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# A history of Portland, Maine, for junior high schools

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BOSTON UNIVERSITY  
SCHOOL OF EDUCATION

Thesis

A HISTORY OF PORTLAND, MAINE  
FOR JUNIOR HIGH SCHOOLS

Submitted by

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(B. S., Gorham State Teachers College, 1952)

In Partial Fulfillment of Requirements for  
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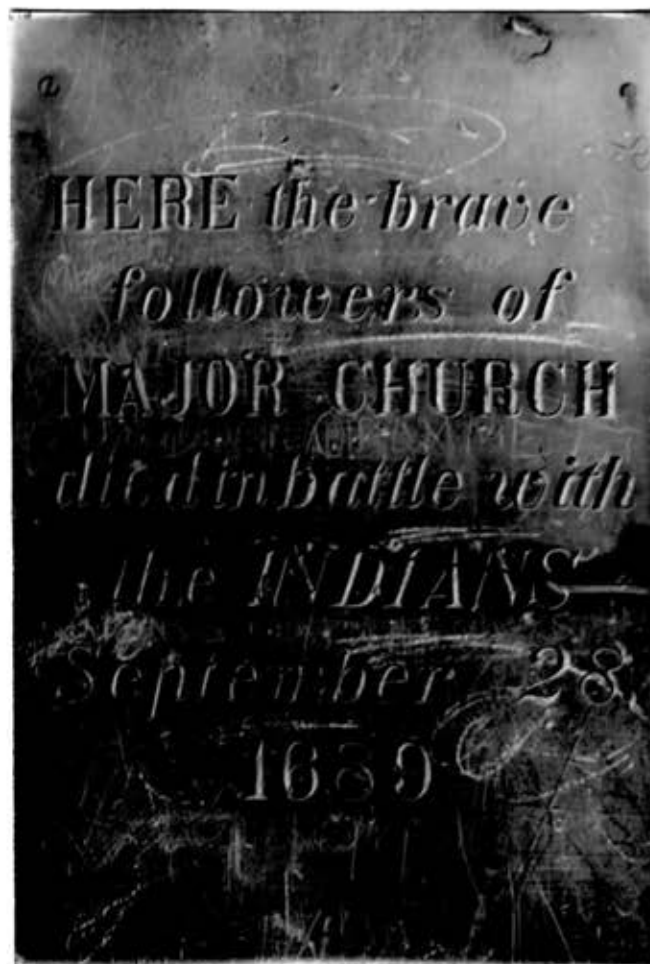
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CHAPTER I

BEFORE THE WHITE MAN

Geological History  
The Red Man  
Activities



Slate Marker to Major Church

"Give me of your bark, O Birch-Tree!  
Of your yellow bark, O Birch-Tree!  
Growing by the rushing river.  
Tall and stately in the valley!  
I a light canoe will build me.  
Build a swift Cheemaun for sailing,  
That shall float upon the river,  
Like a yellow leaf in Autumn,  
Like a yellow water-lily!"

The Song of Hiawatha

Henry W. Longfellow

CHAPTER I  
BEFORE THE WHITE MAN

Geological History

One of the forces that has effected our environment is nature. This natural force goes on continually and the landscape is forever changing. Usually it is so slight that it is not noticeable, but events such as a hurricane, earthquake or flood may result in pronounced landform alteration.

Men who study structure and formation of the earth are known as geologists. A study of the early earth formation is called geological history. At some time during this early period, Portland Harbor was made and this has been an important asset to Portland.

Two important ideas to bear in mind when studying geology are change and time, for both are perpetually at work. Erosion, in many forms, is constantly building or tearing down.

Geologists claim that at one time there were volcanoes in the area now known as Maine. There have been many modifications in the climate and, at one time, tropical plants grew here in abundance. At other times, huge glaciers covered the land.

The glaciers were very important in developing the present landform of New England. As glaciers advance they carry loads of soil, rocks and gravel. This material is deposited in many places and in many shapes. Long, narrow deposits are called moraines, while round hills are known as

drumlins. The high and beautiful Eastern and Western Promenades of Portland are the results of glacial action.

Lakes are an important part of the land surface in Maine and many of these were caused by the glaciers. Sebago Lake, known for its clear and pure water, is the source of Portland's water supply.

Sea shells, imbedded in rock, are found as far inland as Moosehead Lake. These show that this region was once the sea bottom. Various rock structures tell the story of the rising and falling of the land.

Fossils of many strange and unusual plants and animals reveal Maine's past. Dinosaurs, huge birds, fern trees, strange fish, all these were part of everyday life many years ago.

While the geological changes did not leave Maine with large mineral deposits, they left the state with a countryside and seacoast unsurpassed in beauty. These are important natural resources and are constantly being developed. Geologists are now working to determine if there are deep minerals, covered by glacier carried material.

#### The Red Man

The story of the Indian is well known to most people and so does not need to be told here in detail. However, it is well to take time to understand the manner in which the Indian lived and the way he thought. When the Europeans arrived in the New World there was bound to be a clash of the two entirely different cultures.

Among the earliest known men in Maine are the Red Paint People. Their culture differed from that of the later Indians. Some archaeologists relate the Red Paint People to the Algonkian Indians, while others call it a

culture entirely separate from the Indian.<sup>1/</sup> They had advanced enough to use stone implements. In their burial ceremony they used red ochre and from this was derived the name, Red Paint People.

The forests, lakes and streams of Maine provided not only transportation, but food and clothing for the Indian. Scattered throughout the forest were cleared patches used for the planting of corn. The women and children did most of the work of crop raising as well as the household chores. Seasonal changes found them at work at various occupations, among them the making of maple syrup and the drying of fish and berries.

The indented coast of Maine provided many places to obtain sea food. Fish were plentiful and during certain seasons of the year migratory fish filled the streams. Oysters, lobsters, and clams were used for food, while their shells were used for making wampum and utensils. Certain sections of the coast have huge piles of oyster shells and these are called kitchen middens. Archaeologists dig into them and find many interesting tools and implements used by the Indians.

Early explorers mention that Casco Bay was a beautiful place. The combination of islands and water furnished homes for both fish and fowl. It is easy to understand why it was a favorite haunt of the Indian.

The Indians had a name for the neck of land, or peninsula, which forms part of Portland. They called it Machigonne. This word may be found spelled in several different ways.<sup>2/</sup> The Indians did not have a phonic

<sup>1/</sup> Leon Harold Tebbetts, The Amazing Story of Maine, Falmouth Book House, Portland, Maine, 1935, p. 86.

<sup>2/</sup> Augustus F. Moulton, Portland by the Sea, Katahdin Publishing Company, Augusta, Maine, 1926, p. 30.

alphabet and so their words were spelled by the white man according to sound. The exact meaning of the word Machigonne is not clearly understood. In the Algonquin language, mach means great and chegun means elbow. A map of the peninsular part of Portland shows this shape. Another meaning given is that mach means bad and chegon means clay or clay land.<sup>3/</sup> The soil in certain parts of the peninsula is of the clay type and this could be a reasonable explanation of the word.

In the study of history it is necessary to understand both sides of events and to remain above prejudice. The ways of life of various people differ so greatly that at times harmonious living is almost impossible. The Indian was often confused by the ways of the white man. As an example, the Indian idea of land ownership meant only the right to use it.

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<sup>3/</sup> William Willis, History of Portland, Bailey and Noyes, Portland, Maine, 1865, p. 44.

## SUGGESTED LEARNING ACTIVITIES FOR CHAPTER I

## I. Things to do:

1. Find a map of Portland Harbor and make a list of as many of the islands as you can.
2. If you know anyone who has worked on construction in the Portland area, ask him to tell you about any clay deposits he may have contacted.
3. List soil types and describe how they are made and deposited.
4. Find Sebago Lake on a map of Maine. Using the scale given on the map, measure the distance from the lake to Portland.
5. Find out how other cities obtain their water supply.
6. Draw a map of the peninsular part of Portland. If possible use a map showing the land before any of the water areas were filled.
7. List the kinds of food an Indian might have found in the Casco Bay area.
8. List the types of rocks found in this area. The Museum of Natural History may help you do this.
9. Go to the Museum of Natural History and ask to see the relics of the Red Paint People.
10. List the kinds of trees that grow in the Portland area.
11. Look up the word hinterland. Write a paragraph describing how the type of hinterland helps a port to grow.
12. Find out why it is safer for a ship to enter a harbor now than it would have been at the time of the Indian.

II. Look up meanings and use each of the following words in a sentence:

geology	deposit	civilization	nomad
environment	climate	archaeologist	era
volcano	glacier	implement	midden
fossil	mineral	primitive	maize
dinosaurs	moraine	culture	peninsula

III. Matching test:

Place the correct number in column A before each word in column B.

A	B
1 to put or lay down	___geology
2 ancient animal or plant remains	___environment
3 study of rock structure	___volcano
4 prehistoric animals	___fossil
5 surroundings	___dinosaurs
6 glacial deposits	___deposit
7 large moving mass of ice	___climate
8 opening in the earth, emits steam, lava	___glacier
9 a natural substance, not plant or animal	___mineral
10 long range condition of the weather	___moraine

## IV. Matching test:

Place the number in column A before the proper word in column B.

A	B
1 result of training, refinement	_____ civilization
2 shell pile	_____ archaeologist
3 land nearly surrounded by water	_____ implement
4 Indian corn	_____ primitive
5 period of time	_____ culture
6 people who move from place to place	_____ nomad
7 tool, utensil	_____ era
8 one who obtains and studies ancient remains	_____ midden
9 advanced beyond savagery	_____ maize
10 original, belonging to early times	_____ peninsula

CHAPTER II

EARLY EXPLORERS AND SETTLEMENT

The Explorers  
The First Settlers  
Indian Trouble  
Activities



Monument Square

Whither, ah, whither? Are not these  
The tempest-haunted Hebrides,  
Where sea-gulls scream, and breakers roar,  
And wreck and sea-weed line the shore?

Ultima Thule! Utmost Isle!  
Here in thy harbors for awhile  
We lower our sails; a while we rest  
From the unending, endless quest.

Ultima Thule

Henry W. Longfellow

CHAPTER II  
EARLY EXPLORERS AND SETTLEMENT

The Explorers

A straight line from Kittery to Calais would measure some 220 miles, but the tidal line measures more than 2,500 miles. Figures such as these show the Maine coast is greatly indented. Nature has left a great mixture of harbors, bays, coves, islands and estuaries. Many parts of the Maine coast are totally unlike any other section of the Atlantic coast.

The voyages of Columbus brought a change in the world. The growing nations of Europe sought to find wealth in the New World and competition was great. There were many explorers who sailed across the North and South Atlantic. Those who crossed the North Atlantic encountered many dangers. Among them were the dense fogs and icebergs caused by the Labrador Current.

The early explorers were usually very well pleased with the things they saw while sailing along the Maine coast. The many miles of shining white beaches, at this time in their primeval state, must have presented a beautiful sight. Little did these men, who were looking for wealth, realize that here was a natural resource later to be so valuable in attracting the tourist of today.

The rugged and rockbound parts of the coast told them that here was a coast to approach carefully in stormy weather. The forces of glacier, time, tide and wind had provided Maine with a coast as sturdy as the explorers themselves.

This greatly indented coast offered safe anchorage for ships tossed about by the wild North Atlantic. The early vessels were much smaller than those of today and many of the small rivers and bays could be navigated.

As the explorers sailed along the coast they were impressed by the great variety of trees and plants they saw growing along the shore. To a wood starved Europe, this looked wonderful, and later the forests of Maine were to provide masts for the ships of England. The many islands were green with fir, pine, hemlock, cedar and deciduous trees.

Heavy inland forests meant it would probably be possible to establish a fur trade with the Indians. The wealthier people of Europe had become fur conscious and well dressed people thought it fashionable to wear furs. A wise merchant could quickly understand the profits to be realized from a good fur trade.

The many species of fish found in the waters along the New England coast were another important resource to be used.

The search for gold and other precious metals was soon forgotten and fishing and fur trading became important.

After sailing along the coast in 1632, Captain John Smith wrote:

"In March, Aprill, May and halfe June, heere is cod in Abundance; in May, June, July and August, Mullet and Sturgeon, whose roes do make caviare."<sup>1/</sup>

Fishermen came in large numbers and at many places along the coast set up racks for drying the fish. After being completely dried and salted,

<sup>1/</sup> William Willis, History of Portland, op. cit., p. 15.

the fish were sent to the countries of Europe. The islands were usually used for the drying operations as they were convenient and could be more easily protected from Indian attack, if necessary. The reports the fishermen took back to Europe concerning the New World encouraged others to cross the Atlantic.

Although the attractions for permanent settlement were many, it was a considerable time before a successful colony was founded in Maine. The long, cold winters proved too much for those who were not well prepared with good shelter and food. The explorers and fishermen had learned much about the new land, but they were not permanent settlers.

As this is a history of Portland, attention will be given to those explorers and settlers who came to this area of Maine. Captain Christopher Levett (sometimes spelled Leavitt) may be classed as both an explorer and a settler. He was born in England about 1586 and came to hold a high place in the service of the king.

King James of England had claimed all the section of North America now known as New England. In 1623 he had either given or sold to Levett 6,000 acres of land east of the Piscataqua River.<sup>2/</sup> It was to take possession of this new property that caused Christopher Levett to come to the New World.

Levett arrived early in 1623 and stayed for a short time at the Isles of Shoals. He then sailed along the Maine coast looking for a suitable place to build a settlement.

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<sup>2/</sup> James Otis, The Story of Old Falmouth, Thomas Y. Crowell & Company, New York, 1901, p. 8.

At the mouth of the Saco River he paused and was amazed at the strong current and large amount of fresh water it poured into the ocean. The Indians told him the river had a source at a high mountain in the west. This mountain, which they called Crystal Hill, was so high it could be seen from the ocean. Today it is known as Mt. Washington.

Levett continued along the coast, stopping at places that looked attractive for starting a colony. On arriving at Casco Bay, he decided this was the best location he had yet found. The broad and beautiful harbor, with its many islands, would make a most convenient trading place. Here, land and water united to form easy access to both. Levett named a river for himself - the river now known as Fore River.

He planned to build in this area but continued to explore along the coast. He sailed up the Presumpscot River to its first waterfall, which he found to be a meeting place for the Indians. It was here that Levett met Skitterygusset, the sagamore, or chief, of the Presumpscot. Levett was careful in his dealings with the Indians and later reported that they were friendly.

Levett held a conference with Cogawesco, the sagamore of Casco, and obtained permission from him to build a house. Levett built his house on either House or Cushings Island, on which one it is not quite certain. It was a stockade type house and according to his own description was reasonably well fortified. His plan was that this would be the start of a much larger colony.

Levett spent the winter of 1623-24 on the island and then returned to England for supplies and more colonists, leaving 10 men behind on the island.

Upon his return to England Levett was ordered to command a ship for the king and was occupied with this assignment for several years. He had planned to return to Casco Bay, but, unfortunately, before he was able to do this he died.

The fate of the 10 men left on the island remains a mystery to this day. It is possible they could have been picked up by a passing fishing boat, or made their way down the coast. The secret might be with the Indians, in either adoption or massacre. Here was a lost colony, one of many in the building of America.

There is proof that Levett was an educated and observant man. After returning to England he wrote a book about his adventures and plans for a colony. The book was titled, "A Voyage into New England, Begun 1623, Ended 1624, Performed by Christopher Levett" and was published in London in 1626. It has been reprinted in the Collections of the Maine Historical Society, and the quoting of a few paragraphs will show he had a very appraising eye. The spelling and wording are as he wrote.

"About the middle of May you shall have little flies called musketoes, which are like gnats; they continue I am told, until the last of July. They are very troublesome for the time, for they sting exceedingly both day and night.

"There is also much timber for joiners and coopers; I dare say no place in England can afford better timber for pipe staves.

"But certainly there is fowl, deer, and fish enough for the taking, if men be diligent; there be also vines, plum trees, strawberries, and rasps, walnuts, chestnuts, and small nuts of each a great plenty; there is also great store of parsley, and divers other wholesome herbs, both for profit and pleasure, with great store of sassafras, sassaaparilla and aniseeds."<sup>3/</sup>

<sup>3/</sup> William Willis, Editor, Collections of the Maine Historical Society, Vol. II, Bailey & Noyes, Portland, Maine, 1865, p. 345.

### The Settlers

While Levett was not a permanent settler, credit must be given to him for establishing the first dwelling in the Portland area. The second recorded occupation is that of Walter Bagnall, sometimes called "Great Walt", who settled on Richmond Island in 1628.<sup>4/</sup> This was about two years before the settlement of Boston.

Richmond Island, located on the southern shore of Cape Elizabeth, is a mile in length and three fourths of a mile wide at the widest part, and consists of about 200 acres.

Bagnall may have arrived at the island from one of the fishing boats that passed that way. It is also possible that he may have come from Morton's settlement at Merrymount.

He established himself upon the island without title and was soon trading with the Indians. He was often unfair in his dealings with them, using whatever means brought the most profit to himself. He carried on this thriving business with the Indians and in turn traded with passing ships. Furs were an important article traded and were paid for with trinkets or liquor, the latter often used to the disadvantage of the Indian. In three years time Bagnall was estimated to have acquired some 400 pounds, a large sum for those days.<sup>5/</sup>

He seems to have settled on the island only for the purpose of trading, perhaps intending to leave after saving enough money. He made no attempt to establish good relationships with the Indians, as Levett had

<sup>4/</sup> Augustus F. Moulton, Portland by the Sea, Katahdin Publishing Company, Augusta, Maine, 1926, p. 27.

<sup>5/</sup> Ibid., p. 28.

done, but rather won their hate, which was to be the cause of his end.

One fall morning in the year 1631, Bagnall was found murdered in the kitchen of his home.<sup>6/</sup> On the previous day, a group of Indians had been on the island trading with him. With them was their chief, Squidraset, who was blamed for the murder but did not eventually receive the punishment for the deed.

About a year after the murder of Bagnall, the Council of New England gave him title to the land, but it was, of course, too late. Soon after this, Governor Winthrop of Massachusetts sent a party of men to try and find the Indian who had killed Bagnall.

Squidraset had long been absent from the island; however, the men found another Indian there, named Poquanum, sometimes called "Black Will". Black Will was having a clam bake with a group of friends when he was seized. Without the benefit of a trial, he was put to death by hanging, although he was in no way connected with the death of Bagnall. This was one form of frontier justice, a life for a life, no matter whose life.

After the death of Bagnall, the ownership of the island went to Robert Trelawney and Moses Goodyeare, two merchants living in England.<sup>7/</sup> Besides the island they also acquired territory on the mainland, the area around the Spurwink River and what is now Cape Elizabeth and South Portland. John Winter was appointed land agent by Trelawney and Goodyeare, and he came there to develop the territory in their behalf.

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<sup>6/</sup> Herbert Milton Sylvester, Romance of Casco Bay, Vol. I, Stanhope Press, Boston, 1904, p. 342.

<sup>7/</sup> James Otis, op. cit., pp. 14-15.

The location of Richmond Island was exceptionally good for both coastal and inland trade. The new owners continued to use it for a trading center and greatly increased the amount of business. From 1633 to 1645 it was a place of much activity. In 1638 Winter had over 60 men employed there in fishing and trading.

Although unimportant today, Richmond Island was for a time the center of activity at Casco Bay. It had an important part in early Portland history. Many interesting stories are told about events that occurred on the island.

The island was connected to the mainland by a sand bar which could be forded at low tide. In the summer of 1639 a maid-servant of Winter was drowned while crossing from the island to the shore. In a letter to Trelawney, Winter wrote:

"The maid Thompson had a hard fortune, it was her chance to be drowned coming over the bar after our cows. There was very little water on the bar, not above a foot. We cannot judge how it should be except her hat did blow from her head, and she, to save it stepped over the side of the bar. A great many of our company saw when she was drowned and ran with all speed to save her, but she was dead when she was found."<sup>8/</sup>

There are stories of other deaths on the island. In a field are the marks of graves, probably the graves of these long forgotten people.

In 1749 there was excitement at the island when a man who had committed a cruel murder in Scarborough fled there. He hid in the locality to await a boat and then made good his escape.

During the year 1807, the schooner Charles, on a regular trip between Portland and Boston, ran on Watts ledge in a fog. In this disaster, 16

<sup>8/</sup> William Goold, Portland in the Past, B. Thurston and Company, Portland, Maine, 1886, p. 75.

persons out of 22 aboard perished.<sup>9/</sup>

Among the many ships to have anchored at Richmond Island was the famous Speedwell of the Pilgrims.<sup>10/</sup> The Speedwell was the ship that started out with the Mayflower in its historic voyage in 1620, but had been forced to turn back because of a leak.

Many years after the passing of Bagnall an event occurred on the island that surpassed all others in excitement. The mention of buried treasure and where to find it suggests many thrills. As so often happens, the finding of such a treasure may be part of another experience and completely unexpected.

In 1855 the island was owned by a Dr. John Cummings of Portland, and the land had been used for agricultural purposes. At this time a farmer and his two sons were at work in one of the fields that had not been plowed in many years. A new type of plow was being used which was large and turned very deep furrows. One of the boys was driving the horses and the father was holding the plow handles. The other boy was walking along behind the plow watching as the sod was turned. Suddenly he saw an old pottery jar mixed with the soil. The boy picked up the jar and showed it to his father, who remarked that it was only an old rum jug and to throw it away.

Curiosity was too much for the boy and he took it to one side and began to look it over. The jar was rounded at the center, small at the ends and would hold about a quart. It was filled with soil which the

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<sup>9/</sup> Ibid., p. 76.

<sup>10/</sup> Ibid., pp. 48-50.

boy began to dig out with a stick.

All at once gold and silver coins began to spill out with the soil and he could scarcely believe his eyes. He called excitedly to his father and the plowing ceased.

The oldest silver coin bore the date 1564, and the newest, 1606. The gold coins were sovereigns, and there was a Scottish coin with the date, 1602.

To make the discovery even more exciting, there was also a wedding signet ring of fine gold amongst the coins. The outer side of the ring had an ornamental border, with the letters G. V. inscribed. Inside the ring was the word "United", two united hearts and the words, "Death only partes".<sup>11/</sup>

Careful excavation of the area revealed broken glass, pottery, crude nails and an iron spoon, showing it was the location of a house. It could have been the dwelling of Bagnall and the coins part of his buried treasure.

Early maps of the New World were few and not very accurate. Many of the people who gave or sold land grants in the New World had never crossed the ocean, and by using these maps had no true idea of the location of the land they were transferring to others. Thus conflict and confusion often resulted when the new land owners tried to establish their boundaries. Added to this were the claims of the squatters, the people who settled on land without proper title.

The land area now occupied by the city of Portland has had many names.

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<sup>11/</sup> The coins, pottery jar and ring may be seen at the Maine Historical Society in Portland.

Two of the names, Machigonne and Casco, have already been mentioned. For a long period it was called Falmouth, named for a city in England. To all these the word Neck was often added. An early land deed of Gorges used the name, Stogummer, but it apparently was not used by any of the settlers.<sup>12/</sup>

Surrounding towns have used interesting names, many of them having Indian or English origins. It was Captain John Smith who named Cape Elizabeth for the English queen.<sup>13/</sup> Fort Preble Point was called Purpooduck. For many years Westbrook was known by the Indian name of Saccarappa. A large part of South Portland was called Ligonias, a name taken from an old land grant.

The first men who settled permanently on the peninsular part of Portland were George Cleeves and Richard Tucker.<sup>14/</sup> They had first settled at Spurwink but had been forced to leave by the land agent, John Winter. After visiting several locations along the coast, they decided on the Neck as a suitable place to build a home.

In these early days the Neck was covered with a dense growth of trees. There were good springs and small streams flowed down the slopes to the bay. A small cove was named Clay Cove and was excellent mooring for fishing craft.

It was here, in 1632, on land facing the harbor that the first house was built.<sup>15/</sup> The location is marked today by the corner of Fore and

<sup>12/</sup> William Goold, op. cit., p. 83.

<sup>13/</sup> Augustus F. Moulton, op. cit., p. 83.

<sup>14/</sup> William Goold, op. cit., p. 79.

<sup>15/</sup> William Willis, History of Portland, op. cit., p. 31.

Hancock Streets.

Cleeves continued to have trouble with Winter and others over land ownership but in the end acquired a large part of the peninsula. Cleeves was a man of strong determination and ambition, as shown by the fact that when driven from the first home he had built, he cleared land and started over again. He then had to fight land claims for many years. Although Tucker was a partner, he lacked the drive and leadership of Cleeves and would not have been so successful alone.

The date of Cleeves' death is not known for certain, but it probably was around 1666. In 1662 he wrote that his wife was then in her eighties.<sup>16/</sup> He had been in this country 36 years. Portland may well be proud of this first citizen, an ambitious, hard working man.

The settlement started by Cleeves and Tucker grew rapidly and in time became the most important trading center on Casco Bay. Many people were anxious to buy land in the area and gradually the landholdings of Cleeves and Tucker were sold.

#### Indian Troubles

When the first Europeans arrived in the New World, the Indians lived in a most primitive way, their culture differing very little from the Stone Age. Cautious in their dealings with the newcomers, the Indians were pleased to obtain the things they had to offer. It did not take them long to realize the superiority of the weapons used by the settlers.

The fishermen and early traders did not alarm the Indian, but as land began to be cleared and used he showed resentment. Both trees and animals

<sup>16/</sup> William Goold, op. cit., p. 96.

were destroyed in such large numbers that the Indian way of life was threatened.

The year 1675 found the town of Falmouth (Portland) growing rapidly, totalling more than 400 inhabitants.<sup>17/</sup> Mills had been built on the Capisic River and the lower falls of the Presumpscot. A large trade had been developed in fish, lumber and furs, and at Stroudwater vessels were loaded with masts destined for ships of the English Navy.

Land around the little town had been cleared for farming and the fertile soil produced abundant crops. There were people living at Purpooduck, Spurwink and at Sacarrappa. An early visitor wrote that Falmouth was a pleasant place to live, with a good shipping center, livestock, and plenty of fertile land.

The First Indian War, or King Philip's War, started in 1675. The attacks threatened settlements in southern New England and slowly spread northward. The Massachusetts General Court sent warnings to Maine, and all who left their homes were told to go armed. Even those attending church services carried weapons.

The people of Falmouth had noticed a change in the attitude of the Indian. Many people tried to determine what had happened, hoping to correct the situation. The answer was to be found in a combination of events and it was too late to remedy the causes.

Men of Bagnall's type are not quickly forgotten. Revenge, such as the hanging of Black Will, lead to distrust. Land use and ownership were always a puzzle to the Indians. Their idea of land ownership meant only

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<sup>17/</sup> Augustus F. Moulton, op. cit., p. 63.

the right to use it. Destroying forest land and animals was destruction of a way of life. A clash of cultures often leads to a clash of individuals.

There is a story told about an incident that occurred on the Saco River. Near the banks of the Saco there lived a sachem named Squando. He was a leader of importance among the Indians of the area and exerted much influence over others. One day his squaw was passing along the river in a canoe with their infant son. She was met by some sailors who had heard that an Indian child could swim at any age. They upset the canoe and the infant was lost in the current of the river. Squando was exceedingly angry and put a curse on all white men, vowing that three would drown in the river each year thereafter. He then used his influence to incite the Indians against all settlers.<sup>18/</sup>

Early in the fall of 1676, 20 painted savages attacked the farm of Thomas Purchase at Pejepscot (Brunswick). The men were away at the time and the women and children were not harmed. The attackers killed all the livestock and then went through all the buildings, taking whatever they wanted. The raiders said that Purchase had been unfair when he had traded with them.<sup>19/</sup>

Not long after this, an incident took place near Casco Bay which lead to actual bloodshed. A party of 20 men had gone to gather corn in fields located at one end of the Bay. While they were gathering the corn, it was discovered there were some Indians hiding in nearby buildings. There

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<sup>18/</sup>James Otis, op. cit., p. 24.

<sup>19/</sup> Ibid., p. 25.

followed an exchange of shots. Several of the farmers were wounded, but all managed to get back to the boats. The Indians had taken two of the boats loaded with corn.

A later report stated that several of the Indians had been killed and some were wounded. This was the first actual battle between the settlers and the Indians in this area.

The first Indian massacre was that of Thomas Wakely and his family, who lived on the east bank of the Presumpscot River. Wakely, his wife, their son, and his family were all killed. One child, a girl of 11, was taken as a captive. After the raiders had ransacked the buildings, they set them on fire and left the scene of their terrible action.<sup>20/</sup>

The day following the massacre neighbors found the slain members of the family. Some of the bodies had been left inside the burning buildings and others were found outside, under heavy planks, their heads crushed by clubs.

There were numerous other incidents of open hostility during this period. Settlers were slain as they worked in field or forest, and mills and other buildings were burned. An attack was made on the Jordan settlement at Spurwink. The family fled and the house formerly owned by Cleeves was destroyed. At Scarborough, two brothers, Albert and Andrew Alger, were killed by an English speaking Indian, Mogg Heigon.<sup>21/</sup> This Indian had fixed his mark to a deed and without realizing what he was doing had given away most of Kennebunk.

<sup>20/</sup> William Goold, op. cit., p. 112.

<sup>21/</sup> Augustus F. Moulton, op. cit., pp. 65-66.

The approach of winter brought an end to hostilities, but only temporarily. The warm weather of spring meant more trouble. Some of the Narragansett Indians were driven toward Maine, and they joined forces with the Maine Indians.

During the summer an Indian by the name of Simon went to the farmhouse of Anthony Brackett (located in what is now the Deering Oaks section of Portland). Simon had often been in trouble and Brackett accused him of stealing a cow. Simon denied the charge and said he would bring the guilty one to the farm the following day.

Early the next morning he appeared at the farm with five other Indians. Brackett admitted them to his house, whereupon they immediately seized all weapons and made prisoners of the family. One man who offered some resistance was killed and other members of the family threatened. After plundering the buildings, the raiders left.

The raid on the Brackett farm served as a signal; other Indians appeared, and the increased numbers continued across the peninsula, plundering, killing and burning as they went. A letter written later by Thaddeus Clark, said in part: "... the number of men killed was eleven, and the number of women and children killed or taken as prisoners was twenty-three."<sup>22/</sup>

When the alarm of the Indian attack was given, the Reverend George Burroughs, minister at Casco Neck, gathered as many people as he could and led them to the Munjoy Garrison House. While they were at the crude fort a messenger arrived with word that struck terror to those within the

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<sup>22/</sup> Daniel Colesworthy, Chronicles of Casco Bay, Sanborn and Carter, Portland, Maine, 1850, p. 19.

shelter. The message read, in part:

"... the wives of Corbon and Durham, and Atwell's children escaped in a canoe but were captured. John Murphy and Isaac Wakely are dead and scalped. Constable Ross and his wife and children are captured. Thomas Brackett and his wife are captured or killed. Nathaniel Mitton was tomahawked almost before he could speak."<sup>23/</sup>

It was easy to conclude from such a message that escape from the little community was wisest, if it could be accomplished.

The Reverend Burroughs and his group succeeded in reaching an island in the harbor and soon people from the Purpooduck shore joined the refugees from Falmouth. There was a need for gunpowder, and it was remembered that there was some stored in a cellar on the mainland. Two boys, the oldest only 15, volunteered to row across the harbor and try to get the keg of powder. They succeeded in getting the keg, but on the return journey one was wounded and the other killed.<sup>24/</sup>

The fugitives remained on the island for nearly two weeks, living on berries and seafood. It was a precarious existence, with the ever present threat of not enough food and expected Indian attack. Help finally arrived from Massachusetts.

Later Reverend Burroughs moved to Massachusetts, where he subsequently was accused of witchcraft and condemned to death.

In April of 1678 a peace treaty was signed with the Indians at Casco, the climax of many months of trouble. Every family agreed to give the Indians a peck of corn each year, in payment for destroying their hunting grounds.

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<sup>23/</sup> James Otis, op. cit., p. 32

<sup>24/</sup> Loc. cit.

After the peace treaty was signed, the settlers returned to the town, and their first act was to build Fort Loyall, the first fort of any real strength to be constructed on the Neck. It was located on a rocky bluff (where the Grand Trunk Station now stands), and was built of logs. It seemed to be strong enough to withstand any attack. There were wooden towers to be used for observation posts and loop holes were placed in the walls for small arms. There were eight pieces of ordnance, but not enough powder and shot.<sup>25/</sup>

Four garrison houses in other parts of the town were to serve those who could not get to the fort in time of attack. They were located on Munjoy Hill, Exchange Street, Free Street, and the site of the fourth is not known.<sup>26/</sup> The above street names, were, of course, not in existence at that time.

The fort was first used as a prison for 20 Indians who were seized near Saco because they had appeared restless. They were imprisoned for questioning. Among the captives was Hopegood, Chief of the Norridgewocks. Governor Andros of Massachusetts ordered them released.

Relationships with the Indians continued to be unpleasant and the settlers were constantly on the alert for trouble. As many Indians were camping around the town of Falmouth, the white people sent to Massachusetts for help. Major Church and a company of soldiers arrived by ship to aid the settlers. In an attempt to outwit the enemy, they landed after dark.<sup>27/</sup>

<sup>25/</sup> Augustus F. Moulton, op. cit., p. 69.

<sup>26/</sup> James Otis, op. cit., p. 69.

<sup>27/</sup> Augustus F. Moulton, op. cit., p. 80.

The next day, Major Church engaged the Indians in battle in the area now known as Deering Oaks, on the old Brackett farm. It was a frontier type battle with casualties occurring on both sides. Captain Anthony Brackett and 14 others were killed; seven were wounded. The number of enemy dead is not known as they carried their dead and wounded away.

During the battle it was discovered that the shot Major Church had brought with him was too large to use. Consequently it was dumped on the grass at Fort Loyall and the women and children hammered it to the right size. Captain Lightfoot, an Indian with Major Church, saved part of the battle by wading across a stream under fire, with a keg of powder on his head and a kettle of bullets in each hand.<sup>28/</sup>

Intensifying the seriousness of the situation at that period was the fact that the French were allied with the Indians. Whenever groups of both were in the same place, trouble could be expected.

The next serious situation for Falmouth developed from a combination of the French and Indians. In the spring of 1690 the French in Canada were making strategic military plans. Count Frontenac was governor of New France and was determined to drive the English as far south as possible. His offensive was well planned. There were to be three divisions, eastern, central, and western. Among the fateful battles that followed was the one at Schenectady, New York. In Maine, Pemaquid, Salmon Falls and York were captured.

The port of Falmouth was considered of importance, and in May, 1690, the French and Indians, all dressed as Indians, appeared at Casco Bay

<sup>28/</sup> William Goold, *op. cit.*, p. 139.

under the command of Count de Portneuf.<sup>29/</sup> The people who had not left the area took refuge in Fort Loyall or in one of the garrison houses. When darkness came, they all crowded into the fort.

On the following day, Lieutenant Clarke and 30 men left the fort, going toward the Munjoy garrison in an attempt to contact the enemy. They were ambushed on the way, and the officer and most of the men were killed.

Portneuf then began to raid and burn the town. Those within the fort realized they were in a state of siege, with limited food and ammunition supplies. The enemy, however, did not have large enough guns to destroy the fort. They tried all methods of gaining entrance, including a tunnel and fires. As they had enough food and ammunition, they could afford to sit and wait while the supplies of those in the embattled fort diminished.

For five days and nights the attack went on.<sup>30/</sup> Over 30 men within the fort were killed and those remaining were greatly outnumbered by the surrounding enemy.

Finally, Captain Davis, commander of the fort, raised a flag of truce.<sup>31/</sup> He was told there were French among the enemy and, therefore, believed if the besieged surrendered they would be given safe passage to the nearest English settlement.

The gates of the fort were opened and the Indians entered and imme-

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<sup>29/</sup> John E. Godfrey, "Baron de Saint Castine," Collections of the Maine Historical Society, Volume III, Brown Thurston Company, Portland, Maine, 1856, p. 59.

<sup>30/</sup> William Goold, op. cit., p. 149.

<sup>31/</sup> James Otis, op. cit., pp. 64-65.

diately began killing and plundering. The captain and some women and children were taken as prisoners, but all others were killed and mutilated. The prisoners were taken to Canada. The French and Indians now controlled all the area east of Wells, Maine. Once again Falmouth was a deserted and destroyed town.

A few years later, a company of soldiers on their way to Pemaquid stopped at Falmouth. They found the wilderness taking over deserted fields and buildings. The bodies of those who had been killed had been left where they had fallen. The soldiers gathered the bleached bones and buried them in a common pit.<sup>32/</sup>

There is another story told about deserted Falmouth. All the livestock had not been killed and some Indians passing through saw a horse and planned to ride it. A son of the famous Higon mounted the horse; having no saddle, or not being able to ride, he had his legs tied under the horse's belly. No sooner was this done than the horse took off at great speed. Nothing was ever seen of the horse or rider again, but a leg of the Indian was found wedged in a tree and the Indians buried it in Captain Brackett's cellar hole.<sup>33/</sup>

<sup>32/</sup> William Goold, op. cit., p. 153.

<sup>33/</sup> William Willis, History of Portland, op. cit., p. 288.

## SUGGESTED LEARNING ACTIVITIES FOR CHAPTER II

## I. Be prepared to describe the following:

indented coast	sachem
primeval state	land deed
land grant	hostile
sagamore	massacre
ambushed	garrison
hunting ground	fugitive

## II. Things to do:

1. Collect all the information you can about the navigation of old sailing ships.
2. Ask the librarian to help you find stories about old fur trappers.
3. Take a class trip to the waterfront and find out how fish are preserved today in comparison with colonial days.
4. Find out if someone in the class knows a fisherman and have him ask the fisherman to give the class a talk on ways of catching fish.
5. Collect pictures of old colonial forts.
6. Build a model of Fort Loyall.
7. Visit the Maine Historical Society to see the coin collection.
8. Write and act a play showing the discovery of the coins on Richmond Island.
9. Find out if anyone in the class has been through the White Mountains and seen the source of the Saco River near the base of Mt. Washington. Trace the course of the river on a map.
10. Use your imagination. Pretend you were a soldier at the battle in Deering Oaks. Write a letter to someone in Boston telling them what you did and saw.

11. Draw pictures showing Christopher Levett as he sailed into Casco Bay for the first time.
12. Ask all the students in the class who have Indian relics to bring them to class.
13. Use molding clay or plaster to make a topographical map of Portland.
14. Look up Indian battles in other settlements.  
Suggestions: Deerfield, Schenectady
15. Be prepared to give a talk on old guns and how they worked.
16. Find the slate marker in Deering Oaks telling about Major Church and the battle with the Indians. Copy the inscription on the marker.

III. Explain the part each of the following had in the early history of Portland:

Richmond Island	Walter Bagnall
Major Church	the Wallis boys
Fort Loyall	Mogg Heigon
the fur trade	Anthony Brackett
Captain John Smith	Rev. George Burroughs
Christopher Levett	Captain Lightfoot
George Cleeves	Lt. Clarke

CHAPTER III

PORTLAND AND THE STRUGGLES FOR FREEDOM

Revolutionary War  
War of 1812  
Civil War  
Spanish-American War  
The World Wars  
Activities



Portland from Baxter Boulevard

I remember the sea-fight far away,  
How it thundered o'er the tide!  
And the dead captains, as they lay  
In their graves, o'erlooking the tranquil  
bay,  
Where they in battle died.

My Lost Youth

Henry W. Longfellow

## CHAPTER III

### PORTLAND AND THE STRUGGLES FOR FREEDOM

#### Revolutionary War

At the beginning of the Revolution, Portland was a small but busy seaport. Portland ships were carrying goods to ports all over the world. The town had less than 1,900 inhabitants, and there were about 230 buildings grouped on the land sloping toward the harbor. Munjoy Hill and the land area between Back Cove and Back Street were covered with a growth of bushes and trees. Cleared land and farm buildings surrounded the town, and there were lumber and grain mills on nearby rivers.<sup>1/</sup>

It is interesting to look at some of the old street names. The present day Congress Street was named Back Street, and the western end of the street, as it neared Stroudwater, was called Country Road. It was well named for it consisted of two muddy, or dusty, wheel ruts. Fore Street bordered the waterfront and was sometimes called The Fore. This street had a sharp turn where it rounded Clay Cove; the turn is still there even though Clay Cove is now filled. India Street was the important street of the town where most of the business was transacted. A street extending from India to Commercial Street was named Thames Street. Commercial Street has been built on filled land. There were about 12 small wharves which served the ships of that time.

Following is a list of some of the old streets and their present day

<sup>1/</sup>Nathan Goold, Falmouth Neck in the Revolution, The Thurston Print, Portland, Maine, p. 68.

names: <sup>2/</sup>

<u>Original Name</u>	<u>Intermediate Name</u>	<u>Present Name</u>
Back Street	Queen	Congress
Broad	King	India
Country Road	Main	Congress
Fiddle	Essex	Franklin
Fish		Exchange
The Fore		Fore
Greeles Lane		Hampshire
Jones Lane		Plum
Lime Alley		Lime
Love Lane		Center

There were three important taverns in the town owned by Alice Greele, Marston and John Greenwood. The establishment operated by Alice Greele, located near the corner of what is now Congress and Hampshire Streets, was a favorite meeting place for the patriots of the day; here they would talk and argue about the events of the day. At times the county conventions met in the tavern, and during the war, court was held here several times.

Portland was very weakly fortified at this time. Maine was part of Massachusetts and fortifications were greatly neglected. For many years protection had been necessary only from the Indians and later the French. There was often discussion concerning the construction of a stronger means of protecting the town, but due to lack of interest of the higher authorities, it was not carried out. There were a few cannon, but even these had broken trunions and were almost useless. Other fortifications, the Upper and Lower Battery, would be ineffectual against an attack from the sea.

Portland had its share of Loyalists or Tories, usually people of

<sup>2/</sup> William Willis, History of Portland, op. cit., pp. 477-78.

wealth and influence. As steps for independence were taken, many of these individuals left the town, while others remained and became patriotic citizens. Later, the Absentee Act of 1778 drew a sharp line between Tories and patriots.<sup>3/</sup> By this Act, property belonging to Tories was sold.

As in other colonial towns of this period, Portland had many patriotic demonstrations. In January, 1776, a brig arriving from Halifax was discovered carrying stamped papers for the Stamp Act. Many of the citizens of the town marched to the Custom House and demanded the papers. Upon obtaining them, they carried the bundles through the streets and burned them in a huge bonfire.

A Committee of Correspondence was continually busy exchanging information with the other towns. In these days of almost complete lack of communication, the work of this group was considered extremely important. There was also appointed a Committee of Inspection to watch for violations of the non-importation agreements.

It is said that when the Intolerable Acts closed the port of Boston, the church bells in Falmouth tolled from sunrise to sunset. The residents of Falmouth tried in every possible way to help those of Boston. Food and large amounts of cord wood were sent to Boston. Actually, the closing of the port of Boston was like a test, proving that the people of all the colonies would help one another.

Captain Thomas Coulson of King Street, Falmouth, was a well known Tory who was engaged in the business of shipping masts to Bristol,

<sup>3/</sup> Nathan Goold, op. cit., p. 28.

England. Coulson was constructing a large ship and was awaiting supplies for its completion from England. When the ship carrying the supplies arrived, the Inspection Committee refused to let the cargo be unloaded, although Coulson strongly insisted he needed the material to finish his ship. After many days of argument Coulson departed, and it was learned he had gone to Boston. He returned in a ship named the Canceau, commanded by Captain Mowatt. The Canceau was a sloop of war, and using it for protection, Coulson proceeded to unload the cargo and rig his ship.

The next event was an incident called "Thompson's War".<sup>4/</sup> Colonel Samuel Thompson of Brunswick and about 50 soldiers landed secretly on the north side of Falmouth Neck. They camped in a grove of pines and tried to keep their location a secret. Several people who passed their camp were captured and held as prisoners, as they were suspected of spying on this group of "Minute Men". Thompson's men each carried a small spruce tree, with all but the top branches cut off, and each in his hat had a small sprig of spruce.

One afternoon, Captain Mowatt of the Canceau was walking on the hill when he was captured and held as a prisoner by Thompson's group. When the news reached the officer left in charge of the Canceau, he threatened to fire on the town if Mowatt was not released. The officer did discharge two empty cannon, causing great alarm among the townspeople. Many of them visited Thompson's camp and pleaded with him to release Mowatt. After much strong argument, Thompson agreed to release his prisoner. Captain

<sup>4/</sup> William Goold, Portland in the Past, op. cit., p. 337.

Mowatt was allowed to return to his ship with a promise he would return to the town when requested.

Thompson's soldiers continued to do things to anger Mowatt to such a degree that he threatened to fire on the town if the "mob from the country" did not leave. Finally, Mowatt sailed away and Thompson and his men returned to Brunswick.

While all this excitement had been going on in Falmouth, news arrived telling of the Battle of Lexington. On the 23rd of April a town meeting was held and spirited proceedings were adopted even though Mowatt had not yet left the harbor at that date. A company of 60 soldiers was raised and hurried off to Cambridge.<sup>5/</sup>

The summer passed quietly as far as actual warfare in the Portland area was concerned, but there were violent speeches and demonstrations against "taxes and tyranny".

On October 16, 1775, four armed vessels and a store ship entered Falmouth Harbor. Although it was soon learned that Captain Mowatt was in command, it was not possible to realize his intent was so evil. Many people thought he had come to obtain cattle and sheep for the British troops in Boston. He had visited the islands previously, helped himself to livestock, and when the owner had objected had burned the farm buildings. The townspeople, remembering this, sent several men to the islands hoping to protect the grazing animals.

A map of the harbor and city of this time shows the location of the ships. The flagship was the Canceau, and it was anchored opposite the

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<sup>5/</sup> Ibid., p. 337.

foot of King (India) Street. The store vessel was to the right of the Canceau. The Cat, a ship of 20 guns, was anchored at the foot of Pearson's Lane. To the left of the Cat was a Spitfire Bomb sloop, and between the Cat and the Canceau was a schooner of 12 guns.

Just before sunset Mowatt sent a messenger ashore warning the people to leave the town at once as he was going to destroy it. This was to be their punishment for being in a state of rebellion against their King.

The message was received with surprise and dismay. The few fortifications were useless, and opposing the armed ships was hopelessly out of the question. Immediately a group went to the flagship and pleaded with Mowatt for time. He finally agreed to give them until eight o'clock the following morning, provided they would surrender to him four pieces of cannon and eight small arms. The weapons were to be in his hands before eight o'clock in the evening.

Upon returning to the town a meeting was held and it was agreed to surrender the arms. This would give the people time to remove the old, the sick and some property. All throughout the night the streets were filled with people and carts. There was much fear and bewilderment as no one could be sure what was going to happen.

Early the following morning the citizens gathered together and agreed that under no circumstances would they surrender more. If consideration is taken of the fact that armed ships were within easy firing distance of an undefended city, these people must be given much credit for bravery.

The committee took the message out to the ship and within half an hour were told to go ashore. Between eight and nine o'clock the firing began, continuing all throughout the day. Bombs, grape shot, carcasses

and cannon ball streamed from the ships to the shore. Some of the shot, heated red hot, caused many fires.

Landing parties plundered and burned, and the remaining unarmed citizens could do little except flee. A well organized military company could have prevented the enemy from landing. As it was, a few people had guns and some of the attackers were killed or wounded, while only one of the inhabitants was slightly wounded.<sup>6/</sup>

Fire spread rapidly through the wooden buildings and soon the side of the town facing the waterfront was a mass of flames. 414 buildings, including the new Court House, the Town House, the Custom House and many barns and warehouses, were destroyed.<sup>7/</sup> The wharves were demolished and all boats and ships were either burned or captured. The First Parish Church, located well back in the town, was struck many times and even though set on fire was saved. Today one of the cannon ball may be seen in the church where it is used as part of a light fixture.

The popular Alice Greele Tavern, though hit several times, was also saved. All day Alice Greele stayed by the building and carried away hot shot with a shovel.

The destroying of so many homes and places of business just at the beginning of winter caused much hardship. The people of the surrounding communities cared for as many homeless as possible. Much food was lost, resulting in near famine the following winter. The other colonies were busily engaged in the war so that much help from them could not be expected.

<sup>6/</sup> William Willis, History of Portland, op. cit., p. 520.

<sup>7/</sup> Augustus F. Moulton, op. cit., p. 141.

The news of the burning of Falmouth awakened widespread anger all over the country. It is said that word of the Mowatt bombardment reached the Continental Congress at Philadelphia at a time when it had great effect upon the movement for independence.<sup>8/</sup>

The desolation and suffering which followed served to promote a stronger feeling of patriotism in Falmouth. Many men entered the service and were to serve in all the important battles of the war. Those who were left at home worked at rebuilding the town, including attempts to build or improve fortifications.

Privateering became an important venture for many people. Falmouth shipbuilders constructed more vessels and fitted them as privateers. Although at first they were not too successful, later in the war these ships managed to capture some fair prizes.

The war years went slowly on and gradually the town was rebuilt. The news of the surrender of General Burgoyne of October 17, 1777 was received with great rejoicing. Even though some had to be given candles to light, all home owners illuminated their houses in celebration. During the exuberance of the moment, one man was wounded in the discharge of a cannon.

The final ending of the war, brought about by the surrender of Cornwallis at Yorktown on October 19, 1781, found the town had accomplished a lot. Increased trade and a rapid growth in population showed that the determination of a people cannot be defeated.

#### War of 1812

In Europe there was trouble between England and France, but America

<sup>8/</sup> Ibid., p. 142.

remained neutral and traded with both countries. In 1806, England desired to stop this trade and set up a blockade closing all European and West Indies ports, with the warning that ships breaking this blockade would be captured and confiscated. England, having a large navy, was fairly successful in carrying out the blockade.

France then declared the ports of England and her allies closed to trade. The United States, being a new nation, did not have a strong navy and could do little. Congress, in agreement with President Jefferson, passed the Embargo Act in 1807. By this law ships within United States jurisdiction, except for departing foreign vessels, were not allowed to trade with any foreign country. Ships in coastwise trade had to give bond that their destination was actually as stated.

For most of the country this brought hardship, but for a seaport and commercial city such as Portland, the results were especially damaging. Ships remained idle and wharves fell to decay. There was much unemployment and street parades demonstrated the resentment of the people.

Strong public appeal brought a withdrawal of the Embargo Act in 1809. In May of that year, the Non-Intercourse Bill was enacted, which allowed trade with all countries except England and France. The old West Indies trade was re-opened bringing prosperity to the shippers and merchants of Portland. Although the English were very strong at sea, Portland ships sometimes broke the blockade and traded with European countries.

In fact, the United States merchant marine had been growing at a rapid rate following the Revolutionary War and by the early years of 1800 had become England's greatest rival in that field. The matter of impressment arose in this period. Because service in the British Navy and mer-

chant marine was very harsh and difficult, they were losing many of their sailors by desertion to American vessels where conditions were much better. Therefore, the British Navy claimed the right to search all American merchant ships on the high seas and remove all British deserters from them. This they did repeatedly, and as it was often difficult at that time to distinguish whether a sailor was a British deserter or actually an American, the United States merchant vessels were seriously suffering from having their crews impressed by the British.<sup>9/</sup>

On the 18th of June, 1812, the United States declared war on England on the grounds of impressment, violation of the three mile limit, the paper blockade and Orders in Council. The few ships and sailors of the United States Navy soon proved their worth and naval victories gave the United States new prestige.

Privateers, many of which were built and sent out from Portland, as in the Revolutionary War, played an important part during this war. Privateering, although a form of piracy, was considered by some as a business and men sometimes formed partnerships. It could be an extremely dangerous business and all could be won or lost quickly.

Privateers were built for speed to enable them to overtake a merchant ship or to escape at the approach of a frigate. They were heavily armed, carried a good crew, and even though the pay was low, prizes were often divided.

Some of the more famous privateer ships were the Dash, Dart, Rapid, Yankee, Fox, and Hyder Ally.<sup>10/</sup>

<sup>9/</sup> H. C. Allen, Great Britain and the United States, St. Martin's Press Inc., New York, 1955, pp. 281-3.

<sup>10/</sup> Augustus F. Moulton, op. cit., p. 176.

Probably the most famous and popular of the Portland privateers was the Dash. It was a 222 ton ship, carried 16 cannon and was built in 1813. During seven voyages it captured and sent back to port 15 valuable prizes. It is said the ship never made an attack and lost, was extremely fast and never was injured by enemy shot.

The Dash sailed out of Portland Harbor on its eighth cruise just as a heavy storm was coming up. It was never seen again and no trace of ship or crew was ever found. Many stories have been told about the Dash and its mysterious disappearance, but it is believed to have sunk on Georges Bank. Today, in the shopping center of Portland, there is a large model of the Dash over one of the stores.

The privateer Fox, another Portland built ship, captured the British ship Belisle, which ship and cargo sold for \$206,000. The Grand Turk, launched at Wiscasset, took 30 prizes before the war was over.

The War of 1812 was brought quite close to Portland in the battle between the Boxer and the Enterprise. The British brig, Boxer, commanded by Captain Blyth, had been sent to harass shipping along the New England coast. It was also to try to destroy the American ship Enterprise, commanded by Captain William Burrows.

The two ships met near Monhegan Island, about 40 miles from Portland. A brief but fierce battle followed during which both captains were killed. The battered and helpless Boxer surrendered and the Enterprise took her back to Portland. Both captains were buried, side by side, in the old Eastern Cemetery, at the corner of what is now Congress and Mountford Streets.

### The Civil War

Maine people had long been ardent abolitionists, and when the fighting began at Fort Sumter on April 12, 1861, they quickly responded. Records show there were 72,945 men from the state who went to the battlefields. There were 32 regiments of infantry, three of cavalry, one of heavy artillery, seven batteries of artillery, and other companies for various duties.<sup>11/</sup> Over 7,300 men lost their lives in the conflict.

The number of men from Portland to take part in the Civil War was over 5,000, and of these, over 400 lost their lives on the fields of battle.<sup>12/</sup>

One of the earliest Union regiments to go into service was the First Maine Volunteers, commanded by Colonel N. J. Jackson. Six companies of this regiment were composed of Portland men. Among other regiments recruited in Portland and consisting largely of Portland men were the Fifth Maine Volunteer Infantry, commanded by Colonel Mark H. Donnel of Portland; the Seventh Maine Volunteer Infantry, commanded by Colonel Edwin C. Mason of Portland; the First Maine Sharpshooters, commanded by Captain James S. Fessenden of Portland; other regiments contained large numbers of Portland men and officers.

The Fifth may be taken as an example of the regiments coming from Portland. It was mustered in June of 1861 and had a long and creditable service. Among their scenes of action was the assault at Fredericksburg

<sup>11/</sup> Glenn W. Starkey, Maine, Its History, Resources and Government, Silver Burdett Co., New York, 1947, p. 54.

<sup>12/</sup> Mark P. Emery, Business Men of Portland, Mercantile Publishing Co., Boston, 1887, p. 31.

on May 3, 1863. This regiment was also engaged in the charge at Rappahannock Station on November 7, 1863. It was here that the Union forces captured as many Confederates as there were men making the attack. In the spring of 1864, the Fifth was in battle at Spotsylvania. Few Maine regiments were engaged in so many battles, or took such an important part in them, as did the old Fifth.

During the war the people at home were all doing their part. Four war vessels were built at the Portland shipyards. They are described as follows:<sup>13/</sup>

- 1 Gunboat Kineo, six guns, 507 tons, launched on October 9, 1861
- 2 The double ender, side wheel steamer, Agawan, twelve guns, 974 tons, launched April 21, 1863. Built by George W. Lawrence, at his yard near the present location of the Forest City Sugar Refinery. Engines built by the Portland Company.
- 3 Double ender, Pontoosuc, ten guns, 974 tons
- 4 Light draught iron clad monitor, Wassuc, two guns, 614 tons, launched 1864. Motive and turret engines built by Charles Staples and Son

The above descriptions will give an idea as to the type of war vessels used during the Civil War. The number launched by Portland yards was small in comparison to ships built in this area during the Second World War.

The capture of the revenue cutter, Caleb Cushing, in June of 1863, brought the war action into Portland harbor. The Confederate ship, Tacony, under the command of Lieutenant C. W. Read, had been cruising along the

<sup>13/</sup> Bosworth Post, Portland Soldiers and Sailors, B. Thurston and Co., Portland, Maine, 1884, pp. 33-34.

New England coast doing whatever damage it could to shipping, gaining a reputation, and often being pursued. Somewhere along the Maine coast the Confederates captured the Archer, a small fishing schooner, and then burned their own ship, the Tacony. They then boldly sailed into Portland Harbor on the Archer, intending to do whatever damage they could by setting fire to ships and wharves. Evening came and they had been unable to do anything destructive.

It was then they decided to capture the cutter, Caleb Cushing, and during the evening when most of the crew from the Cushing were on leave, the Confederate crew easily captured the cutter. After slowly working out of the harbor the Cushing was becalmed.<sup>14/</sup>

Early the next morning the disappearance of the cutter was discovered. The news spread rapidly and soon the whole town was in an uproar.

The New York steamer, Chesapeake, and the Boston steamer, Forest City, were at dock. Men of the 17th U. S. Infantry from Fort Preble and citizen volunteers boarded the steamers. Bales of cotton and other cargo were used as barricades on the decks. Arms and ammunition were taken aboard and the steamers left in pursuit.

The Cushing was a sailing vessel, and with no wind, Lieutenant Read knew that capture was inevitable. The Confederates had some powder available, but were unable to locate shot; so when they saw the two steamers approaching, they decided to abandon ship. As the Chesapeake drew near, it opened fire, but the range was too great to be effective. Lieutenant Read had his men set fire to the Cushing and then the crew took to the small boats.

<sup>14/</sup> John T. Hull, Handbook of Portland, Southworth Brothers, Portland, Maine, 1888, p. 20.

Read and his men were soon captured and taken to Fort Preble where they were kept under guard and at the same time had to be guarded from a mob that had gathered. Later the prisoners were taken to Boston and exchanged for Union prisoners in the south.

#### The Spanish-American War

In February of 1898 the battleship Maine was blown up in Havana Harbor, Cuba. The cause of the explosion has never been determined, but the Spanish were blamed and this led to war.

Previously, the Maine had been a proud visitor to Portland Harbor. The ship had been enthusiastically welcomed and people from all over the state had come to see it. At night the name of the ship was spelled in electric lights, which in those days was a novel sight.

Maine was represented by about 2,200 men in the Spanish-American War. The war was of short duration and **casualties** were few from actual fighting, but there was much sickness and death while the men were in training. The military learned much about sanitation and the prevention of diseases during this war.

Portland supplied four of the 12 companies in the First Maine Regiment serving in the war.<sup>15/</sup>

There were rumors that the Spanish fleet might try to bombard east coast cities. In many rivers and harbors, mines were laid and lighthouses darkened. Coast Guard patrol boats were constantly on the alert and a regiment was sent to man Fort Preble.

<sup>15/</sup> Writers Program, Portland City Guide, The Forest City Printing Co., Portland, Maine, 1939, p. 47.

At the beginning of the war, the Montauk, a monitor type vessel with one turret and two guns, was sent to guard the city. Portland volunteer naval reservists manned the ship. It was never called upon for active service in the line of battle, and in the last months of the war went on to Boston and New York.

The Spanish-American War Veterans' Monument, dedicated in March, 1924, is located in Deering Oaks near its State Street entrance. It is a cast bronze monument showing a soldier in Spanish-American War uniform.

#### The World Wars

On March 18, 1917, a Preparedness Day Parade in Portland demonstrated the patriotic spirit of the people, even though the country was not yet at war. The citizens of Portland, since its earliest founding, have been ready to go to the aid of their country.

The United States entered the war, now known as World War I or the First World War, in April 1917, and Portland men were to serve in nearly all the important battles. Over 4,500 men were in the armed services, and those at home worked to aid the war effort. Both money and services were contributed to the Red Cross and other worthy organizations. Women and girls attended classes and learned how to sew and knit wearing apparel for the soldiers.

Although wages were high, goods were scarce and many necessary articles could be obtained only with ration cards. The winter of 1917-18 was a severe one, with the harbor freezing all the way to the islands. Coal and other fuel were scarce and had to be used sparingly. Sickness added to the trouble of war-time living.

The Canadian Pacific and Grand Trunk Railroads brought thousands of Canadian soldiers to Portland to sail overseas. Many loads of war-time cargo arrived by rail and much of the waterfront was restricted to military personnel.

After the war was over, the Harold T. Andrews Post of the American Legion was named for the first Portland man to die in action in World War I.

With the United States' entrance into the Second World War in December, 1941, the people of Portland once more were ready to serve their country. Again many went away for training and service overseas.

Those remaining at home were to play a very necessary part in the struggle for victory. Shipbuilding has always been an important industry in Maine and Maine ships have sailed all over the world. When the war started there was a demand by Great Britain and the United States for ships to transport men and supplies. The people of Maine were ready to fill this need.

Across the harbor in South Portland work was started immediately on the construction of huge shipyards. In record time the first ships were launched and during the war period many ships were built for the United States and her allies. Almost 30,000 workers, both skilled and unskilled, were busy in the shipyards.<sup>16/</sup> In spite of some of the coldest winter weather in years, workers stayed at their jobs.

During the Second World War, Portland Harbor was one of the northeastern bases for the Atlantic Fleet. This old seaport town had seen

<sup>16/</sup> Herbert G. Jones, Portland Ships Are Good Ships, Machigonne Press, Portland, Maine, 1945, p. 68.

plenty of ships and sailors but never before anything like this.

Many Navy officers and men wanted their families to live in the Portland area. With already crowded conditions caused by the influx of thousands of shipyard workers, a severe housing shortage was created. As quickly as possible government housing units were constructed. Along with the housing problem was the need for schools, transportation, hospital room and recreation.

A visitor to the city during the war would have found a busy and determined people. At night there was blackout; all outside lights were turned off and windows had curtains pulled. This was to prevent enemy planes or ships from easily locating the city.

Rationing was in effect and long lines formed at the stores in order to purchase certain items. The rationing of gasoline and tires was met by car pools, whereby people shared rides to and from work.

Today the people of Portland remember their veterans of World War II in the beautiful Veterans' Memorial Bridge over Fore River, dedicated in November, 1955.

## SUGGESTED LEARNING ACTIVITIES FOR CHAPTER III

## I. Prepare oral or written reports of the following:

fortification  
committee of correspondence  
patriotic spirit  
bombardment  
citizens  
desolation  
privateer  
mortally wounded  
non-importation agreement  
Tories  
volunteers and reserves

## II. Explain the following military terms:

infantry  
cavalry  
artillery  
battery  
company  
regiment  
platoon  
squad  
minuteman  
sharpshooter  
formal warfare - Indian style fighting

### III. Things to do:

1. Find an old map of Portland and compare it with a modern map of the city. Try and locate all the water areas that have been filled.
2. Make a picture collection of weapons used in all the wars of our country.
3. Compare actions of the various colonies at the news of the closing of the port of Boston during the American Revolution.
4. On a map of Casco Bay locate the harbor forts. Explain why they were so needed at one time and today are obsolete.
5. If possible, obtain pictures of old Portland forts.
6. Pretend you were living in Portland when the Stamps were seized and burned. Describe the action you saw taking place.
7. Write a paper describing how a Tory must have felt on being compelled to leave. Remember his feelings were torn between a sense of loyalty to the King, leaving friends behind, and leaving home, business and possessions.
8. Write a letter as if you were a member of the Committee of Correspondence and describe what is going on in Portland.
9. Have a group of students act as officials of the town and form a reply to Mowatt.
10. Choose boys to tell stories about each of the wars our country has been in. Let them pretend they are returned soldiers.
11. If there are artists in the class, have them draw panoramic pictures showing the sea battles near Portland.
12. Obtain as many postcard views of war memorials as you can find of the Portland area.
13. Using the card catalogue in the library, find stories of privateers and privateering. Prepare oral or written reports.
14. Go to the Old Eastern Cemetery and locate the graves of the captains of the Boxer and Enterprise.
15. Have a shipyard worker, or someone who lived in Portland during World War II, tell the class about war-time life in Portland.

16. Write a newspaper article describing the situation when the Embargo Act closed the port to shipping during the War of 1812.
17. Write an editorial giving an account of the Dash and the mystery of the disappearance of the ship.
18. Find an old map showing the part of Portland destroyed by Mowatt. Compare with present day maps.
19. Make a bar graph showing casualties of the various wars. Use reference room of library for locating figures needed. If information can be found, make one for local, state and national figures.
20. Pretend you were a 14 year old stowaway on board the Chesapeake in pursuit of the Caleb Cushing. Describe your experiences orally or in the form of a letter written to a friend.
21. Take the part of a Confederate prisoner captured on the Cushing and write a letter to your friends in the South describing what you had been doing along the Maine coast, what you saw at Portland Harbor, and how you almost escaped.
22. Find stories about the battleship Maine and read them to the class.
23. Look for information describing tropical diseases suffered by troops during the Spanish-American War.
24. Find out what happened to the South Portland Shipyards after World War II. What is meant by "Conversion for peace time use"?
25. Describe rationing, its necessity and how it works. Talk with people who used ration cards during the last war.
26. This one is for girls. Have different girls look for stories about the important part played by women in the wars. Look for material on spies during the Civil War. Be sure and describe all the branches of the service of World War II.

## IV. Matching test:

A

- \_\_\_ Dash
- \_\_\_ Captain Blyth
- \_\_\_ Captain Burrows
- \_\_\_ Maine
- \_\_\_ Spanish-American War
- \_\_\_ Montauk
- \_\_\_ Tories
- \_\_\_ Captain Mowatt
- \_\_\_ Alice Greele
- \_\_\_ 1898
- \_\_\_ October, 1775
- \_\_\_ November 11, 1918

B

- 1 people who were loyal to the king
- 2 the date Portland was burned by Mowatt
- 3 a famous privateer
- 4 captain of the Boxer
- 5 name of a ship assigned to protect Portland during the Civil War
- 6 the British captain who destroyed much of Portland
- 7 date World War I ended
- 8 captain of the Enterprise
- 9 name of battleship that was sunk in Havana Harbor
- 10 the war that taught the Army much about sanitation
- 11 owner of a famous tavern in Portland during the days of the Revolution
- 12 year the battleship Maine was blown up

CHAPTER IV

PEOPLE, PLACES, EVENTS

Historic Places  
Famous People  
Interesting Events  
Activities



Old Observatory

From the outskirts of the town,  
Where of old the mile-stone stood,  
Now a stranger, looking down  
I behold the shadowy crown  
Of the dark and haunted wood.

Is it changed, or am I changed?  
Ah! the oaks are fresh and green,  
But the friends with whom I ranged  
Through their thickets are estranged  
By the years that intervene.

Bright as ever flows the sea,  
Bright as ever shines the sun,  
But alas! they seem to me  
Not the sun that used to be,  
Not the tides that used to run.

Changed

Henry W. Longfellow

## CHAPTER IV

### PEOPLE, PLACES, EVENTS

#### Historic Places

Monument Square.-- Monument Square is today the center of business activity of Portland. Many important and interesting events took place here in the past. On the space now occupied by the Monument, a fortified blockhouse was constructed in 1746. Later a jail building was erected in the same location.

Nearby were the markets where the farmers could sell their produce; so much hay was sold there that the place was at one time called Haymarket Square.

In 1825, the first town house was built at the Square, on the ground floor of which were market stalls. The building was later known as Military Hall.

The building now occupied by the firm of Edwards and Walker was built in 1803 for Dr. Nathaniel Coffin. Later it was enlarged and made into the Washington Hotel, with Timothy Boston as proprietor. In 1840, the building was renamed the United States Hotel and a fourth story was added. The hotel became a social center of the town and was the scene of many important functions.

At the site of 7 and 9 Monument Square was Marston's Tavern, which had a connection with the 1775 bombardment of Portland by Mowatt. It was to this tavern that the town officials brought Mowatt and prevailed upon Colonel Samuel Thompson to parole the British officer. In later years,

the tavern was moved to State Street and converted into a tenement.

On the space now occupied by Loring, Short and Harmon, there was at one time a museum. Opened to the public in 1833, it brought to the people of Portland a new kind of entertainment. There was a collection of stuffed animals and birds, waxworks, freaks, and a small collection of art. Panoramic paintings showed battlefields and views of strange lands.

At Monument Square is the 12 story Casco Bank Building, built in 1924 as the Chapman Building on the location of the old Preble House. The Preble House was a hotel constructed around the former Preble Mansion, which had been built by Commodore Edward Preble, who was famous for his participation in the United States Navy during the Tripolitan War, 1801 - 1805.

Also located at the Square is the 10 story Commerce Building, built in 1910. Here stood the old Deering Block and also a theater.

The Monument at the Square was erected in memory of the men who served in the Civil War. It is the work of Franklin Simmons, a Maine native, and was done in Rome, Italy. The Monument was dedicated on October 28, 1891.

Portland City Hall.-- This imposing building of Federal style architecture is located on Congress Street and was built in 1921 of Maine granite. The main foyer of the building is finished in white marble. In the auditorium is the famous Köttschmar Organ, given to the city by Cyrus H. K. Curtis in memory of Professor Herman Köttschmar.

At the main entrance to the building are wrought iron gates; in their construction are the Phoenix and dolphins of the city seal.

Where the City Hall now stands was once a court house, in front of which were the whipping posts and places for the stocks and pillory used

for punishment of crimes and misdemeanors in the eighteenth and early nineteenth centuries.

L. D. M. Sweat Memorial Art Museum.-- This building is located on High Street and is a memorial to Lorenzo de Medici Sweat. Connected with the museum is the original Sweat Mansion built in 1800. The mansion is a three story house of brick construction and is one of Portland's fine, old Federal style buildings.

On the Spring Street side of the Mansion is a semi-circular entrance porch with two Ionic columns. The house is furnished with antiques and contains a large collection of Portland Glass. In the galleries of the museum are exhibitions of paintings and other works of art.

Portland Public Library.-- This building, a gift to the city by James Phinney Baxter, was built in 1888 and is located on Congress Street. The library has a book collection of approximately 160,000 volumes and maintains a reference room, art room, open shelf room, periodical room and a children's room. The downstairs hall has on exhibit some very interesting old pictures of early Portland, and the open shelf room has portraits of several former governors of Maine and distinguished Portlanders who have contributed funds to the library for the purchase of books. The library maintains two branches, one on Pleasant Street in the Woodford Section of Portland and the other on Munjoy Hill.

Western Promenade.-- Land for the Promenade was acquired by the city in 1836. At one end is the Maine Medical Center and at the other is the Old Western Cemetery. A drive and walk beautified by trees and shrubs extend the length of the Promenade, which has an elevation of 175 feet. The view extends to the White Mountains in the distance, while in the

foreground are the Fore River, Union Station, the Airport and other sections of the Greater Portland area.

Deering Oaks.-- This park, so loved by Longfellow, contains 53.70 acres and is part of the former Deering estate. Many types of trees are found here and the city maintains a large and beautiful rose and flower garden. Near the center of the park is a large pond where water fowl live in the summer. During the winter months when the pond is frozen over, it provides a fine ice-skating rink. It was here that Major Church and his men fought a fierce battle with the Indians. Inscribed on a slate marker are the words: "Here the brave followers of Major Church died in Battle with the Indians, September 28, 1689."

Longfellow Birthplace.-- This was a three story house of early colonial architecture, constructed in 1784. It was located on Fore Street and when built faced the waterfront. The building has now been demolished and there is a marker at the place.

Observatory.-- The Observatory, located on Munjoy Hill, was built in 1807 and is 82 feet high. The base has 122 tons of stone to serve as ballast. Eight white pine timbers, 65 feet, 4 inches long and 14 inches square were used in the construction. The timbers were cut on Pike's Hill in Windham and floated down the Presumpscot River. None of the six floors is even; the slanting provides greater stability during strong winds.

In Portland's early shipping days, the Observatory was used to signal the arrival of ships. Various kinds of flags told of the type of ship approaching, and some merchants had their own private signal flags.

President Monroe visited the Observatory in 1817 and climbed to the top. The tower was rededicated in June, 1939 with a tribute by Donald B.

MacMillan, the Arctic explorer.

Eastern Promenade.-- This park commands a fine view of Casco Bay and the many islands. The land, consisting of more than 60 acres, was purchased by the city in 1836. At one end of the Promenade is Fort Allen Park, located on the site of old Fort Allen overlooking the harbor entrance. A monument to Cleaves and Tucker is located on the Promenade at Congress Street. Play areas, tennis courts, shrubs and trees, and cool breezes from the Atlantic make the Promenade a pleasant place during the spring, summer and early fall.

Fort Sumner Park.-- This small park is located on North Street and was the site of Fort Sumner. It commands a wonderful view to the west, overlooks Back Bay and a large part of the city. Named for a governor of Massachusetts, Fort Sumner was constructed here in 1794. The location of the fort offered no protection to the town from the sea. Later it was used as a place to watch for fires and a cannon was discharged should one be seen.

Baxter Boulevard.-- This is a beautiful parkway drive extending around Back Cove. Named for James Phinney Baxter, it was opened to traffic in 1917. A portion of Back Cove has been set aside as a wild bird sanctuary.

The Tate House.-- The old Tate House is located in the Stroudwater section of Portland, on Westbrook Street. It is a two and one half story house of native pine and oak, with a gambrel roof, built by George Tate in 1775. It is on a knoll overlooking Fore River where, at one time, there was a busy mast yard. The house is open to the public during the summer months.

Longfellow Monument.-- This monument, the work of Franklin Simmons, is a bronze statue seven feet high, set on a tall granite base. School children of New England gave money for the monument and their names are in a sealed box in the base. The monument is located at the intersection of Congress Street with Pine and State Streets and is called Longfellow Square.

Eastern Cemetery.-- This old cemetery is located at the corner of Congress and Mountfort Streets. It was probably used as early as 1668, and many of Portland's early residents are buried here in unmarked graves. The oldest recorded burial is that of a Mrs. Mary Brown, who died in 1718. A marble monument honors Edward Preble, sometimes referred to as "Father of the American Navy". The graves of the commanders of the Boxer and Enterprise are in this old cemetery.

Wadsworth-Longfellow House.-- This was the first brick house built in the city and was the childhood home of Henry W. Longfellow. It was built by the poet's grandfather, General Peleg Wadsworth. Originally a two story house, in 1815 a third story was added after fire had damaged the roof. The house, located on Congress Street next to the Casco Bank Building, is set back from the street behind an attractive iron fence. There is a Doric portico at the front entrance. In back of the house is the Longfellow Garden containing many old-fashioned plants and shrubs.

Maine Historical Society.-- The Society building is located at the rear of the Longfellow House. It may be entered from Congress Street by going down a brick walk bordered by trees and shrubs. The square brick building was designed by Alexander Longfellow, a nephew of the poet, and was built in 1908. The Society was organized in 1822.

The building houses a valuable collection of manuscripts and genealogi-

cal records. On display are interesting historical exhibits, including Indian relics, articles from the collection of Father Sebastian Rale, Portland Glass, and the Richmond Island coins.

Portland Society of Natural History.-- Located on Elm Street, between Congress and Cumberland Avenue, this organization exhibits collections of fossils, shells and Maine plant and animal life. There are many volumes on natural history in its library. Of especial interest among its exhibits are the relics of the Red Paint Men.

First Parish Church.-- This building is constructed of Freeport granite. It has plain sidewalls, a high gabled roof and is topped by a graceful spire with a clock and bell. The original bell, taken from a former church, was replaced in 1862. In 1888, when the weathervane was taken down for repair, a ball on it was found to contain some interesting items. Among them were documents, a bottle of Portland made rum, an 1825 almanac, and a clipping telling of a visit to Portland by Lafayette. One of the pews in the church was the Longfellow family pew. In the crystal chandelier is a cannon ball that passed through the walls of "Old Jerusalem" during the Mowatt bombardment.

Victoria Mansion.-- This old mansion located at the corner of Park and Danforth Streets was known as the Morse-Libby House. It was built in 1856-59 for Ruggles S. Morse, who had made a fortune in New Orleans. After the death of Morse, the house was purchased by J. R. Libby, a local merchant, and the house and furnishings were kept intact. It is considered one of the best examples of Victorian architecture in the country. At the entrance is a pillared portico. The windows are corniced, the doors are panelled and the ceilings elaborate. A beautiful marble fire-

place adds to the lavish taste of this period.

Casco Bay.-- The name Casco is said to be derived from the Indian Aucocisco, meaning resting place of the heron. The number of islands in the bay has been given as one for each day in the year, but the official count gives the figure as 222. Casco Bay has long been a favorite place for vacationers. The best way to appreciate the bay is to cruise among the islands, or, if this is not possible, view it from the Eastern Promenade on a clear day.

#### Famous People

James Phinney Baxter.-- James P. Baxter, who lived from 1831 to 1921, was a writer of history, among his other varied activities, and his works include much about early Portland. Baxter was extremely fond of Portland and among his many gifts to the city was the Public Library. He served as mayor of Portland for six years. His business ventures were many, enabling him to become wealthy.

Percival Proctor Baxter.-- The son of James P. Baxter, Percival Baxter served as the Governor of Maine from 1921-1925. Among his gifts to the state and city are Baxter State Park, in which is located Mt. Katahdin, Baxter's Woods in Portland, and Mackworth Island on which the Maine School for the Deaf is located.

Cyrus Curtis.-- This native of Portland became a famous publisher and philanthropist. Born in 1851, at 13 he became the owner of an old-fashioned hand printing press. He edited and published a small paper called "Young America". In Portland's great fire of 1866, his office and all his possessions were destroyed, causing him to be so heartbroken that he created a saying he used all his life, "Yesterday ended last night," which

philosophy has been given much credit for his success.

Neal Dow.-- Neal Dow was born of Quaker parents in 1804 and lived until 1897. He was educated at the dame schools in his early years and later attended Portland Academy. His Quaker parents did not allow him to attend college. At the fall of Fort Sumter in 1861, he enlisted to serve in the Civil War and was commissioned a colonel. He was wounded twice and later promoted to a brigadier general. Before the war ended he was captured and imprisoned at Libby Prison.

He served twice as mayor of Portland but devoted much of his life to the temperance field and is probably best known for this activity.

Henry Wadsworth Longfellow.-- This greatly loved poet was born in Portland on February 27, 1807. He was educated at Bowdoin College and later taught there and at Harvard. In Portland there were many things to interest Longfellow as a boy. The busy market place, the nearby stretches of quiet woods, the wharves and ships, all these were never forgotten by the poet. Longfellow never lost his fondness for the "town seated by the Sea."

George Munjoy.-- George Munjoy came to Falmouth in 1659. He was well educated and a man of some wealth. He settled on a lane he purchased from George Cleeves and today Munjoy Hill bears his name.

Edward Preble.-- Commodore Edward Preble, born in Portland in 1761, has been called the "Father of the American Navy." During the Tripolitan War against the Barbary pirates, through the summer of 1804 Commodore Preble, aboard the Constitution, commanded the bombardment of Tripoli. These successive attacks brought world-wide attention to the American Navy.

Robert E. Peary.-- While Robert Peary was not born in Maine, he came here to live at the age of three. He made his home in or near Portland most of his life and retired to Eagle Island in Casco Bay. During his years of exploring, he made eight Arctic trips and was the first to reach the North Pole in 1909.

Thomas B. Reed.-- Thomas B. Reed was born in Portland in 1839. He graduated from Bowdoin College and later practiced law. He served in the state legislature and in 1876 was elected to Congress where he was to serve for 22 years. He was Speaker of the House of Representatives and was known as "Czar Reed".

Rev. Thomas Smith and Rev. Samuel Deane.-- These two men were ministers in early Portland. Both men contributed much to the welfare of the town. They were excellent journalists and left diaries describing life in colonial days.

George Tate.-- George Tate came from Northhamptonshire, England in 1754. He served as mast agent for the King and was at one time church warden for the little town. The Tate House at Stroudwater is one of Portland's historic houses which is open to the public.

William Willis.-- William Willis was born in Haverhill, Massachusetts on August 31, 1794, but his family moved to Portland in 1803. He was educated at Phillips Exeter Academy and Harvard College. After travelling abroad, he returned to Portland to practice law. Willis contributed much to the daily press and his writings on Portland were extensive. He was a very diligent man and had habits of method and system which enabled him to accomplish a great deal.

### Interesting Events

The Great Fire of 1866.-- The citizens of Portland had planned a huge celebration for July 4, 1866. There were to be the usual Independence Day celebration and the celebration of the end of the Civil War. The city was decorated with streamers and flags and there were parades and speeches. An expected balloon ascension had failed when the balloon had burst.

When the fire alarm first sounded, few people paid any attention to it. Little did they realize that the day of fun was to turn to a night of devastation. The fire started in a boatbuilders shop on Commercial Street. Reports have it that a boy had carelessly thrown a firecracker into a pile of shavings. Whipped by strong winds from the south, the wooden buildings surrounding the shop were soon a mass of flames.

According to the Portland Transcript, the fire started at about five o'clock in the afternoon. One of the first large buildings to burn was Brown's Sugar House. Strong winds carried flames and burning wood across the town. The limited water supply could do little to help. Explosives were tried, and they stopped the spread in a few directions.

All throughout the night the fire raged. There were scenes of wild tragedy and horror. Every available means of transporting property was used. Animals ran in every direction, and lost children screamed from fright. Often people saved articles of little value and left valuable property to burn. Small boys worked heroically, even to trying to save a schoolhouse.

There were also scenes of comedy had anyone taken the time to watch. A woman was seen chasing a pig down the street. Suddenly the pig dashed

into a pile of furniture and emerged on the other side squealing loudly. The pig had a washstand on its back, the legs wedged tightly on its sides.<sup>1/</sup>

By morning, over 10,000 people were homeless and most places of business and many public buildings were burned. Once again Portland had met with disaster.

Following the fire, a tent city was set up on the sides of Munjoy Hill. Fortunately, it was summer and before the cold of winter much building could be accomplished. A new and better city was planned and work started immediately.

Portland water supply.-- For many years the idea of a central water supply had been argued in the city, but many thought the cost would be too great. The Great Fire of 1866 settled the question, for the cost would be greater if the city continued to have insufficient water.

At one time it had been proposed to use the water of the Cumberland-Oxford Canal to supply the city. Another plan was to use the water from Long Creek in Cape Elizabeth. Those who looked to the future and a growing city realized the need for a large supply and Sebago Lake was the answer.

In 1867 it was decided to bring water from Sebago Lake and a company was organized. On July 4, 1870, water was let into the pipes of the city amid much celebration.

The lake is 267 feet above tide water. A reservoir was built on Bramhall Hill with a capacity of 12 million gallons. Later, another was built on the northern end of the Eastern Promenade.

<sup>1/</sup> John Neal, "Account of the Great Conflagration of 1866," Collections of the Maine Historical Society, Starbird and Twitchell, Portland, Maine, 1888, p. 28.

The Portland gale.-- In 1898 the steamer Portland and all on board were lost in a severe storm. The sinking of the Portland has been called one of the great New England sea tragedies.

The Portland was in regular passenger service between Portland and Boston. The ship, designed by William P. Pattee, was built at Bath in 1890.<sup>2/</sup> It was 291 feet in length, drew 11 feet of water and had a beam of 42 feet. Spacious and comfortable, it was painted white with gold trim and was a paddle wheeler.

On the evening of November 26, 1898, the ship was in Boston preparing to return to Portland.<sup>3/</sup> Stormy weather had started in the afternoon and there was some question as to whether the ship would sail. At seven o'clock the ship left the pier and sailed down Boston Harbor. On board, including passengers and crew, there were 176 persons.

Other ships had left their piers in Boston, but due to the intensely increasing storm had turned back. Some of them reported having sighted the Portland as it continued on its way out. At times the swirling snow made visibility completely impossible.

Just how the Portland met its fate will probably never be known. It must have headed north and then was either blown back, or turned back, hoping to make port. It was thought the Portland might have struck another ship, but this has now been ruled out.

The Portland paper, the Daily Eastern Argus, on Tuesday, November 29, 1898, had the headlines: "NO NEWS, GOOD NEWS. All efforts to locate the

<sup>2/</sup> Edward Rowe Snow, Great Storms and Famous Shipwrecks of the New England Coast, Yankee Publishing Company, Boston, 1943, p. 300.

<sup>3/</sup> Ibid., p. 301.

steamer have failed. It may be at Provincetown."

The following day the news of the finding of wreckage along the coast of Cape Cod reached Portland. On November 30th the Daily Eastern Argus had the headline:

"NOT ONE SAVED. The Steamer Portland lost with all on board. Driven across Massachusetts Bay by the fierce gale. Bodies beginning to wash ashore. Many Portland people were aboard the ship."

There have been many claims as to finding the location where the ship went down. Much wreckage was picked up along the coast. The storm has always been known as the Portland gale, and the story of the Portland will live forever.

## SUGGESTED LEARNING ACTIVITIES FOR CHAPTER IV

I. It has been said that Portland has a great mixture of types of architecture. The following exercises are about types of buildings and construction materials.

1. Find drawings and pictures showing the following kinds of roof construction. Locate buildings using each kind.

gable  
hip  
mansard  
gambrel  
shed

2. Following is a list of building materials. Be able to describe each and tell something about local use.

adobe  
wood  
steel  
glass  
clay  
concrete  
stucco  
tile  
terra cotta  
native stone

3. Look for information and pictures of the following types of architecture. What local buildings use some of these styles?

Federal  
Baroque  
English and French Gothic  
Romanesque  
American Colonial  
American Classical  
Greek  
Roman  
Byzantine  
Egyptian

## II. Matching test:

A	B
___ George Tate	1 mast agent for the king
___ William Willis	2 called "Father of the American Navy"
___ Christopher Levett	3 famous poet
___ Neal Dow	4 gave Public Library to Portland
___ Cyrus Curtis	5 temperance leader
___ Commodore Edward Preble	6 Portland historian
___ Walter Bagnall	7 first to reach the North Pole
___ Henry W. Longfellow	8 famous publisher
___ Robert E. Peary	9 settled on Richmond Island in 1632
___ James Phinney Baxter	10 an early explorer who spent a winter at Casco Bay and then left never to return

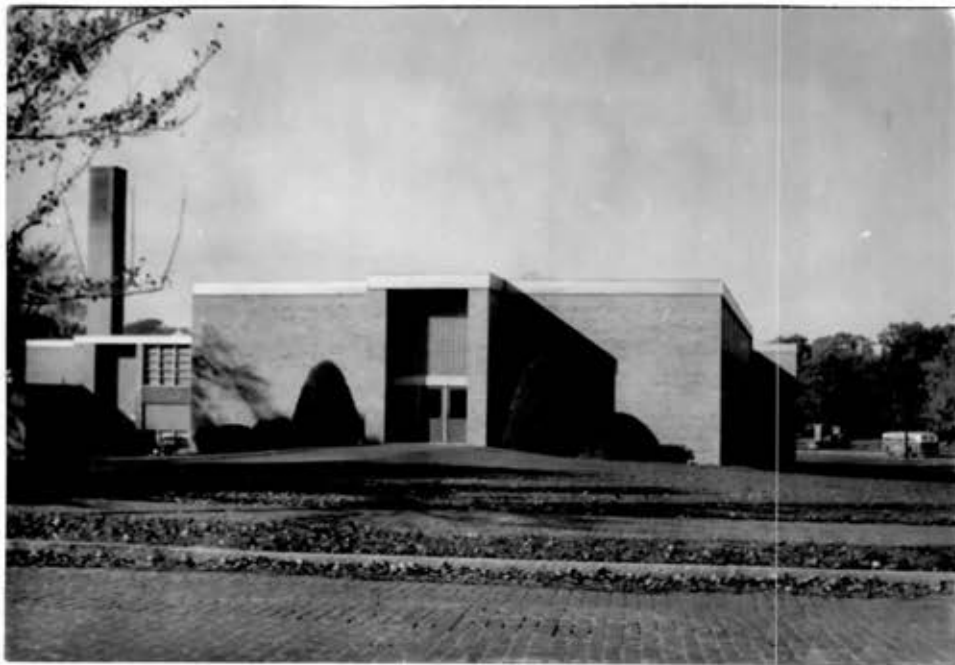
## III. Things to do:

1. Plan two trips, as a class, or by groups. One trip will be to the Eastern Promenade and the other to the Western Promenade. Make a list of interesting places seen and compare views. What forms of transportation can be seen from the Promenades?
2. Visit Deering Oaks and make a list of all the kinds of trees you find growing there.
3. Take a trip on one of the Casco Bay steamers. Prepare a report of the islands visited, historic places seen and present day harbor transportation.
4. Visit the Wadsworth-Longfellow House and make a report on the old house and its furnishings.
5. Make a collection of poems by Longfellow and read some of them to the class.

6. Go to the public library and get the Frank Swan book on Portland Glass. Have the class study the patterns. Try to determine if anyone has any of this glass at home. Make an appointment to see the Portland Glass collection at the Art Museum.
7. Plan a trip to the Old Observatory. Describe the view seen. Go to the library and ask to see a picture of Munjoy Hill before houses were built there.
8. Obtain programs and plan to attend an organ recital at City Hall.
9. Make a list of statues and monuments in Portland and obtain pictures of them.
10. Visit the Old Eastern Cemetery and make a list of the old names and dates on some of the monuments.
11. Compare Monument Square in colonial days and today.
12. Make a list of streets in Portland named for famous people. The reference room in the library has maps, directories and books that should help you.
13. If possible, find pictures of Portland after the fire of 1866. There are some at the public library and at the Maine Historical Society.
14. Read part of the Smith and Deane Journal. Now write one of your own.
15. Draw a map of the city and locate points of interest.
16. Pretend you have friends coming to Portland for three days. Plan a sightseeing program for them. Include historic sites, educational exhibits, shopping, amusements, etc.
17. Plan a class trip to the waterfront.
18. Using the shipping news in the daily papers, list the type and amount of cargo handled by the port during a two week period.

CHAPTER V  
SOCIAL DEVELOPMENT

Religion  
Education  
Transportation  
Government  
Industry  
Activities



King Junior High School

Build me straight, O worthy Master!  
Staunch and strong, a goodly vessel,  
That shall laugh at all disaster,  
And with wave and whirlwind  
Wrestle!

The Building of the Ship

Henry W. Longfellow

CHAPTER V  
SOCIAL DEVELOPMENT

Religion

The first settlers on the Maine coast were seeking new homes for settlement and establishment of trade and other means of earning a living. Most of them had not come for religious purposes and often it was overlooked. The severity of the weather and the wilderness kept them too busy to think of anything but trying to keep alive. Their lack of religion often shocked their Puritan neighbors in Massachusetts.

The first organized religious services were at Richmond Island. Episcopalian services were held there under the leadership of Richard Gibson.<sup>1/</sup> The second minister was Robert Jordan, who was the only religious leader in the area for the next 38 years.

Reverend George Burroughs, a Harvard graduate, was the first to preach in the Cleeves settlement, and he remained until driven away by the Indians. Burroughs is the man who gathered the inhabitants together and fled to one of the islands during an Indian raid. Following the Indian raid he went to Salem, Massachusetts where he was one of the unfortunate victims of the Salem witch trials.

Although a small man, Burroughs was very strong and active. His great feats of strength were used against him at the trial. At this time he was about 60 years of age. One man testified that he had seen Burroughs

<sup>1/</sup> Writers Program, Portland City Guide, op. cit., pp. 103-104.

carry many barrels of flour and molasses up a steep flight of stairs. There were many other unreasonable accusations against the unfortunate minister. One witness said that Burroughs had fixed his eyes intently upon him and then left the room. Thereafter he saw a strange light glide across the room, enter the fireplace, come back out and circle the room and go up the chimney.

Several people testified they had once been witches themselves and that George Burroughs had been the leader at witch meetings. A boy told of seeing the minister put his forefinger in the barrel of a gun and hold it out at arm's length.

Burroughs strongly asserted his innocence to the last and repeated the Lord's Prayer as it was believed a witch could not do this. In spite of the absurdity of the testimonials, he was found guilty and publicly executed on August 19, 1692.<sup>2/</sup> Thus came the end of a brave man who had done much to help the early settlement of Portland.

The first church built on the peninsular part of Portland was erected on the northwest corner of Middle and King (India) Streets.<sup>3/</sup> The minister for the new church was the Reverend Thomas Smith, a graduate of Harvard. The church was not completed when he arrived, but the work was carried on as rapidly as possible. A home was built for the minister; it contained the only room in town with wallpaper, which was fastened to the walls with nails instead of paste.<sup>4/</sup>

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<sup>2/</sup> Daniel Colesworthy, Chronicles of Casco Bay, op. cit., p. 49.

<sup>3/</sup> John T. Hull, Handbook of Portland, op. cit., p. 109.

<sup>4/</sup> Writers Program, op. cit., p. 104.

The salary for the minister was 70 pounds a year and he often had to wait for it. At times he received food or fuel in place of money.

Throughout his life Smith kept a diary, today known as Smith's Journal. It shows what an alert and energetic man he was and the many ways he served the community.

Many interesting stories about the town are related in the Journal. The citizens were faced with numerous problems, among them the Indian, famine and sickness.

During the year 1756 Smith wrote:

"March 26, We have news from St. George that a party of Indians the day before yesterday killed two young men and scalped a third.

"April 12, This morning the robin which has visited us several times began to serenade us."<sup>5/</sup>

The above entries show a marked contrast in events. First the cruelty of the Indians, and then the welcome of the robin, a sign of spring after a long, cold winter.

In 1763 Smith wrote:

"February 6, Sunday, Our people generally spent yesterday shoveling snow to the meeting house and elsewhere.

"February 9, We are everywhere shut up and people are discouraged making paths. They say there is now five feet of snow on the ground on level, but it is mountainously drifted in places. It is a melancholy time, near famine for want of bread."<sup>6/</sup>

The patriotic feelings of the people and the times may be found in other entries in the diary:

<sup>5/</sup> William Willis, Journals of Rev. Thomas Smith and the Rev. Samuel Deane, F. W. Nichols Company, Portland, Maine, 1849, p. 165.

<sup>6/</sup> Ibid., p. 195.

"1776, January 8, A mob assembled here, threatened the Custom House.

"May 18, Our people are mad with drink and joy, bells ringing, drums beating, colors flying, the courthouse and some houses illuminated."<sup>7/</sup>

The above entries were made at the news of the repeal of the Stamp Act. Entries a few years later would tell of the formal founding of Portland as a town:

"1786, January, Grand convention of delegates about a new State, who voted articles of grievances, and adjourned to September.

"July 4, Our Neck is set off, and incorporated into a town by the name of Portland.

"August 5, The whooping cough prevails. Mrs. Smith and I have it severely.

"August 9, I was unwell, but went to pray at the first meeting of our new town, Portland."<sup>8/</sup>

In 1764 Reverend Samuel Deane became Reverend Smith's assistant and later his successor. Deane continued the work so faithfully carried on by Smith, and he also kept a diary.<sup>9/</sup> Historians have found these diaries accurate sources of information.

A larger meeting house was built in 1740 and used until 1825, when it was torn down to make way for the present church.

Catholicism began in Portland with the first early missionaries. Father Sebastian Rale visited the mainland and the islands of Casco Bay as early as 1698. Records show that Father Romagn baptized children in the years 1811, 1812 and 1815. Bishop Cheverus visited Portland in

<sup>7/</sup> Ibid., p. 207.

<sup>8/</sup> Ibid., p. 257.

<sup>9/</sup> Augustus F. Moulton, op. cit., p. 101.

1813 and nine years later the town's 43 Catholics petitioned for a local parish.<sup>10/</sup>

The early Catholics were not numerous or wealthy, but their hope was to have a church. The first Catholic church was erected on the corner of Gray and State Streets and on November 1, 1830 mass was offered.<sup>11/</sup>

The Jewish people of Portland were for many years without a **synagogue**. Meetings were held in homes. Eventually, a small temple was built and the first religious teacher was Rabbi Lasker. In about 1902 the first major synagogue was constructed. In recent years a new and beautiful synagogue and school have been completed.

Today there are many places of worship in Portland and new churches continue to be built. Along with the places of worship are schools and community centers, all of which add to the welfare and enjoyment of the community's residents.

#### Education

Education received as little attention as religion by the traders, trappers and fishermen who first inhabited Maine. However, the growth of communities and family life made it necessary to think of schools.

When the territory of Maine became part of Massachusetts, the people found they had to consider the matter of education. All communities of at least 100 families were required by law to maintain a grammar school. In 1729 the selectmen of Falmouth were requested to look for a schoolmaster.

First mention of a schoolmaster is in the town records of 1731, one

<sup>10/</sup> Writers Program, op. cit., p. 113.

<sup>11/</sup> Ibid., p. 114.

by the name of Cornelius Bennett. The town had neglected to pay him and he had resorted to legal measures to collect his salary. Interesting is the fact that the word school was spelled scool, and so it would seem that a schoolmaster was needed.<sup>12/</sup>

In 1733 Robert Bayley was hired as a teacher at a salary of 70 pounds a year. He was to keep school for six months on the Neck (Portland), three months at Purpooduck (South Portland), and three on the north side of Back Cove.<sup>13/</sup>

The names of many schoolmasters are mentioned in the early history of Portland, among them Stephen Longfellow, the great grandfather of the poet.

Money was scarce in colonial days and often the teacher was paid in goods or services. Wood, fish or farm products were all accepted as payment. The amount of pay varied according to the prosperity of the times. The schoolmaster was excused from military duty and was exempt from paying taxes. At times, the town was very reluctant to raise money for education.

Discipline was severe and the rod and cowhide were often used. The first schools had no janitors, and the oldest boys, or the teachers, built and kept the fires in the huge box stoves. The floors were swept by the students who were appointed to the task by the week. Students who refused to obey the rules were sent home, and then had to obtain a permit from the school committee before they were allowed to return.

As the town grew in population new schools were built. During the fire of 1866, the North School was burned and in 1867 a new four story

<sup>12/</sup> Edward Henry Elwell, The Schools of Portland, William M. Marks, Portland, Maine, 1888, p. 3.

<sup>13/</sup> Ibid., p. 4.

structure of brick was built.<sup>14/</sup> By 1881 the North School was so crowded that a new school building was needed in the rapidly growing Munjoy Hill section of the city. A new school was built and named the Shailer School in honor of the long and faithful service of the Reverend Doctor William H. Shailer. Many of the schools of the city are named for people who have been of service to the city or country.

The present Portland High School was rebuilt and enlarged from an earlier building. The first time that boys and girls were allowed to attend the same high school in Portland was September 14, 1863. Before that time the city had maintained separate buildings for them. Actually, it was one building with a wall through the center. A new principal ordered doors cut in the wall to connect the two buildings. These buildings were partially destroyed in 1866 and again in 1911 and replaced in 1918.

The present Deering High School was built in 1924 to serve the Deering section of Portland. It is a red brick building, built in the English Tudor lines of architecture. In the back are athletic fields and the surrounding grounds are well landscaped.

The old Deering High building became Lincoln Junior High. There are two other junior high schools, Jack Junior on Munjoy Hill and King Junior located near Deering Oaks.

Cheverus High, a Catholic school for boys under the jurisdiction of the Jesuits, is located on Ocean Avenue overlooking Back Cove, with a fine panoramic view of the city. The Roman Catholic high school for girls is Cathedral High. St. Joseph's Academy on Stevens Avenue is another Catholic

<sup>14/</sup> Ibid., p. 12.

school for girls, both elementary and high school, run by an order of sisters. St. Dominic's Parish on State Street maintains an elementary school for both boys and girls.

Institutions for higher education in the Portland area include Westbrook Junior College, Portland University, consisting of a law school and school of business administration, and the University of Maine in Portland. There are several business colleges in the city. In nearby South Portland is the Maine Vocational Technical Institute, and at Gorham is one of Maine's state teachers colleges.

The Waynelete School on Spring Street is a private school for girls from the elementary grade level through high school, established in 1897.

Near the Art Museum on Spring Street is the School of Fine and Applied Arts.

The Portland Evening School is one of the oldest evening schools in the country, offering adult courses in many fields, which are well attended.

#### Transportation

Early settlements were usually near the coast or on river banks, where water could be used for transportation. Many ships sailed out of Casco Bay in these early days carrying cargoes of lumber, fish and furs. The ocean was a highway already built to some parts of this country and to ports all over the world.

Land travel in early America was at first by foot and then horseback. Indian and animal trails were used and later these were made into roads. As the roads were improved, wheeled vehicles came into use and during the winter months, sleighs and pungs replaced the wheels.

The first regular land transportation into Portland was the carrying of mail. In 1775 the first post office was established in the city.<sup>15/</sup> Up to that time, the eastern terminus for the mail had been at Portsmouth, New Hampshire. In 1787 Joseph Barnard used a four-wheeled wagon to carry the mail from Portsmouth to Portland.

In 1818 regular passenger service by coach was started between Portland and Boston.<sup>16/</sup> The schedule called for three trips a week and the time was usually two days. 14 years later, when Portland became a city, there were about 12 coach lines in operation. One coach, named "The Express", left Portland at 2:00 A. M. and arrived in Boston at 10:00 P. M. This trip at great speed, over rough roads, gave the passengers a severe shaking and often made them ill. Only the strong or those pressed for time attempted to make the trip.

Due to the peninsular shape of a large part of Portland, bridges are important in approaching the city from three directions. Construction of bridges started early and there were also crude ferry lines in operation.

Thomas Westbrook, a mast agent for the king, was a leader in constructing the first bridge at Stroudwater in 1734.<sup>17/</sup> In 1796 Tukey's Bridge was opened to traffic and named for Lemuel Tukey, a toll collector.

The first Vaughan Bridge was named for William Vaughan and was replaced in 1908. Portland and South Portland were connected by a bridge in

<sup>15/</sup> John T. Hull, Handbook of Portland, op. cit., p. 29.

<sup>16/</sup> Writers Program, op. cit., p. 119.

<sup>17/</sup> Ibid., p. 120.

1821. Railroad tracks crossed this span and pedestrians had a dangerous time crossing the bridge. It was nicknamed "the gridiron of death".

The Million Dollar Bridge, replacing the abovementioned one, was completed in 1916. The latest addition to bridge approaches to the city is the new Veterans' Memorial Bridge, completed in 1954.

There was a bridge on Forest Avenue in early days located near Deering Oaks and this was also a railroad bridge. The water area has now been filled.

As early as 1791 there were plans for a canal to connect Portland and Sebago Lake. Boats could then cross Sebago Lake, proceed up the Songo River, cross Long Lake, and thus serve many communities. In the days when canal travel was so popular, this was a route often discussed. In 1795 a charter was obtained to build the canal. The plan was to unite the Presumpscot River with the Fore River at Stroudwater. The canal would use parts of these rivers and pass through the towns of Gorham, Windham and Standish.

After many years of talk about the canal, plans were finally completed in 1821 and the Cumberland and Oxford Canal Company was authorized to begin work. The canal was completed in 1829 at a cost of \$201,000.<sup>18/</sup>

There were 27 locks on the canal between Sebago Lake and Portland. There was another lock on the Songo River, which is still in operation. In general, the canal was 30 feet wide at the surface, ten feet wide at the bottom, with varying depths. A tow path followed the canal.

At each lock was a lock tender, and boats were supposed to sound a

<sup>18/</sup> John T. Hull, Handbook of Portland, op. cit., p. 32.

horn when approaching the locks. The lock tenders and the boatmen were usually of the burly type, and whenever boats passed through the locks strong arguments and fights often took place. A repair shop and a repair boat assisted boats that needed help.

The canal boats were clumsy with blunt bows, square sterns and flat bottoms. Many had masts which could be lowered when the boat passed under one of many bridges along the way. Bright paint was used on the boats and they often had interesting names. Among the names used were Peacock, Mary Ann, Independence and the George Washington.

Rates for passengers were a half cent per mile; other rates varied according to the type of freight. Among the articles of freight carried were lumber, shoo, cordwood, hoops, farm products, manufactured goods, groceries and barrels of molasses, rum and flour. Top speed was around four miles per hour. At one time there were at least 150 canal boats in operation.<sup>19/</sup>

The canal could not be used during some of the winter months because of ice, and when the railroads were built, it rapidly fell into decline. The Canal Bank, organized to help the building of the canal, is still an important and growing institution in Portland.

Horse cars were used on the streets of Portland in 1860. During many of the winter months they were equipped with runners. Horse cars were marked just as many of the busses of today with such signs as Island Steamers, Munjoy, and Spring Street. Suburban parts of Portland, such as Deering, were served by horse cars, and by 1874 the Portland Railroad

<sup>19/</sup> Phillip I. Milliken, The Cumberland and Oxford Canal, Brown Company, Portland, Maine, 1954, p. 32.

Company had six and one quarter miles of track, 26 cars and 82 horses.<sup>20/</sup>

In 1891 the horses were replaced by electricity. The first electric line was put into operation between Monument Square and Deering Junction.<sup>21/</sup> The electric trolley rapidly became popular in Portland. Soon there were connecting lines to surrounding communities and passengers could, by making many changes, go all the way to Boston.

During the summer months the open-sided trolley was enjoyed by all ages. Riverton Park became a place visited by thousands using the trolley.

The first railroad tracks in Maine were between Old Town and Bangor and used principally for the purpose of hauling lumber. Perhaps it is safe to say that the first real railroad in Maine was the line connecting Portland-Saco-Portsmouth. This line was built in 1842 at a cost of about one million dollars.<sup>22/</sup> The Boston and Maine was already running trains to South Berwick, and a branch line from the Portland-Saco-Portsmouth connected Portland and Boston. Later these lines were all united and formed the Boston and Maine.

The Portland and Ogdensburg Railroad, later known as the Mountain Division of the Maine Central, was built by a company chartered in 1868. This line follows much of the valley of the Saco and passes through the White Mountains at Crawford Notch. Built at great cost, the route was very scenic and connected Portland with New Hampshire, Vermont, and Canada. The last passenger trains used these tracks on Saturday, April 26, 1958, a victim of the automobile.

<sup>20/</sup> Writers Program, op. cit., p. 125.

<sup>21/</sup> Ibid., p. 126.

<sup>22/</sup> Ibid., p. 48.

An interesting feature of the Mountain Division was the connection at Hiram Junction with the narrow gauge. This small train connected Harrison and Bridgton with the Mountain Division and was one of the causes of the decline of the Cumberland and Oxford Canal.

The name of John A. Poor is one that should be remembered in connection with railroad building in Maine. Out of his many ideas came the building of a railroad connecting Portland and Montreal. For many years Canadians had wanted an ice free port to use in winter. Boston wanted the railroad to Montreal, and there was a race to determine which was the better route. A Cunard ship docked at Halifax, Nova Scotia, and a sack of mail was taken off. The mail that was left on the ship was to continue on to Boston and then go overland to Montreal.

The Portland bound mail was taken overland to Annapolis, Nova Scotia, by horse, and then by the steamer Kennebec to Portland. At Portland a horse and sleigh were ready and a fast trip to Montreal was accomplished through deep snow. The mail from Portland arrived in Montreal half a day ahead of that from Boston.

The distance from Portland to Montreal, 255 miles, was covered in 18 hours and 24 minutes.<sup>23/</sup> Much of the driving was at night and through a blizzard. This trip was one of the things that helped to make Portland the terminus of the railroad over which Canada was to ship wheat from the agricultural interior.

There has been a big change in the railroads of today. The steam train is a thing of the past and many trains are composed of self-propelled

<sup>23/</sup> John T. Hull, Handbook of Portland, op. cit., p. 25.

cars. The number of passenger trains is steadily decreasing and in some areas have stopped altogether.

An 1866 map of Portland shows the city was a busy rail center. The Portland and Kennebec and the Portland-Saco-Portsmouth lines entered the city and had a depot on Canal Street (West Commercial). The Atlantic and St. Lawrence, or Grand Trunk, had a station at India and Free Streets. The Portland and Rochester had a station at Pearl and Kennebec Streets.

The location of Portland on an excellent harbor assured water transportation to ports all over the world. The days of the coastal passenger ships are past, but for many years they were an important part of harbor traffic.

The Alpha was the first steamer used in Maine waters. It was a long, flat craft of 15 tons, built in 1816 by Jonathan Morgan.<sup>24/</sup> The Kennebec was the next steamer and was advertised in the Argus of August, 1822. It carried passengers between Yarmouth and Portland. 1824 advertisements in the Argus show that the ships Patent and Waterville were carrying passengers between Augusta, Bath, Portland and Boston.

As with the early railroads, there were many steamship companies. Some of these early lines were the Maine Steamship Company, International Steamship Company, Mount Desert Steamship Company, Machias Line, Kennebec River Line, Old Orchard Beach, and the Saco and Biddeford. Water transportation was a popular means of travel and Portland was easily accessible to other towns by water as well as rail. Old guide books and newspapers contain much information about steamer travel.

<sup>24/</sup>Ibid., p. 37.

The International Steamship Company, which operated side-wheelers, was advertised as the favorite route to eastern Maine and the Maritime Provinces.

The Portland Steam Packet Company advertised the John Brooks and Tremont as sailing daily between Portland and Boston. Both ships had stateroom accommodations. An added convenience was the fact that horse cars stopped at the docks.

In 1888 the Falmouth Foreside Line made six trips a day from Portland along the Foreside, stopping on the way.

The Maine Steamship Line ran steamers between New York and Portland, with fares at \$5.00 one way, or \$7.00 for a round trip. These fares included a stateroom but meals were extra.

The advertisements told the names of the captains and regular travelers had their favorites.

The Casco Bay Lines offered service to the islands. Some of the boats were the Emita, Forest Queen, Forest City, Cadet, Express, Aucocisco, and Gurnet. These became, and still are, popular with tourists and, of course, very necessary for the island residents.

Today the port of Portland is an important oil port. Many tankers use the facilities of the harbor and oil is unloaded to be pumped to Montreal by pipeline. Shipments of grain, paper products and wood pulp make up a large part of the cargo handled at the wharves.

The automobile has changed transportation and living patterns all over the country. Parking and traffic movement are problems all cities have to face. The latest addition to the parking problem solution in Portland is a four story parking lot, built and operated under the auspices of the

Casco Bank and Trust Company.

The Maine Turnpike connects Portland with turnpikes leading all over the country. New highway and bridge construction are improving approaches to the city.

The first established air service in Portland was in 1923 when the Boston and Maine Airways made regular flights between Boston, Portland, Augusta and Bangor.<sup>25/</sup> The airport at Stroudwater was opened for use in 1938 and is constantly improving and expanding. This modern airport offers air transportation to all leading cities in Maine and the rest of the country, with the amount of traffic handled by the airport increasing each year.

#### Government

The territory that became the state of Maine was under the jurisdiction of Massachusetts until 1820. While trouble was going on with the Indians, it was often felt that the Massachusetts government neglected to provide proper protection. As Portland grew in population, the citizens realized the necessity for close cooperation to aid the welfare of all. While Portland was part of a much larger area, town meetings were held and representatives sent to the General Court of Massachusetts. In the 1780's plans were undertaken and carried out to have the Neck set off as a town.

There was some question as to a name for the new town. The first English name given to one of the islands was Portland. This name was also given to the channel, and part of the mainland was called Portland Head. The name selected for the new town was Portland; this name came originally

<sup>25/</sup> Writers Program, op. cit., p. 126.

from Dorsetshire on the southern coast of England.

The first meeting of the inhabitants of the new town was held at the old meeting house, at that time the only one on the Neck. This was the 9th of August, 1786.<sup>26/</sup> Attending was the Reverend Smith, then 85 years of age and for 59 years a minister in Portland.

When Maine became a state in 1820, Portland was the first capital. In 1827 the capitol building was completed at Augusta and that city became the new seat of state government. Later, plans were made to have Portland become the capital once again, but they were not carried out.

In 1828 steps were taken to have Portland adopt the city form of government, but the action was defeated. In 1832 the voters adopted a city charter and the city was divided into seven wards, with a board of aldermen and a common council of 21 members.<sup>27/</sup> Andrew L. Emerson was elected the first mayor.

James P. Baxter was mayor during the years 1893-96; he appointed a committee to draft a new charter for Portland, but a plan for a city council form of government was defeated.

Action in 1921 favored a city manager form of government. Under this system the council is the legislative head of the city and the city manager is the executive head. Among the duties of the city manager are the responsibility of carrying out the orders of the council and the submission of a detailed budget. His appointments are subject to confirmation by the council and include the commissioner of public works, chiefs of

<sup>26/</sup> William Willis, History of Portland, op. cit., p. 582.

<sup>27/</sup> Writers Program, op. cit., p. 53.

police and fire department, building inspector, and other department heads.

The city council is composed of five members, each serving five years. The school committee is elected on a non-partisan ballot by the voters and consists of seven members with three year terms.

In April of 1797 a town meeting was held at which it was voted to have "one inspector of police". Three years later a town watch was established for night patrol. In 1849 the Portland Police Department was formally organized. The first patrol wagons were horse drawn; in 1911 motors were introduced.

As early as 1768 several fire wardens were chosen. Their duty was to look out for fires and to direct the citizens in fighting them. The first fire engine was purchased in England and arrived in Portland in 1787. The Portland Fire Department was established by legislative action in 1830 and an alarm system installed in 1867. Before the central water supply was installed, it was difficult to obtain enough water for fire fighting. Portland now has a well equipped fire department.

### Industry

One of the first industries in the Portland area was the curing of fish. Even before permanent settlement, many ships came each year to fish in the waters along the Maine coast. Racks were set up on the shore and when a ship was loaded the fish were sold in Europe.

Fishing and the preparation of fish for market are today important industries. Other fine seafoods, such as lobsters and clams, find ready market locally and out of state. The transportation system of today enables people living many miles from the coast to enjoy fresh seafood.

Maine forests were early utilized in many ways. Lumber was one of the first exports and saw mills were among the first buildings constructed. Many of the tall pines were marked with the broad arrow signifying that they were to be cut only for use as masts for the Royal Navy.

Shipping and the building of ships have always been an important part of business in Portland. Portland ships and their crews are known the world over.

Food packing started at an early date in Portland and is still a very important industry. In 1842 the canning of corn in Portland is said to have been the first canning in America.<sup>28/</sup>

The local clay deposits are used in the making of bricks, tile and flue pipe.

Among the early products manufactured in Portland was sugar made from molasses. At one time there were several large sugar factories in the city. The fire of 1866 destroyed them and they were not rebuilt.

In 1850 John B. Davis successfully developed a way to prepare and market spruce gum. At first, spruce gum was used as a base for a gum mixture, but it was discovered other materials could be used. The Portland manufacturer for a long time maintained a monopoly on gum manufacture but later merged with another company. A Maine company today markets pure spruce gum and there are those who enjoy it.

Glass making was started in Portland in 1864, and the company was in operation for a period of ten years. The company was chartered in 1863 and headed by some of the prominent business men of the city. The large

<sup>28/</sup> Ibid., p. 73.

factory was located on Canal (West Commercial) Street. Although the fire of 1866 destroyed many buildings, the glass factory was unharmed. Later, fire did damage part of the building but it was rebuilt.

The Portland Glass Company was very successful and in some years turned out over a million pieces of glassware. The Portland Transcript of January 29, 1870 stated: "The tableware made at the Glassworks in this city is equal to the best in point of quality and style of any made in Europe or America."

The necessity of transporting raw materials made competition in other parts of the country too great and the factory was forced to close. Today, Portland Glass ranks with the best of early American pressed glass and is eagerly sought by collectors. Among the many beautiful patterns are Tree of Life, Loop and Dart, Frosted Leaf, and Shell and Tassel.

Manufacturing in Portland today is diversified. The city is a distributing center for much of Maine and New Hampshire. Retail sales rank high with the national average. Large firms and warehouses sell wholesale to stores over a large area. During the summer months, much food is sent to hotels, stores, and boys and girls camps.

As stated previously, the port is important in the handling of petroleum. Tankers bring their cargoes to pipeline receiving stations, and from there it is pumped to Montreal. Storage tanks supply local and state needs.

The summer months find the streets crowded with tourists. Many make the city their headquarters and others come from nearby camp areas to shop. The Casco Bay islands and inland lakes lure people from all over the country. The tourist trade is a large and growing industry. The winter

resorts now being developed in Maine make it a year around business.

## SUGGESTED LEARNING ACTIVITIES FOR CHAPTER V

- I. Complete the following sentences using material from the text book:
1. An early Portland minister who was tried for witchcraft was \_\_\_\_\_.
  2. Two ministers who kept detailed diaries were the \_\_\_\_\_ and the \_\_\_\_\_.
  3. Discipline in the early schools was very \_\_\_\_\_.
  4. The Cumberland and Oxford Canal was completed in the year \_\_\_\_\_ at a cost of \_\_\_\_\_.
  5. The name of \_\_\_\_\_ is one that should be connected with early railroad building in Maine.
  6. The name Portland came from the town of Portland in \_\_\_\_\_ on the southern coast of England.
  7. A pine to be used for a mast was marked with the \_\_\_\_\_.
  8. Maine became a state in the year \_\_\_\_\_.
  9. A city charter for Portland was adopted on \_\_\_\_\_.
  10. A large part of Portland was destroyed in the Great Fire of \_\_\_\_\_.

Key for the above test: 1. Rev. George Burroughs, 2. Rev. Smith and Rev. Deane, 3. severe, 4. 1821, \$201,000, 5. John A. Poor, 6. Dorsetshire, 7. broad arrow, 8. 1820, 9. April 30, 1832, 10. 1866.

II. Prepare written or oral reports on the following:

religious freedom  
witchcraft  
testified  
Indian menace  
time of famine  
meeting adjourned  
incorporated into a town  
his successor  
petitioned  
community center  
toll collector  
lock tender  
self propelled  
rail center  
recreational activity  
jurisdiction  
city manager  
legislative action  
monopoly  
diversified manufacturing  
wholesale and retail  
promote business  
civic improvement

III. Things to do:

1. Find pictures of various types of bridges and look up material on bridge construction.
2. Write a report on covered bridges in Maine. Is anything being done to save them from destruction?
3. Make a list of as many types of transportation as you can find. Go all the way back to the days when the wheel was first invented.
4. Describe your experiences as a passenger on the express coach going from Portland to Boston.
5. Plan a trip to the old trolley car museum in Kennebunk. Locate material about trolley car lines serving Portland. Find out about the Lewiston-Auburn Interurban.
6. Have all members of the class obtain old newspapers and books and copy the old advertisements about travel. If you use old papers and books in the library, use pencil, as ink if spilled on them would be very damaging.

7. Draw a map of Portland and locate the bridges and name them. Explain why bridges are important to Portland. Find out if any new bridges have been built in the last five years.
8. Collect pictures or postcard views of places of worship in the Portland area.
9. Read stories about witchcraft in colonial days.
10. Visit the First Parish Church and ask to see the cannon ball from the Mowatt bombardment.
11. Visit the Maine Historical Society and ask to see the Father Rasle relics.
12. Read stories about early New England religious leaders.
13. On a railroad map of New England locate all the railroads serving Portland.
14. Get an elderly citizen to tell the class about trolley car days in Portland.
15. Draw a large map of southwestern Maine. On the map locate the following:
  - Saco River
  - Presumpscot River
  - Route of the Cumberland and Oxford Canal
  - The railroad from Portland to Fryeburg
  - Narrow gauge railroad from Hiram to Bridgton
  - Interurban trolley route to Lewiston
16. Visit the Tate House in Stroudwater.
17. The old canal bed can be seen at Stroudwater, Westbrook, Windham and where the Turnpike crosses Westbrook Street. Visit one or more of these places.

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