe to South Carolina and eventually married David Poe of Baltimore, a fellow actor. The poet, Edgar Allen Poe, was their son.

The Powell company returned to Portland in 1799 with a greatly augmented cast. The dramatic critic waxed eloquent in his praise of their plays, as well as the players, and "rejoiced that Portland is again blessed with theatrical entertainments." Among the plays presented was *Romeo and Juliet*, the first Shakespearean play performed in Maine.

The practically virgin theatrical territory of Maine began to attract other traveling companies, but the growing popularity of playgoing soon created alarm and aroused opposition among the more sedate and the religious. By way of conciliation the players took special care that no performances were given on nights devoted to worship, and as a further sop, donated the profits of one evening's performance to the poor of the town. A great variety of plays was offered in Portland during the 1800's, chiefly by the Powells. The old Assembly Hall, which seated less than a hundred persons, lost its moment of theatrical glory as performances were started in Mechanic's Hall on Fore Street and the old Union Hall on Free Street, the latter having been fitted up as a summer theater. Among the most popular and frequently repeated shows were: *Jane Shore*, *Children of the Woods*, *All the World's a Stage*, *Lovers' Quarrel*, *Jew and Doctor*, and *The Stranger*. A particularly favorite play was *The Sultan or The Captive*, based on the Algerian pirates off the coast of Tripoli, where Portland's Commodore Edward Preble waged a successful war on piracy. In 1805 *Macbeth* was presented for the first time.

Emboldened by their success the Powells proposed to erect a building devoted entirely to the theater, and arrangements were made to carry the project into immediate effect. This was too much for the local clergy and meetings soon were held to protest the plan. This opposition, led by Deacon Woodbury Storer, not only defeated the theater project but was successful in having a law passed that prohibited under a heavy penalty the construction of a building for theatrical exhibitions, and stopped persons from acting or assisting in the performance of any stage plays without a license that could be obtained from the Court of Sessions. This measure, combined with the town's commercial embarrassment resulting from the enforcement of the Embargo Act of 1807, effectually brought all theater productions in the town to a standstill; they were not again revived until after the separation of the District of Maine from Massachusetts and its establishment as an independent State in 1820.

Portland was not, however, entirely without *divertissement* for the townsfolk could, if they so desired, take lessons on the "violin and guitar from Professor Nicholas Rudoerf of Boston," or could "repair to the Assembly Hall for some elegant Music." The curious could be entertained by the "Beautiful Lion on show at Mr. Motley's tavern every day except Sunday." The Portland Museum, a long building in Haymarket Row (Monument Square), was also a popular rendezvous; no stage shows were given, but there were exhibits of waxworks, stuffed animals, freaks, panoramas of strange lands, and bizarre and colorful paintings of battlefields and Indian scenes. After some years of success the Museum was finally closed, and the effects were sold at public auction; a local story relates that Longfellow, the poet, bought a painting for \$5, for which he was later offered \$500.

Between 1820 and 1829 the old Union Hall became the principal theater of Portland. Feeling against stage shows still ran high. Some of the stern Puritan-minded citizens frequently made attempts to invoke the law of 1806 against play acting, but the attitude of the general public was more favorably disposed toward the theater and the players were able to evade the law. Chiefly with an eye toward business and to attract visitors to the city, a group of local citizens met in 1829 to discuss plans for a more spacious place of amusement. These plans soon crystallized in the construction of a "neat and convenient" theater at the head of Free Street, on the site of the present Chamber of Commerce building. Known as the Free Street Theatre, the first theater building cost, with its land, slightly more than \$10,000, a "magnificent amount" for the time. Edwin Forrest and the

elder Booth played engagements there, as did other prominent actors of the early years of the 19th century. After a "short blast of success," as its brief existence was termed, it languished for lack of patronage and the building was sold to the Second Baptist Society for a church. The society, according to a report of the time, "purged it as with fire," remodeled the building, added a spire, and called it the Free Street Church. However, in "purging" the building the society failed to remove all traces of its former theatrical connections; until shortly before the church was torn down to make way for a later building, there was in an obscure part of the structure, near one of the old entrances, a legend with an ominous black clenched hand, forefinger pointing downward, which read: "To The Pit." Church visitors, some of whom were familiar with the Calvinistic emphasis of the church's earlier days, were often considerably confused by the legend, until an explanation had been made.

In 1829 under the veil of a museum, another theater was built. This building, on Union Street, was fairly modern for it was equipped with a regular pit, dress circle, gallery and 'nigger heaven'; admission prices were from "\$8 for boxes to 25c for colored people." This theater was the first real home of a stock company in the city; many famous theatrical stars played on its stage: Wyzeman Marshall, Mrs. Farren, Barry Sullivan, Sir William Don, Barney Williams, Mrs. Davenport, and Edwin Forrest. Such plays as *Macbeth*, *Othello*, *Carpenter of Rouen*, *Richard III*, and *William Tell* were presented. A local paper records the beauty of the scene when little Eva "was transported to Heaven in a tissue paper elevator" in the first performance in Portland of *Uncle Tom's Cabin*. Joe Proctor in the role of Jibbenainosy in the *Nick of the Woods* was long a favorite. The fore-runners of minstrelsy, Jim Crow and Long Tail Blue, gave eccentric dances and sang their popular song:

I am a Boston nigger
I'd have you all to know
That I came down to Portland
To jump Jim Crow.

This second theater burned in 1854 and was never rebuilt. Until the late 1870's spasmodic efforts were made to maintain stock in Lancaster Hall and in the old Deering Hall; on the Deering stage such actors as Lawrence Barrett, E. L. Davenport, Lily Langtry, Dion Boucicault, Thomas Keene, Jefferson Lee, and Charlotte Thompson were presented in a wide repertory of plays. Sothern, Marlowe, and Robert Mantel performed there in

Shakespearean plays; there, too, John Wilkes Booth, who later assassinated Lincoln, impressed Portland theatergoers with his acting in *Richelieu*, *Othello*, *Hamlet*, and especially the *Corsican Brothers* in which he "wielded a stiletto with murderous effects." Booth, then a young man, was regarded locally as rather irresponsible; a newspaper editorial of that time, after Booth had neglected to pay his advertising bills, stated: "We do not propose to discuss his merits as an actor, but our experiences with him shows that he lacks the requisites of a gentleman."

About 1870 a decided public taste for opera caused the management of Deering Hall to change its name to Ward's Opera House; it featured Wally Ward and His Varieties as its opening program. The success of Ward's soon led to the conversion of old Fluent Hall, which formerly stood at the corner of Congress and Exchange streets, into the Portland Museum and Opera House, with a seating capacity of 800. Elaborate ceremonies attended its opening performance of *The Bohemian Girl*, and significant, perhaps, of the changing trend, was the blessing given the new show house by a local clergyman. The early programs of the museum were devoted to opera, but this proved none too popular in Portland, and so presentations were changed almost overnight to legitimate drama; the name 'Opera,' also, was dropped from all advertising. Lack of financial support and growing competition of visiting companies from Boston forced the museum to close after a few years of operation. Later it was reopened as Fanny Marsh's Theatre, with a company directed by the popular actress of that name, but in 1880 its curtain was lowered for the last time.

During this period the Gilbert and Sullivan comic opera era was sweeping the country; Portland, like other sections, was so surfeited with the frequent presentations of *H.M.S. Pinafore* that the clergy declared it was replacing piety. A famous tragedian, playing an engagement in Portland, is said to have complained that he could seldom say "Never!" on the Portland stage, without the audience tittering the response, "Well, Hardly Ever."

Portland's new City Hall, rebuilt shortly after the 'Great Fire' of 1866, celebrated its opening with Brignoli's Italian Opera Company presenting *Il Trovatore*, *Martha*, and *Ernani*; the building, however, was not especially equipped for dramatic purposes, and subsequent years saw only elaborate stage spectacles, lectures, and concerts presented in its auditorium. A descriptive picture of Portland's theater interest in the 1870's appears in the diary of the celebrated John Neal, local author and editor: "What a wonderful change. Not long ago a theatre seemed to be out of the question.

But just now such is the rage for theatricals that we have not only amateur clubs, dramatic associations and itinerant companies but not less than two theatrical companies with two regularly organized theatres."

During the late 1870's the famous *Black Crook* show appeared in Portland, creating a sensation. It was the first performance of its kind in the city and featured the diphphanously clad feminine form. Portland patres-familias discreetly judged that the show was hardly a proper and fitting performance for their wives and daughters to witness, but their decision did not halt the brisk seat sale.

Financially, very few theatrical companies were successful in Portland during this period; only when actors of brilliant reputation were featured did playhouse receipts become profitable. There were sporadic flashes of promise, crowded houses for a brief period, and occasional brilliant performances, but financial stress, assisted too often by bad management and the general apathy of the public, marked the futile struggle for survival of the theater in Portland. During the latter part of the 19th century impassioned newspaper pleadings for support, and frequent announcements of "This theatre will only remain open a few nights longer," or "Cannot the Portland public do something to evince the approbation of the unparalleled exertions that have been made to please the refined taste of the patrons of the Drama?" were made, without avail. The frequent slim audiences compelled managers to resort to all kinds of expedients to sell seats; one enterprising theater of the late '70's announced "special perfumed matinees" when patrons were sprinkled with fragrant water as they entered the theater. The public refused, however, to respond to exotic odors, and the lack of support caused many shows to close, and playhouses to change managerships.

Attempts were made by managers to increase their revenue by raising the tariff for special attractions; at the first appearance in the city of Mary Anderson, the local press lamented that prices had been "hiked": "To charge more than is customary is simply absurd since she—as far as we know—is no better than any other actress we have seen. As far as beauty is concerned—well that is not what Portland theatergoers put out their money for; since we have plenty at home."

Perhaps Bartley McCullum, who managed the Peak's Island Pavilion in 1889 and launched what later became a very successful stock company, came the nearest to local theatrical success. For the first two years McCullum dabbled in productions with an amateur local cast, but in 1891 he began to

draw on some of the best professional talent available in New York, and his troupe soon acquired the sumptuous title of McCullum's New York Comedy Company. McCullum was the pioneer of summer stock in this vicinity, and, inspired by his success at Peak Island and later at the Cape Theatre, other stock companies sprang up. The Gem Theater, also on Peak Island, had a group under the management of Charles W. T. Goding, and in Congress Hall, afterwards known as the Gayety, a company was meeting with some success; vaudeville was featured in the Riverton Park Theatre and at Underwood Springs, on the Falmouth Road.

Vaudeville made its most auspicious bid for favor with the opening of the new and elaborate Keith's Theatre in 1908, but the next year it was replaced with a summer stock company under the direction of Bartley McCullum. The Keith Stock Company soon established itself as a favorite among Portland institutions and for three seasons presented Broadway hits; the versatile company was headed by Sidney Toler and Marie Pavey, and later by such well-known stars as Edward Everett Horton, Leah Winslow, and Blanche Frederici.

Portland's theatrical history reached its peak of excellence with the opening of the Jefferson Theatre in 1897. For several years there had been a growing consciousness of the need for an adequate building in which to present plays of a complicated nature employing elaborate mechanical effects. The 'Old Jeff,' as the theater even today is affectionately referred to, was sponsored by a group of local business men and interested playgoers who promoted a company for the purpose of selling stock in the enterprise. After a long and arduous campaign they succeeded in raising \$150,000, and the theater was constructed at the corner of Oak and Free streets on a site that had once been a convent. 'Old Jeff's' opening night was one of Portland's brilliant social events; a distinguished audience and elaborate ceremonies attended the prelude to its first play, *Half A King*, with Francis Wilson in the leading role. Managed by M. J. Garrity, the complete list of plays in this house and the famous actors and actresses are a roster of the American theater. Sarah Bernhardt appeared in *Camille*; Richard Mansfield in *Henry V*; Sir Henry Irving in the *Bells* and in *Waterloo*; Sothorn and Marlowe in *Romeo and Juliet*; and Maude Adams in *Peter Pan* and in *What Every Woman Knows*. Others included Ethel Barrymore, Nazimova, Billie Burke, Nance O'Neil, Mrs. Fiske, Elsie Janis, Blanche Ring, George Arliss, William Gillette, Otis Skinner, and DeWolf Hopper. Joseph Jef-

ferson, an honor guest on the opening night, later appeared in *Rip Van Winkle* and *Bob Acres*.

During Fanny Davenport's last engagement at the Jefferson, a cheval mirror was broken in her dressing room. The incident greatly disturbed the actress, and, as she was extremely superstitious, it is generally believed that worry was a contributory cause of her death several months later.

From 1924 until 1929 the Jefferson players featured stock with such popular leading players as Lyle Talbot, Russell Hicks, Barbara Weeks, Billy Evarts, Robert Gleckler, and Grace Carlyle; the two latter were so well liked Portland streets were named after them.

A brave, but brief attempt was made in 1922 to launch a little theater in the city when Arthur Maitland and his players converted the High Street Congregational Church into a theater; this little theater lasted only one or two seasons.

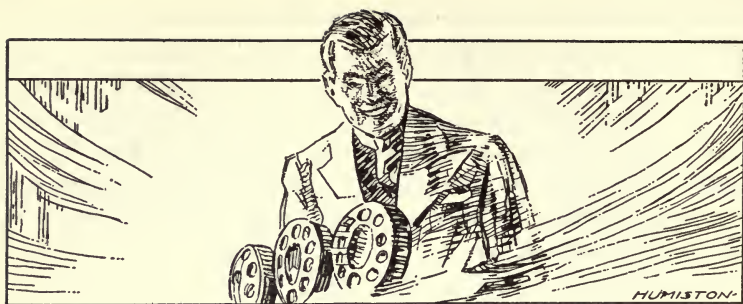
The advent of the Jefferson Theatre also ushered in an era of rapidly changing tastes. Portland playgoing, in common with other parts of the country, was being affected by the gradual decline of interest in legitimate drama, chiefly caused by the rapid strides of the motion pictures and the coming of the automobile. 'Old Jeff,' with more than a quarter-century of glorious theatrical history, was finally closed in 1933.

In recent years there has been a healthy revival of dramatics. The best traditions of the theater are being carried on by local amateur groups: the Portland Players, under the direction of Albert Willard Smith, now in its sixth year; the Center Workshop, a Jewish organization; the Children's Theater, an activity of the Portland Junior League; and high school dramatic associations are extremely active. In 1939 the city had no legitimate theater; within relatively short distances of the city, however, are several summer playhouses which, in common with little theaters throughout the country, seem to be stimulating an ever-growing interest in a return of active dramatic enterprise.

Motion pictures started in Portland in 1908 when James W. Greeley converted a tunnel-shaped wooden building, formerly at the corner of Oak and Congress streets, into the Dreamland. At first only short reels of about 20 minutes duration were featured, but the experimental showing of the five-reel *The Fall of Troy* proved exceptionally successful and laid the foundation for the double-feature bill of today's cinemas.

The Federal Theater Project, once a unit of the relief program of the Works Progress Administration, was sponsored in Portland in December,

1935. Under the directorship of Albert L. Hickey, onetime favorite star with the Jefferson Theater, the project carried on an intensive and extensive program. In addition to traveling vaudeville units, the project presented the *C C C Murder Mystery*, by Grace Heywood, and *Sure Fire*, by Rolfe Murphy. The puppeteers of the project stimulated children's interest in the theater by presenting playlets in municipal playgrounds, *Katcha and the Devil* being the most popular.



RADIO

Twenty-four years after Guglielmo Marconi stood on a bleak Newfoundland hillside listening through crude earphones to the first transatlantic communication by radio from Poldhu, England, Portland pioneered in radio with the State's first commercial broadcasting unit, Station WCSH. Founded in June, 1925, and placed in operation a month later with an elaborate program on which Governor Ralph O. Brewster spoke on contemporary Maine, this station was early affiliated with the WEAF Chain, a network then operated by the American Telephone and Telegraph Company. Upon re-organization of the National Broadcasting Company late in 1927 Station WCSH became a basic member of the Red Network.

The first transmittal equipment of WCSH, a 500 watt unit, was used from the initial program until 1929 when the sending station was removed from its downtown location to Scarborough; although a 5000 watt transmitter was installed in the new location, the station was licensed for only 1000 watts. Later its strength was increased to 2500 watts. The station's first transmitter is now placed on permanent display at the New York offices of the National Broadcasting Company.

Early in 1927 application for Portland's second broadcasting unit, Station WGAN, was first made to the Federal Communications Commission. There was much delay in granting the application, because for years other stations had sought to break into and to modify the clear channel principle, which in the case of WGAN involved KFI, the powerful California station. Of the 13 applications, including the local station, submitted to the Federal Communications Commission, all were denied except that of the State College at Ames, Iowa, and Station WGAN which were granted use of the 640 kilocycle. Denial of the other applicants was regarded by the

Commission as maintaining the clear channel principle, since the Portland station had requested and was granted limited time on the air on 640 kilocycles, to operate until sunset at Los Angeles. Later WHKC in Columbus, Ohio, was granted use of the same kilocycles. Following the dedicatory program, on which many State and City of Portland officials took part, WGAN began regular broadcasting on August 28, 1938. The first pickup at Old Orchard Beach a few days later covered the first annual State marathon.

WCSH, with studios on seventh floor of the Congress Square Hotel, 579 Congress Street (*open during broadcasting hours; free*), broadcasts on a frequency of 940 kilocycles with a power of 2500 watts during the day and 1000 watts during the night. The station is owned by the Congress Square Hotel Company, and has transmitting facilities in Scarborough, 5.5 miles from Portland. In addition to local programs, those of the Yankee Network, the Maine Broadcasting System, and National Broadcasting Company's Red Network are presented. Hours of transmission are from 7:00 a.m. until 12:00 midnight.

WGAN, with studios on second floor of the Columbia Hotel, 645A Congress Street (*open during broadcasting hours; free*), broadcasts on a frequency of 640 kilocycles with a power of 500 watts. The station is owned by the Portland Broadcasting System of the Gannett Publishing Company and its transmitting facilities are located near Riverton, 5 miles north of the metropolitan district. In addition to local programs, those of the Columbia Broadcasting System are presented. Hours of transmission are from 6:00 a.m. until approximately three hours after local sunset.

Portland's Police Department inaugurated police radio transmission in the State of Maine with the installation of WPFU in 1933. Operating by authority of the Federal Radio Commission on a carrier frequency of 2422 kilocycles, the local police transmission gives instant communication to police cruising cars. The police district is so divided that cruiser cars can cover the entire area in 30 minutes, or speed from end to end of the area in approximately five minutes.

Amateur radio has made great progress in Portland during the past 25 years. The pioneers of the early 1900's who trudged over to 'Two Lights,' a lighthouse and coast guard station on Cape Elizabeth, and badgered the radio operator at the government station for ideas on constructing their homemade sets, were the forbears of the present group of more than 70 "hams." Their jargon is a foreign language to the average citizen, but

"CW," "DX," "traffic men," and "rag-chewers" are common expressions among themselves. "CW"s are those versed in code who operate on all "ham" bands. The "DX" group are interested in reaching distant points, and "traffic men" handle the relay messages—a form of telegraph service practiced among amateurs. The 80 meter band is popular for this line of work for it is filled with net stations, veritable trunk lines cobwebbing the country. The "rag-chewers" are those who like conversation, sending out their "CQ" to any station, and signing off with the well-known "73," which means "best regards." The "Fone men" operate in 160, 75, 20, and 10 meter bands. The shorter wave length used, the greater are the possibilities for coverage of long distances until the theoretical limit of amount 7 meters is reached; below this wave length many experimenters are constantly testing methods of improving communication. Portland "hams" have successfully used the 5 meter band in broadcasting the local soap box derbies.

Hanging in the homes of several Portland amateurs are treasured W A S certificates issued by the American Radio Relay League to signify that all States have been successfully contacted. Also issued by the League is the W A C certificate for successfully contacting all continents. Aside from the hobby side of "ham" transmission, Portland's amateurs have been invaluable during emergencies, as for example during the 1938 hurricane when much of New England was swept by destructive gales. In addition to more than half-a-hundred private amateur stations located in the city, there are four amateur U. S. Army stations, affiliated with the signal corps, which are on the air nearly every morning from 7:00 until 9:00 in regular drill practice for speed and accuracy of transmission. Station W1FCE, operating from Portland Junior Technical College on Plum Street, has one of the most powerful amateur radio transmitters in New England. Its license permits the station to broadcast programs for experimental purposes.

The Portland Amateur Wireless Association, Inc., maintains its own station W1KVI at its clubhouse on Ocean Avenue; weekly meetings are held for discussion of technical problems. This association welcomes visitors at any of its meetings.

Part III
Sectional Descriptions



Portland City Hall



Federal Courthouse

Cumberland County Courthouse





Old Post Office Building

New Post Office Building





City Home

Maine General Hospital





Shops and Storehouse of Portland Water District

City Greenhouses





City Hall Entrance



Heart of the City



Cumberland County Courthouse (1816-58)

City Hall (1859-66)

Portland Town Hall (1825-80)

City Hall (1868-1908)

City Hall (1912-)

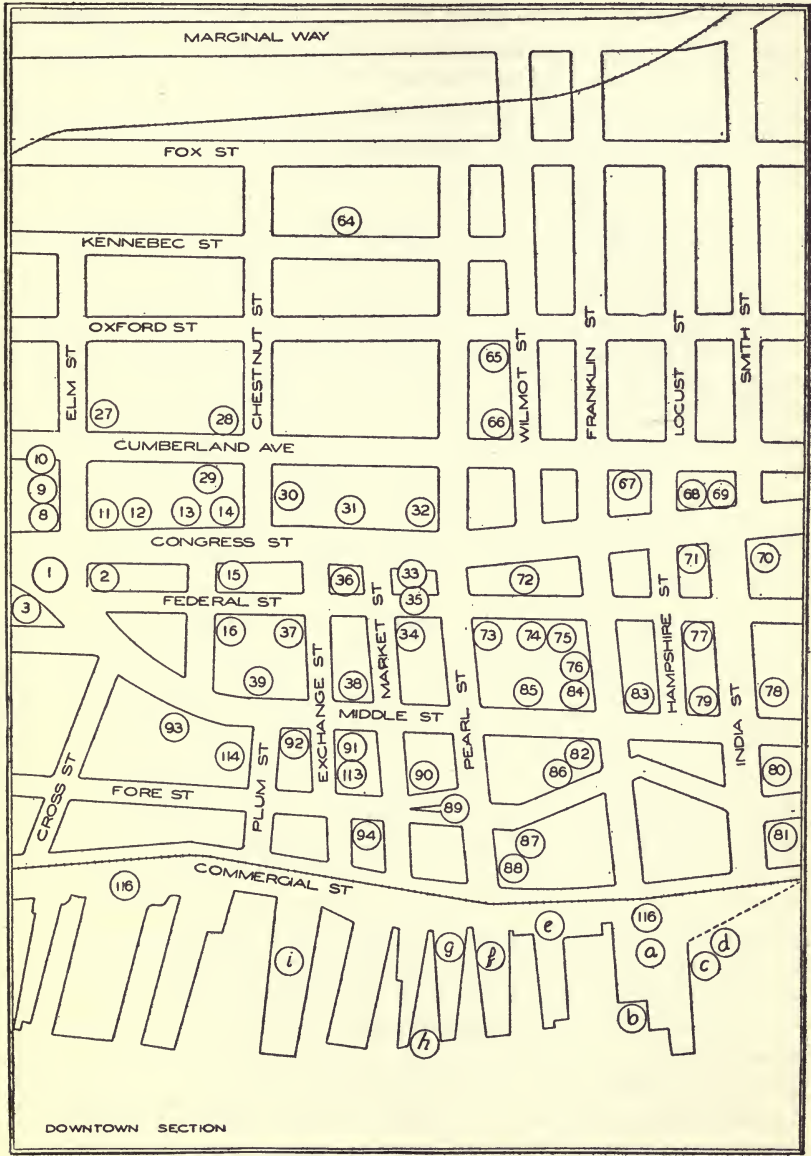
DOWNTOWN SECTION

Roughly extending from State Street to India Street and from the water front to Back Cove, this section includes most of the metropolitan district of the city. From east to west along the saddle-shaped contour of the peninsula on which Portland sprawls runs Congress Street, the principal thoroughfare, on which is the main retail shopping, commercial, and theatrical center. Spreading fanlike from Congress Street toward the bay is the wholesale and warehouse section which ends on broad Commercial Street and the wharves of Portland's water front. Northward from the principal street is a middle-class residential area, which ends abruptly in an industrial section along Back Cove, the western part of which approaches the slope of Bramhall Hill, while the eastern part ends on the lower slope of Munjoy Hill.

This is the historic and commercial center of Portland that witnessed the building of the first houses, the first church, courthouse, and schoolhouse; that gazed in awe at the first lions exhibited in the District of Maine, and thrilled to the first performance of traveling actors; that cheered its many patriotic parades and stood in respectful silence as funeral corteges wound their way to Eastern Cemetery on Munjoy Hill. Many famous sons and daughters of Portland were born in this section, and here were the homes of the elite where the great and the near-great were entertained.

As late as the middle of the 18th century a swamp with alders and whortleberries covered the area between Congress, then Back Street, and Middle Street, and extended from Franklin Street, once known as Fiddle Lane, to Temple Street. The pond at Federal and Court streets was spanned by three bridges before it emptied into Fore River. All of these have disappeared. The swamps have been filled, and 20th century architecture now rises in an area that was three times demolished: by the French and Indians in 1690, by Mowat in 1775, and by the 'Great Fire' of 1866.

Also in this section is Gorhams Corner, characterized by Edward Elwell in *Boys of '35* as "an unsavory locality of the town, in bad repute because of the turbulent character of its inhabitants, the center of sailor boarding houses, the scene of street brawls and drunken rows." This corner had many a kitchen barroom where beer and ale could be purchased for five and



ten cents a pail and carried out for consumption. On the curbstone on the corner of Center and Fore streets boys and girls congregated evenings and sang popular songs and ditties of which 'Sweet Magnolia' was the favorite. Gorhams Corner no longer exhibits such exuberance.

State Street was not laid out until 1800, when men with newly acquired wealth built their "mansions." In this neighborhood are preserved the best architectural examples in the city.

1. *Soldiers and Sailors Memorial*, Monument Square. Standing near the center of the city's business district, this memorial commemorates the 5,000 Portland soldiers and sailors who served in the Civil War. It was dedicated on October 28, 1891, eighteen years after the plan for its erection had been formulated by a Portland group. Both the huge bronze figure atop the high granite base and the bronze soldier and sailor groups are the work of Franklin Simmons (*see Arts and Crafts*), a native of the State, who sculptured this work in Rome, Italy. Unusual in design and exceptionally large for a memorial of this type, the heroic figure symbolizing Union holds in its right hand a sword wrapped in a flag, and in its left hand a branch of maple leaves, while on the left arm hangs a shield. The granite base was designed by Richard M. Hunt, distinguished New York architect of many well-known memorials.

Historic associations cling to the circular plot on which the Soldiers and Sailors Memorial stands. Here, as late as 1746, stood the fortified blockhouse in which early residents of 'The Neck' took refuge during surprise Indian attacks; six years later, however, it became a jail. By 1769 the old fortification had been dismantled and a new jail building erected on the site. Beside it the town fathers installed their newly purchased hay scales, and the surrounding area became known as Haymarket Square. In the years following the incorporation of the Town of Portland, residents became civic-conscious and in 1825 erected the first town house known as Military Hall. A lingering Puritan primness was evident in the plain, wooden edifice; there was little attempt at ornamentation except for a cupola on the western end of the trussed roof. Market stalls covered the ground floor and here were hawked the agricultural and animal products of the farmers who arrived at daybreak to sell their wares. By 1832, following the town's incorporation as a municipality and its rise in status as capital of the newly born State of Maine, local pride began to look askance at the peddling of vegetables, eggs, fowl, meat, and fish in the basement of the building that occupied the center of the most important square in the city. Charles Q. Clapp was accordingly commissioned to remodel the exterior; the cupola

was removed, and the principal façade was given a classic portico with four fluted Ionic columns.

After its architectural transformation Military Hall assumed a fresh place in the cultural and social life of Portland. Its walls echoed to the anti-slavery speeches of William Lloyd Garrison and witnessed a pro-slavery mob's attempt to tar and feather Stephen S. Foster. During the mayoralty of Neal Dow an anti-prohibition mob tried to take possession of the confiscated liquor stored in the basement of Military Hall, and a bystander, John Robbins, was shot. Within its walls were heard the eloquent pleadings of Fessenden and Sumner, during the years when old political parties were being disrupted and new parties formed.

Shortly after the Civil War a movement was started to honor the soldiers and sailors who had served in the conflict, but no definite plans were forwarded; in 1873 an association was formed to solicit funds for the erection of a suitable memorial. Fourteen years later a popular vote selected the site of Military Hall as the location of the memorial, which was erected in 1888, and Haymarket Square was renamed Monument Square.

2. The old *United States Hotel*, now the business home of Edwards & Walker, 5 Monument Square, was Portland's first large inn. Originally built for Dr. Nathaniel Coffin in 1803, the three-story building was enlarged and converted into the Washington Hotel, with Timothy Boston proprietor. In 1840 a fourth story was added, and it was renamed the United States Hotel. Facing the town's principal square in the center of which stood Military Hall, the hotel soon became the rendezvous of Portland's gay blades. Older Portlanders remember the lively scenes and elaborate dinners that made this hostelry famous. In the latter part of the 19th century, after the town had become a city and thriving commerce had driven the quiet charm from its immediate neighborhood, the United States Hotel closed its doors and its quarters were taken by the present business firm.

3. *Site of Marston's Tavern*, 7 and 9 Monument Square. This famous old inn had an especial connection with Captain Henry Mowat's bombardment of the town in 1775. To it Mowat was brought after the town fathers had prevailed upon Colonel Samuel Thompson to parole the British Naval officer whom he had captured during the exciting days following the outbreak of the Revolution at Lexington and Concord (*see History*). After long years as an inn, in 1834 the tavern was moved from its Haymarket Square (Monument Square) location to State Street and converted into a tenement; later it was dismantled.

4. *Site of Portland Museum*, SW side of Monument Square, now occupied by the firm of Loring, Short & Harmon. In 1806 when a group of eight four-story buildings along the southwestern side of Haymarket Square (now Monument Square) known as Haymarket Row was erected, Portland emerged from an adolescent town into a full-grown if small metropolis. Indicative of the city's expansion and the accompanying new cultural movement was the opening in 1823 of the so-called Portland Museum, occupying the third and fourth floors of four of the new buildings in Haymarket Row. Although never a theater, a place and form of entertainment which was still locally frowned upon by Puritanical folk, the Museum did bring to Portland a new type of amusement. Exhibiting mounted birds, stuffed animals, waxworks, and freaks, the Museum also had a small showing of art — panoramas of strange lands, bizarre and colorful paintings of battlefields and Indian scenes, and, most important, a few pictures of some artistic merit. Thus, to the old Portland Museum goes credit for first bringing to the man of the street in Portland a glimpse of objects of art hitherto confined to private homes. Later Haymarket Row was replaced by other buildings, among them the Lancaster Building in which was located one of the city's first theaters (*see Theater*).

5. *Wadsworth-Longfellow House* (1785-86) (*open week days 9:30-5: June 1 - Sept. 15: admission 25c*) 487 Congress St. This dignified old dwelling, seemingly out of place on Portland's busiest street, was the childhood home of Henry Wadsworth Longfellow. Built by General Peleg Wadsworth, the poet's grandfather, it was the first brick house in the city. Originally a two-story structure constructed of bricks brought from Philadelphia, the gable roof was destroyed by fire in 1815; in rebuilding, the present third story and hip roof were added. Set back from the street behind a high iron fence, its severe plainness is relieved only by the Doric portico forming the front entrance. Open to the public, the 16 rooms are filled with documents, manuscripts, portraits, costumes, household utensils, and furniture used by the Wadsworth and Longfellow families, items pertaining to early Portland history, and many of the poet's personal belongings. At the rear of the house is a pleasant shaded garden with quiet walks.

The first-floor living room was once used as a law office by Stephen Longfellow, father of the poet, and in this room Henry and his brother Stephen, George W. Pierce, William Pitt Fessenden, and others studied law. The desk in the dining room, or den, was used by the poet in writing many of his poems, among them a part of 'Hyperion,' and 'The Rainy Day' in which mention is made of the vine that still sways in the breeze outside the window.

The "Bard of Portland," Henry Wadsworth Longfellow (*see Literature*), was born at the Fore Street home of his aunt February 27, 1807, but lived in the Congress Street house until he was 14. At the age of three Longfellow, still in dresses and accompanied by a negro servant, was taken to school on horseback. He entered Bowdoin College in 1821 and a few years after his graduation became the college's first professor of modern languages. In 1835 he joined the faculty of Harvard University, and from that time until his death his home was at Cambridge, Massachusetts.

At the rear of the Wadsworth-Longfellow House and entered through an arched gate, is the *Maine Historical Society* (*open week days 9:30-5; Wed. 9:30-12; adm. free*). This square, undistinguished, brick building, erected in 1908 from designs by Alexander Longfellow, nephew of the poet, is the home of the Maine Historical Society founded in 1822, and contains a valuable historical and genealogical library for the use of society members (*library privileges on request*). Included in the more than 30,000 volumes are many interesting and valuable collections, one of which is a series of manuscripts with well over 2,000 items pertaining to Maine history. The more important are the Baxter Papers, Pejepscot Papers, Kennebec Purchase, King and Knox Papers, and the Northeastern Boundary Papers. Of interest to students are the General Knox Collection, Willis Papers, F. O. J. Smith Papers, including Correspondence with Samuel F. B. Morse, and U. S. Marshall Thomas G. Thornton's Papers. One of the society's valuable possessions is the Dr. John S. Fogg Autograph Collection.

There are also marked exhibits on Maine history, local history, and archeology. The John W. Penny Collection of Indian Relics, dating from the beginning of the 18th century, were the property of Father Sebastian Rale, early Maine missionary priest. In addition, there are displays of military equipment of the Revolutionary and Civil Wars, as well as documentary facsimiles, ship models, silverware, glassware, textiles, watches, clocks, lamps and lanterns of earlier days, and oil paintings. Among the statuary exhibits is a marble bust of Longfellow, a replica of that in Westminster Abbey.

Longfellow Garden (*open upon request*), entered either from the Wadsworth-Longfellow House or near the entrance to the Maine Historical Society, is much the same as when the poet lived in Portland. The Longfellow Garden Society supervises and maintains the garden, in which old-fashioned flowers and shrubs flourish beneath gnarled trees. The old, wooden garden bench was once a pew in the First Parish Church, where Longfellow attended services.

6. The *Chapman Building*, 477 Congress St., a 12-story modern office structure designed by the local architect Herbert W. Rhodes, has dominated the northeastern side of the city's shopping district since 1924. From the *Observation Tower* (open upon request, apply Room 1206, 9-5; adm. free) there is a splendid panoramic view of the city and harbor.

The building occupies the site of the Preble House, a hostelry that was famous for more than sixty years as the meeting place in the 19th century of Portland's social, political, and sporting groups. Originally this was the private mansion of the Preble family and was built more than a century ago by Commodore Edward Preble (1761-1807) Maine's old sea dog who has been termed the "Father of the American Navy." Prior to the War of 1812 the young American navy was scorned by the world powers. This contempt was shown even by the pirates of the Mediterranean, who, from such ports as Algiers, Tripoli, and Tunis, looted many American merchant ships and made slaves of their crews. Lacking a navy to protect American shipping, the Government was forced to pay huge sums of ransom money to the pirates. In 1803 the growing nation determined to stop further depredations on the country's shipping and sent a squadron of armed vessels to attack the Barbary Coast ports, home of the pirates. In 1804 Portland's Commodore Preble, aboard the historic *Constitution*, commanded the attack on the pirates' stronghold, and under his expert guidance the marauding plague that had beset American shipping for years was wiped out. More important than this was the development of a group of young seamen under his leadership and guidance, who later made the American navy invincible. Included among this group were such men as Oliver H. Perry, who defeated the English on Lake Erie, declaring, "We have met the enemy, and they are ours!"; Richard Bainbridge, in command of the *Constitution* in the War of 1812; and James Lawrence whose "Don't give up the ship!" has become an American classic in heroism.

Preble, however, never took up residence in his new home in Portland, as he died in 1807, but his widow and son lived there for years. Herbert G. Jones, local author, writes of Commodore Preble in his *Old Portland Town*: "When he entered the service in the days of the Revolution the American Navy was negligible, a chaotic, disorganized affair, politically controlled. He left it unified and efficient, and it was this very Preble spirit that enabled the almost unknown and despised American navy to match the mighty fleet of the British in the War of 1812, and come off victorious."

7. The *Fidelity Building*, 467 Congress St., rises 10 stories above the city's central business square. Designed by G. Henri Desmond, who was in charge

of the remodeling of the Bulfinch-designed State Capitol in Augusta, this structure built in 1910 is one of the few skyscrapers in Portland. The banking room of the *National Bank of Commerce*, located on the street floor of the building, is architecturally interesting, its walls decorated with a dado of violet breccia and Caen stone.

The Fidelity Building occupies the site of the old Deering Block in which was located the historic Portland Theatre where many of the outstanding dramatic stars of the 19th century were presented on the stage in a wide repertory of plays (*see Theater*).

8. *The Playhouse*, 16 Elm St., is the workshop theater of the Portland Players, a group of amateur Portlanders who have produced such theatrical successes as George Bernard Shaw's *Devil's Disciple*, Elizabeth McFadden's *Double Door*, Noel Coward's *Hayfever*, Owen Davis' *Icebound*, and *The Royal Family*, by George Kaufmann and Edna Ferber. The Portland Players number more than three hundred fifty active members who six times each winter gather to experiment with dramatic productions. In addition, five major productions, including one Gilbert and Sullivan presentation, are given under the direction of Albert Willard Smith during the theater season to about 1,000 associate members. The Playhouse, erected in 1914 for a motion picture theater, became the theater-workshop in 1931.

9. *The Portland Society of Natural History*, 22 Elm St., occupies a somewhat plain building and has the most complete collection of Maine plant life in the State. In the *Library* (*not generally open to the public, but available through the services of the staff*) are more than 5,000 volumes dealing with natural history, geographical surveys, and the proceedings of other scientific bodies and organizations throughout the world. The collection of books on anthropology, the arts, botany, geology, paleontology, and zoology is extremely valuable. Of special interest are the complete sets of *The Nuttall Bulletin*, *Rhodova*, and *Biological Abstracts*. The *Museum* (*open daily except Sat. and Sun. 2-5; adm. free*), on the second floor, displays the finest collection of allied natural history subjects in Maine, covering quite completely the anthropology, botany, geology, paleontology, and zoology of the State. Of special interest are: the collections of Devonian plants of Perry (Me.); local Pleistocene marine fossils; the Herbert H. Brock collection of North American birds; the Herbert Richardson collection of Lepidoptera; and the Fred A. Wendell collection of birds.

The Portland Society of Natural History was organized in 1843 and incorporated seven years later; the building was constructed in 1879 from designs by the architect F. H. Fassett. The Society published *The Journal*

(1864), which contained a treatise on the land shells of Maine. It also publishes from time to time the *Proceedings of the Portland Society of Natural History*, consisting of papers on the State's natural history.

10. The stucco *First Lutheran Church*, 32 Elm St., stands on the site of its wooden predecessor built in 1877, three years after Portland's first Lutheran society had been formed. The early congregations were composed principally of emigrant Danes, Norwegians, and Swedes. In 1924 the original church structure was destroyed by fire, and the same year the present building was erected. Of particular interest is an oil painting above the altar, a copy by August Klagstad of Von Gebhardt's 'Last Supper.' The painting was in the original structure, but during the fire heavy roof beams fell across the altar in such a position that it was undamaged.

11. The *Clapp Memorial Building*, 443 Congress St., a modern seven-story structure built in 1924 and designed by Henri Sibour, of Washington and the firm of Desmond and Lord, of Boston, occupies the site of the Asa Clapp mansion. The original house, built in 1794 by Daniel Davis who later became Attorney General of Massachusetts, was purchased in 1804 by Captain Asa Clapp (1762-1873), a Revolutionary sea-veteran and prominent local merchant and shipbuilder.

12. The eastern end of the *Metropolitan Apartments*, 439 Congress St., is the site of the home of Dr. Samuel Deane, for many years co-minister with peppery old Parson Thomas Smith of the First Parish Church. When supporters of the First Parish invited Dr. Deane to become associate pastor, things were in a sad state; warring inter-parish factions had separated from the mother church and formed new societies (*see Religion*), which led Parson Smith to exclaim in his diary: "I have been discouraged about my enemies; they talk of building a new meeting-house." Deane arrived here and was ordained in 1764. A year later he purchased a three-acre plot of land extending from present Congress Street to Back Cove, and on it built his home. When the town was destroyed by the British in the latter part of 1775 Deane moved to Gorham and established his residence on a farm.

Dr. Deane's house escaped destruction and enjoyed a long and full existence, although a cannonball passed through its walls during the Mowat bombardment of 'The Neck.' Later a company of soldiers was quartered there. In 1776 General Joseph Frye, in command of the local soldiery during the Revolution, made the house his residence. Subsequently the old building passed through many phases — a private residence, a boarding-house, an office building, a place of amusement. It came through the 'Great

Fire' of 1866 unscathed, but 10 years later was moved back on the lot to make way for the Farrington Block, predecessor of the Metropolitan Apartments. The house remained in its new location until 1915 when it was demolished during the construction of the Portland High School.

Soon after his arrival in 1764 Dr. Deane entered into many activities other than his ecclesiastical duties. Tall, erect, and portly, his figure soon became a familiar sight on the town's streets and near-by roads. The many things into which he entered are shown in his famous diary. Meticulously kept from 1761 until his death in 1814, the diary is comparable to Parson Smith's famous journal for its completeness of the many everyday events that occurred throughout the parish in those early years. His literary pursuits of a classical nature were well known and include the two-volume *The New England Farmer, or Georgical Dictionary* published in 1790. Prior to his arrival in Portland and while a student at Harvard, he contributed to the volume of congratulatory addresses presented to England's King George III. In this volume, *Pietas et Gratulatio Collegii Cantabrigiensis Apud Novanglos* is the Latin Ode said to have been written by Deane and titled 'In Regis Inaugurationem.'

13. The *First Parish (Unitarian) Church*, 425 Congress St., is second successor to a meetinghouse that stood at the corner of Middle and India streets and served 'The Neck' from 1721 to 1746 as a place of worship and for a time as a courthouse. Parson Thomas Smith, its first ordained minister, arrived soon after Puritan Massachusetts had ordered Falmouth's citizens to get a minister (*see Religion*), succeeding a long line of itinerant ministers, one of whom was the Reverend George Burroughs, who had preached on 'The Neck' in the 1670's and was hanged for witchcraft in Salem in 1692. The original Congregational church was replaced in 1740 by one that came to be known as Old Jerusalem. Becoming Unitarian in 1809, it attained its greatest prominence under the Reverend Ichabod Nichols, who was called to the parish at that time. This second church, a Portland landmark for nearly a century, withstood the Mowat bombardment of the town in 1775. "Old Jerusalem" was replaced in 1825 by the present stone structure.

With the exception of the galleries being lowered and walls stuccoed in 1852 and the granite parish room added to the eastern side in 1890, the church remains practically in its original state. Built of granite quarried in Freeport, the structure follows early 19th century meetinghouse design — severe side walls with high and gabled roof, topped by a tall, graceful spire with clock and bell. The original bell, taken from "Old Jerusalem," was

replaced in 1862 by the present 3,340-pound bell. When the gilded ball of the weathervane was removed in 1888 for repairs, it was found to contain sundry documents and articles deposited in it at the time the spire was repaired and the vane regilded in 1862. Among these was a bottle labeled as containing rum made in an early Portland distillery, an 1825 almanac with marginal notes, and a section of the *Eastern Argus*, an early Portland newspaper, describing the departure of Lafayette after his visit.

The severe interior of the First Parish Church gives evidence of its early Congregational association when that faith was enforced upon early residents of 'The Neck' by the Puritan rulers of Massachusetts. The doored-pews, topped with rails of mahogany, are the ones installed in 1825; one of these pews has always been occupied by members of the Longfellow family. The front of the splendid pulpit is of paneled mahogany. Of especial note is the crystal chandelier, originally suspended from the sounding board of the pulpit of the first meetinghouse; in the chandelier chain is a cannon ball that passed through the walls of the "Old Jerusalem" when the British leveled the town in 1775. Around the interior walls are memorial tablets to former ministers and members of the early and present First Parish Church.

Among the Church's treasures are many connected with the city's religious history and early personalities. In the parish house hang oil paintings of Dr. Deane and his wife, Eunice, by unknown artists. Also in the parish house is an oil painting by an unknown artist of the Reverend Ichabod Nichols, first Unitarian minister, and three landscape paintings by Charles Codman (*see Arts and Crafts*), originally done as pew panels for "Old Jerusalem." On display is the frame of the baptismal bowl used in the early church. The church silver is especially notable; among the pieces are two silver tankards dating prior to 1780, and a silver tankard dated 1775 with the Latin inscription: "Ex dono surenium aliquorum Revdo Samueli Deane, pastori Fidelissimo."

On the church green, L. of the entrance porch, is a *Memorial to Ichabod Nichols*.

14. The *Masonic Building*, 415 Congress St., designed in the Italian Renaissance manner by Frederick A. Thompson of Portland and erected in 1912, is headquarters of the Grand Lodge of Maine. Since the inception of this lodge in 1820, Portland has been the chief center of Maine Masonic activities; today there are 206 chartered lodges with nearly 36,000 members in the State.

Masonry in Maine was organized in March, 1762, when a charter issued

by the earlier established Massachusetts lodge authorized "Alexander Ross Esquire of Falmouth, in the County of Cumberland, within the province of Massachusetts Bay . . . to congregate his brethren together to form a regular lodge." Ross, however, did not father Maine Masonry because "his business being great and his infirmities greater" he could not attend to necessary details in forming the lodge. After his death a short time later, authority to organize a local lodge was given to William Tyng, who at once proceeded to organize the present Portland Lodge No. 1, the first Masonic Lodge in Maine. Masonry spread rapidly throughout the District of Maine and in 30 years there were 31 active lodges. In 1826, however, the so-called "Morgan affair" in New York, an anti-Masonic controversy affecting the entire national order, caused many Maine lodges to surrender their charters and discontinue activities. Twenty years elapsed before Masonry in Maine again became important.

15. *Site of Birthplace of Seargent S. Prentiss*, 420 Congress St., now occupied by Congress Hall. Seargent Smith Prentiss (1808-50), orator and political figure, was born in a two-story wooden house formerly standing on the southeast corner of Congress and Temple streets, and burned in the fire that swept Portland in 1866. Shortly after Maine became a State Prentiss emerged as a prominent Whig and acquired country-wide fame as a powerful political orator. In 1832 he moved to Vicksburg, Mississippi, and entered into a law partnership with John I. Guion, the firm attaining a national reputation, partly because of Prentiss' brilliant oratorical ability. Although elected to Congress in 1837 from Mississippi, he was not seated due to a contest regarding the legality of his election. In his own defense he made a three-day speech before Congress, and in a special election in Mississippi he was legally sent to Washington in 1838. During Henry Clay's campaign for the Whig nomination to the presidency, Prentiss traveled throughout the country in his behalf, returning to Portland where he delivered his sonorous apostrophes in Clay's favor. An amusing story is told regarding Prentiss' oratorical skill. While staying in the famous Old Oak Tree Inn at Raymond, Mississippi, he rose from bed during the night and awakened the guests to listen to a speech in defense of a bedbug that had bitten him. The defense was delivered before a mock judge and jury, and the bedbug was formally acquitted.

16. *The Salvation Army Headquarters*, 204 Federal St. In a three-story red brick building is the administrative center of the northern New England Division, embracing 30 corps in Maine, New Hampshire, Vermont, and northeastern Massachusetts. The local corps was established in 1884.

17. *The Goddard Homestead*, 55 Free St., a brick structure in the classic manner of 1820, has an interesting oval-topped fan-type doorway. The house was built for Henry Goddard, an active Whig who later became prominent in early Maine Republican circles. His son, Charles W. (1825-89), became the first judge of the Cumberland County Superior Court which was established in February, 1868; appointed to the judgeship by Governor Joshua Chamberlain, he served 31 jury terms between April, 1868, and October, 1871.

18. *Site of William Willis House*, 81 Free St. The old house was razed in 1925, and a gasoline station erected. William Willis (1794-1870) already was showing promise of becoming one of the legal lights of Maine at the time he entered into law partnership with Prentiss Mellen in 1819. When Maine became an independent State the following year, Mellen was made its first Chief Justice, and the Mellen-Willis partnership was dissolved. Fifteen years later he joined practice with Maine's distinguished Senator William Pitt Fessenden and in 1857 was elected mayor of Portland. Today he is best remembered for his literary work — a two-volume history of Portland, a history of law, courts, and lawyers of Maine, and his editing of the first six volumes of the *Collections of the Maine Historical Society* (see *Literature*).

19. *The Isaac Adams House*, 99 Free St., built about 1829, has a good example of a recessed elliptical door with fanlight; one of the windows also has a well-designed fan above it. The original granite steps and a section of the hand-wrought iron rail remain. Isaac Adams (1774-1834), who published the *Portland Gazette* in 1806, was active in political affairs of the State for many years.

The razed half of this duplex house was the home of Ashur Ware (1782-1873), Maine's first Secretary of State. Appointed judge of the U. S. District Court under Governor Albion K. Parris, Ware held this position for nearly a half-century. When he took the bench of the U. S. District Court the rights and duties of seamen, and the authority and responsibility of crews and owners of the American merchant marine, were in great measure unknown and unrecognized by employers and employees. Ware's admiralty decisions soon caused clashes, but within a few years jurists commended his decrees. In 1839 the first volume of his reports was published, a second volume in 1849. So great was the demand for these legal books that both volumes soon went into their second edition.

20. *Site of Daniel Cobb's Boarding House*, 105 Free St. During the 1800's

this street and the surrounding side lanes contained the homes of many of Portland's wealthiest families, where many prominent people were entertained. When Lafayette visited Portland in 1825 he lodged overnight in the "elite" boardinghouse of Daniel Cobb, a housewright who had served in Peter Warren's militia company during the 1778 Bagaduce Expedition of the Revolutionary War. The old house was razed in 1922.

21. *Mechanics Hall*, 519 Congress St., was built in 1859 from designs by Thomas J. Sparrow in the Greek Revival style. The three-story granite structure is the home of the Maine Charitable Mechanics Association, an organization formed in 1815 by a group of local mechanics for charitable and educational purposes. In recent years the society has included business and professional men in its membership.

In addition to a small but valuable library, the Maine Charitable Mechanics Association sponsors a series of lectures during the fall and winter months, and also a free drawing school which specializes in mechanical and architectural drafting instruction. The *Library* (open week days: summer 2-7 except Sat.; winter 2-9), on the second floor, has more than 22,000 volumes of fiction, history, biography, and reference; the collection includes many rare books of early American authors.

22. The *Friends Meeting-House*, 83 Oak St., a simple brick building erected in 1895, replaced an earlier frame Quaker meetinghouse. The pulpit of the new church was made from a cherry tree that shaded the original meetinghouse. A former preacher of this church was George W. Hinckley, who established in 1889 the well-known Good Will Farm in Fairfield township — a semi-charitable institution for boys and girls between the ages of 9 and 20.

23. *Walker Manual Training School*, 45 Casco St., is part of Portland's public school system and is attended by manual training and eighth grade home economics classes from the city's schools. The modern red-brick building, designed by Frederick A. Thompson of Portland and erected in 1901, was a gift to the city by the trustees of the estate of Joseph Walker (1800-91), unostentatious and often anonymous donor of large sums of money to many charitable organizations. In 1838 he built mills in Saccarappa (Westbrook) for large-scale lumber manufacture.

24. The *Birthplace of Cyrus H. K. Curtis*, 69 Brown St., a modest, weather-beaten frame house, is identified by a bronze tablet near the entrance door. Cyrus Herman Kotschmar Curtis (1851-1934), editor, publisher of the *Saturday Evening Post* and other well-known periodicals, is

remembered in the State as an outstanding philanthropist and for his cultural activities in education and music by the country at large. By the time he was 13 he had already started on a career which would eventually make him a leader in the publishing world. At that early age he was the owner of an old-fashioned hand-printing press. As editor, reporter, compositor, and pressman, he issued *Young America*, a small paper which he distributed in the neighborhood. In *A Man From Maine*, Edward Bok relates an anecdote regarding Curtis' first venture into advertising, with his *Young America*: "One day a man asked Cyrus how much he charged for advertisements. The boy had not reached that problem in his business, but naturally he was not going to disclose this fact to a prospective advertiser. 'Ten cents a square,' was his reply, showing that he meant by a square, about eight to ten lines. 'I'll take a column,' replied the advertiser. . . . This departure brought him a very important job of printing some dance orders for a dancing master, which eventually grew so large as to involve a debt of six dollars to the young printer. Much to his surprise he could not collect it. He sent bill after bill, with no response. He spoke to his father about the heavy indebtedness of this customer with whom he knew he was acquainted. His father laughed, and ventured the information that the man was known all over Portland as a 'Dead Bear' who never paid his bills. 'Nothing daunted, the boy was determined that he must wipe off this large indebtedness from his books, and he called at the house of the dancing master. . . . In answer the man kicked the boy down the steps, and slammed the door behind him. . . . The next day the young printer was again at the dancing master's house, this time at five o'clock in the morning. Wild-eyed, the man came down half-dressed, and seeing the boy before him roundly cursed him for his untimely visit. But something in the look in the boy's eyes told that the following morning would probably find him there again, and with a mental picture of his early sleep disturbed on successive mornings, he pulled a roll of bills out of his pocket, gave the boy six dollars, and once more kicked him down the front steps."

Young Curtis' printing business was completely shattered in 1866, when Portland's "Great Fire" destroyed the shed in which his printing press had been placed. So heartbroken was he over the loss, that it is said the maxim he used throughout his life was created — "Yesterday ended last night."

25. *Jewish Community Center*, 341 Cumberland Ave. This five-story red-brick building trimmed with limestone, built in 1910 and formerly the Pythian Temple, was purchased in 1938 by the Jewish people of Portland as a Community Center for recreational and cultural purposes. The Cen-

ter's little-theater movement, with its own workshop, has done much to increase local interest in the drama.

26. *Preble Chapel*, 331 Cumberland Ave., a small stucco building erected in 1899, designed by John Kirby, occupies the site of the original Unitarian chapel constructed in 1851. Within the chapel is an oil painting by an unknown 16th and 17th century Spanish artist, portraying parts of 'The Book of Revelations.' Brought to Portland in 1830 aboard a ship from a South American port and offered for sale, it was quickly purchased at a ridiculously low figure by Commodore Edward Preble, who realized its artistic value.

27. *Site of Simeon Greenleaf's House*, NE cor. Elm St. and Cumberland Ave. Its owner, Simeon Greenleaf (1783-1853), won his legal spurs in many law cases in Maine courts, and his text books brought high praise from lawyers, judges, and justices throughout the country. Greenleaf's law library of approximately 1,600 volumes was presented after his death to the Cumberland Bar Association. The house was burned in the Portland fire of 1866.

28. *The Portland Boys' Club*, 277 Cumberland Ave., a two-story brick structure designed by John Calvin Stevens and John Howard Stevens, was constructed in 1930-31. In striking contrast to the two earlier humble homes of the organization, this clubhouse was made possible through the generous gift of Cyrus H. K. Curtis, who contributed \$100,000, and was built on land donated by Edward W. Hannaford, a local wholesale merchant. The building and its equipment is valued at \$371,000. Activities of the club, in addition to the regular gymnasium and swimming schedules, include games and recreational programs and group contests in each sport sponsored. The present club membership comprises 3,164 boys, representative of 30 nationalities, and has an aggregate annual attendance of more than 80,000.

29. *Portland High School*, 284 Cumberland Ave. This gray tapestry-brick structure, designed by the local firm of Miller and Mayo with G. Henri Desmond, of Boston, as associate architect, remodeled and enlarged in 1918 from an earlier building, is constructed in the form of an E. Four stories high, with a basement containing a splendid gymnasium, the building has 84 study and class halls and an auditorium with a seating capacity of 2,000. The first high school session in which boys and girls were jointly taught was September 14, 1863; previously the city had maintained separate high school buildings for them. When the school was opened in 1863, joint teaching of the sexes was still looked upon locally with some suspicion, and to overcome

this, the building was constructed with a solid wall separating it into two parts (*see Education*).

Over study room doors at each end of the main corridor on the first floor are murals depicting the history of Portland's high school, the work of Thomas Thorne, a graduate of the school in 1927.

30. The *Chestnut Street Methodist Church*, 11-17 Chestnut St., has long been known as the Mother Church of Maine Methodism, many of its pastors having gone from its pulpit to occupy new parishes in other parts of Maine. The present church, dating from 1859, dedicated 66 years after Jesse Lee rode horseback into Portland to preach the first Methodist sermon (*see Religion*), is representative Gothic in style; record of its designer has been lost. National attention has been drawn by Robert Ripley in his 'Believe It or Not' newspaper feature to the unusual organ in this church which was so constructed that it is a copy of the principal façade of the church. The blue glass in the rose window is said to be priceless because the formula by which it was made has been lost; the window was executed by the local C. H. Farley Glass Company.

31. The *Portland City Hall*, 389-405 Congress St., was built in 1912 of Maine granite from designs in the Federal style by the New York architectural firm of Carrere and Hastings, with John Calvin Stevens and John Howard Stevens, of Portland, as associate architects. Of the building, John M. Carrere is reported to have said that he would rather have his "reputation as an architect rest upon the Portland City Hall than on any other building" with which he had been connected.

A bronze plaque (L) on the granite steps of the entrance bears an inscription in memory of the Portland men who served in the Spanish-American and in the World wars; another bronze plaque (R) honors those who lost their lives in the World War. On the wall of the portico are two large bronze plaques, one (L) describes briefly the history of the city; the other (R) tells the story of the earlier buildings that occupied this site. The wrought-iron gates of the principal entrance include in their design the fabled Phoenix and the dolphins of the seal of the City of Portland. The three main floors of the building are occupied by municipal offices and chambers.

The main foyer, entered from Congress Street, is of simple classic design in white marble and has a splendid curving staircase leading to the upper floor. On the (R) wall of the staircase hangs a portrait of Cyrus H. K. Curtis, a copy by John F. Brown of the original portrait by John E. Parting-

ton, of Philadelphia; immediately below the portrait is a plaque honoring the noted publisher for his gift of the Kotschmar organ to the city (*see below*). In the City Manager's office suite, on the second floor, are portraits and photographs of the mayors who held office when Portland had the mayoralty form of government; also, in these offices is a portrait by Walter Gilman Page of Neal Dow, father of Maine's prohibitory law, and a bust by Franklin Simmons of James Phinney Baxter, Maine's historian and onetime mayor of Portland. The Maine State Chamber of Commerce maintains an office on the third floor.

In the Auditorium (*entrance on Myrtle Street*) is the Kotschmar Memorial Organ, presented to the city in 1912 by Cyrus H. K. Curtis. This organ, given in memory of the city's famous Professor Hermann Kotschmar, organist, composer, and teacher for more than fifty years (*see Music*), was at the time of its installation comparable in regard to tone and resources to other large organs in the world. Actually six organs, all of which may be played simultaneously from a central keyboard, the organ has more than 5,000 pipes, varying in length from one-half inch to 32 feet, and in diameter from one-quarter inch to 21 inches. In the center of the organ casing is a bronze bust of Kotschmar, by Charles Grafty; directly beneath is a bronze plaque framing a glass enclosure containing a page of the original manuscript of Kotschmar's *Te Deum in F* and the composer's baton.

First to occupy the site of the present city hall was the one-story frame courthouse erected by Cumberland County in 1786, to which a second story was added two years later. The first floor was an open hall in which were stored the gallows, stocks, and pillory when not in use. In front of the building stood the whipping post, with bars for securing the culprit's arms and legs. One of the early major cases tried was that of Thomas Bird for piracy and murder. Charged with having shot and killed the captain of the ship on which he served as a seaman, he soon confessed to the crime, justifying his actions because of the captain's extreme cruelty toward his crew. Although Bird was judged guilty and sentenced to be hanged, his counsel immediately applied for a pardon for his client on the grounds that Bird's case was the first capital conviction in a United States Maritime Court. This petition for pardon was forwarded to President Washington who denied its application, and on June 25, 1790, Bird was hanged on a gallows set up at the corner of Congress and Grove streets.

In 1795 Cumberland County purchased land adjoining the rear of the courthouse and erected a jail. From this jail in 1808 Joseph Drew, of Saccarappa, who had murdered a deputy sheriff, walked to a gallows erected near Portland Observatory, one-half mile distant. He was accompanied by

the county sheriff on one side commenting on the mortal sin he had committed, and Parson Caleb Bradley, of Stroudwater, on the other side advising him of the glory of the spiritual world into which he would soon enter. The jail was razed in 1859.

Following the sale of the courthouse to the Freewill Baptist Association in 1816 a new county courthouse of brick was built, two projecting wings being added to the original 50- by 60-foot building in the next 15 years. On a near-by lot previously purchased by the county a group of Portland citizens erected Maine's first State Capitol in 1820. The lower floor contained rooms for the new State's officers, while the upper floor housed the Senate Chamber and offices of the Governor and his Executive Council. The courtroom of the near-by county courthouse served as the first Representatives' Hall. Maine's Legislature held its sessions in these quarters until the seat of State government was moved to Augusta in 1831. On the occasion of General Lafayette's visit to Portland in June, 1825, the reception was held on a platform erected before the portico of this early statehouse. When Augusta became the capital of Maine the City of Portland took over the old statehouse and in 1849 moved its municipal offices into it.

Prior to 1858 the old statehouse was moved across the street, and in 1862 a new city-county building stood on its former site. Four years after the completion of this building the 'Great Fire' swept through the city, destroying the old statehouse and partially burning the new edifice. By 1868 another building arose on the walls of the partially destroyed city-county structure, but less than a half-century later it was again swept by fire and reduced to ashes. Following this fire the municipal offices were located in various parts of the city until the present city hall was completed.

Today the City Hall is the center of many activities in addition to those of city government. From the auditorium stage are heard most of the visiting musical artists, orchestras, and lecturers who come during the winter months. From it and from the platforms of the earlier buildings that have stood on the site have been heard many noted people: Henry Ward Beecher, Charles Dickens, Matthew Arnold, Neal Dow, Emma Eames, Madame Melba, Paderewski, Hannibal Hamlin, James G. Blaine, President McKinley, Pavlova, and many other noted national and international celebrities.

32. The *Second Parish Presbyterian Church*, 371 Congress St., a stone and brick structure of the Romanesque order, was completed in 1875 as a memorial to Dr. Edward Payson (1783-1827), for 20 years pastor of the earlier Second Parish Church that stood on the corner of Middle and Deer streets and was destroyed in the 'Great Fire' of 1866. In the present church

is a bookcase once owned by Midshipman Kirvin Waters, who died from wounds received in the naval battle between America's *Enterprise* and England's *Boxer* (see *Munjoy Hill Section: No. 5*). A stained glass window in the vestry is a memorial to two foreign missionaries, Mary S. Morrill (1863-1900), a member of the Second Parish, and Annie A. Gould (1867-1900), of the Bethel Chapel, who were massacred during the Boxer Rebellion in China; the window, depicting 'The Sermon on the Mount,' was executed by the local C. H. Farley Glass Co. from the original design by Alfred Schraff, onetime art director of Portland's L. D. M. Sweat Memorial Art Museum.

33. The *Central Fire Station*, 380 Congress St., was built in 1923 to house the administrative headquarters of the Portland Fire Department and the apparatus of the downtown district. The city's fire-fighting force dates from 1768 when citizens of old Falmouth voted to appoint several fire wards whose duty it should be to look after and direct citizens during fires (see *Government*). In 1787 the town's first fire engine was shipped here from England. The first mechanized apparatus was placed in operation in 1902 with the arrival of a "horseless engine." Today the Portland Fire Department consists of 120 trained men. In addition to the Central Fire Station, there are nine substations including the Portland fireboat, and one substation on Peak Island. The equipment consists of ten motor-driven engines having a combined total pumping capacity of 7,750 gallons of water per minute, two combination ladder trucks, three aerial trucks, one chemical booster truck, and 15 other pieces of apparatus with six pieces in reserve. The present fireboat was placed in operation in the harbor in 1931.

34. The *Federal Courthouse*, Federal, Market, Pearl, and Newbury Sts., completed in 1911, is Renaissance in design, with the definite French flavor characteristic of much of the work of James Knox Taylor, supervising architect of the U. S. Treasury. The building is constructed of New Hampshire granite with interior trim of Vermont marble. In addition to many local offices of the Federal Government, the courthouse contains a substation of the post office system. The U. S. Supreme Court Chamber, on the second floor, entered from 156 Federal St., is striking architecturally.

The Federal Court in Maine dates from the creation of the United States District Court in 1789. For many years it was without a permanent home, but in 1849 the Federal Government purchased the old Exchange Building for court purposes. When this building was burned in 1854 the court once again was without a permanent local seat until the erection of the present structure.

35. The *Stanley T. Pullen Fountain*, Federal St. opposite Federal Courthouse, familiarly called "The Bubble" by Portland's children, is of classic design in granite, resting on a 12-foot base and ornamented by six dolphins. The fountain was designed by George Burnham (1843-1903) of Portland and executed by the New Hampshire Granite Company. Stanley Thomas Pullen (1843-1910), lawyer, politician, and onetime editor of the *Portland Daily Press*, was one of the incorporators of the Portland Society for Prevention of Cruelty to Animals which was organized in May, 1872. It is said that Pullen was instrumental in the formation of the Maine Society for the Protection of Animals with which the local society merged in 1891.

36. The *Press Herald Building*, 119 Exchange and 177 Federal Sts., of seven stories, was built in 1923 from designs by the architectural firm of Desmond and Lord of Boston and houses the headquarters of the Gannett Publishing Company, Maine's largest newspaper publishers, as well as the newspaper plants of its local newssheets. With 64-page type presses, capable of printing 36,000 copies an hour, the plant puts out the morning *Portland Press Herald*, the *Portland Evening Express*, and the *Portland Sunday Telegram*.

37. The *Peabody Law School*, 110 Exchange St., was established in 1927 as a day law school and seven years later was incorporated as the Peabody Law Classes, a non-profit educational institution. The prescribed course is three years, and since 1937 the requirements for admission were raised to a minimum of two years' college training. In January, 1939, the State Legislature authorized a change of name to the Peabody Law School and granted it the right to bestow the degree of Bachelor of Law. The school, the only one of its type in Maine, was founded by Judge Webster Peabody, a graduate of Harvard Law School who was admitted to the Maine Bar in 1896. Peabody held the professorship of law at the University of Maine from 1916-23, was judge of Portland Municipal Court from 1923-27, and was commissioner for the revision of Maine statutes from 1927-30.

38. The *Old Post Office Building*, 169 Middle St., erected in 1871, is said to be one of the few white marble postoffice buildings owned by the U. S. Government. Built of Vermont marble in a lavish Roman style, with pillars of the Corinthian order on the principal façade, the structure cost more than \$500,000. It has not been used for postal service since 1934 when new quarters were provided in another part of the city (see below: No. 60). In recent years the building has been converted into armories and offices for the activities of the Naval and Marine Reserves of Portland and vicinity; it was officially turned over to the U. S. Navy in 1939.

39. *Site of Morehead Tavern*, 193 Middle St. This hostelry was well known in the 1800's as a stage stop. Sometime during the 1830's it became a temperance house, and to it flocked many of the early ardent drys of the town. In 1837, however, Parson Caleb Bradley, of the Stroudwater Congregational Church, hastened home from Portland to record petulantly in his diary: "I dined today . . . at Morehead's Temperance Tavern. Morehead says he must open the bar again for he cannot be supported. The temperance people will rather give their custom to rum taverns than to temperance houses."

40. The *Bosworth Memorial* (open week days 9-12 and 1-5; adm. free), 44 Free St., is the center of local G.A.R. activities. Built about 1820 in the classic manner, this brick building has an especially striking elliptical recessed entrance with fanned doorway and side lights. On the greensward, at the corner of Free and Cotton streets, are two brass howitzers from a Civil War ship, a cannon from the English brig *Boxer* which was defeated by the American *Enterprise* in September, 1813, and an unidentified piece of ship armament.

Within the building is a large collection of Civil War relics, among them the shell that killed Frederic William Bosworth (1843-63), of Company A, 17th Maine Volunteers, at Wapping Heights, Virginia; the memorial is named in his honor. Included in the collection are: a belaying pin from Admiral Farragut's flagship *Hartford*; the level from the famous Swamp Angel gun of the Confederate forces, which had the same reputation for long-distance firing during the Civil War that the German Big Bertha had during the World War; and the first bugle issued to a Maine outfit in the war between the States. On an upper floor, in glass cases, are the original parade flag made in 1867 for the Bosworth Post, G.A.R., and several tattered battle flags carried by Maine troops during the Civil War. Near the flag cases hangs a painting, believed to be the work of Isaac W. Fisher Eaton, depicting the 'Charge of the 1st Maine Cavalry at Brandy Station, Virginia.'

The G.A.R. groups which use this memorial as their headquarters are: Shepley Camp, Sons of Veterans, Annie A. Gould Tent, Daughters of Veterans, Bosworth Relief Corps, Thatcher Relief Corps, and the Ladies of the Grand Army of the Republic.

41. *Elks Club*, 92-98 Free St. This three-story brick structure has been the Portland home of The Benevolent and Protective Order of Elks since 1908. As early as 1890 plans were made to inaugurate an Elks lodge in Maine, but it was not until the following year that a charter was granted to the

Portland petitioners. The site upon which the clubhouse stands has many historic associations. About 1776 the so-called Upper Battery, a fortification constructed to repel any attack by the British, was erected here and commanded by Benjamin Miller. Following the Revolution Nathaniel Deering built a windmill on the site of the dismantled Upper Battery; for many years this slight incline was called Windmill Hill. In 1803 a private mansion was erected on this site, which was later purchased by John F. Anderson (1792-1858), Portland's third mayor. For several years after 1859 one-half of the Anderson mansion was used as the Home Institute, a private school. Remodeled under the supervision of the local architect, Austin W. Pease, the mansion became the present Elks Club.

42. *Cheverus Classical High School*, 100 Free St. This school for boys is part of the parochial school system of the Roman Catholic Diocese of Portland. A map of 1882 shows that a brick house on this site was used as a Roman Catholic Orphan Asylum; later the building was altered to become the Convent of Our Lady of Mercy and the St. Elizabeth's Academy for girls. Part of the original building is incorporated in the present structure.

43. *The Site of the Jefferson Theatre*, at cor. of Oak and Free Sts., is now occupied by a filling station. Familiarly known throughout the theatrical world as the Old Jeff, Portland's famous theater was razed in 1933. The city's theatrical history, extending for over a century, was climaxed in 1897 when the Jefferson Theater was constructed after a long campaign in which \$150,000 was raised by subscription (*see Theater*). At its opening the first-night audience paid tribute to the honor guest, Joseph Jefferson, famous American star for whom the theater was named. From its stage during the more than a quarter-century of its existence were presented outstanding stars with supporting casts that read like a roster of American stage celebrities.

44. *Frye Hall and Woman's Literary Union*, 76-78 Spring St. Built in 1917, Frye Hall was presented to the Woman's Literary Union by George C. Frye. The Literary Union, organized in 1889, has been an active association in fostering literary appreciation in Portland (*see Literature*). The clubhouse, built about 1820 in the classic style, has an elliptical recessed doorway with side lights separated by colonettes. One of the club rooms has an original Sheraton mantle.

45. *Young Women's Christian Association*, 120 Free St. This organization occupies the so-called Brazier-Jellison Memorial, presented to the Y. W. C. A. by Charlotte Brazier Harward and Zachariah Jellison in memory of

Georgia Brazier-Jellison. *Burnham Gymnasium*, entered from 34 Oak St., was built in 1908 from designs by the Portland architects, George Burnham and E. Leander Higgins; it is the only gymnasium for women in the city.

46. The *Portland Chamber of Commerce*, 142 Free St., a dignified two-story brick edifice with massive concrete columns of the Doric order, was remodeled from a church structure in 1926 under the direction of John Calvin Stevens and John Howard Stevens. The building was erected for a theater in 1830, but six years later it was "purged as if by fire" (see *Theater*) to become the Free St. Baptist Church. On the second floor of the present building is the *Cumberland County Audubon Society* (open; adm. free) which maintains a small but noteworthy collection of mounted birds native to this region.

47. The *Maine School for the Deaf*, 75-91 Spring St., is a public school maintained by the State of Maine and is free to all of the State's deaf between the ages of 5 and 21. The idea of a school for the deaf was instituted in 1876 by Dr. Thomas Hill (1818-91), former pastor of the First Parish Church, and Frederick Fox (1827-94), a Portland lawyer. The first school, located in a single room on Free Street, had an initial class of three under a single teacher; by 1880 the school's enrollment was 19 pupils. Twelve years later the school moved to its present Spring Street location once occupied by the early Portland High School. In 1897 an act of the Maine Legislature made the school a State institution under the Department of Education. With a present faculty of six, the school trains deaf pupils from all parts of Maine, as well as students from other states. Instruction is given in academic work from kindergarten grades through high school; domestic science is stressed with girl pupils, and boys receive excellent training in all forms of woodworking.

Taylor Hall, purchased in 1901 and named for Elizabeth R. Taylor who served as superintendent of the school between 1894 and 1931, was formerly the home of Thomas Brackett Reed (1839-1902), Maine's noted statesman (see *Munjoy Section: No. 8*). The house still contains Reed's splendid library; the spiral staircase, the stair-well of which is domed with glass, has been left unchanged.

48. *L. D. M. Sweat Memorial Art Museum* (see also *Arts and Crafts*) (open daily, except Monday, 10 a.m.-4:30 p.m.; Sundays 2-4:30 p.m.; no admission charge), 111 High St. The museum was erected according to the terms of the will of Mrs. Margaret J. M. Sweat (1823-1908) as a memorial to her husband, Lorenzo de Medici Sweat (1818-97). The bequest was

made to the Portland Society of Art and its conditions were formally accepted by the Society February 24, 1911. The will expressly provided that the mansion and its contents be preserved intact.

At the right of the entrance hall is the Sweat Mansion (*open same hours as museum*) which fronts Spring Street. Built in 1800 for Hugh McLellan from designs by Alexander Parris, a well-known Massachusetts architect, this three-story house of brick laid in Flemish bond is one of Portland's fine old Federal-style structures. The low hip roof is balustraded, and the roof cornice well designed and softened by a row of inverted cove brackets. The fenestration of the house is designed to make plain square walls interesting; white denticulated cornices accent the window heads. The most striking feature of the exterior is the semi-circular entrance porch on Spring Street. Two Ionic columns with pilasters support a curved entablature, consisting of a well-moulded architrave, a frieze decorated with triglyphs closely spaced, and a cornice of modillions. The soffit of the entablature is treated with an interlaced fret pattern. The porch roof has a balustrade, the newels of which are surmounted by urns. The paneled entrance door is framed by side lights with a delicate elliptical fan-lighted transom window. Immediately above the porch, and slightly narrower than the door, is a Palladian window.

Outstanding within the building are the carved mouldings, wainscoting, and door and window panels; some of these decorations seem to have been added at a later date. The house furnishings are much as when the Sweat family resided there, and are typical of "genteel" homes of the Victorian era. Some of the silver bears the hallmark of early Sheffield (England) silversmiths; the French clock, with Sèvres china face, in the entrance hall, once belonged to Louis Phillippe of France; the three French ornaments on the mantle of the drawing room came from Malmaison, the home of Empress Josephine after her divorce from Napoleon.

In the entrance hall of the museum is the life-size marble 'Pearl Diver,' the work of Maine's famous sculptor, Paul Akers, who executed it in Rome in 1858. This work was purchased and presented to the Portland Society of Art by a group of local citizens in 1888.

In the entrance to the rotunda are portraits of James P. Baxter and Neal Dow by Portland's Joseph B. Kahill. In the rotunda itself are two marbles by Hiram Powers, 'Mother' and 'Son,' fine examples of the work of this distinguished American sculptor, and various copies of classical sculpture. There is also a life size cast of Paul Wayland Bartlett's 'Michaelangelo,' the original of which is in the library of Congress at Washington, D. C.

Some of the museum collections acquired by purchase, bequest, and gift are installed in Gallery A. Among these are the Perry Collection (gift of Curtis Perry) of Flemish tapestries (*circa* 1600), a collection of vestments and rare fabrics, many pieces of Mexican pottery, and some pieces of antique furniture. In the same gallery are two fine examples of the work of the late Winslow Homer, both loans to the museum. Above the entrance is a large allegorical mural 'The Working God and the Sower,' by the late Charles Lewis Fox. Here also is a representative group, the work of the late Walter Griffin, N. A., and single works by various contemporary painters.

The Baxter Collection of Indian Pottery (gift of the late J. P. Baxter), and a collection of Japanese sword guards loaned by Francis O. Libby, are both of great interest.

In Gallery B is a group of portraits, among them Gilbert Stuart's 'General Dearborn,' and a self-portrait by Chester Harding, next to which is his portrait of his son. In this room is Douglas Volk's portrait of Lincoln, and under it a bronze replica of the cast made from Lincoln's hand by Leonard Volk, sculptor. Here also is Denis Bunker's portrait of Walter Griffin as a young man, and Claude W. Montgomery's portrait of John Calvin Stevens, for many years president of the Portland Society of Art. In the center of the gallery is Paul Wayland Bartlett's 'Lafayette,' the sketch model for the statue now in front of the Louvre in the Tuilleries Gardens of Paris, a gift of the school children of America to France.

The other three galleries, C, D, and E are used for current exhibitions of contemporary work in the field of painting, the graphic arts, and photography.

The lower rotunda gallery houses the Franklin Simmons Collection of Sculpture (bequest of the sculptor) among which is 'Medusa' (marble), 'Galatea' (bronze), 'Hercules and Alcestes' (plaster), 'Marion,' 'Mother and Moses,' and various other works in stone and bronze.

The Print Gallery and Lecture Room has in its cases collections of prints and engravings, bequests of the late Charles Libby, Fritz Jordan, and others. These are shown on request.

49. *School of Fine and Applied Art of the Portland Society of Art*, 97 Spring St. This Greek Revival structure of face-brick painted putty-color was erected about 1833 by Portland's Charles Q. Clapp (1799-1868). Ionic fluted columns and pilasters adorn the exterior. The windows are small and elliptical in treatment; the blinds are recessed. The interior, somewhat

altered for purposes of the school, has a well-designed stairway. The Portland Society of Art (*see Arts and Crafts*) purchased the building in 1914 to house the school founded by the society three years before. The school, governed by a committee of the Board of Management and the Director of the L. D. M. Sweat Memorial Art Museum, is part of the community service of the Portland Society of Art and offers students a thorough technical training. The courses comprise drawing and painting, color and design, commercial art, industrial design, and art teacher training to conform with the requirements of the State Department of Education.

50. The *Libby Memorial Building*, 10 Congress Square, designed in the Italian Renaissance style by the local architect, F. A. Thompson, was built in 1897 for the Young Men's Christian Association. When the Y. M. C. A. moved to new quarters the building passed into private ownership and was named in memory of Joseph Ralph Libby (1845-1917), a local merchant. This was once the site of the pretentious home of Mathew Cobb (1757-1824), who, as joint owner of a fleet of Portland sailing vessels, was referred to by his contemporaries as King Cobb. Toward the middle of the 19th century J. B. Cahoon (1802-68), mayor of Portland in 1849, purchased the Cobb estate and during his occupancy the first illuminating gas in the city was installed in the house.

51. The *Congress Square Hotel*, 579 Congress St., and the *Eastland Hotel*, 157 High St., form Maine's largest single hotel-group. The \$2,000,000 Eastland, a modern commercial type of building erected in 1927 from designs by the local architect, Herbert Rhodes, is the largest single structure in Portland. It adjoins and is connected with the Congress Square, built in 1866 on the site of the earlier City Hotel, rendezvous of country traders and farmers who could bed down their horses in the convenient stable attached to the hotel and proceed to sell their produce in the market place near by. Located on the seventh floor of the Congress Square Hotel is Radio Station WCSH, Maine's pioneer commercial broadcasting station (*see Radio*). From this station, on Sunday, are broadcast the non-sectarian services of the First Radio Parish Church of America (*see Religion*), formed in 1926 by the Reverend H. O. Hough.

52. The *Immanuel Baptist Church*, 156 High St., is often referred to as a "poem in stone." Designed after the English Perpendicular Gothic style by the local architect, E. Leander Higgins, it is a charming edifice of seam-faced granite quarried in Weymouth, Massachusetts, with sandstone trim. The church was erected in 1925-27 and is described by its architect: "Relatively confined on the lot its tower and cloister gives it commanding dignity.

The warm seam-faced granite is beautifully laid with long flat stones of selected colorings . . . the heavy slates on the roof are random widths mottled dark purple from Vermont. The church interior has a fine sense of space and graciousness. The result of the aisles being kept low is to give splendid height to the clerestory windows, to give the building scale, and to make possible a small yet monumental church. Low aisles are only one of a number of features that produce this result — the simplicity of treatment (almost the entire effect is gained by mass without excessive ornamentation), the deep East Entrance, and the low and beautifully treated narthex." The Great North Window, with the motif of the 'Risen Christ Surrounded by Divine Love,' and the Rose Window are the work of the Earl Sanborn Studios of Boston. The Immanuel Baptist Society emerged from the consolidation of the congregations of the Free Street Baptist Church and the First Free Baptist Church, both of which had histories dating back nearly a century (*see Religion*).

53. The *Portland Public Library*, 621 Congress St., was erected in 1889, a gift of James Phinney Baxter, Maine's historian. Designed in the Romanesque style by Francis Henry Fassett, a local architect, the structure is of red brick with a façade of Ohio sandstone and brown freestone from the famous Kibbi quarry in Connecticut. The library was originally incorporated in April, 1867, as the Portland Institute and Public Library, its first president being William Willis, Portland's historian. As originally designed, this building was to accommodate the library, the Maine Historical Society, and the Maine Genealogical Society; later the Portland Public Library became sole occupant. Through a donation from the Joseph Walker estate in 1897, the five-story Snead stack (fireproof) was added, and in 1929 the interior of the library proper was extensively remodeled. The library contains more than 122,000 volumes.

Included in its collection are many of Thomas Bird Mosher's reprints (*see Literature*), as well as many of the publications of the Southworth-Anthonsen Press, two of the de luxe presses of the world. The collection of early Portland and Maine newspapers owned by the library is particularly valuable.

In the Reference Room (L) is an interesting landscape of Great Diamond Island by Portland's pioneer painter, Charles Codman. Also in this room is J. B. Hudson's copy of the original portrait by Gilbert Stuart of William King, Maine's first Governor. Among other notable oil paintings in the Reference Room is 'Cymbria,' a painting by Frank Stanwood of a Russian ship interned at Bar Harbor by the British at the time of the Crimean War.

The marble bust of James Phinney Baxter is the work of Franklin Simmons (see *Arts and Crafts*). In the Art Room (R) is Curtis Perry's 'Portrait of a Mexican Girl.'

Downstairs in the Periodical Room (L) is John Wood's 'Forest Scene'; and hanging in the Children's Room (Rear) is 'Marine Scene' by Thomas O'Neill. Other paintings in the library by Portland artists are 'Landscape' by Charles Frederick Kimball and 'Marine' by John Calvin Stevens. From the School Room 175,000 books are annually sent out to the various schools of the city.

Through the co-operation of the Portland Park Department and the Longfellow Club, a terraced garden spot adjoining the Children's Room is maintained for summer library activities for children.

54. The *Congress Building*, 142 High St., is a strictly utilitarian, six-story office structure, erected in 1929 from the designs of the local architect, Herbert W. Rhodes.

55. The *Columbia Hotel*, 645A Congress St., built in 1895 and probably named in honor of the World's Columbian Exposition, is the home of Station WGAN (see *Radio*). In the Hawaiian Room is Anton Skillin's mural, 'Great Diamond Head.'

56. The *Lafayette Hotel*, 638 Congress St., so named in honor of the famous French general who visited Portland in 1825, was put up in 1903 on the site of the Mussey Boarding House in which Lafayette is said to have remained overnight. In the Lafayette Lounge is a mural 'Cornwallis' Surrender at Yorktown,' the work of William H. Riseman, of New York.

57. *St. Stephen's Episcopal Church*, 669 Congress St., so impressed Matthew Arnold, English poet, critic, and essayist, who visited Portland around the middle of the 19th century, that he exclaimed: "This is the only edifice of its kind I have seen in all my travels in America." In later years Boston's distinguished architectural firm, Cram and Ferguson, highly praised the fidelity of the structure's early English Gothic style. Built of native slate in 1854-55, the church was designed by Charles A. Alexander, a New York architect. A marble plaque on the outer wall near the entrance door, states that the church is a memorial to the Reverend George Burgess, first bishop of the Episcopal Diocese of Maine. The altar of Haitian walnut, which was presented to the church prior to 1866, is hand carved.

The parish of St. Stephen's dates from 1763 when a group of Episcopal-minded members of the First Parish Congregational Church formed a new

society (*see Religion*). In 1791 the society was incorporated under the laws of Massachusetts with the name of St. Paul's and in 1838 was re-organized under the name it now bears. The first Episcopal church edifice in Portland was erected in 1764, with John Wiswall pastor, and was razed in 1775 during Mowat's bombardment of 'The Neck.'

58. The *Steven's Memorial Fountain*, nearly opposite junction of Park Ave. and High Sts., honors Lillian Marion Norton Stevens (1844-1914), national president of the Women's Christian Temperance Union from 1878 until her death. The fountain is a replica of one erected in Chicago in memory of Frances E. Willard, noted temperance advocate. The bronze figure of a child is the work of the London sculptor, George E. Wade; the base of the fountain was designed by the local architect, Frederick A. Tompson. Originally placed in Congress Square, the fountain was removed to its present location in 1928.

59. The *Spanish War Veterans' Monument*, on the greensward near the State Street entrance in Deering Oaks, honors the Portland men who served in the Spanish-American War (1898), the Cuban Pacification (1898-1902), the Philippine Insurrection and Pacification (1899-1901), and the Boxer Uprising in China (1900). The cast bronze monument of a soldier in Spanish War uniform, similar to other memorials throughout the country, was dedicated in March, 1924.

60. The *U. S. Post Office*, 125 Forest Ave., a red-brick, Georgian structure erected in 1933-34 from designs by the local architect, John Calvin Stevens, exemplifies the growing tendency toward simplicity in Federal-owned buildings. On each side of the entrance door of the main delivery room are murals of Maine scenes by Henry Elias Mattson, of Woodstock, New York. Mail was brought intermittently to 'The Neck' a few years after its resettlement, but regular postal service did not develop until 1760. Four years later the first local post office was established, with Thomas Child as postmaster; this early office was located on the corner of India and Middle streets. During 1783 only 57 letters were sent from the local office, but two years later the number had increased until several hundred were mailed annually. Prior to 1787 the mail was carried by post rider from Portsmouth, New Hampshire, to 'The Neck,' but in that year the mails were first carried in coaches. Portland is the central accounting office for the State.

61. The triangle-shaped *Edwards Park*, Park and Forest Aves. and High St., was laid out in June, 1937, as a memorial to Major General Clarence

R. Edwards (1860-1931), commander of the 26th Division during the World War. The granite shaft, supporting the bronze memorial plaque, was erected by the local YD club, the emblem of which is worked into the ornamental flower circle on the High Street angle of the park.

62. The *Advent Christian Church*, 28 Park Ave., a stone and concrete structure, was erected in 1909.

63. The *Young Men's Christian Association*, 68 Forest Ave., is said to be the fifth oldest "Y" in the country, having been organized when a group of churchmen gathered in the vestry of the Federal Street Baptist Church in October, 1853, to lay plans to increase religious education through Bible classes. The association moved from the Libby Building, its earlier home, to the present brick structure in August, 1927. Complete with gymnasiums, swimming pool, game and lounge rooms, and dormitory, the five-story building in the Georgian style was designed by the local architect, John P. Thomas.

64. The *Portland Stove Foundry* (open to visitors), 25-67 Kennebec St., founded in 1877 and incorporated three years later, manufactures a well-known kitchen range and other stove products. The foundry has been a Portland institution since it moved into its present location in 1882. The melting process is particularly interesting.

65. The *Scandinavian Bethlehem Church*, 58 Wilmot St., was organized in 1896 when 17 Scandinavian immigrants held their first local religious meeting (*see Religion*). The present church building was erected in 1914. For many years services were conducted in Norwegian, but this has been discontinued.

66. The *First Baptist Church*, 355 Congress St., a freestone-fronted edifice dominating the north side of Lincoln Park, was completed in 1869 (*see Religion*).

67. The *Cathedral of the Immaculate Conception*, 190 Cumberland Ave., follows the florid French Gothic style. This huge brick pile was designed by P. C. Keeley, of Brooklyn, New York. The cornerstone was laid in May, 1866, but three months later the 'Great Fire' razed the portion of the building that had been erected. By September, 1869, the rebuilding of the structure was completed, and a month later it was dedicated (*see Religion*). The interior is particularly impressive, all architectural lines emphasizing the loftiness of the structure. A distinctive architectural feature is the ambulatory around the sanctuary, formed by seven columns which are a con-



The Twentieth Century City



Monument Square and Congress Street (1890's)



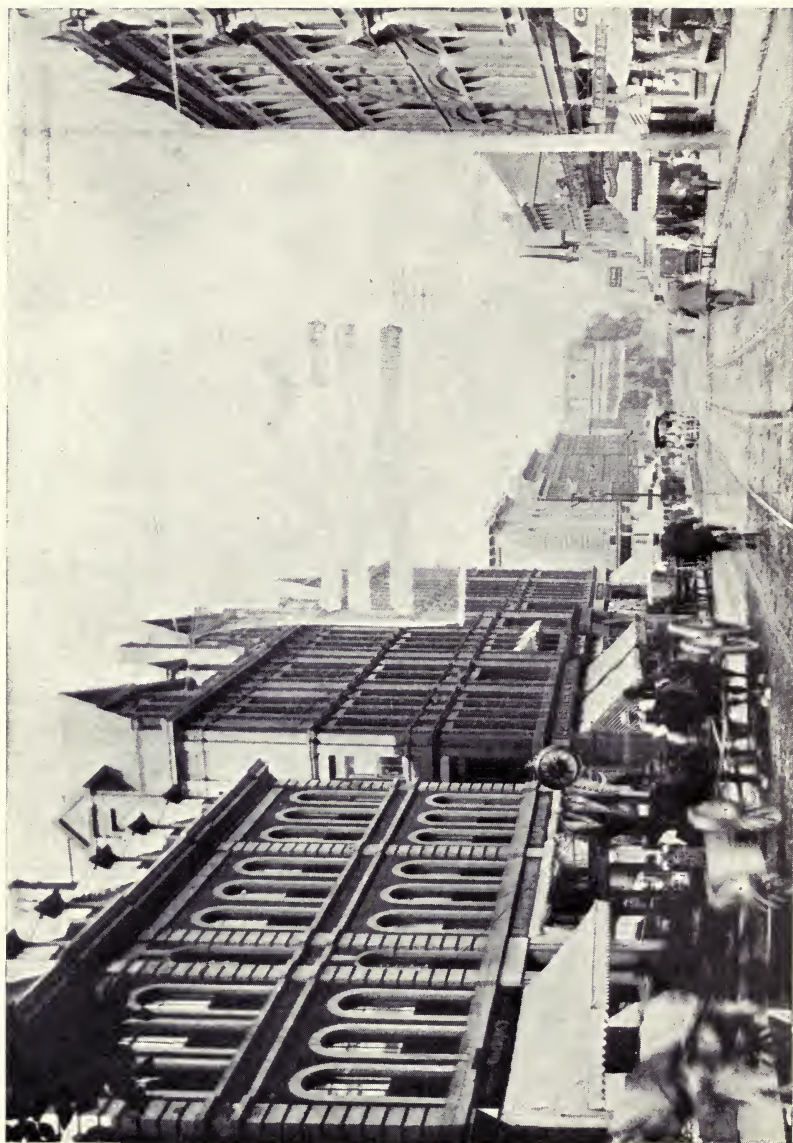
Monument Square Today



Air View, Western Section



Air View, Eastern Section



Congress Street (1890's)



Congress Street Today



View of Portland Harbor (1855)

tinuation of those in the nave. The cathedral is enriched by the prudent choice of delicate ornamentation so placed as to accentuate the lines of its columns and arches. Emphasis is placed upon the groinings of all of the arches by the use of a rich, gold background upon which is placed a lightly-tinted scrollwork.

The cathedral is particularly rich in marble work, the splendid Gothic high altar of white marble being especially impressive, the work of Italian sculptors. The communion rail of white Carrara marble with panels of Verona red and a top layer of very light coral shade, together with cast bronze gates in old gold finish, were designed by the Luisi Company, of Pietrasanta, Italy. The pulpit, placed behind the communion rail and on the Epistle side of the sanctuary, although massive in appearance, conforms to the Gothic style of the cathedral; it also was designed by the Luisi Company. The bishop's throne, consisting of seats for the bishop and two assistants, is sheltered by a canopy supported by four round columns of violet Brescia marble and capped by a cluster of graceful finials. Other noteworthy parts of the cathedral are the side altars, the Sacred Heart Shrine, and the Stations of the Cross executed in Venetian glass mosaic. The cathedral has fine stained glass windows, notably that immediately behind the High Altar and just above the Shrine of the Sacred Heart which depicts the 'Immaculate Conception.' This window was the gift in 1904 of William Cardinal O'Connell, then Bishop of Portland.

The *Cathedral Chapel*, originally completed in 1856 but razed by the fire which destroyed a large portion of the city ten years later, was rebuilt in December, 1866. This Gothic chapel is noteworthy for its fine open roof-trussing. In addition to several beautiful marble altars, the chapel contains a baptistry with sculptured marble and bronze baptismal font, the work of Italian sculptors. The statue of Christ surmounting the baptistry is a copy of that by Michaelangelo in the Church of Santa Maria sopra Minerva in Rome.

68. *St. Paul's Episcopal Church*, 9 Locust St. Ivy-covered, its columned porch connecting it with the adjoining rectory, this edifice was erected in 1868, the same year the St. Paul's Episcopal Society was formed. It is named for the Reverend John Wiswall's church, the first Episcopal church in Portland (*see Religion*). Although described as "composite Norman-Gothic-Saxon" architecture, it will be observed that the Congress and Locust street façades are built of stone, the opposite end of wood, and the fourth side of brick. The hand-carved oak lectern is the work of J. C. Hansen, of Portland.

69. *Site of Parson Smith's House*, 267-267B-269 Congress St. On October 9, 1726, a young divinity graduate of Harvard who had come to 'The Neck' briefly recorded in his diary that there was a "town meeting today. They voted to build me a house." Thus did Parson Thomas Smith (*see Religion*) briefly record that he had become the first permanent minister of old Falmouth. Smith's diary, covering nearly seventy years, has provided historians a valuable source of sidelights on the town in the days when it was emerging from a pioneer settlement to the most prosperous maritime port east of Boston.

70. *The Church of the Messiah (Second Universalist)*, 260 Congress St., an ivy-covered brick structure with belfry surmounted by a tall steeple, was erected in 1870 as the India Street Universalist Church. The present Church of the Messiah Society was organized in 1881.

71. *Site of Alice Greele's Tavern*, SE cor. Congress and Hampshire Sts. Of this early inn William Willis, Portland's historian, wrote: "It was common for clubs and social parties to meet at the taverns in those days and Mrs. Greele's . . . was a place of fashionable resort for old and young wags, before as well as after the Revolution. It was the Eastcheap of Portland and was as famous for baked beans as the 'Boars' Head' was for sack, although we would by no means compare honest Dame Greele with the more celebrated though less deserving hostess of Falstaff and Poins." The Greele Tavern survived the Mowat bombardment and in 1846 was moved to Ingraham's Court, off Washington Street; 20 years later it burned in the 'Great Fire.'

72. *Lincoln Park*, Congress, Pearl, Federal, and Franklin Sts., was the first plot of land set off after the 1866 conflagration, during which this and adjacent sections of the city were completely razed (*see History*). The city purchased the park site "to provide a protection against the spread of fire and to promote the public health," and designated it Phoenix Square, so called, undoubtedly, because like the ancient fabled bird, it arose from the ashes of the disastrous fire. Shortly after it was formally opened the name was changed to Lincoln Park, and in February, 1909, on the 100th anniversary of Abraham Lincoln's birthday, the park was officially dedicated in his honor. Near the Franklin Street entrance is the Lincoln Elm, planted by the local G.A.R. organizations in tribute to the memory of the Great Emancipator. Near the Congress Street entrance is an old millstone, a relic of one of the earliest local windmills which in 1745 stood near by. The fountain, in the center of the park, is a rendezvous in summer for children of the

city who arrive in throngs to splash and wade in the cool water of the basin. Along the Federal Street boundary of Lincoln Park is an area devoted to the *Portland Public Market*, where farmers from the surrounding rural areas spread their produce for sale.

73. The *Cumberland County Court House*, 142 Federal St., was erected in 1910 from designs by George Burnham, Portland architect. This four-story granite building houses all the county offices. On the third floor is the Nathan and Henry B. Cleaves Law Library, owned by the Cumberland County Bar Association; a valuable part of the collection is the Simeon Greenleaf Law Library. When Cumberland County was set off in 1760, court was held at the old meetinghouse on India Street in which town business also was conducted. Construction of a large courthouse was begun by the county in 1774 but it was destroyed in the Mowat bombardment the following year, and during the Revolutionary War court was held at Greele's Tavern on Congress Street. In 1787 Samuel Freeman was paid £9 "for his great chamber for the use of the Courts." Two years before a lot on Back Street was sold to the county, at which time they erected a small wooden building, but it was not until 1788 that a courtroom was fitted up for use on the second floor of this building; from that time until the present courthouse was built town, county, and city offices were housed here. Five years before the burning of the City Hall in 1908 it was apparent that more adequate accommodations would be needed by the county. The fire precipitated matters, and the present courthouse was built two years later.

74. The *Portland Police Station*, 134 Federal St., a three-story yellow-brick design by George Burnham and E. Leander Higgins, local architects, was erected in 1912. In addition to the Bertillon fingerprint room, there are offices and quarters for the personnel, signal room, detention rooms, cells, shooting gallery, and a first aid room. The present Police Department consists of a chief, 13 officers, 89 regulars, and 16 provisionals.

In April, 1797, the young town of Falmouth became conscious of the need of some police protection and appointed William Joseph Symmes as "Inspector," the first actual policeman. Symmes served without pay until December, 1798, when the town fathers voted him a salary of \$100 a year and also decided to appoint eight watchmen to assist him in his duties, which mainly consisted of patrolling the streets of the town to alarm the inhabitants in case of fire or "any other calamity." Not until 1860 were the policemen required to wear uniforms, and a local writer of police history states that "police efficiency improved from this time forward. There was a certain air of respect inspired by the sight of the pantaloons, the gold star

and rosette, the dark blue frock coat and the glaze covered hat." In 1877 a pension system for patrolmen was established. The first police matron, Mrs. Mary J. Raymond, became a member of the department in 1884, having been appointed on the recommendation of the local Women's Christian Temperance Union. A police signal system was installed in 1887 with 20 call boxes placed in different parts of the city; a horse-drawn patrol wagon was added to the force at that time. By March, 1911, the horse-drawn "Black Maria" was replaced by the first motor-driven patrol, and in July, 1912, the first police boat was placed in operation in Portland Harbor; the present boat was acquired in 1937. The local department was the first in Maine to be equipped with police radios (*see Radio*) used in connection with their eight cruising patrol cars.

75. *The Italian Methodist Episcopal Church*, 130 Federal St., is a wooden structure, formerly the home of the Deaconess' organization of the Methodist Church. In 1904 the building was converted into the Methodist Social House for the use of the Italians, with living quarters on the second floor for the pastor. In 1931 the building was remodeled to include a church and parsonage.

76. *Site of Fanny Fern and N. P. Willis Birthplace*, 72 Franklin St. A two and one-half story house now occupies the site where Sarah Payson Willis (1811-72) and her brother Nathaniel Parker Willis (1806-67) were born. Sarah, better known as Fanny Fern, was a novelist and essayist and a pleader of special causes, particularly women's rights. Nathaniel, journalist, poet, editor, and dramatist, attained fame by writing of his travels in foreign lands (*see Literature and Newspapers*).

77. *St. Peter's Italian Catholic Church*, 82 Federal St., completed and dedicated in August, 1930, was designed in the Renaissance style by the architect Michael Mastrangola. In an areaway east of the church is a shrine of Our Lady of Lourdes, modeled after the original at Lourdes, France, and dedicated August 14, 1937.

78. *The Edward Mason Dispensary or Portland City Dispensary*, 65 India St., a two-story brick building was built in 1914 by Hugh Chisholm, Jr., and given by him to Bowdoin Medical School as an out-patient ward for students. In 1923 the Medical School was discontinued, and the college gave the dispensary to the city with the stipulation that free clinics be conducted there under a board of managers, three to be chosen by the college, and three by the city; the City Health Officer is *ex officio* executive secretary. Dr. Edward Mason (1816-90), whose name the building commemorates,

was a widely known Portland apothecary, conducting his business on Middle Street for 50 years. He was the maternal grandfather of the donor. Each of the 16 rooms of the Dispensary is equipped for clinical services, which is given free of charge by local physicians, or at a nominal cost.

79. *Site of Meetinghouse of First Parish*, corner of Middle and India Sts., now a gas station. The old meetinghouse was built on the northwest corner of Middle and India (then King) streets in 1721-25, and here the Reverend Thomas Smith, first settled minister on 'The Neck,' was ordained in 1727 and preached until a new frame First Parish Meetinghouse was built in 1740 on the site of the present stone First Parish Unitarian Church at the head of Temple Street. The old building at Middle and India streets was used for town and parish meetings, occasionally for preaching, and for a courthouse until 1774, when it was removed to Hampshire Street and demolished in the bombardment of 1775.

80. *Site of Old Assembly Room*, 33 India St. Here, in a wooden building erected in 1793 by Dr. Nathaniel Coffin, II, as his dwelling, was housed Portland's first theater. Originally there was a shop on the lower floor and an "Assembly Room," as it was called, on the upper. This second-floor room, later known as the New Theatre, had a floor space of 27 by 35 feet with a fireplace at each end, and accommodated about seventy-five people. In this, the first public hall on 'The Neck,' a group of Boston actors presented the first local theatrical performance on October 7, 1794, featuring *The Lyar*, *The Learned Pig*, and *The Merry Mourners* — a comedy, a song, and a farce. Three years later Elizabeth Arnold, later the mother of Edgar Allen Poe, made her local debut and won the admiration of her Portland audience (see *Theater*). The old building survived the fire of 1866, but was razed in 1930.

81. *The Grand Trunk Station*, 15 India St., on the eastern end of the water front, a stone building with a tower, erected in 1903, supersedes an earlier structure of 1855. In 1853 the Grand Trunk Railway leased for 999 years the Atlantic and St. Lawrence Railroad which connected Portland with Montreal, and ran it until 1920 when the Grand Trunk Railway System was taken over by the Canadian Government; it is now a part of the Canadian National Railways. An engaging story connected with the selection of this city as the terminus of the proposed Atlantic and St. Lawrence R. R. relates that in 1845 there was a sharp dispute as to whether Portland or Boston should be awarded the honor, and an unusual method was employed to settle the question. A Liverpool boat was to steam across the Atlantic bearing two bags of mail for Montreal, one to be left at Portland and the other

at Boston; an overland vehicle would then set out from each city for Montreal, the first to arrive winning the prized position of New England terminus of the railroad. A tug was sent out from this city which intercepted the Liverpool steamer, and in February, 1845, the mail for Montreal left Portland in a sleigh drawn by relays of horses. Northward it skimmed over the snow into the teeth of a severe Maine winter. The driver, Grovesnor Waterhouse, was provided with a handsome sleigh and swift horses when three miles from Montreal and he made an impressive entrance to the Canadian city. With an American flag "streaming from the whipsocket of his dashing sleigh, the majestic figure of Waterhouse delivered the mail well ahead of the Boston expedition, clinching for Portland the honor of port of entry and departure of the railroad."

A tablet at 1 India St. states that this was the *Site of Fort Loyall*, the first defense of early Falmouth. Here Thomas Danforth, as President of Maine, met with the people of the town to organize a local government. The fort, built of logs, mounting eight 18-pounders, and surrounded by a palisade, was a place of refuge for the local settlers during the frequent Indian uprisings. At the fort in May, 1690, the inhabitants were besieged for five days by the French and Indians, only to be massacred when the terms of a truce were violated by the enemy (*see History*).

82. The *Site of the Ross and Tyng House*, 90 Middle St., is occupied by one of Portland's oldest drug stores. Alexander Ross (1710-68) came from Scotland and was one of the town's wealthiest merchants during the first half of the 18th century. His daughter, Elizabeth, was married to William Tyng (1739-1807), youngest son of Commodore Edward Tyng, who became a storm center during the years preceding the Revolution. It was through the instrumentality of Ross and Tyng that the first Masonic lodge in Maine was organized (*see above: No. 14*). An ardent Loyalist, his Colonel's commission from Thomas Gage, Royal Governor of Massachusetts, added to William's local unpopularity. The house was spared in the Mowat bombardment of 1775 but was burned in the fire of 1866. The saving of his house by Mowat so incensed the populace that Tyng fled to New York.

83. *Site of the Edward Payson House*, 81 Middle St. The Reverend Edward Payson (1783-1827), later one of the most eminent Congregational clergymen in New England and famed for his oratory, was ordained in 1807 as a colleague of the Reverend Elijah Kellogg of the Second Parish Church. During the early part of Payson's ministry religious differences between the First and Second Parishes became decidedly marked. Payson was a member of the council which met for the ordination of Ichabod Nichols

at which Payson negated Nichols' appointment explaining that he "believed it to be his duty to withhold his assent to the ordination of that gentleman, on the ground that he was propagating an error; in fact that he was not a Christian minister." Payson was noted for his discourses to seamen before the Bible Society and the Portland Benevolent Society; several of these were published and had an extensive circulation.

84. *The Site of the Samuel Waldo House*, 105 Middle St., is now occupied by the Waldo Block, the original house having been destroyed in the fire of 1866. Samuel Waldo (1721-60) was the son of Brigadier General Samuel Waldo (1695-1759), owner of the Waldo Patent in eastern Maine. Waldo, Sr., was admitted as an inhabitant of Falmouth in 1731 and with Thomas Westbrook as partner developed numerous enterprises in Falmouth (*see History*). The elder Waldo commanded a regiment in the American counterpart of the European wars of the Austrian Succession and distinguished himself in the capture of Louisburg in 1745. Two years later he was appointed by Massachusetts to head an expedition against Crown Point. In 1753 he sent his son, Samuel, to Germany to bring over immigrants to colonize his holdings in eastern Maine. For several years Samuel, Jr., was Falmouth representative to Massachusetts and in 1760 was appointed first judge of Probate of the county. The present block houses the famous Southworth-Anthoensen Press (*see Literature: Printers and Publishers*) which was established in 1875 as Southworth Brothers, also the Forest City Printing Co., printers of the *Portland City Guide*.

85. *Site of the First Episcopal Church (St. Paul's)*, 127 Middle St. Here on September 4, 1764, the same day the first Episcopal parish was organized, the cornerstone of a church 29 by 50 feet was laid; this church had a tower and bell. Many parishioners were buried in the churchyard near by, and after the church was burned by Mowat in 1775 the bodies were removed. John Wiswall (1731-1821), the first minister, was obliged to go to England to be ordained as there were no Episcopal bishops in the colonies (*see Religion*).

86. *The Bethel Mission*, 13 Deer St., uses the building formerly occupied by the Curtis Gum Factory (*see Industry*). The factory was erected in 1852 and claimed to be the first of its kind in the world, employing over two hundred men and women and having an output of 1,800 boxes of gum a day. The "C.C.C." gum manufactured by the original Curtis Gum Factory was nationally known. The factory closed in 1920. The mission, organized in 1926, is interdenominational, holds meetings six nights a week and is engaged in charitable activities.

87. The *Friendly Inn Building*, 304 Fore St., is a two and one-half story wooden structure built on Cushing Island prior to the Revolution and dragged over the frozen harbor by oxen to its present location where in time it became a sailors' boarding house. "Lord Darrah" was once master of this inn and his name was known in nearly every port of the world. At that time Portland's water front was as rough and tough a place as could be found on the Atlantic seaboard. Sailors gathered at this inn after the triumphant capture of the *Boxer* by the *Enterprise* off Seguin, during the War of 1812, and it is said the following well-known chantey was composed at the time:

At length you sent your Boxer,
To box us all about,
But we had an Enterprising brig,
That beat your Boxer out.
We boxed her up in Portland,
And moored her off the town,
To show the Sons of Liberty,
The Boxer of renown.

In 1896 the building became a machine shop specializing in the repair of marine engines, and the location is now known as Monkey Wrench Corner.

88. The *U. S. Customs House*, 312 Fore St., a massive granite structure of Grecian style, was formally opened April 1, 1872. A customs service has operated at this port for over two hundred years, Moses Pearson (1697-1778), a British officer and the port's first collector, having been stationed here in 1730. The office of Collector of Customs was established in 1758, with Francis Waldo as first collector. During Colonial times Falmouth was the only Port of Entry in the District of Maine, the first customs office having been a dwelling on the corner of Middle and India streets. In 1849 the United States purchased from the City of Portland the Merchants' Exchange on Exchange Street, in which were housed the Customs Service, Post Office, and offices of the United States Court until the destruction of the building by fire in 1854. Three years later a new building was erected on the site of the Exchange only to be so badly damaged in the fire of 1866 that it was subsequently demolished. Customs service was then housed in the Portland Savings Bank Block on Exchange Street until occupation of the present quarters.

89. *Boothby Square*, Fore St. from Market to Pearl St., is the only green area between Lincoln Park on Congress Street and the water front. The park, with a fountain on the north end, was given to the city in 1902 by

Colonel Frederic E. Boothby (1845-1923) in memory of his wife. Born in Norway, Maine, Boothby lived many years in Portland. He served for a time as president of the local Board of Trade, was elected mayor for three consecutive terms, and was for 36 years General Passenger Agent for the Maine Central Railroad.

90. The *State of Maine Armory*, 20 Milk St., of brick and granite, was designed by Frederick A. Thompson and erected in 1895. The following units of the National Guard have their quarters in the building: Headquarters Battery, Battery A, Battery D, the regimental band, the Medical Detachment, all of the 240th Coast Artillery (Harbor Defense), the Service Company and Howitzer Company of the 103rd Infantry, and Company C and 2nd Battalion Headquarters of the 118th Quartermasters Regiment. The Regimental Headquarters of the 240th C. A. is also located here, and these various outfits use the armory for drill purposes once a week. The building is State-owned and is open to the public at all times.

91. The *First National Bank Building*, 57 Exchange St., erected in 1884, houses the local weather bureau and numerous offices. Topping the clock tower at the corner of Exchange and Middle streets is the famous weather-cock carved by an Englishman about 1788 which adorned the old courthouse.

92. The *Canal National Bank*, 188 Middle St., is on the site of Maine's first bank, the Portland Bank, organized in 1799. The Canal Bank was established in 1825 to facilitate the building of the Cumberland and Oxford Canal which it had been hoped would be financed by a lottery (see *Stroudwater Section: No. 4*). For a year after its opening the Canal Bank engaged in business on Union Street, and in 1826 purchased the Middle Street site and erected a three-story brick building. In 1865 it became the Canal National Bank. The old building was destroyed in the fire of 1866, and the present structure was then erected; it was remodeled in 1930. The bank still has on its book vaults the doors that were in use in the early Portland bank. An object of curiosity is the key to the original vault, a large affair in two pieces. The president and cashier each took a piece home with him at night to eliminate the possibility of theft on the part of a bank official for neither of them could enter the vault without the other half of the key.

93. The *Falmouth Hotel*, 212-214 Middle St., a six-story brick structure with stone trimmings and a front of Albert freestone, was designed by Charles Alexander, of New York City, and opened in 1868. Built for John

B. Brown after the 'Great Fire,' it has been called the "hotel of a million banquets," the most notable occurring in 1898 when General William Tecumseh Sherman and many of the war heroes then living were entertained there. It was long a center of political activity, and one room is still known as the State of Maine Room.

94. *The Mariners' Church Building*, 366-378 Fore St., was erected in 1828 by a society organized as "The Trustees of the Mariners' Church." The third floor was devoted to a spacious chapel where religious services were held, and where the Portland Mariners' Society met and maintained a marine museum. In the first edition of his *History of Portland* William Willis wrote: "The object of the society meets with universal approbation, and is one in which all persons engaged, however remotely, in commercial pursuits are interested. To furnish religious instruction to a class of people, to whom so much property is confided, and who from their irregular mode of life are subjected to unusual temptations, is entitled to unqualified support." In *A Pictorial Geography of the World* published by S. G. Goodrich in Boston in 1849, the Mariners' Church is described as the largest building in Portland, "a handsome edifice of stone in front, and comprising besides a hall for religious exercises, many rooms for school libraries, etc."

95. *The Veteran Firemens Building (open week days free)*, 30 South St., was raised by the city in 1836 on the site of what was known as Mariner's Spring which was used as early as 1718 and then called the Great Spring. Renamed several times, it may have received its title from James and Adam Mariner, early proprietors who owned land which included the spring, or because old-time sailors came to refill their water casks at the spring before leaving on an extended voyage; it has long been a matter of controversy. The spring was filled in when the fire house was built. The first company to occupy the new quarter was Casco, No. 1. A fire engine had been purchased by subscription and had been brought from England about 1787. Six years later an appropriation was made for another engine. These were known as bucket tubs. The Cataract, No. 2 also came from England, began service in 1802, and was used until destroyed in the fire of 1866. The old Atlantic, on display on the first floor, was built in Portland in 1848 by Leonard Crockett. The Forest City, built in 1853, was reputed to be one of New England's crack engines. Included in the collection of relics is a leather bucket used as early as 1816, and a century-old square lantern which was carried over the shoulder of a fireman whose duty it was to run ahead of his red-shirted companions, shouting "Fire!" as a warning to the inhabitants.

The carved armchair on a platform in the assembly room on the second floor was the work of a former engineer, Nahum Littlefield, the wood from which it is made coming from the elm tree planted by Lafayette when he visited Portland in 1825 and which was uprooted during a storm in 1880. A collection of historical pictures and maps, one a large map of Portland streets before the fire of 1866 with the course of that fire traced in red, are on the second floor. The small library of old books includes a *Portland Directory* of 1800. The Portland Firemen's Association was organized in November 17, 1891.

96. The *Children's Hospital*, 68 High St., is a three-story light-colored brick building in Early Colonial architecture with the traditional four chimneys and a flat roof. The front entrance with its fan window and side lights and heavy paneled door are exceptionally beautiful and the halls and staircases are considered the best architectural studies west of Wiscasset. This was once the home of a distinguished Revolutionary officer, Ebenezer Storer (1759-1846), who was one of the prominent builders in the reconstruction period following Mowat's bombardment. Here he lived from 1801 until obliged to relinquish his ownership during the financial disasters caused by the Embargo. The house was purchased by John Mussey (1751-1823) in 1817 and was occupied by the Mussey family during most of the 19th century. For a short period the Bellows School had quarters in the building. In 1908 the Children's Hospital was organized as a charitable corporation to care for the crippled and deformed children of the State, and through the efforts of Dr. Edville G. Abbott (1871-1928) and his associates, the Mussey house was equipped for this purpose. Additions were made in 1910.

97. The *McLellan-Oxnard House*, 94-96 Danforth St., now headquarters of the Baby Hygiene and Child Welfare Association, is believed to have been built in the early 1800's. Later it was the residence of Portland's Civil War mayor, Jacob McLellan (1807-88), who aided in the fitting out of the *Chesapeake* and *Forest City* to recapture the cutter *Caleb Cushing* which was stolen by the rebels from the harbor June 27, 1863 (*see History*). The right portion of the house (no. 96) has been occupied by the Catherine Morrill Day Nursery since 1922 and is known as the Margaret Ella Chamberlain Memorial House, in honor of its benefactress. This portion of the house belonged to the family of Edward Oxnard (1792-1873), an early Portland shipbuilder.

98. *Park Street Church*, NE cor. Park and Pleasant Sts., is now occupied by the Holy Trinity Hellenic Orthodox Church. Erected in 1828 for a Methodist society, it was used by several religious organizations until sold

to its present owners in 1926. Of yellow brick and designed in the Romanesque style, the church contains a bell weighing over two tons, which was one of four bells cast at the same time by the Paul Revere Company of Boston. It was taken down after the fire in 1935 and is now in an ante-room. The 12 large religious portraits on each side of the altar are the work of the monks of Mount Athos in Greece; the 27 small portraits above the altar were painted by Xen Gamras, of Fitchburg, Massachusetts. The altar equipment, including a Bible with hand-wrought gold covers, and three elaborate candleholders weighing 250 pounds each, came from Greece. The chandelier contains 3,500 pieces of glass.

99. The *Park Street Block*, on the west side of Park St., is a group of 20 four-story brick houses built in the Greek Revival style in 1835; the balconies and rails are original. This was considered one of the greatest real estate projects of its time and was developed on the property known as Billy Gray's ropewalk.

100. The *Morse-Libby House*, 109 Danforth St., is a brownstone mansion that typifies the elegance of mid-Victorian architecture at its best. The pillared portico, corniced windows, paneled doors, carved marble fireplace, and elaborately wrought ceilings are in the grand manner. It was built for Ruggles S. Morse (1816-93) who came to this city in 1856, after having made a substantial fortune in New Orleans, and constructed his mansion in the fashionable quarter of the city as visible evidence of his great success. Designed by Henry Austin and Giovanni Guidirini, the house was completed in 1859. Architects, antiquarians, and decorators agree that it is possibly the finest specimen of the era now standing in New England.

Morse was financially ruined as a result of the Civil War and had to leave his pretentious home. For many years the mansion remained without a tenant until purchased in 1895 by J. R. Libby (1845-1917), a local merchant, who kept house and furnishings unchanged.

101. The *State Street Hospital*, 62 State St., formerly the Female Orphan Asylum, was erected in 1834. For many years the original three-story brick structure was regarded as Portland's finest home. In 1922 after a fourth story had been added and extensive improvements had been made on the structure, the present hospital was opened; today, containing 50 beds, the hospital has modern equipment and a competent staff.

Originally the mansion belonged to Captain John Dunlap, shipmaster and shipowner, who suffered so heavily in the general financial slump of 1837-38 that he was forced to sell the property to Judge Joseph Howard (1800-

77). As Mayor of Portland, Howard entertained the Prince of Wales (King Edward VII) on his Portland tour in 1860. Concerning this gala event the local historian Nathan Gould wrote: "I have a vivid recollection of his [Howard's] appearance as he sat by the Prince of Wales in the carriage when the Prince embarked from our city for England that year. We all recollect that terribly bad tall hat that the Prince wore." (see *Munjoy Hill Section*: No. 14).

102. The *William Pitt Preble House*, 51 State St., is one of the masterpieces of the architect Alexander Parris. Now an apartment house, the classic lines, with applied pilasters and ornamental cornices, are noteworthy. Erected in 1801, the house was built for Joseph Ingraham, one of early Portland's wealthiest and most enterprising residents. In 1816 the house was purchased by William Pitt Preble (1783-1857), jurist, diplomat, and railway president. Preble was U. S. Ambassador to the Netherlands under Andrew Jackson. On retirement from Government service in later life he became president of the new Atlantic and St. Lawrence Railroad (see *Transportation*), and was largely responsible for making Portland the terminus of the line.

103. *St. Dominic's Catholic Church*, 34 Gray St., was dedicated August 5, 1893, by the Rt. Reverend Bishop Bradley, of Manchester, New Hampshire. The structure is of red brick and was designed by the architect E. W. Ford of Boston. On the site stood old St. Dominics, the first Catholic Church to be built in the city (see *Religion*).

104. The *Kinsman House*, 122 State St., a two-story frame house of Early Colonial architecture, with fluted pilasters and plain columns supporting the porch and leaded fanlight over the door, was built in 1813 by Nathan Kinsman, an outstanding lawyer of the early 1800's.

105. The *Cathedral Church of St. Luke (Episcopal)*, 137 State St., built in 1868 from designs by Charles C. Haight, of New York City, was the first Protestant cathedral erected in New England. Of early Gothic style, the church is built of dark blue limestone, laid horizontally but not in courses, and not faced, except on the front. It is finished in Nova Scotia freestone alternated in red and gray. In 1925 a memorial marble altar, the work of the noted architect Ralph Adams Cram, was presented to the church; at the same time they received a reredos of oak carved by the sculptor Ernest Pellegrini. One of the outstanding works of art in the State is the Emmanuel Chapel built at the end of the Cathedral in 1899 as a memorial to Bishop Robert Codman. The church owns a painting called

the 'American Madonna,' done especially for the chapel by the noted artist John La Farge.

106. The *Portland Club*, 156-162 State St., occupies the old Shepley house, onetime home of Ether Shepley (1789-1877), Chief Justice of the U. S. Supreme Court (1848-55). Prior to 1924 the club occupied quarters at Cape Elizabeth and Great Diamond Island. The present building, designed by Alexander Parris, is of Early Colonial architecture with English Georgian influence. The house was built in 1805 for Colonel Richard Hunnewell (1757-?) who was the first sheriff of Hancock County (1798), and later high sheriff of Portland (1811 and 1812-21). Three stories in height, the building is of brick with front and rear walls wood-covered and has a flat roof with the usual four chimneys of its period. Particularly striking is the entrance doorway with leaded side lights and fan window above, and the Palladian window on the second floor. One of the original panes of glass in a window of a second floor room is etched, presumably with a diamond, with the following names and date: "Annie," "Lucy," "Nellie," and "Gen. George Shepley, July 19, 1816."

107. *State Street Congregational Church*, 157 State St., is greatly changed in appearance from the original building erected in 1852; this had a lofty wooden spire which was struck by lightning in 1866, necessitating its removal five years later. In 1893 a small top tower was added and, as the building was found to be in bad condition, a red freestone front was laid over the original, including the tower, with the result that the edifice is now almost Gothic in style.

108. The *Monastery of the Precious Blood*, 166 State St., was built in 1807 for Chief Justice Prentiss Mellen (1764-1840), and was later the home of William Pitt Fessenden (1806-69). In subsequent years the house was sold to the Roman Catholic Bishop of Portland and became a religious center, first as King's Academy, and since 1934 as the Monastery of the Sisters of the Precious Blood. In October of that year the Most Reverend Joseph E. McCarthy formally sealed the cloister of the monastery on the seven sisters who will not emerge until death.

Prentiss Mellen was born in Massachusetts, where he first practiced law. Acting on the advice of a friend in York County, Mellen came to Biddeford, and, when his law practice spread into Cumberland County, he moved to Portland in 1806. Twelve years later he was chosen U. S. Senator from Massachusetts, leaving the Senate when Maine became a State to accept a position as chief justice of its newly created supreme court.

William Pitt Fessenden, although born in New Hampshire, lived most of

his life in Portland. He was graduated from Bowdoin in 1823 after a hectic collegiate career in which he was scored with being chronically delinquent; it was charged that he had been "repeatedly guilty of profane swearing." However, he received an honorary degree of doctor of laws from Bowdoin in 1858. Eight years after his graduation from the college he was elected to the Maine Legislature and in 1855 became United States Senator. Lincoln appointed him Secretary of the Treasury in 1864, calling him "a radical without the petulant and vicious fretfulness of most radicals."

109. The *John Neal Houses*, 173-175 State St., are four-story granite buildings erected in 1836 in Greek Revival style, having recessed doorways, and balconies and railings of cast iron. The granite is all in long pieces, and there are no mouldings on the entire front of the building except the Doric mouldings at the entrance. It has the original stairways, and the interior is done in the Federal Period style.

John Neal (1793-1876) (*see Literature*) conceived the idea of building a block of eight granite houses in this locality and purchased a granite quarry at North Yarmouth for this purpose. Financial difficulties prevented his prospective co-builders from carrying through the ambitious scheme, and Neal built the double granite structure on State Street. He assisted many talented people in furthering their education in the arts, among whom was Paul Akers, the famous sculptor.

110. The *Norton House*, 172 State St., built about 1847 in the Greek temple style with Ionic columns, was the home of Thomas W. O'Brien, a Congress Street trader. It changed ownership several times until purchased in 1862 by Edwin A. Norton who lived there for almost a quarter-century.

111. *Queen's Hospital*, 206-18 State St., is a group of four red-brick buildings, one facing Congress Street, the others State Street. It was opened as a hospital for women in 1918 in the former home of Dr. Stephen H. Weeks, and in 1920 was incorporated, enlarged, and opened to both sexes. It consists of St. Matthew's Pavilion, St. Mark's Pavilion, St. Luke's Pavilion, and St. John's Pavilion, and has accommodations for 58 patients.

112. *Immanuel Lutheran Church*, 14 Sherman St., an offshoot of the First Lutheran Church of Portland, was organized in 1897 by a group of Swedish-born people who had met for three years as the Swedish Evangelical Lutheran Immanuel Church, a society that disbanded when the present congregation was founded. The cornerstone of this red-brick edifice was laid in 1898 and much of the construction was done by members of the church. The altar window was the gift of Portland-born William Widgery Thomas,

Jr. (1839-1927), lawyer, politician, and diplomat. Of Thomas, the *Dictionary of American Biography* records:

"During his residence at Gothenburg, Thomas had acquired a deep attachment for Sweden and a great admiration for its people (he learned to speak fluent Swedish and translated into English Viktor Rydberg's masterpiece *The Last Athenian*, 1869), and in 1870 he played an important part in the establishment of the Swedish settlement in Aroostook County, Me. As a member of the commission of immigration appointed to find means of attracting settlers to increase the declining population of Maine, he went to Gothenburg in May, 1870, embarked on an extensive advertising campaign in the newspapers, commissioned agents armed with circulars to visit the northern provinces, and himself visited many parishes. On July 23, 1870, with Thomas as their leader, a party of some fifty immigrants arrived at a spot in the woods destined to be known as New Sweden. The advertising campaign in Sweden continued and from time to time new immigrants came, until at the end of the decade Maine's Swedish colony boasted a population of almost eight hundred. In 1883, as a reward for his services to the Republican party, he received the appointment of minister to Sweden and Norway, and served under four presidents (1883-85, 1889-94, 1897-1905)."

113. The *Mosher Press*, 45 Exchange St., is the name now applied to the publishing company formerly known as Thomas B. Mosher, publisher of the Mosher Books, and occupies the same quarters it had when that company came into existence in 1895. Its founder, Thomas Bird Mosher (1852-1923) (see *Literature: Printers and Publishers*), began his career as a clerk in a publishing house above which he later had his own office. His love of literature was stimulated when his father, a sea captain, took him on a voyage in the winter of 1866-67 and gave him a 34-volume set of Bell's *British Theatre* to while away the long hours at sea. Mosher later wrote of this period: "The books I shall not read again, No! I shall never again read books as once I read them in my early seafaring when all the world was young, when the days were of tropic splendor, and the long evenings were passed with my books in a lonely cabin dimly lighted by a primitive oil-lamp, while the ship was ploughing through the boundless ocean on its weary course around Cape Horn." Thomas B. Mosher was better known as a publisher in London than in Portland.

114. The *Portland Junior Technical College*, 40 Plum St., is a privately endowed non-profit institute of technology, founded by a son of Maine, Dean Everett W. Lord, Boston educator; it was chartered in 1937. Its three-



First Parish Church



School of Fine and Applied Art

The Portland Players





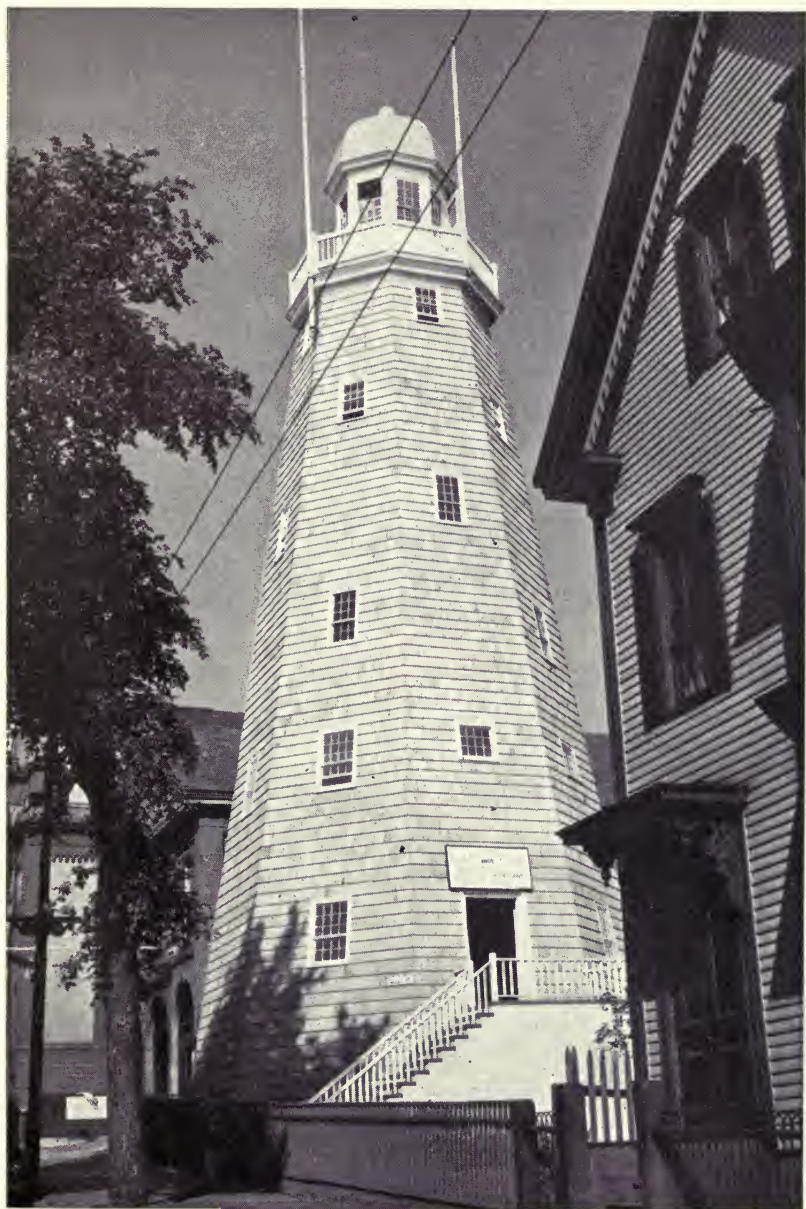
Portland Yacht Club



Lighthouse Wharf



L. D. M. Sweat Memorial Art Museum



Portland Observatory



St. Joseph's Catholic Church

Portland Chamber of Commerce





Immanuel Baptist Church

St. Luke's Episcopal Cathedral





Cassidy Hill

story brick building, formerly occupied by the Portland Boys' Club has excellent mechanical equipment and laboratories. The college has the most powerful amateur radio transmitter in New England W1FCE, designed and built for instruction purposes by Ralph M. Dennis, a member of the faculty. Among the 14 professional programs offered to students is a department of pharmacy, the only one in the State; its civilian pilot training course is approved by the Civil Aeronautics Authority.

115. The *Harold T. Andrews Post*, No. 17, 23 Deering St., was organized in 1919 and affiliated with the American Legion a short time later; it was named for Harold T. Andrews, a local boy who enlisted with the 11th N. Y. Engineers and lost his life at the Battle of Cambrai, November, 1917. The post home was acquired in 1926. The bas-relief of Andrews in the parlor was executed by Victor Kahill.

116. The *Water Front*. For over two hundred years the water front of Portland was along Fore Street. It was of this section Longfellow wrote:

I remember the black wharves and the slips
And the sea-tides tossing free;
And Spanish sailors with bearded lips,
And the beauty and mystery of the ships,
And the magic of the sea.

But during the poet's lifetime Portland grew rapidly; railroad terminals were at each end of the city, and expanding business demanded more adequate facilities. Sweating teams of four, six, or eight horses, and oxen cluttered the narrow water-front street with their loads of wood, lumber, barrels, shooks, masts, bark, hides, wool, butter, and cheese. Loud-voiced drivers blasphemously urged their straining beasts through this commercial jungle, and foreign-looking sailors in vivid costumes, negro stevedores singing as they worked, and long-frocked Yankee traders added color and confusion. In 1842 the Portland, Saco, and Portsmouth Railroad came to the city with its terminal at the foot of State Street, and in another few years the Atlantic and St. Lawrence Railroad was rapidly nearing its Canadian terminal in Montreal from its starting point at India Street in Portland. The officials of the latter company, realizing the necessity for efficient cross-town transportation, urged that the old water front be filled in and a wider street over the wharves take its place; they agreed to pay part of the cost. This proposal occasioned much adverse criticism because of the cost to the city, but in 1852 Commercial Street, 5,883 feet long, 100 feet wide with 26 feet reserved in the center for railroad tracks, was opened.

The bustle and confusion of Fore Street was repeated all along the new street. Portland's greatest commercial activity came during the latter half of the 19th century.

The vast quantity of merchandise required hundreds of horses and teams, while molasses for the sugar house and breweries required three or more horses to draw the long, heavy drays. New wharves and piers were built, and ships waited their turn in the harbor for a chance to unload. It was a rough and tumble water front, and policemen toured the district in pairs. Commercial Street in 1875 was the center of flour and grain commerce and the wholesale trade of the West Indies. Long lines of freight cars, from which merchandise was rolled to the doors of the warehouses, partitioned the street. Until the World War Portland was a port of export. Today it is still a busy port, with spacious wharves equipped with modern appliances for efficient discharge of cargoes. Fish-laden boats, followed by screaming gulls, empty their hauls for the waiting canners and consumers. Boats with flags of foreign nations call for consignments of Solka or scrap iron, but Portland today has become a port for imports.

jutting into Portland Harbor at the eastern end of the water front is the (a) *State Pier*, built by the State of Maine in 1923 at a cost of \$1,500,000. This pier, constructed to facilitate and increase coastwise, intracoastal, and foreign commerce, is maintained by the Port of Portland Authority, a corporate body of five directors, four of whom are appointed by the Governor and one by the City of Portland. The pier is 1,000 feet long and varies in width from 140 to 320 feet. Exclusive of the large shed devoted to coastwise traffic, there are three sheds with a combined area of approximately 150,000 square feet available for transit cargoes. Usually docked at the State Pier is the (b) *U. S. Coast Guard Cutter Algonquin*, a 1,000 ton, 1,500 horsepower, gear-turbined ship built in 1934 at the Pussey-Jones Shipbuilding Works at Wilmington, Delaware. The range of operation for this cutter lies between the Bay of Fundy, or Canadian boundary, and the Rhode Island-Connecticut line, and as far seaward as is necessary to render assistance to disabled or distressed vessels. Docked at this pier is the (c) *Portland Pilot Boat*, a two-masted schooner-rigged vessel having a jib, foresail, and riding sail. Built in 1931 at the local Brown's Wharf by Frank Howard, the *Portland Pilot* is slightly more than sixty-nine feet overall in length. On the east side of the State Pier is the (d) *Portland Public Boat Landing*, a wooden landing-stage with runway to the wharf.

The first local telephone was introduced in the office of (e) *Randall and McAllister*, 84 Commercial St., in 1878 when Frederick A. Gower connected these offices with another address for trial purposes. (f) *Custom*

House Wharf, jutting from Commercial St. opposite the lower end of Pearl St., is usually teeming with activity; to and from this wharf arrive and depart the many island steamers that ply the channels of Casco Bay.

(g) *Portland Pier* is still reminiscent of Portland's onetime shipping glory; the ancient buildings, with crooked roofs and nets strung from their windows to dry, are a fitting background for the clear-eyed sailors that pass along the pier's cobble-stoned roadway. At this pier is docked the (h) *Portland Fire Boat*, a 90-foot long vessel designed by the naval architect, John Alden, of Boston. The *City of Portland*, built of steel at the East Boothbay yards of Rice Brothers Corporation, was placed in operation in October, 1931. The vessel is the first full-Diesel powered craft of its type; the conventional bow is conspicuous by its absence, the deck at the bow being circular, not unlike that of a ferryboat, to avoid being caught between piles while working close to a dock. Since being placed in operation other American cities and several foreign countries have placed orders for similar fire-fighting equipment (see *Government*).

(i) *Central Wharf* is the principal fish pier of the city, and to it come hundreds of fishing craft to unload their catches. On Merchant's Wharf is the (j) *Portland Yacht Club*, an organization formed in 1869 by 21 local amateur sailors who had taken a coastal cruise the previous year. In 1872 this group rented a loft on Custom House Wharf as their first clubhouse and 13 years later they acquired a building on the present site. This latter clubhouse was destroyed by fire in 1926, and the present two-story structure, designed by John Calvin Stevens and John Howard Stevens, was erected the following year. According to the *Portland Sunday Telegram* the house flag of the local yacht club has been carried farther north than that of any other yacht club in the world. Commander Donald B. MacMillan, the Arctic explorer and honorary member of the club, carried it on two of his voyages to Labrador, Baffin Land, South and North Greenland, and within 12° of the North Pole.

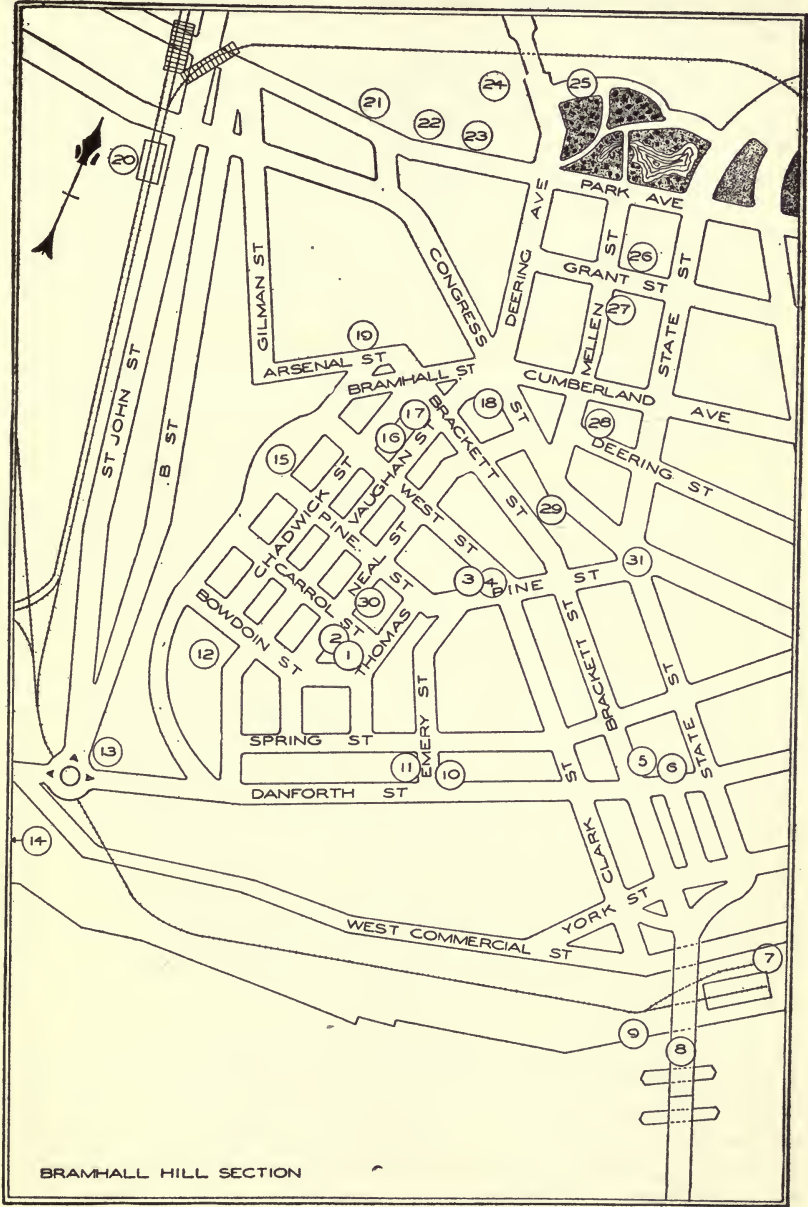
(k) *Brown's Wharf*, built about 1845 by John B. Brown, is the second longest wharf on the water front; its 970-foot length was the center of much West Indies commerce when its builder headed the Portland Sugar House, one of the first and largest molasses and sugar refineries in Portland during the middle of the 19th century (see *History*). Berthed at the east side of Hobson's Wharf is the (l) *Coronet*, a small schooner which took the "Modern Elijah" and a group of Shilohites on a disastrous cruise in an attempt to spread the gospel in the Holy Land (see *Religion*).

BRAMHALL HILL SECTION

The transition from a wilderness to a residential district was a prolonged one for the Bramhall section. The shoreline had been utilized for its accessible transportation but its hilly summit was covered by a heavy forest growth until the first quarter of the 19th century. Traders from the interior with their produce plowed through the dust and turns of Congress Street on their way to the "village" as Portland was then called, but only a few hardy inhabitants attempted to build their homes so far from 'The Neck.' When the Western Promenade was laid out in 1836 it was considered a waste of the taxpayers' money for no one would think of walking that distance for recreation. From this point may be had the finest view in the city, Portland's environs spread out kaleidoscopically. From the storage tank-dotted foreground on the western bank of Fore River, the panorama unfolds — church steeples of neighboring cities and towns are silhouetted against a backdrop of tall mountain ranges to the west, while eastward the "Bay of the Calendared Isles" emphasizes the wealth of beauty by which Portland is surrounded.

1. *Williston Church (Congregational)*, 32-38 Thomas St. This church is a brick structure conforming to a modified English Gothic style of architecture and is connected with a parish house of brick and cement. The church building was erected in 1878, and the parish house was built in 1905 from designs by John Calvin and John Howard Stevens. The latter structure has an assembly hall on the main floor and a spacious library on the second; on the third floor is a gallery with rolling doors that separate the space into eight class rooms, or roll back as desired, creating one large assembly room. In February, 1931, the church was visited by a disastrous fire, but was rededicated the following September after being extensively renovated.

During the pastorate of the Reverend Francis E. Clark (1851-1927) in 1881 the Young People's Society of Christian Endeavor was organized; the young minister believed "that the young people of the world had not sufficient opportunity for religious activities, and that the way to secure for them the privileges of satisfactory Christian growth was to organize them into a body which had definite personal and religious duties." In subsequent years



the organization became world-wide under the title of International Christian Endeavor.

2. The *McLellan School*, 14-20 Carroll St., is a square brick building erected in 1886 and named in honor of Portland's Civil War mayor, Jacob McLellan (1807-88). The school serves the primary grades and is the third oldest in the city. Jacob McLellan was born in Portland and began his career as a clerk; he soon abandoned this profession to follow in the steps of his father, a famous sea captain. During these years the younger McLellan commanded some of the finest vessels that sailed out of Portland harbor. In 1857 he served as State Senator. After the 'Great Fire' of 1866 he managed the relief fund for the sufferers.

3. The *Butler School*, 16 West St., is a two-story brick building erected in 1879 as a grammar school and named in honor of Moses M. Butler (1824-79), the incumbent mayor.

4. The *Andrews Memorial Tablet*, cor. Pine and West Sts., stands in the .05-acre Andrews Square and was presented to the city by the Portland Rotary Club December 14, 1921. The tablet honors Sergeant Harold Taylor Andrews (1893-1917) the first Maine man killed in the World War, who died in action at Couzeaucourt, near Cambria, France. He served in Company B, 11th Regiment, New York Engineers.

5. The *Hopkins-Milliken House*, 73 Brackett St., is a three-story building with front and back walls of brick and side walls of wood. Erected in 1807 by James D. Hopkins (1773-1840), prominent Portland lawyer, it was called "Hopkin's Folly" because it was so large a house and at that time considered so far out of town. The house was purchased in 1864 by Charles R. Milliken (1833-1906), who came to Portland in 1854 and entered the grocery jobbing business with F. A. Shaw and Company. When Shaw retired Milliken took over the business under his own name. In 1881 he purchased and became president of the Portland Rolling Mills; six years later he bought the plant of the Dennison Paper Company in Mechanic Falls and organized the Poland Paper Company.

6. The *Site of the Commodore Edward Tyng House*, 163 Danforth St., is now occupied by the Elias Thomas house, a 19th century flat-roofed brick building with four chimneys. Commodore Edward Tyng (1683-1755) was an English naval hero who distinguished himself in the French and Indian Wars, rising to the rank of senior officer in the Massachusetts navy. He took part in the expedition against Fort Royal, captured a French pri-

vateer that was raiding along the coast, and fought at the siege of Louisburg. He was made commander of the frigate *Massachusetts* and later headed a squadron that assisted in the capture of the French warship *Vigilante*. Elias Thomas (1771-1872), the builder of the present house, was engaged in shipping and trading.

7. The *Portland Terminal Company*, 468 Commercial St., a subsidiary of the Maine Central Railroad, was established in 1912 to consolidate the facilities of the Maine Central and the Boston and Maine railroads. The company owns all the steam railroad property in Portland, South Portland, and Westbrook, with the exception of that owned by the Canadian National Railways.

Providing terminal, passenger, freight, and wharf facilities for both railroads, each has equal rights to the use of the company's equipment which provides chiefly for the transshipment of pulpwood, baled pulp, china clay, coal, lumber, and sulphur.

Wharf No. 1 has a total frontage of 1,000 feet, berthing space for three steamers, and is equipped with a modern plant for discharging and forwarding general cargo; its storage shed has a capacity of 24,000 tons of baled pulp. Adjacent to this shed is an office building housing the superintendent of wharves, shed foreman, stevedores, and U. S. Customs. Wharf No. 2, with berthing for one steamer and trackage for 80 cars, has recently been sold to the Casco Wharf & Storage Co. Directly upstream, Wharf No. 3 has a frontage of 1,500 feet, berthing space for four steamers and was designed for the handling of china clay, pulpwood, timber, scrap iron, and other commodities. Built in 1930, Wharf No. 4 was ranked at its completion among the most modern and efficient coal handling plants on the Atlantic seaboard. This plant, directly across the harbor from Wharf No. 3, is located on Turner's Island, South Portland.

8. The *Portland-South Portland Bridge*, foot of Brackett St., is a reinforced concrete structure opened to the public July 1, 1916, and is locally known as the Million Dollar Bridge. The earliest span on this site was a rude wooden bridge built on piles in 1823 by a local corporation headed by Elias Thomas (*see above*: No. 6). Toll rates were two cents for persons on foot and six cents for horses; men on military duty were allowed free passage. The drawbridge was free to all vessels except pleasure craft. In 1851 the structure became toll-free, its maintenance devolving upon Cumberland County. Railroad tracks once crossed the span, and with the growth of these lines and resultant multiplication of tracks, the Portland approach became so hazardous that it was long known as the Gridiron of Death.

9. The *Portland Gas Light Company Works*, 40 West Commercial St., were set up in 1850, with Francis O. J. Smith (see *Woodfords Section: No. 23*) as president. Production of coal gas was discontinued in 1938 with the installation of two Semet-Solvay water gas machines, each capable of producing three and one-half million cubic feet of carburated gas daily. Ample reserves are stored in the company's four gas holders, three of these at the plant, and the other on St. James Street, Portland, South Portland, and Westbrook are served by 168 miles of mains.

10. *St. Louis Church (Polish Catholic)*, 279 Danforth St., in English Gothic style with a tower, was completed in 1927. Built of brick with limestone trimmings, the ornamental niche over the entrance contains a statue of the patron of the church, St. Louis. There are four schoolrooms on the lower floor.

11. The *Home for Aged Women*, 64 Emery St., was organized in 1854, and, aided by the churches of the city which raised a large part of the capital, it began operations two years later in a small house at the corner of Elm and Oxford streets. In 1872 the home moved to its present location. A three-story addition, designed by Frederick A. Tompson to conform with the original building, was built in 1913.

12. *Western Cemetery*, Western Promenade, Danforth and Vaughan Sts. For more than a century the small cemetery on Munjoy Hill was the only burial ground in the town. By 1829 it afforded no further burial facilities, with the result that the town then purchased ten acres on the southern slope of Bramhall Hill for this purpose; two more acres were acquired at later dates. Until Mount Calvary cemetery was purchased in 1857 Catholics were buried in the southern part of Western Cemetery, and the Catholic Church still owns 17 of the 29 acres in this burial ground. The memorial gateway, in a style familiar in English cemeteries, was erected in 1914 to the memory of Edward H. Davies (1818-1909); built of random rubble stone from Trundy's Reef, it was designed by John Calvin Stevens. On the northern side of the cemetery are the granite Hillside Tombs, in one of which is interred Stephen Longfellow (1776-1849), father of the poet, and in another, John Neal (see *Literature*).

Prominent among the monuments is one of granite erected by the pupils of Master Jackson's school as a tribute to their teacher, Henry Jackson (1783-1850), who taught in the Grammar School for Boys for 50 years.

13. The *Maine Publicity Bureau*, 3 St. John St., designed by John P. Thomas, was officially opened in November, 1936. Of brick with granite

trim, it was built by WPA funds on a lot donated to the city for a park by the heirs of the John B. Brown (1805-81) estate, but they agreed to permit the use of it for a tourist bureau of information; it is leased from the city by the Maine Publicity Bureau.

The *Rotary Traffic Circle*, St. John St. at Danforth St., is the first traffic circle to be built in the State. Completed in 1939 as a U. S. Federal Aid Grade Crossing project, the plans were furnished by the Bridge Division of the Maine State Highway Commission. The three-ton anchor, symbolizing the part Portland has played in shipping, was the gift of the Propellor Club of the United States, Port of Portland. Sodium luminaires give distinctive and intense illumination for night driving.

14. *Vaughan's Bridge*, foot of Danforth and St. John Sts., sometimes called "Kerosene Bridge," was named for William Vaughan (1745-1826) who was one of the promoters in the building of the original bridge that spanned Fore River at this point. First known as Portland Bridge, it was built of cobwork cribs filled with rock and sunk to serve as piers. The original structure was opened as a toll bridge in 1800 and became a free bridge 53 years later. The present iron and steel Vaughan's Bridge was completed in 1908.

15. *Western Promenade*, 431 Danforth St. to 1 Arsenal St., was acquired by the city in 1836. More than one hundred feet wide and over a thousand yards long, this thoroughfare is laid out on the highest ground in Portland, 175 feet above sea level. Many of the fine homes along the Promenade were built by early business and professional men of the city. Three markers, placed in the early half of the 19th century by the United States Geodetic Survey Service, one at each end of the Promenade and one in the center in perfect alignment, mark the true meridian of the earth's surface, longitude 70° 16', used by engineers to determine the variation of the magnetic needle. The seven-ton granite boulder on the southwestern end was erected by the Frothingham Post Veterans of Foreign Wars in memory of Lieutenant Philip B. Frothingham (1894-1918), who died in France and for whom the Post is named. Almost opposite the West Street entrance is an heroic bronze statue of Thomas Brackett Reed (1839-1902) (see *Munjoy Hill Section: No. 8*).

16. The *Maine General Hospital School of Nursing*, 135 Chadwick St., was, at the beginning of the 20th century, the home of the Portland School for Medical Instruction. The Medical School of Maine, founded in 1820, was under the control and supervision of Bowdoin College, and in 1899

this institution decided the last two years of the course should be given in this city. From 1909 until Bowdoin College discontinued its medical course in 1921 the Maine School of Medicine was carried on at this address. The Portland University, which conferred degrees in commercial and secretarial science, occupied these quarters from 1922-25, and three years later it was acquired by the Maine General Hospital for use as a school of nursing.

17. The *Reservoir*, Bramhall, at Brackett St., was built by the Portland Water Company (see *Woodfords Section: No. 36*) in 1869, a year after the water of Sebago Lake was piped to the city. The reservoir has a capacity of 8,000,000 gallons, serves no particular part of the city, but is kept filled in case of emergency.

18. The *Maine Eye and Ear Infirmary*, 79 Bramhall St., was established in 1885 in quarters on Federal Street. It outgrew the original location and in six years moved to its new building on Bramhall Street, designed by John Calvin Stevens. Established primarily for the treatment of eye and ear cases, it is now a general hospital.

19. The *Maine General Hospital*, 22 Arsenal St., is built on the site of the old State Arsenal. In 1867 Dr. Samuel H. Tewksbury (1819-80), newly elected president of the Maine Medical Association, suggested in his inaugural address the need of a hospital for Portland; the following year the Maine General Hospital was incorporated. The four-story central building, to which wings have been added with the growth of the institution, was designed by Francis H. Fassett and completed in 1874. It is a State-sponsored institution, three of its nine trustees being appointed by the Governor and six by the corporation.

Within the past decade the hospital has been remodeled, re-equipped, and a new wing added. It has a 293-bed capacity and offers medical, surgical, obstetrical, urological, orthopedic, dermatological, gynecological, ophthalmological, neurological, ear, nose and throat, pediatric, and dental services. The hospital also maintains special clinics for asthma, gastroenterology, cardiograph, mental hygiene, diabetes, and tuberculosis, and acquired a Drinkler respirator (iron lung) in 1931.

20. The *Union Station*, 242-296 St. John St., designed by the Boston firm of Bradley, Winslow, and Witherell in a style similar to French chateaux, was completed in 1888. Prior to the building of this station trains from Boston came across the Eastern Division bridge, turned on a Y, and

backed into the station on Commercial, at the foot of State Street; there was no arrangement for through car service between the Maine Central and the Boston and Maine. A newspaper clipping of that date reveals the sentiment of the city anent the new station: "At the time operations began for the building of the new Union Passenger Station where it now stands, the Congress Street Station was established to 'break in' the people of Portland to the new condition of things, for it was a radical change to establish a road's terminal so widely separated from the old and so far out of town, as it then appeared to the public."

21. The *Exposition Building*, 239 Park Ave., a red-brick auditorium with a seating capacity of 5,000, was designed by Frederick A. Thompson. It was erected in 1914 by the Exposition Building Association, to whom the city leased the property. Built at a cost of \$80,944, the structure is 206 feet long, 132 feet wide, and contains 26,358 square feet of floor space. Although the city now owns the building, the Exposition Building Association holds a 25-year lease with the privilege of renewal for an additional 25 years.

22. The *Portland Park Dept. Greenhouse*, 227 Park Ave., was built in 1910 for the purpose of raising flowers and shrubs for the city's parks and boulevards. Under its 7,500 square feet of glass the greenhouse produces about thirty varieties of annual flower plants and a like quantity of bedding material to supply 130 plots within the city. In conjunction with this program, the city maintains a nursery at Payson Park which supplies deciduous and evergreen trees as well as numerous varieties of evergreen shrubs (see *Woodfords Section: No. 11*).

23. The *Maine Institution for the Blind*, 199 Park Ave., is an industrial plant employing blind people in the State and furnishing them board and room as part of their regular wages. The institution consists of three buildings: the workshop, known as the Ryan Building in memory of the founder of the institution, William Ryan (1864-1936); the Woman's Dormitory; and the Superintendent's house. All three structures are of red brick with limestone trim. A dormitory for men is maintained at 84 Deering Avenue on a lot owned by the institution.

The Maine Institution for the Blind was incorporated in 1905, and the buildings were erected three years later; during the first years of the institution five men worked in one room of a local office. Brooms and mattresses manufactured in the present plant are sold throughout the State; chair caneing and rush seating are also done there, and employment is given to an

average of 34 men and women between the ages of 18 and 50. In the workshop, operations are carried on much as in any industrial plant except that ropes are hung to guide the workers. Each dormitory room has a radio, and literature in Braille is provided.

24. *Portland High School Stadium and Memorial Gateway*, 178-182 Deering Ave. Formerly known as Richardson Field, this area was leased to Portland High School by the city in 1930; the following year a concrete grandstand was built overlooking a football gridiron and cinder track. In 1932 bleachers were erected opposite the grandstand, giving the stadium a combined seating capacity of 8,250. The Memorial Gateway, marking the main entrance, was given by Mrs. Clara Dyer Foster in memory of her son, James Franklin Dyer (1876-1924).

25. *Deering Oaks*, 7-157 Park Ave. This park was initiated in 1879 when a part of the area was donated to the city by Nathaniel and Henry Deering and other property owners. Subsequent purchases of property adjoining the original grant gradually increased its size until, with the last purchase in 1922, the completed land acquisition totalled 53.70 acres. Colloquially called "The Oaks," because of the numerous trees of that species, it is the largest of the city's parks and a favorite recreation center for Portlanders both in summer and winter. The duck house in the center of the pond was presented to the park in 1899 by the Portland Carpenters Union; the four European swans it houses are wintered in the Franklin Park Zoo in Boston, when the pond becomes a skating field. The flower circle in the eastern section contains many well-known and rare varieties of annuals and perennials.

Near the bandstand is a tree with a slate marker on which is inscribed: "Here the brave followers of Major Church died in battle with the Indians Sept. 28, 1689." In September, 1689, one of Falmouths' prominent citizens wrote to Boston that there were 200 Indians on Palmer (Peak) Island. On the 20th of that month these were joined by another band from the north, and in the night this combined force moved to the mainland to Anthony Brackett's estate, on the site of Deering Oaks. Major Benjamin Church had arrived from Massachusetts a short time before this, and one of the Brackett boys ran to him to give the alarm that the Indians were about to attack the settlement. Church and his men immediately moved on the Indians, and in the fierce battle that followed routed the savages, who retreated with their dead and wounded. A letter, written by Church on the day of the battle and preserved in the Massachusetts archives, lists 21 inhabitants of the settlement wounded or slain.

26. The *White Memorial Church*, 75 Grant St., is a plain, brown shingled church named in honor of Sister Ellen Gould Harmon White (1827-1915), one of the early prophets of the Seventh Day Adventist Church. Her parents were Methodist Episcopalans who had severed their connection with that church in 1843, their decided Second Advent views having been influenced by the teachings of William Miller who lectured in Portland in 1840 and 1842. Born in Gorham, Ellen White lived in Portland during her childhood, when she began to receive what were considered to be "miraculous" visions from the Lord (*see Religion*).

27. The *Church of the Sacred Heart*, 65 Mellen St., of red brick, with portico and supporting columns of Indiana limestone, was designed in the Italian Renaissance style by Francis H. and Edward F. Fassett and completed in 1913. Between the two towers are three shrines with statues of the Sacred Heart, St. John, and the Virgin Mary — sculptored from Carrara marble. Steel framework, eliminating the use of pillars in the interior, allows an unobstructed view of the altars, also made of Carrara marble. The windows, designed and executed in the New York studios of Montague-Castle-London Co., depict the Annunciation, the Nativity, the Resurrection, the Presentation, and the Ascension. The Stations of the Cross, the work of the Boston sculptor, Hugh Cairns, are said to be the finest set of plastic decorations of their kind in New England.

28. The former *Baxter Homestead*, 61 Deering St., now an apartment house, was built about 1868 and was the home of James Phinney Baxter (1831-1921) (*see Literature*). Many of his children were born in this house, including Percival Proctor Baxter, Governor of Maine (1921-25) and donor of Katahdin Park. After finishing his schooling the elder Baxter started in business with William G. Davis, and in 1861 the partners united with the firm of Rumery and Burnham to form the Portland Packing Company when it was found that vegetables could be canned successfully. Baxter amassed a fortune through this and other business connections and was prominently identified with banking. His interests were manifold; he was founder of the Associated Charities Society, the Portland Society of Art, and was for many years president of the Maine Historical Society. Mayor of Portland for six years, James Phinney Baxter was active in suppressing the liquor traffic in the city. He received the honorary degree of Master of Arts from Bowdoin College in 1881 and that of Doctor of Literature in 1904.

29. The *Neal Dow Homestead*, 714 Congress St., a two and one-half story brick house of Colonial design, was built by Neal Dow (1804-97) in 1824.

Its interior is typically colonial in both architecture and furnishings; it is expected the house will eventually become the property of the Women's Christian Temperance Union of Maine as a shrine to the memory of the father of the Maine Law.

Neal Dow was born of Quaker parents in the two and one-half story frame house at 717 Congress Street. He was educated at "dame's schools" during his early years, progressing to Master Hall's school on Spring near State Street, and later to Master Taylor's on Union Street, transferring to the Portland Academy on Congress Street, east of Temple. Master Cushman taught at this school where young Neal was a classmate of Henry W. Longfellow and his brother, Stephen, Commodore Preble's son, Edward, the Brooks brothers, Erastus and James, who rose to journalistic and political heights in New York, and Sumner Cummings who became a noted Portland physician.

Young Dow was denied a college training because of the Quaker attitude that "a college education was a device of the adversary, and was to be obtained only at great peril to the immortal soul." His schooling finished at 16, he started work in his father's tannery, but kept up reading to compensate for his lack of a college training. With his father he went to every session of the Constitutional Convention that sat in Portland preparatory to Maine becoming a separate State, and in his early twenties joined the Portland Atheneum, a literary society; he was one of its first secretaries.

Dow joined the Volunteer fire department when he was 18 and served for more than twenty-five years. He campaigned vigorously to correct liquor conditions in the City and State and in 1846 was rewarded by having a prohibitory law passed by the State Legislature; however, the law was not stringent enough and was ignored. During the next five years Dow's unremitting efforts converted many to his views and while mayor of Portland in 1850 he wrote what became the Maine Law passed in 1851. He was subjected to all manner of humiliating affronts for his temperance activities, but made many friends for the earnestness and sincerity that prompted his actions. He made four trips abroad which resulted in the United Kingdom Alliance being formed to help similar legislation in England.

Dow served another term as mayor of Portland (1855-6) and at the fall of Fort Sumter enlisted and was commissioned colonel of the Thirteenth regiment of Maine volunteers. Promoted to brigadier general he was wounded twice during the siege of Port Huron, Louisiana. He was captured one evening while returning from the front to get some needed articles at the house at which he was staying; being unarmed and surrounded by a num-

ber of men, he surrendered and was brought to Libby Prison, where he remained a prisoner for eight months and two weeks, being exchanged for General Fitzhugh Lee.

The remainder of Neal Dow's life was in the temperance field; he traveled throughout the United States and Great Britain speaking for the cause, wrote innumerable letters to the press setting forth his views on the subject, and continued this labor until he was 90 years old.

30. The *First Church of Christ, Scientist*, 61 Neal St., of Caledonian brick with Indiana limestone trim, and of Georgian architecture, was designed by Brigham, Coveney, and Bisbee of Boston. Construction of the building began in 1909, but services were held for the first time in March, 1915. The organ was installed in 1926 (*see Religion*).

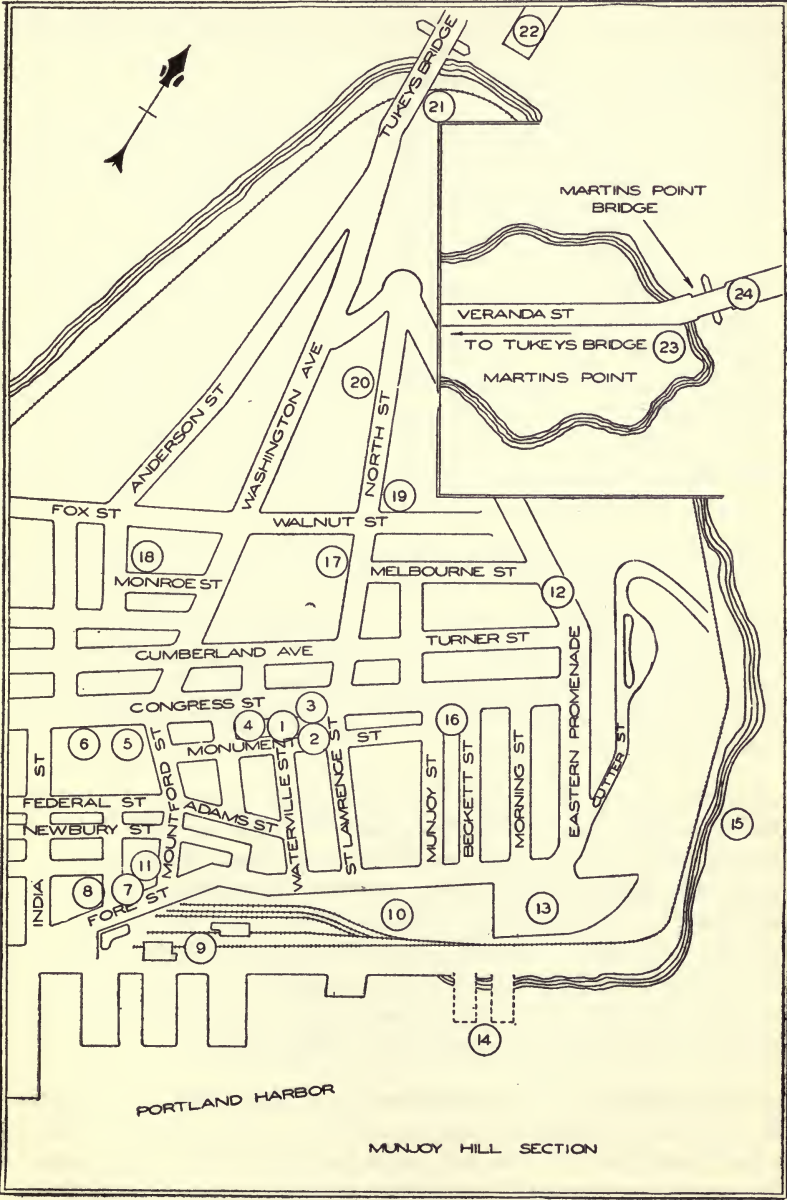
31. *Longfellow Monument*, Longfellow Square, junc. Congress and State Sts. This bronze statue of Henry Wadsworth Longfellow (1807-82) (*see Literature*), seven feet in height, is the work of the noted sculptor, Franklin Simmons (*see Arts and Crafts*), designed and executed in his studio at Rome, Italy. The money for the statue was raised by small contributions from the school children of New England; deposited in a sealed box in the pedestal are the names of these children. The granite base, designed by Francis H. Fassett, was the gift of Payson Tucker.

MUNJOY HILL SECTION

Until 1690 only three homes and a meetinghouse hugged the water front in this section of 'The Neck' and these, as were the inhabitants, were destroyed at that time by the French and Indians. The hill, named for George Munjoy, an educated and wealthy freeman of the Massachusetts Bay Colony who came to Falmouth in 1659 and settled on the homestead bought by his father-in-law from George Cleeve, was, during the early part of the 18th century, a grazing ground for cattle and a gathering place of the Indians for formal treaty-making. General musters were held on the level land adjacent to Fort Sumner, and yearly these muster grounds were the scene of gay Independence Day celebrations. After the 'Great Fire' Munjoy Hill became a city of tents to care for the thousands made homeless. In the rebuilding which followed, the "Hill" was considered a more desirable location, and newly built homes crowded the onetime playground area. Once known as Nigger Hill because of its small group of negro dwellers, Munjoy Hill today has no predominant nationality. The Eastern Promenade section, with its houses of Victorian architecture and spacious lawns developed in the latter part of the 19th century, sits aloof from the "Hill" and enjoys an unrivaled view of Casco Bay. The city has developed and landscaped this area, and in summer many Portlanders seek the near-by parks to enjoy the cooling sea breezes.

1. *The Portland Observatory* (open during summer; adm. 10c), 138 Congress St., was erected in 1807 from designs by Captain Lemuel Moody (1767-1846), who served as water boy during the Revolution and who in later years became an adept navigator. The octagonal observatory tower, built on Munjoy Hill, one of the highest eminences in Portland, rises 82 feet from the ground; 122 tons of stone were placed in the lower part of its 32-foot base, and eight white pine posts reached from the foundation to the lantern deck, which was constructed of eight similar timbers. A French telescope of the Dollard type was installed on the lantern deck, and from this lookout vessels could be sighted many miles at sea. Pre-arranged flag signals apprised the town's merchants of the approach of various craft, giving them first-hand information when a particular cargo was due.

When built the observatory was to be used as a signal station for incoming ships and to render assistance in case of distress, but Moody, however, also



saw its possibilities as a rendezvous for the townspeople and in conjunction with the tower built a bowling alley, dining room, and dance hall. These amusement places were frequented by troops who gathered at the near-by muster grounds for drill and target practice.

It was from the tower of the observatory that Captain Moody viewed the battle between the U. S. Brig *Enterprise* and H. M. Brig *Boxer* during the War of 1812, and in the manner of a modern radio commentator relayed a verbal account of the maneuvers to the excited crowds below.

Three generations of the Moody family have cared for the Portland Observatory which was closed to the public for many years. In 1937 it was acquired by the City of Portland with the stipulation that it be kept in repair for as many years as possible, and that eventually the site be marked with a tablet; the donor was Edward H. York, husband of Lemuel Moody's granddaughter. Renovated and reconstructed with WPA funds, the observatory, which is said to be the only remaining 19th century signal tower extant on the Atlantic coast, was rededicated in June, 1939, with a tribute by Donald B. MacMillan, the Arctic explorer.

2. *Monument Street School*, 25 Monument St. This red-brick structure built in 1860, enlarged in 1896 and again in 1926, serves the elementary grade children of Munjoy Hill. An outstanding feature of the school is its modernistic kindergarten decorations depicting scenes from Mother Goose rhymes and the experiences of little Pinocchio. This work was done under the auspices of the WPA Federal Art Project with murals by Anton Skillin, assisted by J. H. Davis.

3. *Congress Street Methodist Church*, 126 Congress St., was organized in 1851 by members of the Chestnut Street Methodist Church who lived in the eastern end of the city. A small church was built at that time on the corner of Congress and St. Lawrence streets, which, although enlarged some years later, was still inadequate, and in 1867 it was sold and moved from the site; the present wooden building was erected in 1868. At that time the City of Portland presented the church with a bell with the provision that the city have the use of it for fire alarms and other municipal requirements; this bell is still used by the Portland Fire Department.

4. *African Methodist Episcopal Church*, (A.M.E. Zion), 95 Monument St., is of concrete block construction and was erected in 1914; it is claimed to be the only church for colored people in Maine. Prior to the erection of this structure services had been held in a brick and stone church on New-

bury Street, near the Eastern Cemetery; this was known as the Abyssinian Congregational Church (*see Religion*).

5. *Eastern Cemetery*, cor. Mountfort and Congress Sts., was laid out in 1668 and according to William Willis was for 200 years "the only burial place in the territory now included in the limits of Portland. . . . Here the rude forefathers of the hamlet sleep. Here repose the remains of eminent men who have adorned the town during two centuries, including probably Cleeves, our first settler, and in later times the Cobbs, Ingersolls, Moodys, Freemans, Joneses, Titcombs, Foxes, Deerings, Coffins, the venerable pastors, Smith and Deane, Col. Tyng" This "Field of Ancient Graves," as it was called by the early settlers, now comprises six acres which are maintained in excellent condition by various patriotic organizations. The war dead of many conflicts, heroes of land and sea battles, and many settlers and prominent citizens of the town are buried here. Most of the monuments are box-like structures of brick and granite, others resemble tables supported by pillars, and interspersed among the more elaborate memorials are old slate headstones, many sunk deep in the turf.

A crumbling reddish-colored stone, its rim barely visible above the ground, marks the grave of Mrs. Mary Brown who died in 1718, the first recorded burial in the cemetery.

A granite shaft on a plain pedestal, erected by the Elizabeth Wadsworth Chapter of the Daughters of the American Revolution, bears the significant inscription: "To the memory of our historic dead who bore arms in the War of Independence and who were ever in defense of our city, who made her foundations so enduring."

A white marble monument honors Edward Preble (*see Downtown Section: No. 6*), often referred to as the "Father of the American Navy." Near by is a memorial to another naval hero, who served with Preble at Tripoli and about whom Doctor Deane of the First Parish Church recorded in his journal: "On the 4th of September, of this year [1804], Henry Wadsworth, son of Gen. Wadsworth, lost his life before the walls of Tripoli, by the explosion of a fire ship sent by Com. Preble to destroy the Tripolitan navy; his companions were Somers, Israel and others, who fearlessly sacrificed their lives, rather than fall into the hands of the enemy. Lt. Wadsworth was in the 20th year of his age, and a young man of great promise. A monument to this noble sacrifice stands at the western front of the capitol, in Washington, erected by the government, and another, in the Eastern Cemetery of this city, was erected by his friends to the memory of Wadsworth, and to commemorate the event."

Left of the Congress Street entrance of the cemetery is a group of three monuments intimately connected with the naval epic that occurred just outside Casco Bay when the American *Enterprise* and the British *Boxer* met in deadly combat. Both commanding officers were killed in this encounter. The survivors of the *Boxer* erected a memorial to their commander, Samuel Blythe, who was interred in this cemetery, inscribing on the monument to him: "In Life Honorable — In Death Glorious"; however, the grave of the American commander, William Burrows, was not marked. Not long after Blythe's memorial was erected Mathew L. Davis, of New York City, visited the Eastern Cemetery and noticed that the grave of the youthful captain of the *Enterprise* was unmarked. Believing that the victorious patriot deserved at least as noble a recognition as the defeated Englishman, Davis ordered a marble monument to be erected. For a long time the donor of the monument refused to divulge his name, which accounts for the last part of the epitaph on the memorial: "A passing stranger has erected this monument of respect to the name of a patriot, who in the hour of peril obeyed the loud summons of an injured comrade and who gallantly met, fought and conquered the foeman." The third monument of this group connected with the *Enterprise* and *Boxer* episode is that of 18-year-old Lieutenant Kervin Waters, of Washington, D. C., who served on the American brig. Severely wounded, he lived for more than a year assiduously cared for by the young men of Portland, who erected the memorial in tribute to his heroism.

A 28-foot Gothic type monument of polished red granite is a tribute to James Alden (1810-77), a local boy who followed the sea and rose to the rank of Admiral of the U. S. Navy. Many of Alden's progenitors were merchant seamen in colonial and revolutionary times, and he started upon his career in 1828 when he shipped aboard the *Concord*. The terse inscription upon the bronze tablet, "Intrepid explorer, Skillful Hydrographer, Cartographer on the West Coast of the U. S.," gives only an inkling of Alden's colorful career. Another marker indicates that he served in the "Mexican War, New Orleans, Vicksburg, Port Hudson, Mobile Bay, Fort Fisher." During his lifetime Alden served on an exploratory expedition into the South Seas and commanded an expedition directed against the activities of war junks in the sea area of Cochin, China. It is said that he was the only American naval officer to have dined with Queen Victoria.

The granite and bronze memorial in the form of a Greek cross marks the grave of Alonzo Stinson (1842-61), youthful Portlander who lost his life in the early days of the Civil War. The marker, surmounted by a bronze replica of a knapsack and blanket roll, was erected by the surviving mem-

bers of Company H, Fifth Maine Regiment, as a tribute to the 19-year-old boy who lost his life in the first Battle of Bull Run, July 21, 1861.

6. The *North School*, 248-254 Congress St., is a three-story red-brick building trimmed with Toronto white brick; it has a French roof with towers on each side and on the rear. Designed in the Romanesque style by John Calvin Stevens and John Howard Stevens, it was erected in 1867, replacing the old Congress Street Grammar School which was destroyed in the 'Great Fire' the previous year. Today the approximate enrollment of 1,300 pupils, composed of more than fifteen nationalities, makes this the largest elementary school in Maine.

A report of 1874 refers to "moderately sized rooms" for grading pupils in the North School, making it the pioneer of the modern grade system in Portland. The public-spirited mayor, James Phinney Baxter (1831-1921), made it possible to fit up rooms in the attic of the old school in 1894 for the use of boys interested in the various phases of woodworking. In the same year a system of school banking was inaugurated in connection with a local savings institution; among the first to deposit through these facilities were George P. Johnson, now Right Reverend Monsignor and Vicar General of the Diocese of Portland, and Marjory Nicholson, now Dean of Smith College. This was the first local school banking system, antedating by 20 years any similar movement.

7. *Henry Wadsworth Longfellow Birthplace*, 161 Fore St., is a three-story frame house of Early Colonial architecture. A plaque on the building indicates that the structure was erected in 1784, although Nathan Gould, Portland historian, has written that "sources agree that the Longfellow birthplace on Fore and Hancock streets was built in 1800 by William Campbell, a Scotch truckman, and that it was sold to Captain Samuel Stephenson in 1804."

Henry Wadsworth Longfellow (*see Downtown Section: No. 5*) was born in this house while his mother was visiting her sister. In later years the poet lived in the brick house on Congress Street, known as the Longfellow House. Although the latter part of his life was spent in Massachusetts, Portland has claimed him for her own, and yearly thousands visit the place of his birth close to the water front he described so vividly (*see Literature*).

The house has passed through many ownerships and was for a time used as a tenement; in 1914 the International Longfellow Society purchased the property and restored it as nearly as possible to its original state. The 22-room house contains furniture of its period, 7,000 old books, and many engravings and pictures of the early 19th century.

8. *Site of Birthplace of Thomas Brackett Reed*, E. side of Hancock St. between Fore and Middle Sts., is now occupied by a division of the modern drop-forging plant of the Thomas Laughlin Company. Thomas Brackett Reed (1839-1902) was born in a two-story wooden house which, with 16 other structures, was torn down in 1938 to make room for the 3.5-acre Laughlin plant. Reed was graduated from Bowdoin College in 1860, served as paymaster in the navy, and in 1865 began to practice law. He was a member of the Maine Legislature, became attorney general of the State, and was elected to Congress in 1876. His evident ability as a speaker led to his appointment as floor leader of the Republican Party. Reed served in Congress until 1899 and was three times elected speaker of the House of Representatives. He won national recognition with his ruling that all members present, though not voting, should be counted toward a quorum. In 1895 he was seriously considered as a candidate for the presidency but lost the nomination because of his failure to come out unreservedly for the gold standard. He published *Reed's Rules* (1894) and edited *Modern Eloquence* (1901).

9. *The Grand Trunk Railway Elevators*, Commercial St. near foot of India St., are two huge grain storage bins belonging to the Canadian National Railways. Adjacent to the elevators are the company's three wharves with berthing space for nine steamers.

Elevator No. 1, with a capacity of one million bushels, was built in 1898; elevator No. 2 was erected three years later and has a capacity of one and one-half million bushels. This towering structure is 300 feet long, 101 feet wide, and 175 feet high. Unloading from cars to elevators averages 140 cars per ten-hour day, and grain can be delivered from the bins to four steamers at one time at the rate of 10,000 bushels an hour per steamer.

Shortly after the arrival in this port of the first ocean steamer in 1853 grain commenced to flow in from western markets for shipment to Europe. In the early days much of the grain was carried on the ships in hand baskets. The first step of progress was the erection of a rude elevator powered by a steam engine placed on a scow; this elevator was set up like a mill hopper, running over an endless belt. Tin cups attached to the belt scooped up the grain from pits under the tracks into which the cars unloaded. Carried up an incline of 45 degrees, the grain dropped into a spout by which it was conveyed into the vessel's hatches at the rate of about five hundred bushels an hour.

10. *The Site of the First Meetinghouse and Fort Burrows*, 58 Fore St., is now occupied by the Portland Company, manufacturers since 1846 of heavy

machinery, foundry products, boilers, and steel fabrications. The first meetinghouse was erected in 1670, and in it George Burroughs preached the doctrines of Congregationalism after the Massachusetts General Court had ordered the inhabitants of 'The Neck' to get a Congregational minister (see *Religion*). The meetinghouse was destroyed in the French and Indian War of 1690. In 1783 the proprietors of Munjoy Hill built a stone wall that crossed this site, setting off the eastern eminence of the city as a pasture. Inhabitants were able to purchase "Cow Rights" from the owners, receiving permission to pasture one cow within the walls. Fort Burrows was built in 1813 by the State of Massachusetts, named for the gallant commander of the *Enterprise*, William Burrows.

11. *The Site of Munjoy's Garrison*, NW cor. Mountfort and Fore Sts., is now occupied by a part of the Thomas Laughlin drop-forge plant. A crude frame house was built on this site in 1660 by the father-in-law of George Munjoy (1626-80); the latter fortified it for a garrison and lived there with his wife until about 1676, the outbreak of King Philip's War. In that year the Indians made a raid on Falmouth, and the Reverend George Burroughs and a few settlers fled to the Munjoy Garrison; it offered so little security, however, that they abandoned it and fled to Bang's (Cushing) Island.

12. *Eastern Promenade*, 1 Atlantic St. to 251 Washington Ave., was acquired by the city in 1836, and the following year Fore Street was extended up over the hill to connect with it. It was not until 1905, however, that the city began to improve this area of more than sixty acres. From the prominence that extends northwesterly from Atlantic Street past Munjoy, Beckett, Vesper, and Morning streets, Fort Allen Park, and along the slope of the northern concourse which leads to US 1-A (Washington Ave.), one is afforded a fine panorama of islanded Casco Bay and the picturesque forts, Gorges, Scammel, and Preble. At the head of Cutter Street, which winds down the slope from the promenade near Fort Allen Park, is a boulder with a bronze plaque erected to the memory of Corporal Jacob Cousins by the Jacob Cousins Post No. 99; he was the first Portland soldier of Jewish faith to be killed in action in the World War. Located at the head of Congress Street is the *Cleeve and Tucker Memorial*, the first monument erected in Portland. Of Maine granite from the North Jay quarries, it was given to the city in 1883 by Payson Tucker, whose ancestor, Richard Tucker, with his partner, George Cleeve, was the first to settle what is now Portland (see *History*). Engraved on each side of this graceful shaft are the four names by which the present city has been successively known,

"Machigonne, Casco, Falmouth, Portland." Just N of this monument is the *Wills Playground*, named for Charles Wills, a former alderman of the city who was interested in recreation.

In an iron-fenced enclosure beyond the foot of Quebec Street, is the *Burial Ground* of 21 victims of the War of 1812.

13. *Fort Allen Park*, 4.55 acres, adjacent to the Eastern Promenade, was acquired by the City in 1890 and is located on the site of Fort Allen. In reality, this fort was merely a series of batteries thrown up to defend the town should it again be subjected to a bombardment similar to that of Mowat's in 1775. The half-moon battery was built to mount five guns and was spoken of as the great fort or the citadel, but there are no early records of the details of its construction. Rebuilt in 1814, it was named in honor of Commander William Henry Allen (1784-1813), who began his career as a midshipman in the U. S. Navy and rapidly advanced to the rank of commander. Much of his service was in foreign waters and while in command of the *Argus*, out to harass British commerce during the War of 1812, his ship fell in with the English ship *Pelican*. In the engagement that followed the commander's leg was shot off and he died aboard his ship from loss of blood.

14. *Victoria or Great Eastern Wharves*, at the foot of the bluff in Fort Allen Park, are today only remnants of the stone wall abutments and pilings of wharves erected in the late '50's to care for the English-built luxury liner, *Great Eastern*, that was to make Portland a port of call. The cost of maintaining this ship was enormous, and it changed hands several times until bought in 1865 by the Atlantic Telegraph Company to lay the first cable between England and America; the boat never arrived at Portland. The wharves, however, were not deprived of their moment of glory for on October 20, 1860, Baron Renfrew, Edward Prince of Wales, later Edward VII, embarked from these wharves after a trip through Canada. It was Edward's first and only visit to America, and all along the Portland route, from the railroad station that was then on Commercial Street at the foot of State to the wharves, people crowded the streets for a glimpse of royalty. The royal carriage was preceded by companies of militia from Portland, Lewiston, and Auburn, which made progress so slow the Prince is claimed to have commanded, petulantly, "Hurry, I'm cold!" The harbor was crowded with American vessels, all gaily decorated, and, according to Nathan Goold there was "in the lower harbor the largest fleet that had anchored in an American port since the French squadron had anchored in Newport harbor in 1778. . . . There were eight British ships besides the

American boats. It was an inspiring spectacle when the Prince stepped aboard the flag decked vessel. The yards of the Men of War were manned by sailors and broadside after broadside came thundering over the tide from the vessels. There was displayed for the first time in the United States, the Royal Standards of Great Britain. The fleet immediately put to sea and while passing Fort Preble a parting salute was given from that fortification. The *Hero* and the *Nile*, with six other vessels, composed the fleet that had 90 guns and nearly 1,000 men."

An amusing sidelight to all this pomp and display occurred at the time Edward was about to embark. An enthusiastic woman admirer had a bouquet of flowers which she wished to present to Victoria's son, but the police kept her and the crowd roped off. Not to be denied the pleasant memory of having presented her bouquet to royalty, the lady threw her armful of flowers at the 19-year-old prince and then gasped. Her aim was deadly. The Prince's hat was knocked off his head, to be rescued by an amazed seaman, while the heir to the English throne boarded the ship in stony dignity minus his topper.

15. *East End Bathing Beach*, adjacent to Eastern Promenade, has been in use as a municipal bathing center since 1836 when Portland acquired the land from Fore Street to Washington Avenue, including the Eastern Promenade to the water's edge. In 1916 the newly created Recreation Commission assumed responsibility for its upkeep and development. The beach is about one-eighth of a mile long and has a gentle slope. Three life guards and a matron are stationed here during the summer months.

16. *St. Lawrence Congregational (Wright Memorial) Church*, cor. Congress and Munjoy Sts., is a massive stone structure of composite Gothic and Renaissance architecture erected in 1897 on the site of an old skating rink built 17 years previous. The church was dedicated in 1922 as a memorial to the Reverend Abiel Holmes Wright (1840-1920), who served as pastor from 1871 to 1903. An independently formed church, its origins are said to date back to 1857 when "eight Christian men residing on Munjoy Hill formed a corporation under the laws of the State for the purpose of building a house for religious worship on St. Lawrence Street." The following year the St. Lawrence Congregational Chapel was erected.

In 1905 William B. Jack started the Thirteen Class in the Sunday School of the church; the next year Henry F. Merrill assumed the leadership which he still continues. From its original membership the club has grown to an enrollment of about one thousand, and a Sunday attendance of between

three and five hundred men from all walks of life and embracing many religious beliefs.

17. *Site of Fort Sumner*, 60 North St. Fort Sumner, originally located on ground south of Shailer School and named for Increase Sumner, Governor of Massachusetts, was erected in 1794 when war between the United States and France seemed imminent. It had a battery on Monument Street mounting large cannon and is supposed to have been the origin of Longfellow's lines in 'My Lost Youth':

The Fort upon the hill;
The sunrise gun with its hollow roar,
The drum beat repeated o'er and o'er,
And the bugle wild and shrill.

In time the principal function of this fort was the "fire watch," a sentinel who, on discovering a fire in the town, would discharge a cannon as a signal for the ringing of bells to summon aid. This was the town's sole fortification until forts Preble and Scammel were erected in 1808-09. During the War of 1812 its guns were remounted but never used, and in 1827 John Neal (*see Literature*) set up a gymnasium within the fort and was the first man to introduce parallel bars and leaping poles in New England. *Fort Sumner Park*, of 1.07 acres, is N of the Shailer School.

18. *Cumberland County Jail*, 25 Munroe St., was erected in 1858. The central part of the granite-trimmed brick building houses the office, reading room, kitchen, and eight sleeping rooms. The granite wings on each side of the main structure contain 63 cells. Offenders who are sentenced to 11 months or less serve their time here, but those drawing longer sentences are transferred to Thomaston State Prison. Previous to 1914 wooden heels were manufactured by the prisoners in a shop in the rear of the jail; since that date the stoneyard is the only labor activity connected with the institution.

19. *The Reservoir*, cor. North and Walnut Sts., was completed in 1890; it was one of the largest reservoirs in Maine at the time. The original construction was of dirt, and in 1893 one end of the wall became weakened, releasing millions of gallons of water backed by the tremendous pressure of an elevation of 267 feet above sea level. Houses were washed away, and four persons were drowned. To guard against a like disaster, the new walls were constructed of granite blocks over crushed stone, all laid in a bed of clay. Since 1926, with the opening of a new conduit from Sebago Lake, this reservoir with a capacity of 20,000,000 gallons has been main-

tained only as a reserve source for the city's water supply. A pumping station connected with the reservoir is located at Walnut and Sheridan streets.

20. *The Jewish Home for the Aged*, (visitors daily 10 a. m. to 6 p.m.), 158 North St., a square, two-story brick-stucco building was erected in 1929 from designs by the Portland architect, Herbert Rhodes. A synagogue for religious services and a reception hall are among the facilities included in the building. The home accommodates aged Jewish people of any financial status and is maintained by voluntary contributions.

21. *Tukey's Bridge*, Washington Ave., was opened in 1796 and for a long period was known as Back Cove bridge. Portland at that time was almost entirely surrounded by water, and eastward travelers were forced to go up Congress, through Grove Street, out by Allen's Corner and over a covered bridge. In 1791 a petition was sent to the General Court of Massachusetts to solicit aid in having a road built to, and a dam thrown across, the cove between Sandy and Seacomb points. This was denied, and private citizens of the town procured a charter three years later under the name of "The Proprietors of Back Cove Bridge." This bridge was maintained by tolls until 1830, at which time Portland citizens felt it should be free, but not until six years later did the owners agree that their investment had been paid sufficiently and that tolls be discontinued. The State Legislature decreed that proprietors officially relinquish the bridge to the city in March, 1837. All the proprietors were not agreeable to this decision and one, "a very respectable citizen," took matters into his own hands, stood at the gate, and collected tolls. A group of young men, intent on using the bridge without paying a fee, demanded free passage, but the determined proprietor held on to the gate. The warning that he would be thrown overboard unless he released his hold made no difference to him, but when the young men seized the gate and tore it loose, caution came to his rescue and he dropped from the gate in time to escape being plunged to the water below. From then on it was a free bridge. Lemuel Tukey was an early toll collector who kept a tavern on the Portland side where he served clam and fish suppers; gradually the bridge came to be known as Tukey's Bridge. It was rebuilt in 1898 when an iron draw was put in. It is now maintained by the city.

22. *The Burnham and Morrill Company*, 45 Water St., is a four-story brick building with concrete trimmings, occupied by the firm since 1915. There are also a two-story brick fish-house and four storage warehouses

connected with the plant. This concern had its inception in Portland almost ninety years ago in a small factory on Franklin Street. In 1865 George Burnham (1831-1909) originated the idea of packing small herring as sardines — a substitute for those packed in France. Burnham went abroad and studied the French method, returning to set up a factory in Eastport especially for the canning of sardines.

23. The *U. S. Marine Hospital* (open 2-4 p.m.), 331 Veranda St., was erected on the site of the Veranda Hotel and opened to patients in 1859. The hotel, which burned in 1851, was the rendezvous of early Portlanders who enjoyed its cuisine and dancing parties. Advertised as a "watering-place," it attracted many guests among whom was Longfellow who spent a summer reading the proof sheets of *Evangeline*.

When the Marine Hospital Service was inaugurated by Congress, July 16, 1798, the President was authorized to collect twenty cents a month from every seaman of the United States engaged in foreign and coasting trades for the relief of sick and disabled seamen provided that the money be expended in the district in which it was collected. Portland was then, as now, the chief seaport of Maine, but early patients, for want of a hospital, were boarded out in private families. Dr. Nathaniel Coffin (1744-1826), whose medical education was at Guy's and St. Thomas' Hospital, London, was the first attending government physician and held the post until 1826. As larger numbers of seamen applied for treatment, private facilities could not meet the demand, and the town voted "to provide for all sick and distressed seamen at the almshouse." As this was connected with the town jail, the mariners soon rebelled against being housed with petty vagrants. Agitation was started in Congress by Francis O. J. Smith (1806-76), a representative from this district, for adequate hospital facilities, and on July 1, 1859, the present Marine Hospital was ready for occupancy, with Dr. Samuel H. Tewksbury (1819-80) of Portland the first superintendent. The U. S. Government Public Health Report for February 6, 1931, complimented: "The service of Portland maintains perhaps to a greater extent than any other the original character and intent of the Marine Hospital system. A vast majority of its patients are seamen of the old New England type of sailors from coasting vessels — the genuine 'Happy Jacks' of song and story. With these, of course, is to be found some of the class of seafaring men on steam vessels, but none of the bastard type of seamen to be seen on rivers under the title of roustabouts." There are now 15 classifications of persons entitled to the benefits of this well-equipped hospital.

24. *Martin's Point Bridge*, the E. end of Veranda St., was opened as a toll

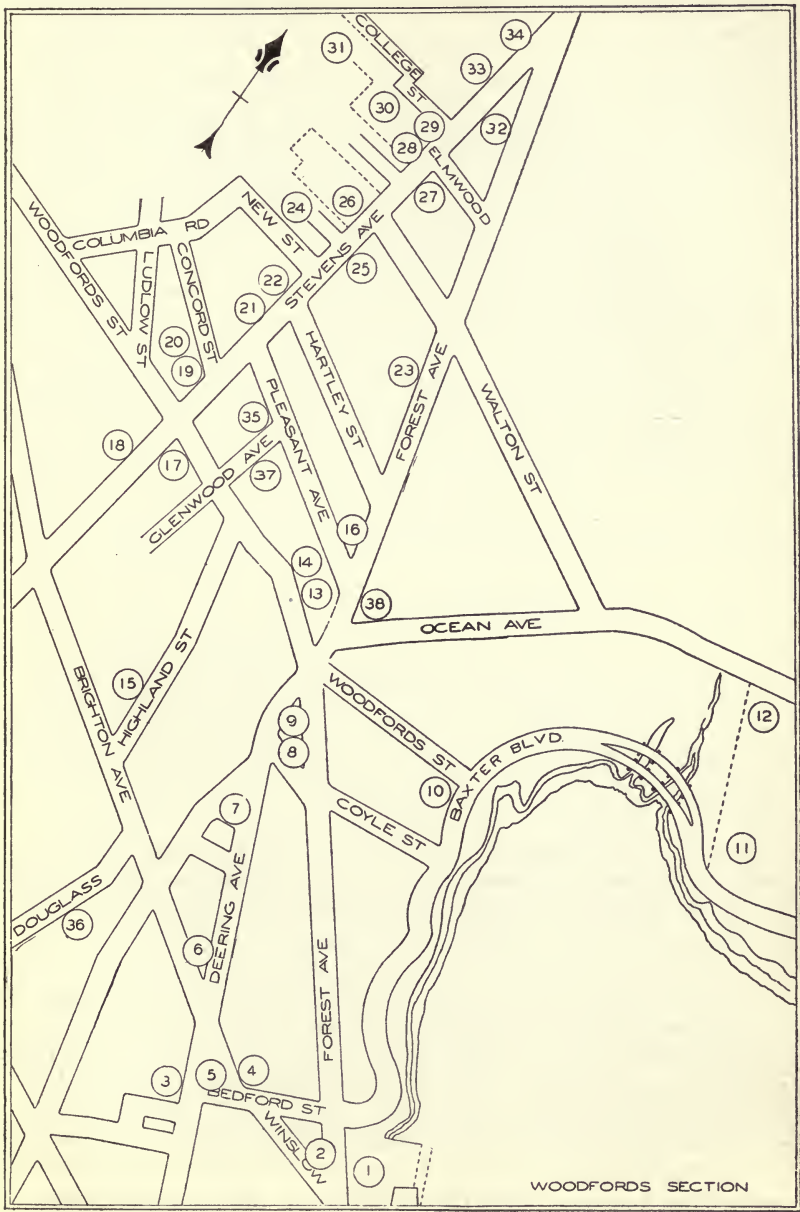
bridge in 1828. Shortly after the turn of the century the need was felt for a bridge across the Presumpscot River at this point, but the severe financial depression occasioned by the Embargo Act of 1807 delayed action at that time. Twenty years later a company known as the Proprietors of Martin's Bridge was incorporated and completed the bridge the following year. It was destroyed by a freshet in 1861 and abandoned until the county, by legislative authority, built and opened a free bridge in 1868. This bridge was entirely renovated in 1920.

WOODFORDS SECTION

The part of the city known today as Woodfords was virgin forest long after 'The Neck' had become a bustling port. With the withdrawal of hostile Indians farther west settlers straggled in, but it was not until after the Revolution that inhabitants of Stevens Plains, named for an extensive landowner, took up their peacetime trade of smithing and making tinware. A flourishing settlement then grew up, and craftsmen in tin and pewter made this section famous. Fine homes were built, and genial hosts entertained their guests in a lavish manner. A fire destroyed the tin shops in 1842, and the industry was never rebuilt. When the Maine Central Railroad ran its tracks through Woodfords and built a station there, many travelers preferred to leave the train at this junction and come in to Portland on the new horsecars. Stevens Plains, according to Edward Elwell in *Portland and Vicinity*, were: "the scene of 'General Musters,' where the 'old militia' disported themselves in gorgeous uniforms, and engaged in sham fights involving a great waste of gun-powder, though no loss of blood." After the disastrous fire of 1866 Portland residents began to build their homes in this less congested city of Deering which became a part of Portland in 1899. Woodfords, once famous for tinware and horn combs, is a section of comfortable homes with a shopping center at the "Corner."

1. *Winslow & Company*, 253 Forest Ave., known to early Portlanders as the Old Pottery, is the only plant of its kind in New England and is claimed to be the largest east of Ohio. Originally the Portland Stoneware Company established in 1846 by John T. Winslow (1820-96), the plant for many years produced crocks, jars, and ornamental stoneware. In 1870, however, the pottery started mass production of more utilitarian objects and today produces digester brick, tile pipe, wind guards, flue linings, and chimney tops. About one-third of the clay used in the pottery is obtained from the clay bank lying between Forest Avenue and Tukey's Bridge and the remainder is imported.

2. *Winslow Park*, Forest Ave. and Winslow St., a small triangular plot of .19 acres, was one of the first neighborhood parks established under the Portland Park System. It is named for Edward B. Winslow (1846-1936),



a local merchant, who for many years was president of the Old Pottery (see above).

3. The *Lafayette Restorator*, 25 Granite St., was built prior to 1760 as the home of Joshua Freeman (1730-70), brother-in-law of Dr. Samuel Deane of the First Parish Church. In 1775 Dr. Deane and his wife fled from the less protected area of 'The Neck' to this house to escape the bombardment of the town by Captain Henry Mowat (see *History*). Originally of two stories, a third floor was added to the frame building in recent years. During the early 1800's it was an inn known as the Lafayette Restorator. The original main entrance with its fine fanlight doorway and a portico with four large Doric pillars supporting a pediment, remain.

4. The *Deering Mansion*, 85 Bedford St., sets back from the busy street, its broad lawns shaded by fine old elms. This square, two-story, white frame residence was built in 1804 by James Deering (1766-1850), the son of Nathaniel Deering (1739-95), one of Portland's pioneers who came to 'The Neck' in 1761. The house occupies a part of the site of Anthony Brackett's farm where in 1689 Colonel Benjamin Church led his militia against the Indians in one of the bloodiest battles ever fought on Maine soil (see *History*). The interior of this old house, maintained in excellent condition, contains many early American antiques and is kept much as when its owner, James Deering, was host to such distinguished guests as Daniel Webster, Henry Wadsworth Longfellow, and Jefferson Davis.

5. *Noyes Park*, Deering and Brighton Aves. and Bedford St., containing .52 acres, was acquired by the city in 1927 and named in honor of the Noyes family who gave a part of the property to the city.

6. *Fessenden Park*, Brighton and Deering Aves., a .46-acre park honors Portland's William Pitt Fessenden (see *Downtown Section: No. 108*) and his son, General Francis Fessenden (1839-1906), a Civil War veteran, who was mayor of Portland in 1876.

7. *Longfellow Park*, Deering Ave., and Devonshire and Longfellow Sts., was acquired by the park department in a novel manner in 1929. Near-by residents paid part of the purchase price, and the city the balance. There are several excellent specimens of Norway maples in this .05-acre park.

8. *Trinity Square Park*, Forest Ave. and Coyle St. of .3 acres, is named for (9) *Trinity Episcopal Church*, 113 Coyle St. The brown shingled church was designed and built under the supervision of the Reverend Charles T.



Fort Allen Park



Deering Oaks Playground

Corner Baseball





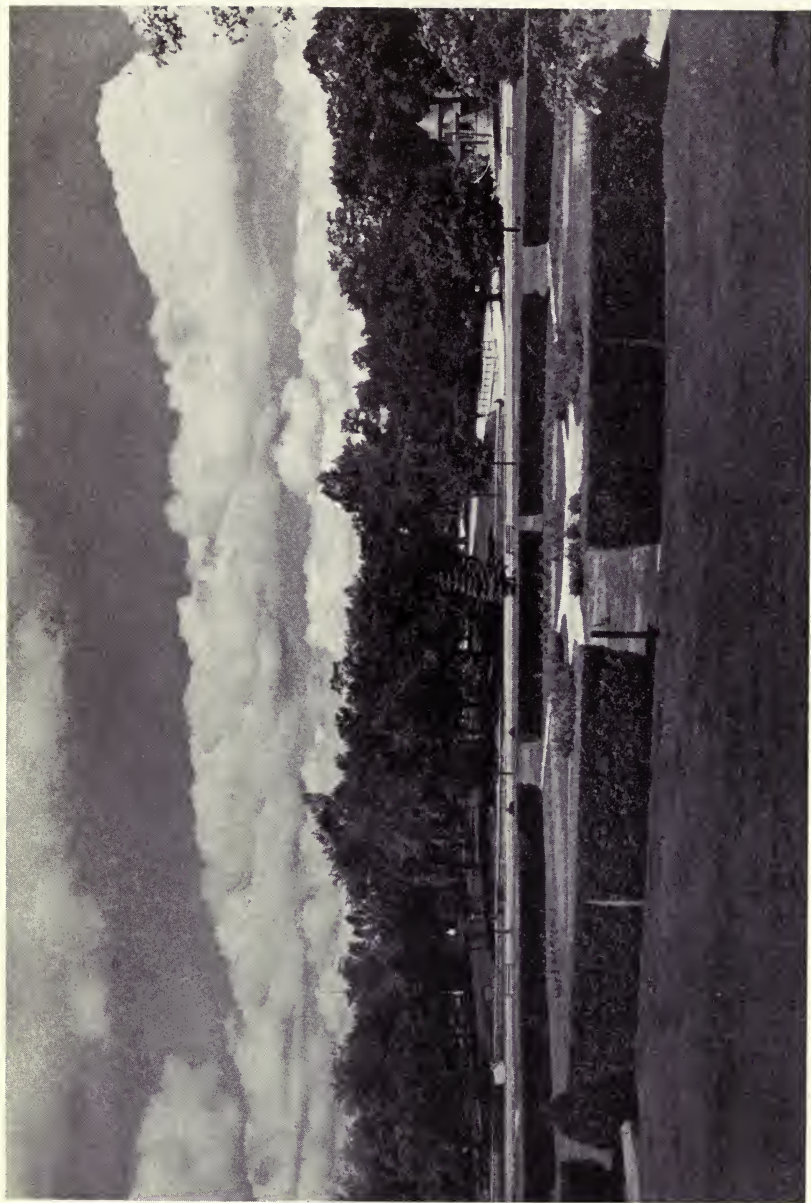
East End Bathing Beach

'The Old Swimming Hole'





Wilde Memorial Chapel, Evergreen Cemetery

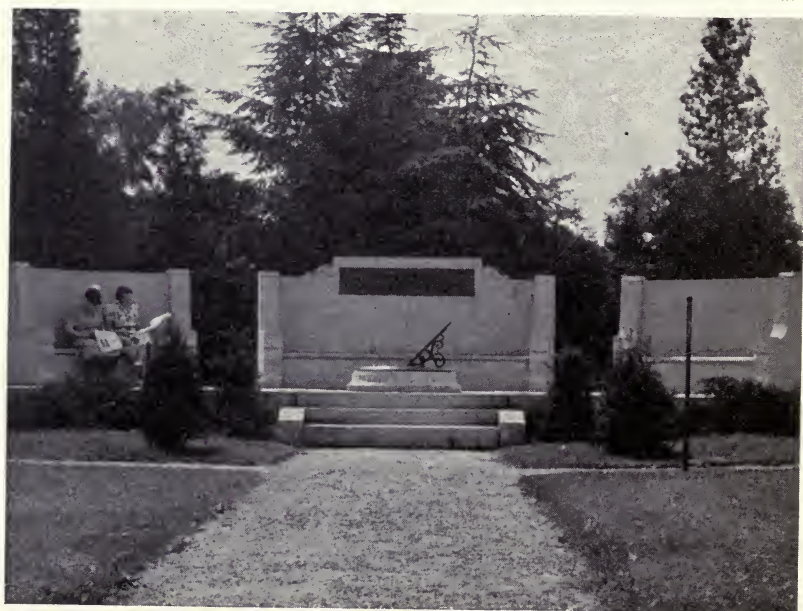


Flower Circle in Deering Oaks



Gulliver Field Pond

Baxter Boulevard Memorial





Fessenden Park

Western Promenade





Longfellow Monument

Ogden; its cornerstone was laid by the Episcopal Bishop of Maine, Benjamin Brewster, in 1891. The Kincaid Memorial altar rail of hand-carved fumed oak is in striking contrast to an otherwise undistinguished interior.

10. The *Baxter Memorial*, Baxter Boulevard and Woodford St., was erected in 1925 by the Baxter Boulevard Memorial Association to honor James Phinney Baxter (1831-1921). While mayor in 1893 Baxter first called attention to the possibilities of a parkway skirting Back Cove; three years later he had plans drawn for the proposed new development which, together with Eastern and Western Promenades and Deering Oaks, would encircle Portland with a nearly continuous parkway. Property owners donated land fronting the cove, and under an intensive campaign by Baxter a narrow trail was laid out along the irregular shoreline; this was followed by a graveled roadway and finally by the present macadam boulevard which, with its ornamental bridges over winding creeks and landscaped area on each side, is one of Portland's beauty spots. This Back Cove Boulevard, as it was then called, was opened in 1917, but four years later its name was changed to Baxter Boulevard. The memorial is an elliptical granite base on which are a sun dial and three large stone seats.

The boulevard, covering about thirty acres, swings around Back Cove from Forest Avenue to Washington Avenue, a distance of 2.25 miles. The 600-acre Back Cove, with its bottleneck entrance from Portland Harbor, is a haven for thousands of aquatic birds during the migratory seasons (*see Natural Setting*); in 1915 the part of the cove adjacent to the eastern end of the boulevard was set off by the State of Maine as a bird sanctuary.

11. *Payson Park*, lying between Baxter Boulevard and Ocean Ave., comprising 47.75 acres of recreational park land, was acquired by the city in 1917. In 1925 two memorial piers, surmounted by large octagonal lanterns, were erected at the Ocean Avenue entrance; a bronze plaque indicates that the park was named in memory of Edward Payson, although it is not known whether this was the Reverend Edward Payson (1783-1827) of the Second Parish Church or his son, Edward Payson (1813-90), who lived near by (*see below*.) Fronting Baxter Boulevard is a 210 mm. German howitzer which was seized by the Allies during the World War. Within the park is a children's playground, baseball diamond, tennis courts, and a municipal nursery where the city's gardeners propagate many varieties of evergreen and deciduous trees, and shrubs for the beautification of Portland's parks.

12. The *Payson House*, 455 Ocean Ave., on land adjacent to Payson Park

owned by the City of Portland, was erected in the 1850's by Edward and George Payson, sons of the Reverend Edward Payson, noted pastor of the Second Parish Church. Locally called Payson's Castle, this brick residence with tower is built of sun-dried bricks made of clay taken from nearby Back Cove. Sun-dried bricks, however, were not adapted for use in the Maine climate, and the builders were forced to cover the exterior with mastic.

13. *Woodfords Club*, 179 Woodford St., a social club, was organized in 1913 with a membership of 100. Any person 21 years of age or over, residing within a ten-mile radius of the clubhouse is eligible for membership. The original clubhouse was erected in 1914 and enlarged in 1931.

14. *Woodfords Congregational Church and Parish House*, 199 and 202 Woodford St. The frame church edifice, erected in 1872 from designs by the local architectural firm of F. H. & E. F. Fassett, is unimportant architecturally in direct contrast to the splendid Early Georgian brick parish house, built in 1926 from designs by the Boston architects, Miller, Mayo, and Beal. The church bell was presented by the daughters of James Deering (see above: No. 4), and the original communion service was the gift of the now disbanded Plymouth Congregational Church of Portland.

The history of this church society dates from 1725 when the original First Parish Church was erected on what is now Congress Street (see *Religion*), from which emerged Parson Bailey's parish in Stroudwater, the predecessor of the present church.

15. The *Washington Elm*, in yard of 14 Highland St., is marked by a bronze tablet: "This tree, a scion of the Washington Elm in Cambridge, Mass., was sent as a slip by the poet Henry W. Longfellow to his brother, Alexander W. Longfellow, and planted here by him near his home in 1852." Longfellow delighted in spending long hours at "Highfield," the name he bestowed on his brother Alexander's home and was constantly sending gifts to beautify it. In later years the estate became the home of George Thornton Edwards (1868-1932), who compiled the biographical *Musicians of Maine* (see *Music*).

16. *Clark Memorial Methodist Church*, 11 Pleasant Ave., a plain, wooden structure built in 1882, is named in memory of Dr. Eliphalet Clark (1801-83), a distinguished local physician and zealous churchman. One of the earliest native American doctors to practice homeopathy, Clark was a member of the committee that drafted the plan for the American Institute of

Homeopathy. He was the first president of the Maine Wesleyan Board of Education and was one of the first patrons and trustees of the General Biblical Institute of the Methodist Episcopal Church. Clark declined nominations as mayor of Portland and as governor of Maine, but was active in many civic matters; he served as president of the city's first horsecar railway and as director and president of the famous Boston and Portland Steam Packet Company.

17. *Caldwell Memorial*, cor. Stevens Ave. and Woodford St., is a granite boulder with bronze plaque, presented to the city on November 11, 1923, by the Ralph D. Caldwell Post No. 129, American Legion, in memory of Portland's World War veterans. This post was also instrumental in having the name of the square which the memorial faces changed from Highland to Caldwell Square to honor Ensign Ralph D. Caldwell (1898-1918), who lost his life when the steamer *Westover* was torpedoed by a German submarine.

18. The *Church of the New Jerusalem*, 302 Stevens Ave., a frame structure with a steep-pitched roof, was designed by the local architects, John Calvin Stevens and John Howard Stevens. The structure was originally intended to be a parish house but since its completion in 1910 has been used as a church. The doctrine of Emmanuel Swedenborg was first preached in Portland in 1825, and six years later the present Society of the New Jerusalem was formed (*see Religion*).

19. *Deering High School*, 386 Stevens Ave., a red-brick, two-story modern school 435 feet in length, was erected in 1924 along English Tudor lines from designs by the local architectural firm of Poor & Thomas. Flanked on front and sides by broad lawns broken by brick-flagged walks, the building is banked with plantings of evergreens indigenous to Maine. Before the principal façade is a small formal garden, and at the rear are an athletic field and tennis courts. The building contains 30 study and class rooms, library, auditorium, gymnasium, and faculty offices for an enrollment averaging 1,500 students. Deering High School is one of the State's leading educational institutions, and its music department has long been acknowledged the finest in any public school in Maine.

In the rear of Deering High School is (20) *Presumpscot Park*, bordered by Ludlow and Concord Sts. and Columbia Rd., a 28-acre recreational center that was acquired by the city in 1920 and which has been credited with being one of the finest areas of its kind in the East connected with a high school. Included in its sports facilities are a baseball diamond, softball

field, football gridiron, cement tennis courts, skating pond, and an outdoor 12-lap running track. The area of this sports field once formed part of the Maine Agricultural Fair Grounds where a three-story grandstand seating 1,500, sheds for accommodating 400 cattle, and stalls for 200 horses, formed a background for the milling throngs that attended this once leading fair to wax enthusiastic over the trotting records of their favorite horses.

21. The *Central Square Baptist Church* or *Dunn Memorial Church*, 466 Stevens Ave., a massive granite structure with tall spired tower on one corner, was built in the Gothic style in 1906. In the last decade the church was enlarged under the direction of the local architectural firm of Miller, Mayo and Beal. The society had its origin in a community Sunday school established for all denominations in 1901, and which, because of its predominant Baptist membership, soon led to services conducted in a local hall under the auspices of the First Baptist Church of Portland. The church is a memorial to the Reverend A. T. Dunn (1850-1902), State secretary of the Maine Baptist Convention who was untiring in his efforts in forming the local society.

22. *Lincoln Junior High School*, 512 Stevens Ave., Portland's only junior high school, occupies the original Deering High School building erected in 1899 and the annex erected in 1913, both of red brick and three stories high. Formally opened in 1924 as Deering Junior High School, it was dedicated a year later in memory of Abraham Lincoln and acquired its present name. Within the building is an indoor garden, a gift of the graduating class of 1931, and in the Dicken's Corner of the school library is housed the Dicken's collection bequeathed by Mrs. Augusta M. Hunt (1842-1922), president for many years of the Dickens Fellowship in Portland. In the entrance hall is a life-size plaster statue of Abraham Lincoln and a plaster reproduction of Jean Houdon's famous statue of George Washington.

23. *Baxter's Woods*, lying between Forest and Stevens Aves., was presented to the City of Portland in 1935 as a bird sanctuary by Percival P. Baxter, Governor of Maine 1921-25. Comprising 30 acres of woodland and two small ponds, this area, under the auspices of the Longfellow Garden Club, has become an outdoor center of increasing importance. Its trails, winding beneath tall pines and through sunny glades, provide an excellent opportunity for the study of birds that frequent this latitude; the identified trees, shrubs, flowers, ferns, and mosses are flora native to this section of Maine.

This woodland was once known as Forest Home, the residence of Francis

O. J. Smith (1806-76), who studied law in the local office of Fessenden and Deblois and was admitted to the bar at the age of 19. Smith was a prodigious worker: while carrying on an extensive law practice and dabbling in politics, he prepared and published an exhaustive two-volume edition of the *Laws of Maine*; he was elected representative to the Maine Legislature in 1830 and a senator two years later; in 1831 he brought out the newspaper *Augusta Age*; elected a representative to Congress from Cumberland County in 1833, he served six terms; in 1838 he accompanied Samuel F. B. Morse to Europe introducing the electric magnetic telegraph; returning to Portland the following year he started the *Argus Revived* to oppose President Munroe's re-election; retiring from politics for several years to further the establishment of Morse's telegraph, Smith, about 1849 or '50, furnished the largest part of the funds to build the Portland Gas Works; purchasing the *Portland Advertiser* in 1861, Smith vigorously supported the administration of Abraham Lincoln, but later vehemently condemned the Emancipation Proclamation. This latter activity seemed treasonable bringing severe criticism on Smith of whom, in the pamphlet *Riverton Park and Presumpscot River*, published by the Portland Railroad Company in 1897, it was said: "he was to Maine what Aaron Burr was to the country at large." In contrast to this censure, D. C. Colesworthy in *School Is Out* eulogizes Smith as a "remarkable man. He has accomplished more in his life than a dozen men ordinarily perform . . . with the perseverance of an Arkwright, the strategy of a Napoleon, the genius of a Bacon, and the eloquence of a Burke, what may not this indefatigable man accomplish for the present age and posterity, if his life should be continued a score of years."

24. *Evergreen Cemetery*, 672 Stevens Ave., was acquired by the city in 1852 and now contains 328 acres. There are many noteworthy memorials on the grounds: *Wilde Memorial Chapel*, a small granite structure designed by Frederick A. Tompson, is in memory of Samuel Wilde (1831-90), a spice merchant of New York; *Elks Rest* is marked by a bronze elk presented to the Elks Lodge of Portland in memory of Robert E. Alden (1856-1917). The granite *Portland Firemen's Monument*, representing a fireman with a hose, was originally erected in 1898 on the Western Promenade but was removed to its present site four years later. The *Bosworth Post, G. A. R., Memorial* is a bronze reproduction of a Rodman gun set on end; the memorial is surrounded by the graves of many Civil War soldiers. The *Chisholm Mausoleum*, built as a memorial and family tomb of Hugh J. Chisholm (1847-1912), an important figure in the pulp and paper industry of Maine, is constructed of light Barre (Vermont) granite with interior walls and

ceiling of polished cloud Vermont marble; the mausoleum is an exact copy of the Maison Carrée in Nîmes, France, and the marble sarcophagus is a reproduction of that of Alexander the Great in Constantinople.

25. *St. Joseph's Academy and College and Convent of the Sisters of Mercy*, 605 Stevens Ave. When the Sisters of Mercy came to Portland in 1873, they opened a convent in a building now a part of the Cheverus Classical High School on Free Street. In 1881 they opened St. Joseph's Academy in connection with their convent and in 1915, after removal to the present site, St. Joseph's College was established (*see Education*). The cornerstone of the present four-story academy building was laid in 1908, and the large brick building, designed in the florid Renaissance style by the architectural firm of Chickering and O'Connell of Boston, was occupied a year later. In the two chapels of the main academy building are many windows constructed of Munich glass by the famous Mayer Company of Munich; among these is one presented to the Sisters by the Portland Coast Artillery in recognition of the work done by the order at Fort Williams, a Portland military post. Among the items of historic and religious interest is a desk once the property of John Bapst (1815-87), the Jesuit missionary of Maine who became a noted educator and remembered for sufferings endured in defense of his principles.

In the former *St. Catherine's Hall*, a three-story brick structure opened in 1917 now housing the activities of St. Joseph's College, is a large portrait of Catherine McAuley (1787-1841), the Irish founder and first superior of the Sisters of Mercy.

26. *Old Stevens Homestead (Uncle Billy's Tavern)*, 628 Stevens Ave. This two-story frame house, built by Isaac Sawyer Stevens (1748-1820) on what was known as Stevens Plains, was the first building erected in Deering; it was begun in 1767 and completed two years later. When the Revolution broke out Isaac, with several other members of his family, joined the Continental Army and remained away so long Mrs. Stevens found it difficult to provide food and supplies for her large family. A neighbor who was aware of their plight suggested that a sign offering refreshments might induce travelers to stop. Promptly acting upon this advice, Mrs. Stevens was soon attracting more and more guests to her home. In time this became a famous hostelry known as Uncle Billy's Tavern, a regular stop for stagecoaches en route from Portland to the White Mountains.

27. *Saint Joseph's Church (Catholic)*, 693 Stevens Ave., designed by William B. Colleary and completed in 1931, is built in the English-Gothic style

of variegated limestone with buff trim. The sculptored group over the main entrance depicts the Holy Family, and above this is a half figure of St. Joseph, the patron of the church; these are carved from solid blocks of limestone. The Austrian oak doors with handles and hinges of hand-hammered Swedish iron conforms to 14th century motif. The steps to the altar are of black and gold Moroccan marble, and the altar top is of Convent Sienna, surmounted by a tabernacle and shelf of rare marble cut from the stalagmites of the great caves in Morocco. The oak reredos behind the altar is beautifully carved, as are the statues, narthex screens, and altar rails which were done in straight oak by Charles Pisano, pupil of Lualdi, the master wood carver of Florence, Italy. The Chapel of the Blessed Mother is done in French and Italian marble, and the oak statue is the work of Pisano; the Chapel of St. Joseph is also of marble, and the purple marble of the Shrine of St. Theresa is from France. The stained glass windows, in 13th century style, were imported from England and are genuine pot-glass. The stations of the Cross were carved in Italy by Angelo Lualdi. The floors of the church are of Welsh tile.

28. *Uncle Zack's House*, 706 Stevens Ave., was built in 1800 by Zachariah Brackett Stevens (1778-1856), grandson of Zachariah Brackett, a tinsmith who in 1765 owned all the land in the vicinity and operated a general store and tinshop on Stevens Plains. Zachariah Stevens was the founder of the japanned tinware industry in Maine (see *Arts and Crafts*). This rambling, two and one-half story frame house on its one-acre lot is now owned by the All Souls Church Parish. The first floor is used as the church parsonage.

29. The *All Souls Universalist Church*, 706 Stevens Ave., a wooden church with a front elevation in Gothic style and a corner tower surmounted by a 110-foot spire, was built in 1867. This church stands at the entrance to the grounds of Westbrook Junior College and was first used for the graduation ceremonies of the 1867 class of Westbrook Seminary. The land belongs to the college, but the parish may use it as long as the church remains active.

30. *Westbrook Junior College*, 716 Stevens Ave., was incorporated in 1831 as Westbrook Seminary and was named for Colonel Thomas Westbrook (see *History*); this was the only co-educational boarding school in America at the time and the first seminary organized under the Universalist denomination in Maine. In 1925 it became a school for girls only, at which time the name was changed to Westbrook Seminary and Junior College; in 1933 it became the Westbrook Junior College (see *Education*).

The main building, now called Alumni Hall, was erected in 1834; its cupola once adorned the old City Hall that stood in Market, now Monument Square, and was secured from the city after the 'Great Fire.'

To meet the demand for boarding homes, *Goddard Hall* was built in 1859, and *Hersey Hall* in 1869. These campus buildings are all of red brick and are connected with an annex which is used as the dining room. The *Alice Houghton Hall*, 771-3 Stevens Ave., is a red-brick Colonial double house erected in the early 1800's by the Reverend Samuel Brimblecom, a Universalist clergyman from Massachusetts, the first principal of Westbrook Seminary, 1834-36, and trustee from 1831-43. It later became a dormitory for young women where room and board could be had for \$1.25, but if they "must have tea and coffee," an extra charge was made. This building, acquired in 1939, is named for Mrs. Alice B. Houghton (1858-1927).

Moulton Chapel was the gift of Augustus F. Moulton (1848-1933), author of *Portland By The Sea* (see *Literature*). The Chapel once a meetinghouse of the Universalist Parish of Falmouth, was built in 1849; it houses the college auditorium. This nonsectarian college, supported by private endowments and tuitions, has a faculty of 31 members.

31. *Pine Grove Cemetery*, 76 College St. This burial ground, located in the northeast corner of Evergreen Cemetery in the rear of the Westbrook Junior College, was established in 1841 when 20 residents of Westbrook formed an association to purchase the 4.5-acre plot. At that time the grounds were private, to be used only by contributing families, but in 1842 the cemetery was purchased by the City of Portland. In subsequent years ownership of the property reverted to a private corporation.

32. *Stevens Avenue Congregational Church*, 790 Stevens Ave., was erected in 1887, one year after the society was organized as the Free Church of Deering; the present name was adopted in 1913. The building is of plain construction, without a spire. A memorial window, 'The Christ Child,' was installed in 1907 to the memory of Philip Smith (1879-1907), for many years superintendent of the Sunday School.

33. *Forest Avenue House*, 844 Stevens Ave. This three-story brick building was erected in 1806 and shortly afterwards became a tavern known as the Forest Avenue House. The structure has a gabled roof with ornamental fan at each end. The third floor, once a dance hall, still has its original segmental barrel vault ceiling with semicircular haunches—a Moorish motif characteristic of the architecture of that period. The walls are decorated with landscape murals.

34. *Saint Peter's Episcopal Church*, 678 Washington Avenue, is a Gothic-type gray stone structure erected in 1916 and dedicated to the memory of the Right Reverend Robert Codman (1859-1915), third Protestant Episcopal Bishop of Maine. The church, often called the Codman Memorial, was designed by the Portland architect E. Leander Higgins.

35. *The Osteopathic Hospital of Maine*, 166 Pleasant Ave., formerly a private residence, was acquired by Portland osteopaths in 1937. The building was extensively remodeled and equipped with the latest appliances known to the osteopathic profession and now has accommodations for eight to ten patients. The hospital gives surgical and obstetrical service in addition to the regular osteopathic treatment.

36. *Portland Water District Shops and Storehouse*, 221 Douglass St. Built of red brick, the structure was designed by the Portland architect, John Calvin Stevens and erected in 1929. The building houses the service department of the Portland Water District and contains the offices of the superintendent, assistant superintendent, and timekeeper. On the second floor is a large assembly hall, used for meetings of social groups among the employees. The meter department is in the west wing; in the other wing are housed the tools and appurtenances for servicing mains and meters, a blacksmith and carpenter shop, and a tower for drying hose. There is a railroad siding direct from the main line of the Maine Central Railroad that expedites the delivery of materials to the plant.

Portland's unlimited supply of pure water, brought to the city through 17 miles of pipes from Sebago Lake, is one of its greatest assets. Although its purity is attested to by expert chemists, there are two chlorinating plants in the system to guard against possible pollution. After the construction of the system in 1868 water was furnished to the city by the Portland Water Company, but in 1907 the city secured a charter for the Portland Water District, creating a municipal corporation (see *History*). In order to guard further the purity of the source, the Water District has purchased all the water front within two miles of the intake at the lower end of Sebago Lake; buildings have been removed from this tract, and the land swamped out. The conduits of this system supply water to about 120,000 people living in Portland, some adjacent towns, and five of the Casco Bay Islands.

37. *The Ralph D. Caldwell Post*, No. 129, 145 Glenwood Ave. This American Legion Post, an outgrowth of the Deering Army and Navy Club, was formed in 1922 and named in honor of Ralph Dillingham Caldwell, a postgraduate student at Deering High School, who enlisted in the Naval

Reserves in 1917 and lost his life the following year while serving as watch and gunnery officer of the torpedoed transport *Westover*.

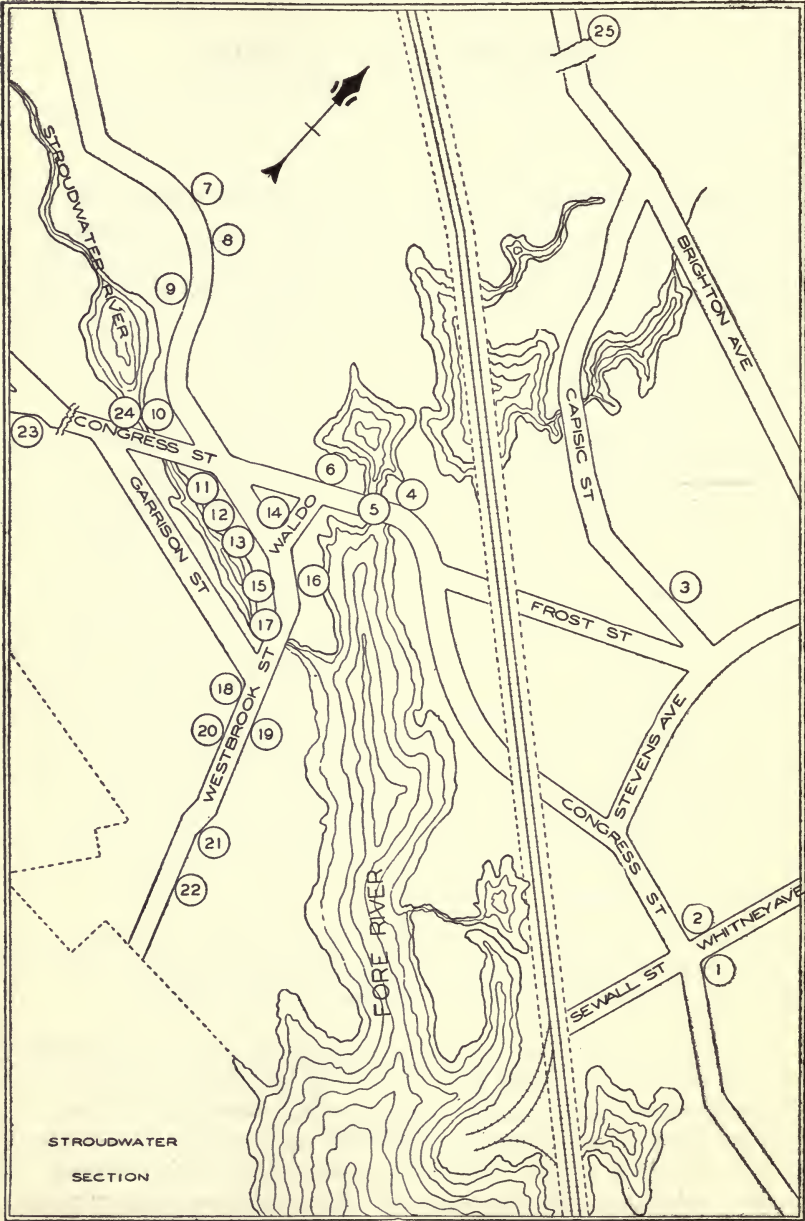
38. *Portland Amateur Wireless Ass'n Inc.*, 22 Ocean Ave., an organization of amateur radio enthusiasts of the Portland area, is an outgrowth of the Portland Wireless Club started in 1909. The small one-story clubhouse is owned by the Ralph D. Caldwell Post of the American Legion who gave the building rent-free in return for the donation of the association's facilities during times of emergency. Regular meetings are held weekly, and visitors are welcome at any time the clubhouse is open. The association owns a transmitter licensed as W1KVI that is at present used for code work only; it has an input of 60 watts and works the 80 meter amateur band.

STROUDWATER SECTION

In the vicinity of Stroudwater may be found the oldest houses in the city. Developed somewhat later than 'The Neck,' this area, in its protected position, escaped the fury of the Mowat bombardment and the 'Great Fire.' Stroudwater was chosen by the aristocratic Westbrook, Waldo, and Tate as the ideal place in which to build their provincial homes and is believed to have been given its name by Colonel Thomas Westbrook because of his sentimental attachment to a village of the same name on the river Frome, England. Until the beginning of the 19th century the only means of approaching Portland by land from the south was through Stroudwater, using the bridge Colonel Westbrook had constructed over Fore River in 1734. Rich in water power that turned the wheels of a dozen mills, with mast yards where tons of Maine's pines eventually to be used by the Royal Navy waited shipment to England, this little hamlet vied with 'The Neck' in activity and enterprise until interrupted by the hostile attitude of its Falmouth neighbors who, during the Revolutionary War, were suspicious of Stroudwater's many Tory inhabitants. Retired sea captains chose the village as a home port in the early 1800's to build their dwellings in sight of the sea. Forgotten by travelers when other bridges shortened the distance to "Portland by the sea," the little town busied itself with its own affairs, smug in the thought that bluebloods had been its founders. The town of Stroudwater separated from Falmouth in February, 1814, and in June of that year changed its name to Westbrook. In 1871 the town of Deering was set off from Westbrook, and 28 years later Deering, including Stroudwater, was annexed to Portland.

Modernity has caught up with this western section of the city — where once spirited stagecoach horses raced along its dusty roads, today streamlined planes zoom from the sky to land at Portland's modern airport.

1. The *Deacon John Bailey House*, 1235 Congress St., is a low-studded two and one-half story house built about 1752 by John Bailey (1701-70). Originally of one story, the upper part was added about 1807. When first built the house was surrounded by a stockade for protection against hostile Indians; the walls of the building were also pierced with portholes for muskets. About 1825 the front halls were decorated by an itinerant painter



with scenes said to depict the old powder house that formerly stood on the site of the Union Station.

John Bailey was born in Massachusetts and moved to Falmouth in 1727, at which time he was admitted as a citizen. At first he purchased land near the present Clark Street and built a house on the site once occupied by the home of Michael Mitton, son-in-law of George Cleeve. In 1737 Bailey received several land grants, among them the tract upon which he built the present house.

2. *St. Patrick's Catholic Church*, 1263 Congress St., built of red brick with limestone trimmings along simple Gothic lines, was erected in 1922 from sketches submitted to the contractors by the Reverend Timothy Houlihan. The structure is a combination of school and chapel, with the school on the first floor and the chapel above. The front entrance is adorned with a central tower reaching to the second story, and in a niche over the door is a Carrara marble statue of St. Patrick designed by Nadini, of Boston, and carved at his works in Carrara, Italy. The designer has declared it to be "the finest Carrara Marble statue in Maine." The chapel is handsomely finished in oak; in its basement is a large club room for the use of the boys of the parish.

3. The *Eunice Frye Home and Chapel*, 15 Capisic St., is a three-story structure of red brick rendered impressive by the portico and solarium at its front entrance. The building was erected on land acquired in 1901 by the sponsors of the Mary Brown House, an invalids' home. The land was provided by the First Congregational Church of Deering and is the site of the old Bradley Meetinghouse and schoolhouse, the latter building having been remodeled to create the present chapel; the meetinghouse was torn down in 1902 to make way for the brick structure.

The need of an invalids' home was first recognized by members of the Congress Street Methodist Church, who, with a few others, organized the Portland Invalids' Home in 1894. One of the charter members, Mrs. Mary J. Brown (1835-1900), offered the use of a cottage on Peak Island for the summer of that year, while committee members sought a permanent city location. In October of the same year the society purchased property on Revere Street which was equipped to accommodate 27 patients; this was called the Mary Brown Home. So many had applied for care by 1901 that the organization voted to sell their property and build larger quarters; shortly after this their present home became a reality. Mrs. George C. Frye (1852-1923) was chosen president and served in that capacity until a year before her death; in 1924 the name of the home was changed to

Eunice Frye Home in her honor. The library perpetuates the name of its earliest benefactress, Mary Brown.

The Reverend Caleb Bradley (1772-1861) was not only a clergyman, but a schoolmaster. He preached at the second of three churches that stood on the site between 1764 and 1902, the third being named for him. He first kept school in his home, where for two terms Nathaniel Hawthorne was his pupil. Three times married, Bradley's forehandedness in matrimony is a subject of anecdote. In reference to the second occasion the story runs that a fellow clergyman had asked Bradley to drive him to the home of a comfortably situated widow in Saccarappa, as he intended to pay her the compliment of proposing marriage to her. Caleb consented, but just before they reached their destination he suggested that his friend take the reins and drive up the street while he interviewed the widow and prepared her for the honor she was about to receive. This seemed a favorable proposition to Bradley's friend, who drove off, returning some time later. After an amiable chat in the presence of Bradley he asked the widow for a few moments of privacy, which she readily granted. "But my dear sir," she said to him when she had learned his proposition, "you are a little too late, for I am engaged to Mr. Bradley." The astounded and disappointed swain faltered, "How long since, may I ask?" The widow replied with a coy shrug, "About ten minutes."

4. Site of the *Cumberland and Oxford Canal*, (best seen near 1397 Congress St.). This waterway was constructed in 1828-30 by the Cumberland and Oxford Canal Corporation which had been authorized by the Legislature in 1821. When completed the canal terminated in the basin at Thompson's Point on Fore River, 18 miles from its starting point at the head of Long Pond in the town of Harrison.

Before Maine became a separate state the territory to the north of Portland abounded in rich soil and excellent stands of hard wood. Getting the best market for these inland products was the problem, and in 1791 a committee was chosen to ascertain the practicability of "a canal from Sebago Pond to Presumpscot River." Nothing came of these early proposals until after Maine had become a State in 1820; the next year a charter was granted by the Maine Legislature "to construct a canal from Waterford in Oxford County to the navigable waters of Fore River, under the name of the 'Cumberland and Oxford Canal Corporation.'"

The canal proper — that part constructed by excavation — began at the Basin, or Sebago Falls, in the town of Standish and followed the course of the Presumpscot River through Standish, Windham, and Gorham to a

point above the Westbrook mills; leaving the river at this point, it cut across the country to Stroudwater, terminating at first near the foot of Clark Street and later at Thompson's Point. As Sebago Lake is 272 feet above mean low water, 27 locks were necessary over the canal route.

In his *Notes on the Cumberland and Oxford Canal, and the Origin of the Canal National Bank*, Philip Milliken gives an amusing picture of the men who tended these locks: "The lock tenders were generally characters, the boatmen as a rule wore red shirts and nobody, including the tow-horse grazing on the tow-path bank, was in any particular hurry. Sometimes if things did not go right there was some un-Scriptural language, and if boats were held up by breaks in the banks of the canal . . . so much the better. The combined crews would adjourn to the nearest public, where they would indulge in wrestling, boxing, story-telling, not omitting spiritual refreshment and the consolation of tobacco."

A lottery was run to obtain funds for the construction of the canal, and an interesting argument for this form of gambling appeared in a notice in the *American Patriot* of May 11, 1827: "Want generally may be avoided by economy and enterprise:—a single dollar has often produced the happy adventurer THOUSANDS. The present is the time to provide for adversity; for when it comes, it brings additional distress, if it finds us unprepared. Who that thinks will prefer present enjoyment to future security? Only a small portion of the sum that is annually expended for trifles . . . might, if properly invested, ensure the possessor ease and independence for life. . . . To do this, he is prompted by patriotism, by his regard for the welfare and prosperity of the State; as by adding his mite to advance the GRAND CANAL, he will reap a double benefit, by bringing into action a powerful engine that will hereafter give a new impulse to Trade and Agriculture, and promote and encourage the Arts. . . . LOTTERY TICKETS are a species of MERCHANDIZE, manufactured by the high authority of the State, and by that authority they are recommended to the citizens thereof, for the benefit of the CUMBERLAND AND OXFORD CANAL."

In 1850 the earnings of the canal took a decided slump, due to the building of the Atlantic and St. Lawrence Railroad which passed through several Oxford County towns and offered quicker transit to many others, thus diverting a considerable portion of the canal's traffic. As early as 1868 the probability of the canal's ultimate ruin became apparent, and the advent of the Portland and Ogdensburg Railroad the following year marked the end of the waterway as a transportation system.

5. *Site of the old Stroudwater Bridge*, where Congress St. crosses Fore River. The first bridge of any considerable size was built on this site in 1734; constructed for the interests of Thomas Westbrook, the king's mast agent at Stroudwater, it was known as the Great Bridge. Of wooden construction, the bridge was originally 640 feet long but much of the land has since been filled in. The bridge was rebuilt in 1914 and again in 1937-8, the last time of modern concrete construction.

6. *The Stroudwater Baptist Church*, 1729 Congress St., is a typical community church which dates back to 1875 when a small building called Quinby Hall was erected by Thomas Quinby (1813-85). This was used for a community center as well as for religious purposes and has been the scene of many enthusiastic temperance meetings presided over by such ardent speakers for the cause as Neal Dow, Fred M. Dow, and Lillian M. N. Stevens.

In 1882 a group of men in the community started a movement to hold regular religious services in the hall. In 1908 the building was remodeled and a steeple erected; since that time there have been extensive additions and changes, transforming the plain wooden structure into a distinctly church-like edifice with an attractive auditorium.

The church has an ornate rose window as a memorial to Mrs. L. M. N. Stevens, who was president of the W. C. T. U. and an ardent worker for the church. In the vestry are bronze plaques in memory of Thomas and James E. (Brewer) Quinby and to Mrs. George C. Keep, through whose generosity the remodeling of the church was made possible.

7. *The Moses Dole House*, 505 Westbrook St., a white ten-room house, was built about 1784 by Moses Dole (1765-88). The old house retains much of its original charm, having a spiral staircase in the front hallway and old-fashioned cranes in its four fireplaces.

Moses Dole was the son of Daniel Dole who married a sister of Dr. Samuel Deane's wife. The younger Dole built his house near that of his father, but after his early death it was sold.

8. *The Capt. Daniel Dole House*, 465 Westbrook St., a gambrel-roofed house was built in 1772 by Captain Daniel Dole (1717-1803). Changed much in recent years, the house still has the old-fashioned front door, side lights, and original chimneys. The attic once had huge fireplaces and a stout door behind which the captain's slaves were locked each night.

Captain Dole came to Stroudwater from Old Newbury, Massachusetts, and



Portland—Gateway to Maine's Big Game Hunting Country



Swimming

Yachting





Duck Shooting is Excellent in Near-by Merrymeeting Bay Section

Golf





Open-Air Horse Show

Polo





Racing

Professional Boxing





Annual Patriot's Day Marathon

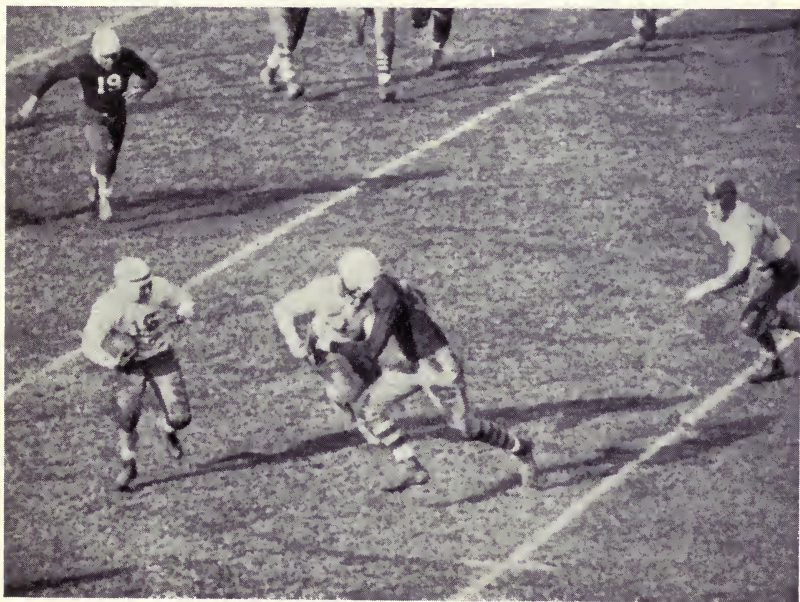
Basketball





Baseball

Football





Skating

purchased a 218-acre farm in 1770; having followed the sea all his life, he wished to settle down but was unwilling to live inland where he could not be within sight of the salt water.

9. *Partridge-Quinby House*, 446 Westbrook St. This plain homestead was built in 1782 by Captain Jesse Partridge (1742-95). With the exception of a bay window and some minor details subsequently added, the house remains much the same as when it was erected. Moses Quinby (1786-1857) acquired the title to the house about 1818. One of the members of the first graduating class of Bowdoin College (1806), Quinby was a prominent Stroudwater lawyer.

10. The *Stroudwater Cemetery*, 416-432 Westbrook St., is one of the oldest burial grounds in Portland. Although the earliest mention of it is in a mortgage deed in the Portland City Hall, dated 1748, the oldest stone in the cemetery is dated 1739. In 1786 the yard became a public burying place.

11. The *David Patrick House*, 384 Westbrook St., claimed to be the oldest house in Stroudwater, was built in 1743 and is but slightly changed since its erection. Much of the original woodwork has been retained, together with some of the old-fashioned windows and the side lights beside the front door.

12. The *Lillian Marion Norton Stevens House*, 382 Westbrook St., is a square two-story Colonial house built about 1800 by two ship carpenters in the Stevens family. The house has six fireplaces, an old-fashioned winding staircase, and unique window shutters said to be "Indian shutters," used to keep the savages from spying.

The old house has always been in the Stevens family and when it was the home of Lillian M. N. Stevens (see *Downtown Section: No. 58*) was the scene of many notable gatherings of groups interested in the cause of prohibition. Besides her activities in the W. C. T. U., of which she was at one time National President, Mrs. Stevens was active in general reform throughout the State. She took the initiative in establishing the Temporary Home for Women and Children and through her influence public opinion was created in favor of having a matron in county jails.

13. The *Tate House* (open Mon., Wed., and Fri.), 370 Westbrook St., a two and one-half story unpainted house with a gambrel roof, was erected by George Tate in 1775. Situated on a knoll overlooking Fore River in view of the early mast yard, this excellent example of Early Colonial architecture is constructed of native pine and oak with panels, wainscoting, and

cornices of the interior imported from England; the gracefully designed front entrance with overhead fanlight is part of the original house, but the door is of a later period. The elaborately carved stairway baluster and the built-in carved buffet in the parlor are particularly pleasing. This house was restored in 1932 by the Maine Society of Colonial Dames and opened to the public six years later; it is used as a clubhouse and museum.

George Tate (1700-94) came from Northamptonshire, England, to Falmouth in 1754 as mast agent succeeding Colonel Thomas Westbrook and was at one time church warden of the town. Tate's oldest son, Samuel (1736-1814), was engaged in carrying masts between Falmouth and London, and it was his ship that in 1766 brought the news that the Stamp Act was repealed; he is said to have been the sailing master of the ship of war that brought Lord Cornwallis to this country during the Revolution. His second son, George (1745-1821), became a lieutenant in the Russian Navy during the reign of Empress Catherine II and for his distinguished services in the wars with the Turks and Greeks, was advanced to the rank of rear admiral and later to first admiral by Alexander I.

14. The *Capt. James Means House*, 2 Waldo St., a two-story brick-ended building with hip roof, was built in 1797 by Captain James Means (1753-1832) and called the "Mast Head" in early records. The elaborately hand-carved woodwork of the interior is said to have been the work of sailors who were skilled in the arts and architecture. These sailors, purposely left behind when their ships sailed from Stroudwater, were forced to work on the decorations of the Means home until their ship returned.

Means enlisted in Captain James Brackett's company of Falmouth the day after the battle of Lexington and served eight and one-half years in the Continental Army — rising from the ranks to become colonel. He was in the battles of Stillwater and Saratoga, witnessed the surrender of Burgoyne, and was one of the many men who spent a harrowing winter at Valley Forge; it was during that winter he signed the Oath of Allegiance which is among the Revolutionary War relics at Washington. While serving as Life Guard to General Washington he met General Lafayette who, on his visit to Portland in 1825, was entertained at the Means home. Means was elected first senator from the District of Maine in 1807.

15. The *Walter Griffin House*, 346 Westbrook St., a 150-year-old square two-story house with hip roof, was the home of this famous artist during the latter years of his life. Of this period of Griffin's (1861-1935) (*see Arts and Crafts*) life, F. Newlin Price writes: "He had bought the Vail house

at Stroudwater, near Portland, and here his days were spent cheerfully and bravely in the face of an incurable disease. He spent much time advising, lecturing. He was devoted to Maine and the problem of stimulating the cultured arts. . . . Around him grew a great circle of friends. . . . Personally he was a delightful talker, a pleasant dinner guest, full of colorful life and wide experience. A charming arrogance dwelt within his mind, a sureness about his position that grew not from schooling (he had little) but from contact with the joyous sap of life. He gave a fund of incident, an intimate human practical theorem of his fellow men."

16. The *Forder House*, 335 Westbrook St., probably the oldest house still standing in this section, was built by James Forder about 1734. The house and its surrounding land was mentioned in the first recorded land conveyance of Samuel Waldo and Colonel Westbrook on September 17, 1734, to James Forder of Falmouth, an English millwright. It has undergone such extensive alterations that little of the original structure is in evidence.

17. The *Mill Dam*, Stroudwater River, Westbrook St., is perhaps the oldest dam in Portland and was probably built by Samuel Waldo who owned "Long Creek Farm," evaporated salt from sea water, and ground it at a mill on this site as early as 1746. His farm extended from the Stroudwater River to beyond the present airport, and his ships took cargoes from the wharf at Long Creek Point to Liverpool, England. In the early days the Stroudwater River supplied power for a saltmill, a gristmill, a fulling mill for dressing cloth, and a single and double sawmill.

18. The *Samuel Fickett House*, 290 Westbrook St., was built in 1795 by Samuel Fickett, a ship-carpenter. His father had purchased Harrow House in 1786, the pretentious Stroudwater home that Colonel Thomas Westbrook had built shortly after his arrival in Falmouth in 1727. Tearing down this historic home nine years later, Samuel built the present two-story building on the same site. It is claimed that he built the first steamboat that crossed the Atlantic, but in *Shipbuilding Days in Casco Bay*, William H. Rowe credits Fickett's nephew Frank: "'Ship Yard Point' where Mill Creek joins the waters of Fore River seems to have been one of the oldest sites for building yards and was well known by that name when Jonathan Fickett leased it at the beginning of the last century with the help of several sons. He was an active builder until the embargo put him out of business. Samuel, one of the sons had a yard in Portland until the War of 1812. Then he and some of his brothers went to New York where they prospered. One of them, Frank Fickett, who had learned his business in the Stroudwater yards, built a partnership 'with one Crocker' at Corlears Hook. In Au-

gust 1818 they launched a three-hundred and eighty-two ton vessel which was purchased by Captain Moses Rogers and a company of Southern business men and named by them, "Savannah" for their native city.

"They allowed the rigging and other appurtenances for sailing to remain, and installed steam machinery and paddle wheels, thus creating the first ocean going steamship."

19. *Jonathan Smith House*, 269 Westbrook Street. This two-story wooden structure, painted white, was built more than a hundred years ago by Jonathan Smith (1795-1882) who operated a tannery almost opposite his home. The house contains a very unusual staircase, made in a half spiral, the soffit of which is a single pine board, concaved and curved to the spiral by a steaming process. In the parlor is an unusually large fireplace with Dutch oven; in addition to the conventional oven door, there is another door on the opposite end of the oven opening from the dining room side.

20. *The Barker House*, 268 Westbrook St., was erected on the site of what the records of 1744 alluded to as "a cottage inhabited by one Westbrook Knight"; this referred to Colonel Thomas Westbrook (*see History*). Dr. Jeremiah Barker (1752-1835) purchased the property in 1779 and erected the present two-story dwelling.

21. Former *Broad's Tavern*, 143 Westbrook St. About 1782 Thaddeus Broad (1745-1824) bought this property he had leased ten years before and remodeled the original "salt box" house. Until the end of stage coach days Broad's Tavern, famous from Portland to Boston, did a prosperous business. Broad stimulated trade by erecting a platform with railing in a large elm that stood in front of the tavern. A stairway was built to this eyrie where liquor was served to customers, and soon the elm came to be known as the Bar Room Tree. When General Lafayette stopped at Broad's for liquid refreshment on his way to Portland in 1825 he was served at this aerial bar; from that time the tree was called the "Lafayette Elm." Customers at the tavern were allowed many privileges besides that of eating and drinking, and men with a flair for gambling often played cards until the early hours of the morning. One Saturday evening such a game was in progress, but at midnight one of the players, more impish than righteous, suggested that they set aside the winnings accumulated during the hours of the Sabbath and present the "tainted money" to Parson Caleb Bradley — they thought this would be a great joke on the parson. Unwilling to wait until daylight to gloat over the parson's dilemma, they went to his house about four o'clock and thumped loudly on his door to waken him. Startled

out of his warm bed at such an ungodly hour, he stumbled to the door. The young men gave him the money, explaining in detail that, inasmuch as they had won it by gambling, they did not think it proper to keep it; they asked him if he would please accept it and then rushed away rather than face the good man's wrath. To their utter amazement the parson shouted after them, "That's right boys! That's right! The devil's money will buy just as many Bibles as God's money. Why didn't you play longer?" Broad's son, Silas, was host at the tavern until dwindling returns forced him out of business about 1840.

22. *Portland City Airport*, 7 Westbrook St., dedicated in December, 1934, has three runways, two of which are hard surfaced, and two hangars used by the Portland Flying Service, Inc. and the Northeast Airways, Inc. which operate transport charter services. The Boston and Maine Airways maintain a regular schedule, and of their 14 stations in New England and Canada, the Portland airport ranks second in volume of business. The airport was purchased by the City of Portland in 1938 and the city, with WPA assistance, is now building an administration building that will house the U. S. meteorological station, Civil Aeronautics weather bureau, radio station, teletype service, and the offices of the three flying services.

23. *Brooklawn Memorial Park*, 2030 Congress St., the first cemetery development of its kind in the State, was inaugurated in 1936. There are neither tombstones nor monuments in this cemetery, the graves being marked by flat memorial tablets, similar in size but with varying designs. There are 12 acres of lawns and over a mile of winding graveled roadways landscaped with most of the varieties of trees common to the State in addition to numerous species of shrubs and flowers. In season more than thirty varieties of lilacs are to be seen in bloom and the tulip beds are noteworthy—the grounds have the appearance of a beautifully landscaped estate. Along the entire length of the face of the park is a wall of Cape Elizabeth bluestone, the bluestone portals of which are surmounted by cast stone embellishments, from designs by John Calvin Stevens and John Howard Stevens.

24. *The Old Chesley House*, 1795 Congress St., was built about 1807 by Joseph Chesley. Although the exterior of the house has been altered, the interior retains distinctive reminders of its early days with a fireplace hearth composed of eight-inch-square bricks, hand-cut fireplace mantle, and 21-inch wainscoting of pine.

25. *Boothby Home (City Farm)* and *Farrington Hospital (City Hospital)*, 1133-51 Brighton Ave. The Boothby Home was built in 1902-3 from de-

signs by the local architects F. H. and E. F. Fassett and houses the city's destitute men and women; it was named in honor of Frederick E. Boothby (1845-1923), the incumbent mayor of Portland. The central part of this building is used for offices and administration quarters; the west wing for hospital patients and women; the right wing is occupied by men.

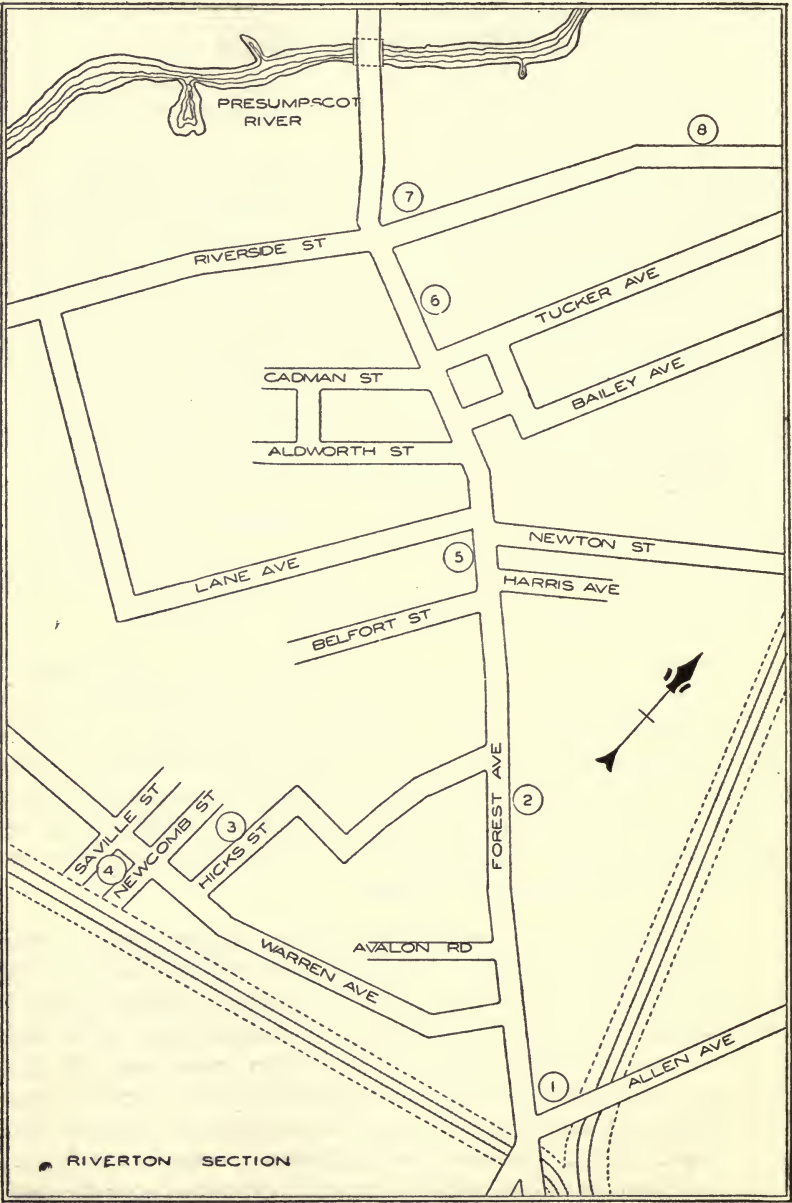
Farrington Hospital, connected by a corridor to Boothby Home, was named in honor of Ira P. Farrington (1820-94), who left a large amount of money for its use. The hospital as an institution is said to be "as old as the city itself," having been attached to the poorhouse or city home as an infirmary and has gradually developed into a modern hospital. It treats chronic cases, individual cases unable to meet hospital expenses elsewhere in the city, and specific cases general hospitals will not accept. Major operations are performed, and maternity cases are cared for, as are infants whose parents are unable or incompetent to do so properly. A psychopathic ward, the only one in the city, has accommodations for ten patients who are held for observation before being dismissed or sent to the Augusta State Hospital; in addition, there are general, chronic, and isolation wards, an X-ray department, and a laboratory.

RIVERTON SECTION

At various times this section has been part of four towns and cities — Falmouth, Westbrook, Deering, and Portland. In 1899 the area was added to Portland when the City of Deering was annexed. The Presumpscot River, flowing easterly along the northwest boundary of the city, was the scene of many early industrial activities of old Falmouth of which 'The Neck' formed a part (*see History*). Thomas Westbrook, the royal mast agent, and Samuel Waldo, one of Falmouth's leading inhabitants, were the first to impound the waters of the Presumpscot when they built a dam at its lower falls. Westbrook and Waldo also constructed the first paper mill in this part of Maine, power from the impounded Presumpscot turning its wheels. In the heyday of the mast industry the river was swollen with long logs cut in the interior and floated downstream to waiting mast ships en route to England. The river still furnishes power for manufactories in Westbrook and Cumberland Mills, but the once rolling farmland that bordered the stream has become one of the residential districts of Portland.

1. The *Morrill House*, 1229 Forest Ave. and 6 Allen Ave., a 32-room brick house of three stories, was erected in the early part of the 19th century. It was the childhood home of Mary S. Morrill (*see Downtown Section: No. 32*), a missionary who lost her life at Paotingfu, China, during the Boxer Rebellion. The third floor of this house was originally an ornate ballroom, and its floor, of the springboard type, was laid on 12-inch steel springs spaced two feet apart. This kind of floor, with its unusual resilience, was quite common in 19th century ballrooms.

2. The *Maine Home for Boys*, 1393 Forest Ave., originated in 1893 when a group of Deering club women incorporated under the name of Little Samaritan Aid Society, for the purpose of caring for destitute boys. In 1899 the name became the Maine Home for Friendless Boys, and by legislative enactment in 1935 the institution assumed its present title. The large three-story frame building, located on approximately nine acres of woodland, playground, and farm, was opened to the public in February, 1901, and enlarged in 1908. A non-sectarian institution, it cares for nearly thirty boys from five to 14 who are wholly or partially dependent upon the public



for support, or who, through misfortune, have been temporarily deprived of proper home environment.

3. *Mount Sinai Cemetery*, 185 Hicks St., occupying five acres, is the only Jewish burying ground in Portland. Established in 1894, it was known as the Hebrew Benevolence Burial Association until its re-organization in 1920.

4. *Warren Avenue Italian Methodist Church*, 360 Warren Ave., was originally dedicated in 1917 and rededicated in 1937 when it was remodeled. Italian Methodism had its inception in 1905 with the establishment of the Portland Italian Mission under the Reverend Francis Southworth (1824-1912). For many years the mission held meetings in the Bethel Congregational Church on Fore Street, and until 1928 Congregationalists and Methodists contributed toward its support; at that time it was affiliated with the Methodist Church of Portland.

5. The small *Bailey Cemetery*, 1612 Forest Ave., surrounded by a white picket fence, was named for Deacon James Bailey (1749-1833?) of the First Parish Congregational Church who in 1773 purchased land "northeasterly of Morrill's Corner." Bailey set aside about three-quarters of an acre for a burial plot, and in it were buried several soldiers of the Revolution. About fifty graves bear only numbers; the oldest inscription is one in memory of Josiah Stevens, 1818.

6. *Friends Meetinghouse and Cemetery*, 1827 Forest Ave., a one and one-half story brick structure, was erected in 1852 and until 1920 remained as originally constructed. During alteration of the building the old-style Quaker "facing seats" and the partition, which divided the women's side of the church from that of the men, were removed leaving only two of the original seats. *Friends Cemetery*, at the rear of the church, contains many old grave markers, the earliest being that of William Purington who died in 1851. An unusual stone is that inscribed:

Frank Modoc
An Indian Chief of the Modoc
Tribe in Indian Territory and
a Friend Minister.
Died in the full triumph of the
Christian Faith.
6 mo. 12, 1886
Aged 45 years.

7. *Site of Riverton Park*, outer Forest Ave. near Presumpscot River Bridge,

was originally a trolley park started in 1895 by the Portland Railroad Company to stimulate travel on street cars. This early amusement area was one of Victorian Portland's most popular rendezvous (*see History*). After a brief blast of success its popularity dwindled; in 1921 it was revived when the Riverton Films, Inc., thrilled visitors with showings of early films of Mary Pickford and Charlie Chaplin. In 1923 the Riverton Amusement Company attempted to reanimate this recreation area. Today only the dilapidated remains of a once ornate gateway indicate that the Portland shore of the Presumpscot River was a favorite gathering place for fun-loving Portlanders.

8. *Riverside Municipal Golf Course* (*see Recreational Facilities*), 1158 Riverside St., is the second largest golf course in Maine. It was laid out in 1932 as a nine hole course and enlarged three years later to 18 holes. The fully equipped clubhouse was originally an old farmhouse which was altered under the direction of William B. Millward of Portland.

SELECTED READING LIST

The following titles have been chosen principally because of the general interest of the subject matter to the reader; complete bibliographies of Portland may be consulted at the Portland Public Library and the Maine Historical Society. In the preparation of this book the files of the *Portland Press Herald*, *Evening Express*, and *Sunday Telegram* have been consistently used, as have been the issues of the *Board of Trade Journal* over a period of many years. Of invaluable assistance have been the collections of books and private manuscripts in the Maine Historical Society, and the numerous theses contained in *The Maine Bulletin* of the University of Maine.

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