

200 YEARS

and counting

**THE STORY
OF**

BUCKSPORT

1792

•

1992

BICENTENNIAL

EDITION

HISTORY

OF

BUCKSPORT

This history is being published by the Bucksport Bicentennial Committee to commemorate the 200th anniversary, 1792 - 1992, of the town of Bucksport, Maine.

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IN THE BEGINNING

More than 10,000 years ago, during a blink of an eye in geological time, the great glaciers receded to the North, the land rose and lush vegetation burst from the Earth. The following historical narrative focuses on a spot of land in the state of Maine where the Penobscot River ends and Penobscot Bay begins.

Little is known of the first humans who roamed the forests of this area, but the American Indians certainly were here when the first explorers and settlers arrived. It is not a wild supposition that one or more Viking ships sailed up the river, the Norsemen's breastplates and shields flashing in the sun. If they did tarry here, scant evidence remains of their presence.

This story begins with the tale of what is known of the life of Colonel Johnathan Buck and of the people who worked with him to establish the community of Buckstown - now Bucksport.

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THE EARLY YEARS

In 1762 a group of 352 citizens of Massachusetts and New Hampshire petitioned the English General Court of Massachusetts for a land grant of 12 townships between the Penobscot and St. Croix Rivers. Deacon David Marsh of Haverhill, Mass. was issued the grant in the name of all the petitioners. Marsh chartered the sloop Sally to survey and explore the new lands and the petitioners each posted a bond of fifty pounds and signed an agreement that each township, within 6 years, must:

- a. Be settled with 60 Protestant families.
- b. Build 60 houses at least 18 feet square.
- c. Be only 6 miles on the river or seacoast.
- d. Have 300 acres of land fit for tillage.
- e. Have a church with a minister settled.
- f. Reserve 1 lot for parsonage purposes; 1 for the minister; 1 lot for Harvard College and 1 for the use of schools.

Jonathan Buck of Haverhill was third on the list of signers and captain and owner of the sloop Sally.

The Sally left Newbury, Mass. on June 18, 1762 and sailed into Fort Pownell (Stockton Springs) 8 days later. The Haverhill group, and one other, cast lots for the townships. The Haverhill group drew the 6 townships west of the Mt. Desert River - renamed the Union River because it united the two groups of townships.

The 6 townships drawn by Buck and his party were:

- Plantation No. 1...Bucksport
- Plantation No. 2...Orland
- Plantation No. 3...Penobscot (Castine)
- Plantation No. 4...Sedgwick
- Plantation No. 5...Blue Hill
- Plantation No. 6...Surry

This group was back in Haverhill by August of that year but Buck, along with a group of settlers, returned, again on the Sally, in June 1763 to begin building the town. In 1857 Rufus Buck wrote a history of Bucksport. In fancy prose he tried to paint for his readers a picture of

what Buck and his companions might have seen from the shores of their new village-to-be:

...Not a mark of civilization greets the eye. Before us the great Penobscot is silently rolling to the ocean, its mirrored surface giving back a true picture of every variety of foliage upon its banks. The island, with its varied hues of green, is now dressed in its richest attire, and the rays of the rising sun are just breaking upon the tops of the tall pines like streaks of gold. As we look in the west, there seems to arise a vast pyramid of wood, whose branches are reaching down to the water's edge. On yonder point a little opening is seen, and two Indian wigwams of conical form, from which the smoke is slowly ascending till it vanishes in the thick forest behind. There for a time dwelt the natives of the woods. Behind us, all around is one vast primeval forest, which has cast a gloom over the earth for centuries.

The settlers fell to the tremendous task of carving their homes out of the wilderness, and what a formidable undertaking it must have been. Virgin pines towered over 100 feet into the sky - 3 to 4 feet, and sometimes more, in diameter. Felling one of these giants with hand tools was difficult enough, but the difficulties were compounded when the massive trunks finally rested on the ground. Having no draft animals to move them, the trees were chopped up with axes and fed into roaring bon-fires built around their stumps; turning both the tree and stump to ashes.

Fishing, hunting and agriculture, in a primitive form, were an endless chore in putting food by for the long winters.

To add to their travails, the Revolutionary War moved to the Penobscot. A British naval blockade effectively shut off any communications or supplies and the settlers of Plantation No. 1, short of food and powder, faced almost certain extinction.

Several children did die from lack of

food and the town fathers sent off a message to the General Court of Massachusetts seeking aid. A portion of that message read:

... Sensible that winter is approaching and that we have been deprived of any succor from the western towns for near three months past occasioned by the present distressed situation the whole colony is in and we your petitioners more especially from a number of vessels lying in the bay at Long Island (Ilesboro) the mouth of sd river who had made prizes of numbers of vessels bound in here for our relief and if said vessels continue there our distress will be increased and that your petitioners are in a very defenseless state respecting ammunition - your petitioners humbly pray that your honours would take our case into your considerations and in your great wisdom would point out and direct us in a method that we may be supplied ammunition and provisions of bread kind.

The message was delivered and 200 bushels of corn, along with powder and shot, were smuggled into the town, to be paid for with lumber.

Massachusetts sent a fleet of 19 armed ships, twenty transports, and a force of over 1000 men to dislodge the British from Fort George in Castine. The 21-day battle that followed resulted in one of the greatest fiascos in US Military history. Until Pearl Harbor it remained the largest naval defeat. Because of incompetent leadership, a small British force was able to defeat an opponent who vastly outnumbered it. Writing of this, an historian of the day said that the leaders managed to "snatch defeat from the jaws of victory." Every one of the colonist's ships were destroyed, their corpses littering the shores of the Penobscot from Sandy Point to Bangor. The survivors took to the woods, walking their way to safety.

The day was 14 August 1779. One of the American commanders later wrote:

To attempt to give a description of this terrible day is out of my power. It would be a fit subject for some masterly hand to describe it in

its true colors, to see four ships pursuing seventeen sail of armed vessels, nine of them were stout ships, transports on fire, men of war blowing up every kind of stores on shore, throwing about, and as much confusion as can possibly be imagined.

Buck and his family, along with the other patriots of Plantation No. 1, left their homes with what possessions they could carry and rowed or walked north to Bangor - thence overland 200 miles home to Haverhill. Land travel, away from navigable waters, was relatively safe then.

The day after the naval disaster ended, the British sloop NAUTILUS dropped anchor in the harbor of Plantation No. 1. The NAUTILUS crew went ashore to pillage and burn the properties of the departed patriots. The few settlers who remained, by pledging allegiance to the crown, were spared. Colonel Buck and his family, now in Haverhill, were not to see the town again for five more years.

After a treaty was signed with Britain in 1783, most of the former townspeople, along with some new adventurers, returned from Haverill - some again aboard the sloop Sally.

The town was rebuilt rapidly after the sawmill was put in operation. Saw logs of the highest quality were readily available and houses and barns sprang up, but the people were poor by the end of the war, so no fine buildings were built.

In 1784 the people began governing themselves by meeting each March to choose a Committee that acted much as the Selectman form of government does today. No records have surfaced regarding the activities of this Committee. With this government already in place, the Plantation was prepared when the General Court of the Province of Massachusetts passed an act, in 1789, establishing the County of Hancock. They immediately petitioned the Court for permission to incorporate Plantation No. 1 as the town of Buckstown - honoring by its name, Colonel Jonathan Buck.

On 18 August 1792, the first warrant calling for a town meeting was issued. The first town meeting, on 6 September 1792, elected the first officers of the town. The first officers and their order of election were:

- 1st Phineas Ames Moderator
- 2nd Abner Curtis Town Clerk
- 3rd James Clements
Daniel Buck
Theophilus Brown Assessors &
Selectmen
- 4th & Eben Colson &
- 5th Benjamin Farnham
Collectors & Constables
- 6th Abner Curtis Treasurer
- 7th James Clements
Phineas Ames Surveyors of Highways
- 8th Benjamin Farnham
Ephraim Stubbs
Nathan Atwood Fish Committee

- 9th Jonathan Putney
Abner Clements
Nathaniel Lowell Hogleaves
- 10th Voted that all swine should run at large yoked as the law directs.
- 11th Voted that Hogleaves shall take hogs in their custody, and proceed in the same manner as Pound Keepers are by law directed.
- 12th Voted that Taxes assessed for clearing roads shall be collected.
- 13th Voted that the Selectmen shall be a committee to take care of the town's public lots, and prevent any strip or waste of the same.
- 14th Voted that the Town Clerk shall take money out of the town treasury, and purchase a book for town records.

A true record of said meeting.

Abner Curtis, Town Clerk.

SHIPBUILDING AND SHIPPING IN BUCKSPORT

By Arthur M. Joost Jr., MD

SHIP: 3 masts, square rigged

BARK: 3 masts, 2 foremasts square rigged, mainmast fore'n-aft rigged.

BARKENTINE: 3 masts, foremast square rigged, 2 masts fore'n-aft rigged.

BRIG: 2 masts, square rigged.

BRIGATINE: 2 masts, foremast square rigged, mainmast fore'n-aft rigged.

SCHOONER: All masts fore'n-aft rigged

SLOOP: 1 mast, fore'n-aft rigged w/jib.

CATBOAT: 1 mast, stepped forward, no jib.

The majority of people living in or passing through Bucksport today have little to remind them of the great days of shipping and shipbuilding in Bucksport. The compiler of the following information on the subject lived for thirty-five years in the Daniel Buck house on Lower Main Street without realizing that almost directly across the street there once were two shipyards in which were built more than a hundred wooden sailing vessels - many of which sailed to exotic foreign ports around the world.

It is hoped that these notes may increase the awareness of Bucksport's maritime past history.

Shipping and shipbuilding were very important industries in Bucksport in the 19th century as they were all along the Maine coast. Rufus Buck in his 1857 History of Buckstown (now Bucksport) states: "Since the year 1800 the building of vessels has been the most important branch of business carried on in this village."

The founder of Bucksport, Jonathan Buck, was both a shipbuilder and trader. In 1771

he built a sloop of 60 tons, the HANNAH, which shortly after sailed to the West Indies with finished goods from his saw mill. The HANNAH was burned by the British in 1779 in the destruction of the town. She was the first vessel built on the Penobscot River or Bay. Other early shipbuilders were a man named Greenough who built a brig in 1800, and Samuel G. Towne who built a 136-ton brig in 1802.

In 1800 Capt. James Ginn moved to Bucksport and in 1801 built a schooner here. He had previously built two vessels in Orland. He and his descendants, William R. Ginn and William H. Ginn, were continuously engaged in shipbuilding until 1883. The list of vessels built by the Ginns (who later changed their name to Genn) is incomplete, especially in the early years. In 1828, William R. Ginn built a 109-ton schooner, the HIBERNIA, and in 1845 a schooner named the WILLIAM R. GENN of 161 tons was built presumably by one of the family. Between 1850 and 1883 we have records of 18 vessels, (3 schooners, 3 brigs, 9 barks, 2 barkentines and 1 ship) built in the Genn yard located at the foot of Hinks Street where Doug's Shop & Save now stands. The most famous of these is the ship N.T. HILL of 1,379 tons, 200 ft. long x 39 x 24 - the largest square rigged vessel built in Bucksport. She was lost at sea on her maiden voyage on a return passage from Rangoon to Liverpool with a cargo of rice. In the Bucksport Historical Society's museum there is a beautiful model of a ship, the KITTY SNOW. This ship model was built by Jabez Snow, the Master (or Captain) of the N.T. HILL and is supposed to resemble the N. T. HILL. However, the story that the ship's name was originally the KITTY SNOW and then changed to N. T. HILL bringing bad luck is said to be false.

Another important shipbuilding family is that of Joseph Buck (1785-1853) and his son, Joseph Leonard Buck (1819-1899). Joseph

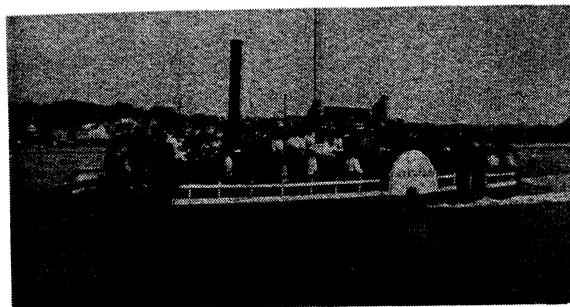
Buck was a son of Jonathan Buck, Jr. Elizabeth S. Richard's *Genealogy of the Buck Family* gives us laudatory pictures of both father and son. She states that Joseph Buck built more than 50 ships in his lifetime. The Buck yard was first located on the Bucksport waterfront - probably somewhere between School and Mill streets. In 1867 the yard or establishment was moved to Verona just west of the Verona Bridge. Between 1835 and 1873 we have records of 16 vessels (5 brigs, 6 schooners and 5 barks) built in Buck yards. This obviously represents only a small fraction of the actual number of vessels they built. After 1873 the Verona yard was taken over by William Beazley & Company which moved from Bucksport.

William Beazley was another leading shipbuilder of the nineteenth century. Edward Beazley, William's son, in an interview in the 1930's, stated that there were two Beazley yards in Bucksport. One was the Wm. Beazley yard just east of the ferry landing at the foot of McDonald Street, operated by an association of caulkers and carpenters formed by Wm. Beazley. The other Beazley yard was on Main Street at the foot of Third Street, opposite the residence of E. L. Beazley. This was taken over by the Bangor & Bucksport Railroad in 1873 and the shipyard was moved to Verona. Between 1852 and 1884 we have records of 28 vessels, (26 schooners and 2 barkentines) built in the Beazley yards and there were undoubtedly others. The last vessel built in the Beazley yard on Verona was the schooner NORUMBEGA launched in 1884. Sometime after this the firm of McKay and Dix took over the Verona yard and in 1900 and 1901 they built and launched several schooners, two of which were larger than any previously built in the Bucksport area and also larger than the N.T. HILL the largest square-rigged vessel built in Bucksport. In 1905 they launched the steam auxiliary bark, THE ROOSEVELT, in which Peary traveled to the Arctic in his expedition to the North Pole.

Although the last vessel built by William Beazley in the Verona yard was in 1884, his son Edward Beazley launched two vessels, the barkentine GRACE LYNWOOD in 1890 and the schooner ESTELLE in 1891 in the former Swazey yard.

The next important shipbuilder in Bucksport who should be mentioned is Sewall B. Swazey. His shipyard was located near the Verona Bridge on property now occupied by the Gateway convenience store. We have records of 19 vessels built by him between 1843 and 1872: 9 schooners, 4 brigs, 2 barks, 4 ships and 1 barkentine and, as with the other shipbuilders, this probably represents less than half the actual number of vessels built.

Another shipbuilding family is that of the Parkers. Their yard was, according to Edward Beazley, "on Lower Main Street part of the Homestead Property." They built several small schooners including, in 1852, the schooner RATTLESNAKE which was, according to Lincoln Colcord in *Sailing Days*, "a very fast topsail schooner, the queen of the old Bucksport coasting fleet. She and the schooner MEXICAN of Searsport were reputed to be the fastest vessels on Penobscot Bay." Another product of their yard was the small steam side wheel ferry boat, the J. G. TOTTEN, which served as a ferry from Bucksport to Prospect in the second half of the 19th century. The Parkers also, according to Beazley, built and repaired many small craft such as scows, yachts, and, in later years, motorboats.



The J. G. Totten, ferry between Bucksport and Prospect. About 1890.

What happened to these vessels after they were built? In most instances in early days local residents bought fractional shares in them, and many vessels, even if engaged in foreign trade, had Bucksport as their home port. As time went on some were bought by shipping firms in Boston and New York and some were "sold foreign." Many of the schooners were used in the fishing industry and various types of coastal trade. Some of the faster ones were used as "packets" carrying passengers and small freight to local towns on the coast and to Portland, Boston, New York and Philadelphia. Later this task was taken over by the steamboats. The larger vessels were used in trade with the West Indies and later in world wide shipping to South America, the west coast of the United States, China, the East Indies, and England and other European countries.

Many of these ships and schooners met with disaster sooner or later in their lives, reflecting the many inherent dangers in the shipping industry. Following are some of the notations in Colcord's list of Bucksport vessels in the 1932 edition of George S. Wasson's *Sailing Days on the Penobscot*:

Schooner MARCELLUS, built 1837. In the blizzard of 1898 dragged into schooner JAMES HOLMES of Belfast in Gloucester Harbor; vessels became entangled and went ashore. All on board lost.

Schooner MAYFLOWER, 1853. Foundered in North Atlantic on voyage to West Indies. The master and 3 crew were picked up by a passing vessel and carried to the East Indies, returned home after absence of 22 months.

Brig WINYAW, 1854 sailed from Portland for Tortugas (Cayman Islands Lesser Antilles) in 1862 and never heard from.

Ship EDWARD PETERS, 1856. Tipped over when launched, very deep and narrow. Sold Holland - renamed JAVA in 1866.

Schooner JOSEPH P. AMES, 1857. Dragged ashore in gale at Isle of Shoals NH in 1876.

Bark PATMOS, 1859. Burned at sea off Cape Horn in 1875, Charles M. Nichols, Searsport, Me. Captain, wife and all hands left in boats in a heavy gale, picked up by bark PASITHEA of Liverpool - this vessel caught on a lee shore the next day (in imminent danger of shipwreck). Capt. Nichols took charge and worked her off. This episode is written up in detail in *American Merchant Ships 1850 - 1900* by Frederick C. Mathews. Evidently, the captain of the PASITHEA lost his nerve and gave up hope so that Capt. Nichols had to take charge.

Brig ALBERTI, 1861. Foundered in hurricane on passage from St. Jago, Cuba (Santiago) to New York 1879. Captain lost, all others saved.

Brig FRANKLIN SPOFFORD, 1868. Lost on first voyage to the West Indies.

Bark R. P. BUCK, 1869. Lost on homeward passage from Java in 1872.

Schooner M. E. FOLSOM, 1869. Abandoned in the Gulf Stream in 1884.

Schooner ALICE B. GARDNER, 1869. Dismasted and abandoned on passage from Cienfuegos, Cuba to Philadelphia. Crew taken off by bark ACCUMPTA.

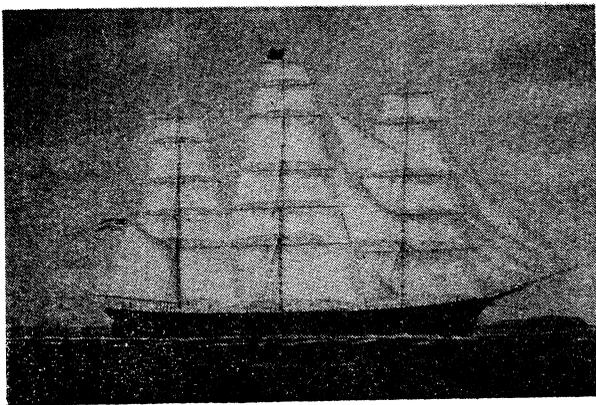
Schooner HARRY WHITE, 1870. Run into and sunk by steamer JOSEPH STICKNEY off Watch Hill, RI 1892.

Schooner POSTBOY, 1872 lost on Burnt Island in 1903.

Schooner JOHN WENTWORTH, 1872. Foundered in gale off Nauset, Cape Cod in 1881. Crew taken off by Danish brig ELISE.

1874 Bark WILLIAM H. GENN. Lost on Serrana Key, Gulf of Mexico (Caribbean Sea east of Nicaragua) in 1881 on passage from Aspinwall (Colon, Panama) to Pensacola, Fla.

Ship N. T. HILL, 1876. Lost at sea with all hands in 1878 on first return passage from Rangoon, Burma to Liverpool.



Ship N. T. Hill built in 1876 by William Genn and Co. Lost on her maiden voyage on a return trip from Rangoon, Burma to England with a cargo of rice.

1876 Schooner JENNIE BEAZLEY driven ashore in gale at Carrituck 1886. (? Currituck)

1881 Barkentine H. C. BUCKNAM drifted ashore in a calm and a strong current on Mona Key, Cuba 1883.

1882 Schooner CARRIE A. BUCKNAM waterlogged and abandoned in the North Atlantic on passage to Cienfuegos Cuba in 1887. Crew left in boats and picked up by Italian bark EXPRESSOTT.

During the Civil War, Bucksport vessels faced another danger besides shipwreck - capture and destruction by Confederate privateers and cruisers. "The privateer RETRIBUTION, a schooner fitted out in Cape Fear River, cruised along the coast of Cuba, took and destroyed the Bucksport brig J. P. ELLICOTT and the Pembroke built bark EMILY FISHER. The crew of the ELLICOTT performed an exploit reminiscent of the days of the Napoleonic Wars. They retook the bark from her captors and successfully navigated her to her port of destination." Wm. H. Rowe, *Maritime History of Maine*, pg. 194.

Rowe also mentions that the ship JABEZ SNOW of Bucksport was captured by the notorious Captain Raphael Semmes in the Confederate cruiser ALABAMA on 29 May 1863 in the South Atlantic Ocean between

Brazil and the Cape of Good Hope.

A newspaper article about Capt. Jabez Snow dated 1877(?) states that while in command of the ship HIGHLANDER he was overhauled in the Strait of Malacca by Capt. Semmes in the ALABAMA and the ship was burned. Since Capt. Snow was also said to be in command of the ship GABEZ SNOW, there seems to be a discrepancy between the two reports because it is unlikely that he could have been involved in both events which took place six months or less apart.

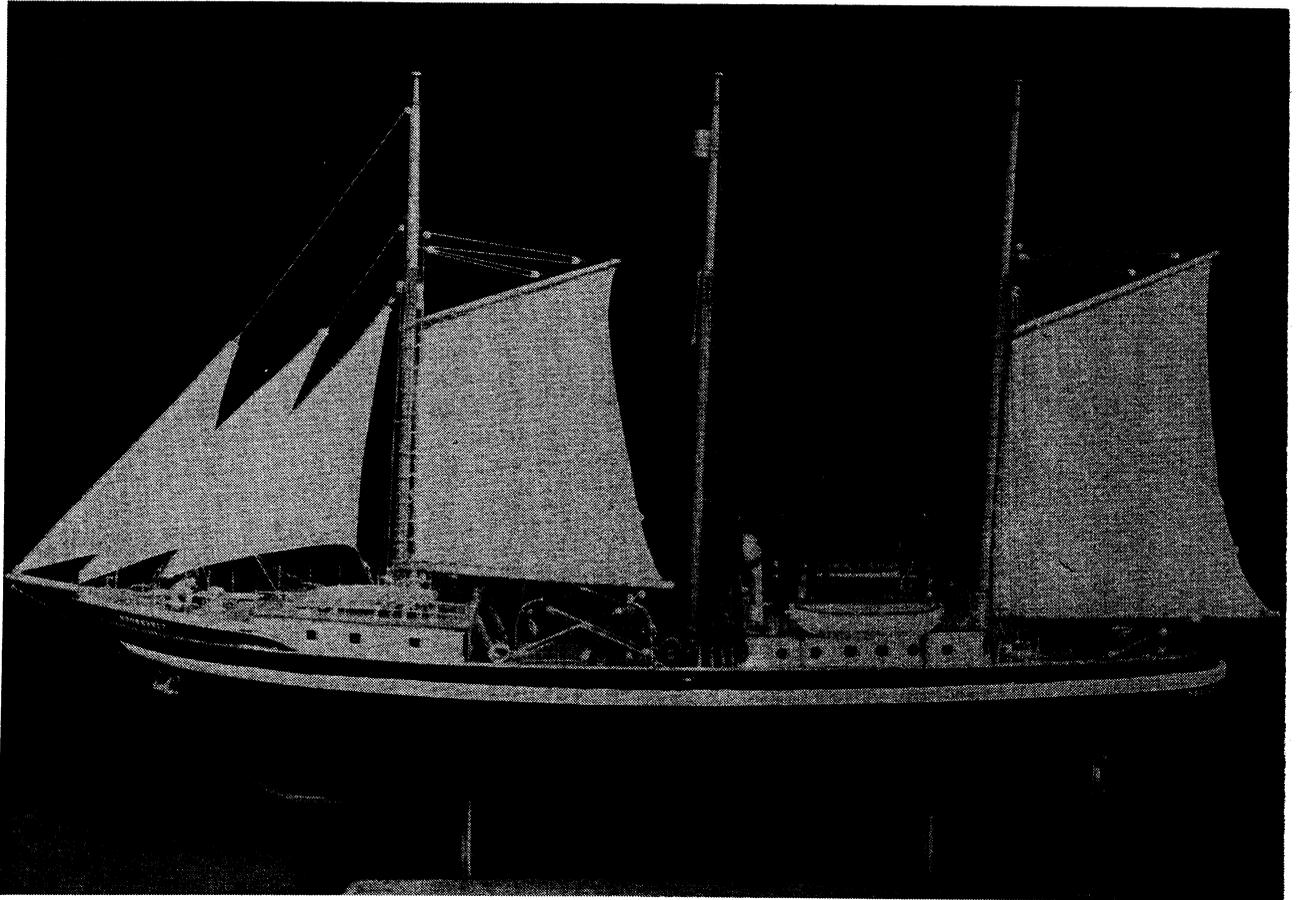
One of the most prominent ship owners in Bucksport was Henry Darling, born 1793. His father, Eliakim Darling Jr., 1767-1833, was the first schoolmaster in Bucksport, traded extensively in land, founded the first tanneries in Bucksport and also the shipbuilding and trading firm of Darling and Parker. He married Ruth Buck, daughter of Jonathan Buck, Jr. When Eliakim died, Henry Darling, the eldest of twelve children, succeeded to his father's shipping business. He acquired the Chase house in 1821. This building, now behind the Ben Franklin store on Main Street, was famous for its hand painted French wallpaper which was made of linen and depicted historic buildings of Paris, and Cleopatra and her attendants in a wooded grove. The building formerly had a large lawn in front extending to Main Street. It is still standing but has suffered change. Deacon Henry Darling is listed as part or sole owner of at least 25 different vessels between 1816 and 1874 - most of them built in Bucksport but at least three in Orland and one in Islesboro.

Another prominent shipowner was Nahum T. Hill who lived in the house on Franklin Street next to the Masonic Lodge and now occupied by Allan Gordon. He is listed as part owner of at least 19 vessels - many of them of barks, and also the previously mentioned ship, N. T. HILL and probably had shares in others.

Another shipowner who should be mentioned is Richard Pike Buck, son of Daniel

Buck and grandson of Jonathan Buck. Although he left Bucksport to become a very successful shipping merchant in New York City, he maintained his ties with Bucksport. Many of his vessels were built here, and he kept the Daniel Buck house on Lower Main Street as a summer home. The Buck Memorial Library was built with funds from his estate and was dedicated to him. We have records of 26 vessels wholly or

(Ed. note)-Doctor Joost's manuscript at this point contains a list of vessels known to have been built in Bucksport. The list, too long to be included here, contains a wealth of data concerning each vessel's dimensions, rig, builder, owners and captains. The list in its entirety will be included in the upcoming Bucksport Historical Society's definitive history of Bucksport. Doctor Joost's summary of the list follows.



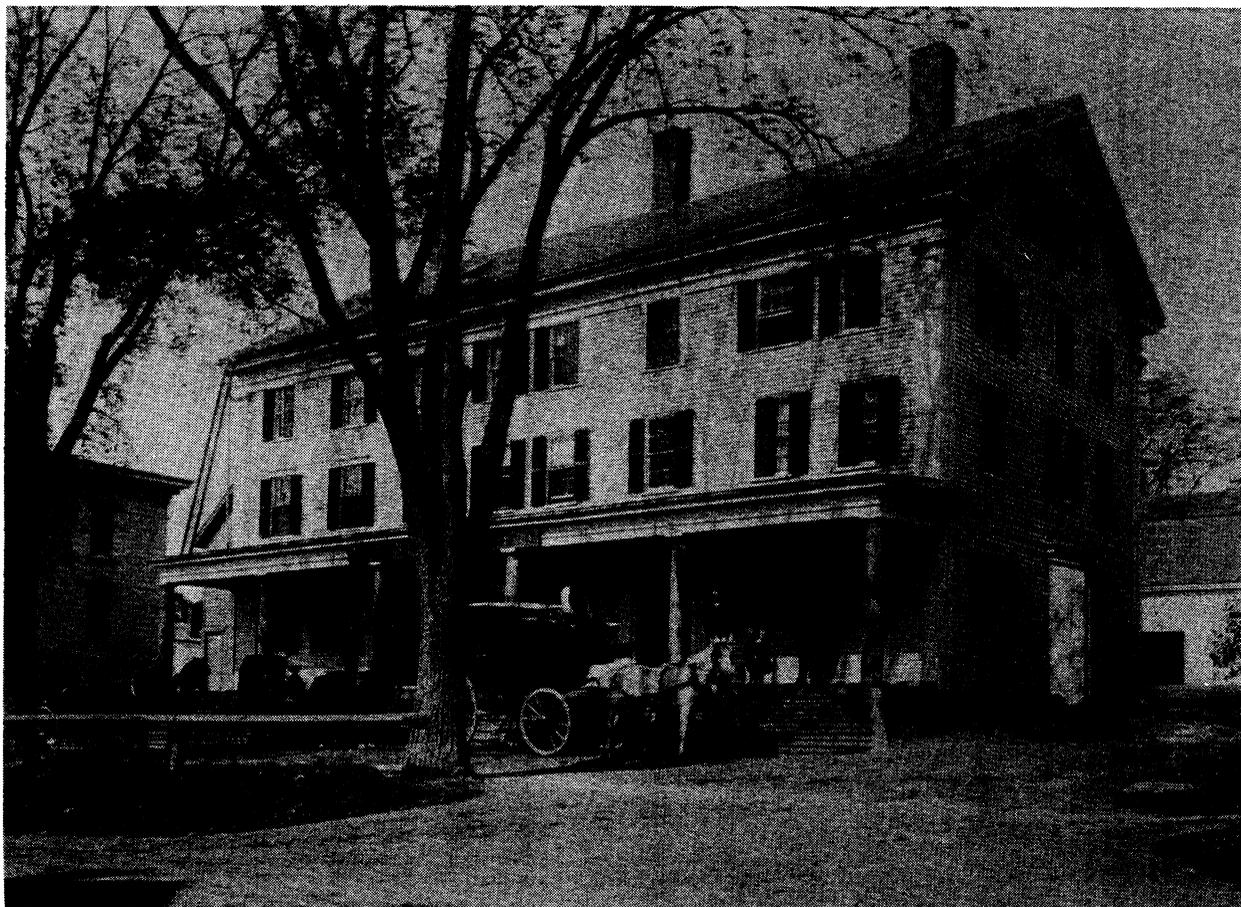
Model of Ship Roosevelt in which Robert Peary travelled to the Arctic on his expedition to the North Pole.

partly owned by his firm, 15 of which were built in Bucksport, and others in Searsport, Hampden, Stockton, Belfast, Bangor and Bath.

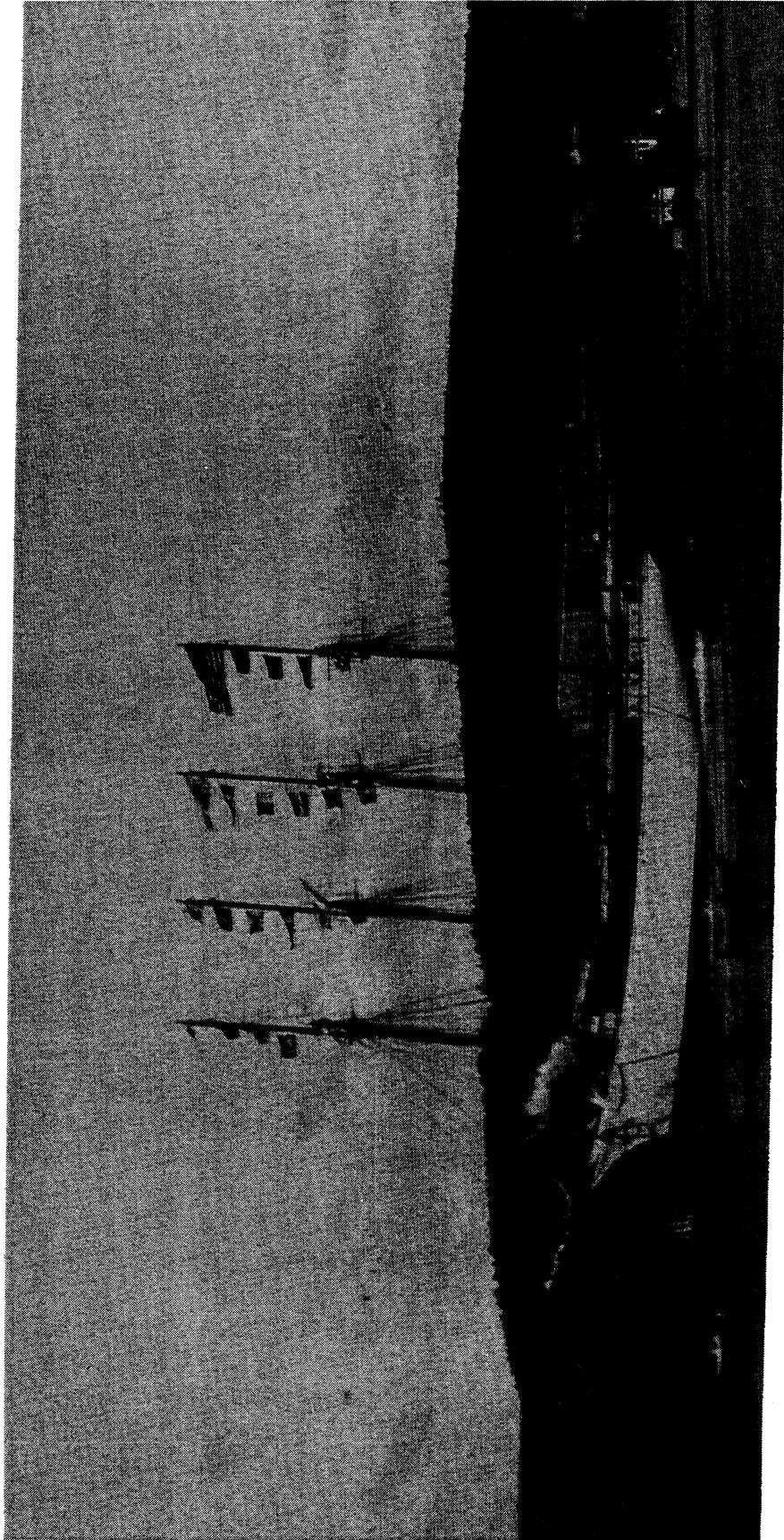
The era of building large wooden sailing vessels which lasted for over a hundred years came to an end in Bucksport in the 1890's and on Verona in 1905 with the launching of Peary's ship the ROOSEVELT.

The above list comprises 242 sailing vessels built in Bucksport and on Verona from 1771 to 1906. Of these, 11 were full rigged ships, 26 barks, 33 brigs, 5 barkentines, 1 brigantine, 159 schooners and 7 sloops. As previously mentioned, there were probably many others, especially the smaller schooners, of which we have no record. It is also obvious that there

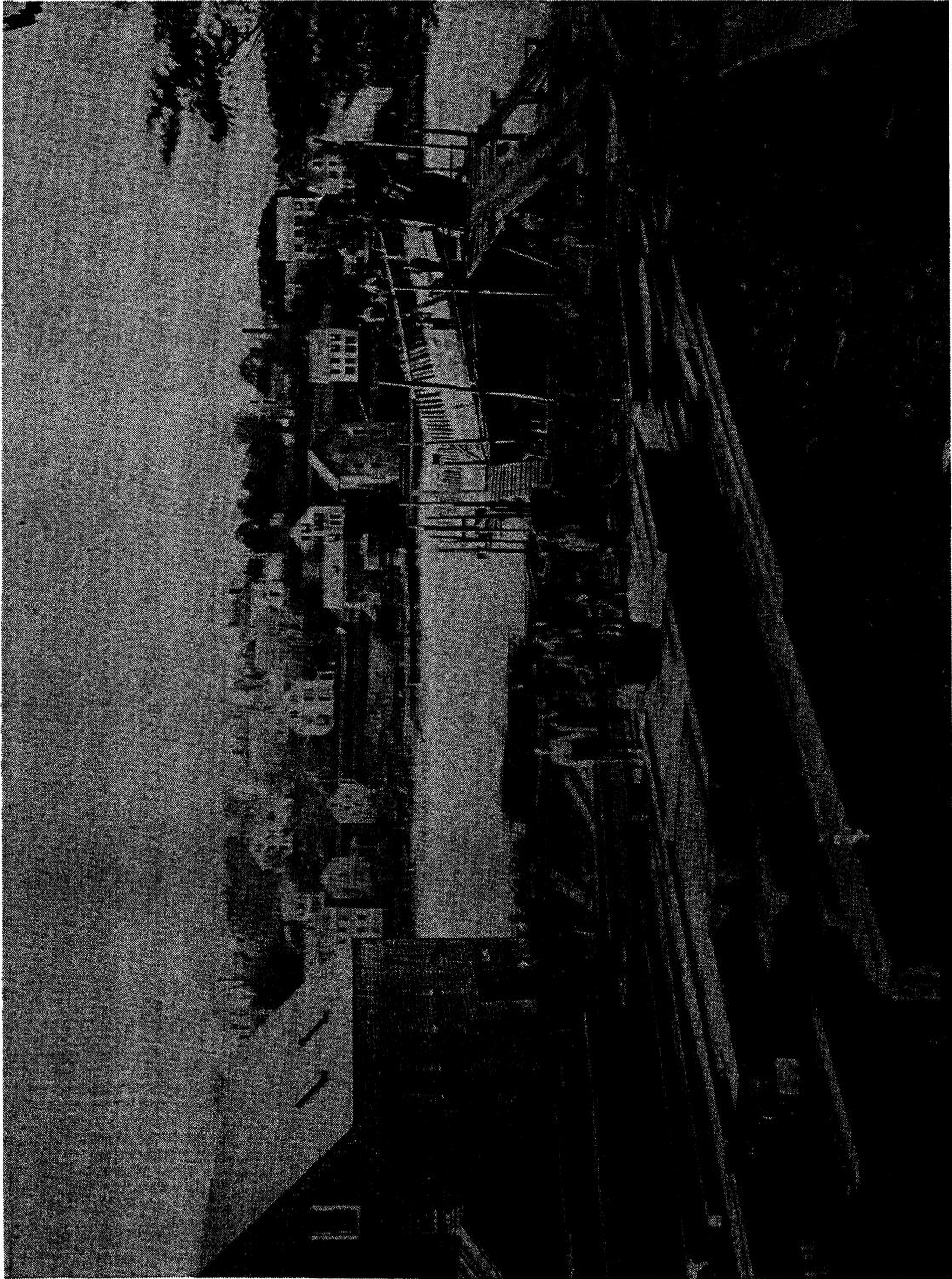
are inaccuracies in this list which nonetheless contains much important information. Anyone wishing to know more about shipping and shipbuilding in Maine during the era of sailing vessels should read William H. Rowe's *The Maritime History of Maine* first published in 1948 which has recently come out in a paperback edition. *Sailing Days On The Penobscot* by George S. Wasson 1932, second edition 1949, contains much first hand information about conditions on Penobscot River & Bay in the second half of the nineteenth century, with anecdotes about people and incidents.



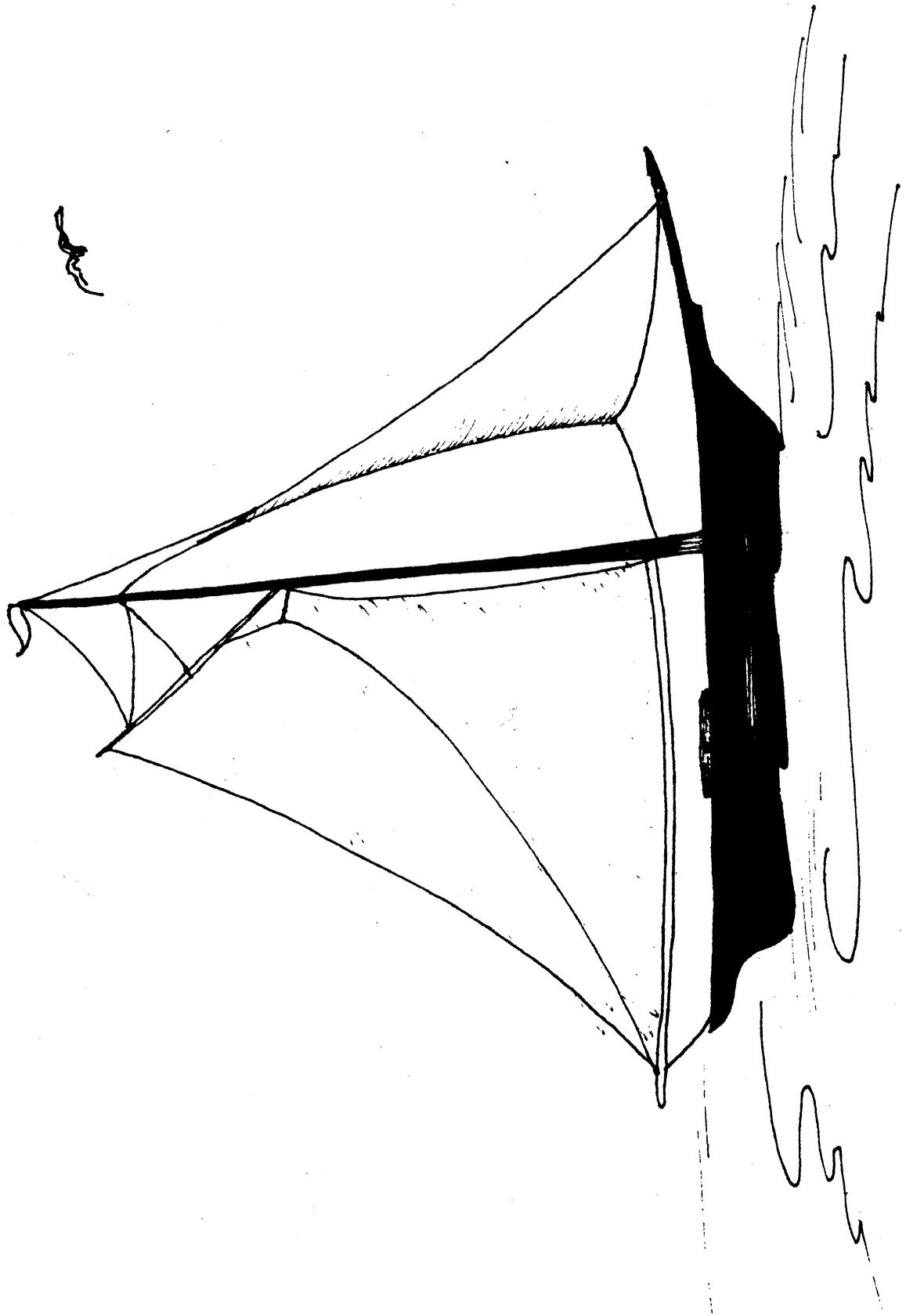
Meeting the stage coach at the Robinson House (Jed Prouty Tavern) in the horse and buggy days - probably near the turn of the century.



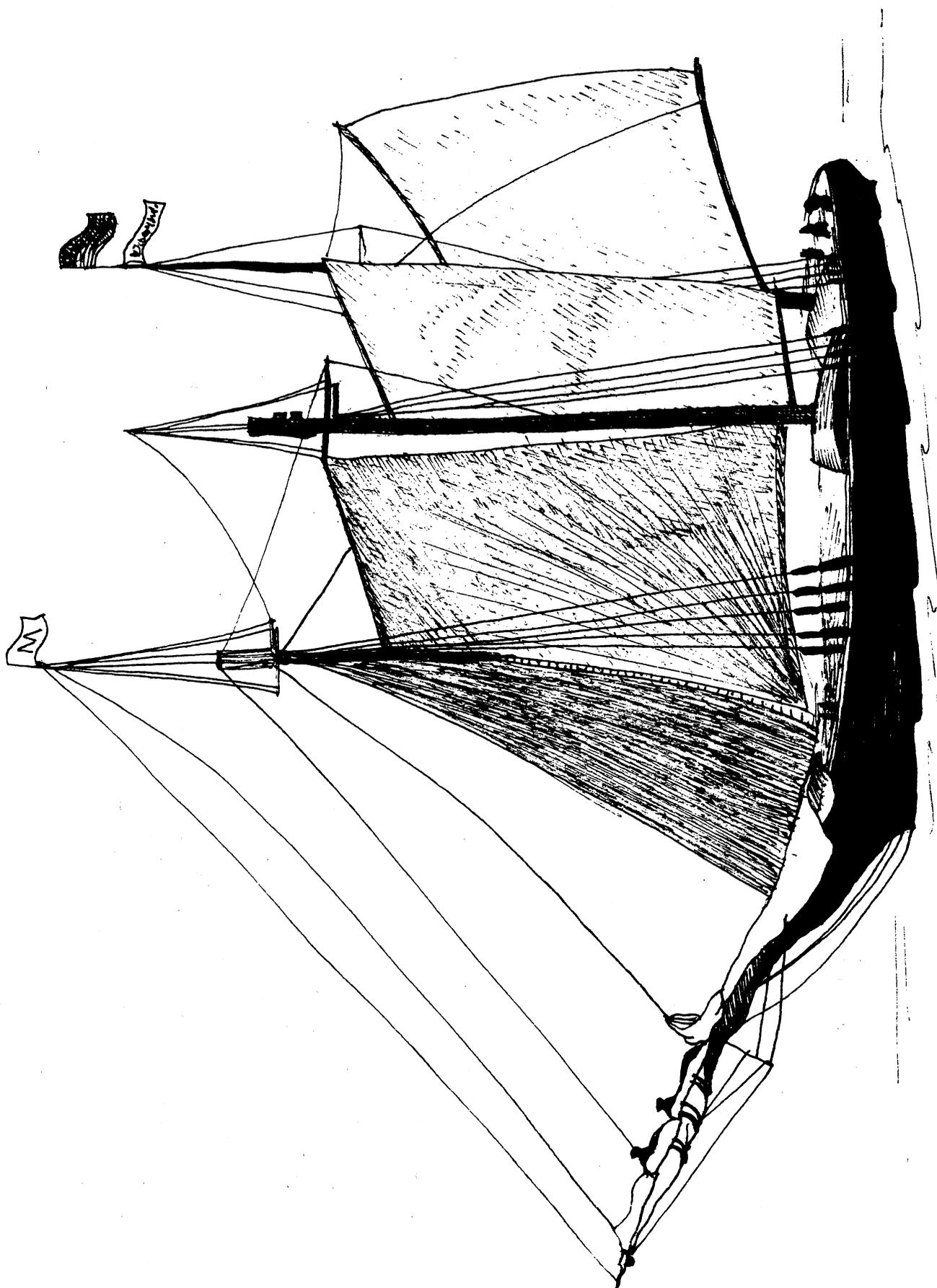
The four masted schooner Thalium Launched from the McKay and Dix Shipyard on Verona in 1900. 720 tons 164' x 36' 17"



The William Beasley Shipyard on Verona looking towards Bucksport.

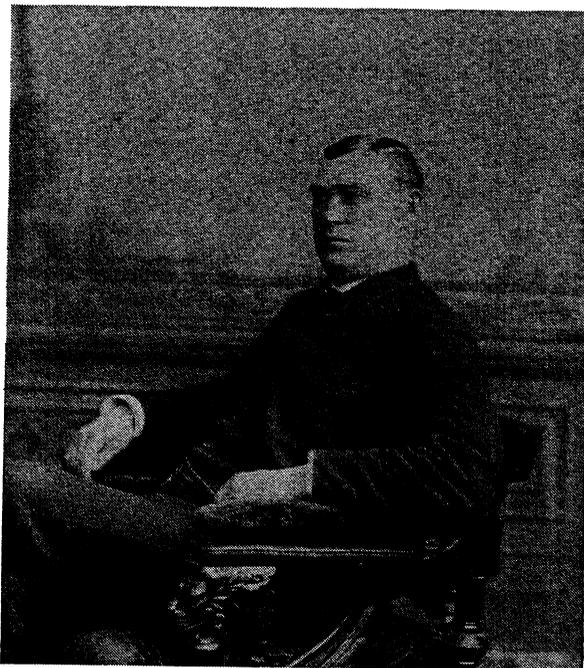


Artist's conception of the sloop SALLY that carried Jonathan Buck and the survey party from Haverhill, Mass., to Bucksport in 1762 - By Ellen Geronic



ARTHUR V.F. WOODRUFF - Capt. Tom Nick's banker that brought in the record catch of fish
By Ellen Gervais

TOM NICK



Captain Tom Nicholson

With the exception of Colonel Buck, no one person had a greater influence on the affairs of commerce and industry in the town than Captain Thomas Nicholson. During his brief but intense career the face of the town was changed dramatically while Bucksport became known as the largest fishing port on the Atlantic coast.

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"With guns booming and colors flying from all three trucks, schooner ARTHUR V.S. WOODRUFF, the largest and best of Nicholson's spring Grand Banks fleet came up through the narrows before a stiff breeze Thursday forenoon and Capt. Peterson laid her alongside Nicholson's dock as if she were a cat-boat, while an admiring crowd applauded.

The WOODRUFF fairly wallowed with her huge weight of fish. Every inch of space was crowded full and the skipper thinks he has close up to 5500 quintal, 400 or 500 quintal more than last year. [A quintal equaled 112 pounds in the English measure and the weight of the catch was

an astounding 625,000 pounds].

T. M. NICHOLSON & CO.
Producers, Curers, and
Wholesale Dealers in
SALT and PICKLED FISH
PACKERS OF BONELESS CODFISH
BUCKSPORT, MAINE

The WOODRUFF has broken her own record and the world record as far as that goes, for the cargo which she brought is without doubt the largest ever brought from the Grand Banks into an American port.

The schooner was manned by a fine crew and fitted out in the usual complete manner of the Bucksport fleet. She carried 26 men all told and the same number of dories.

The Woodruff sailed the 27th of June and left for home the 9th inst. [9 Sept] She reports like the rest, good weather with not enough wind to make it interesting."

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This report from the 23 September, 1898, issue of The Bucksport Herald, marked a peak in the career of Captain Thomas Nicholson, the biggest single supplier of salt fish on the Atlantic coast. Cap'n Nick, 46 and a bachelor, was worth half a million dollars at the turn of the century.

Angus Nicholson, a fisherman out of the Isle of Skye on the east coast of Scotland, emigrated to Boston with his wife, Elizebeth, in 1848. Angus fished out of the port of Boston and Gloucester for nearly ten years. Around 1855 he moved his family to the town of Bucksport.

Several conditions prompted this move. Angus was an ambitious man - striving for a secure future for himself and his family - and the entrenched interests in the fishing industry in southern New England left no room for an outsider to reach a position of prominence in the lucrative business.

Also, the town of Bucksport was several hundred miles closer to the Grand Banks than the port to the south, making for shorter runs in and out with the plus of many extra fishing, hence money-making, days per trip. The extension of the railroad from Bangor to Bucksport in 1874 opened markets over all the inland cities to the salted codfish, the main product of the fisheries.

The early life of the Nicholsons in Bucksport is shadowy at best but it is known that Angus and Elizebeth had six children.

Donald	1849
Thomas	1852
Catherine	1854 Died at 9 years
Ann	1856
Samuel	1859
Henry	1867 Died at 13 years

Neither Tom Nick nor his sister Ann ever married. Donald died in 1893 after a childless marriage to Capt. Mark Gray's daughter, Anne. No records have surfaced regarding Samuel's marital status.

Donald and Thomas, after completing whatever education was required of them, joined their father fishing off the Grand Banks; "bankers", they were called, with a small "b", - both the ships and the men. Both boys became captains of their own fishing vessels while in their early twenties; Donald in the ANNIE J. QUINER and Thomas in WHITE FOAM.

An article in the 12 May 1899 issue of The Bucksport Herald indicates some sort of partnership between the Nicholsons and some local people in the fishing venture.

THE 1885 FLEET

"There are bits of history chalked up in a dozen places along the waterfront. Here is a record which will no doubt be of interest being the 1885 Grand Banks fleet: DANIEL WEBSTER, WM. LEWIS, SNOW SQUALL, MARBLEHEAD, ANNIE G. QUINER, PRINCESS, WM. TELL, CARRIE PITMAN, N. E. SYMONDS, J.G. CROWELL and GEO. W. REED. Of this fleet the QUINER is the only survivor on the Banks this year. The BILL TELL, SNOWSQUALL, MARBLEHEAD, CARRIE PITMAN, N.E. SYMONDS and DANIEL WEBSTER have long since laid their bones in the sands. The old C[R]JOWELL is falling apart at Parker's yard. The PRINCESS is now a coaster and the REED sold for a shore fisherman. These were fitted out by Angus Nicholson, Donald Nicholson, T. M. Nicholson, Ambrose White, E. B. Gardner and Powers and Emerson - All out of the business except T. M. Nicholson who this year will send five and possibly six craft which with good luck will bring in double, perhaps three times as much cod as the whole eleven of the '85 sailing.

Verily, times have changed."

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Tom acquired Donald's fishing interests following his death in 1893 and began the maneuvers which would lead him to dominance in the Atlantic coast salt fish market. Tom fished the Banks from cookee to captain himself and he never lost his abiding love for the sea, the ships and the men who sailed on them. When his men left for the banks, a journey that often lasted five months or more, they knew Tom was looking after their interests ashore.

The Nicholson ships were built in Essex, Mass. This was the time when the large sailing yachts were coming into their hey-day on the Atlantic coast and the best of these were coming from the yards at Essex. Consequently many of the refinements built into the yachts - comfort, speed and rigging - found their way into the

Nicholson bankers. They were a beautiful sight under sail with all their canvas spread. Looking more like a creature of Nature than a product of the hand of man.

The high quality Tom demanded in his ships was also expected of the men who sailed and fished in them. He paid a premium for the vessels and spared no expense in fitting them out for the safety and comfort of the crews. The larders were well stocked on orders from a man who was acquainted with the rigors of the long voyages.

This attention to quality and consideration returned Nicholson some fantastic catches on shorter turn-arounds. The Herald editorialized thusly:

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"It seems about time to stop talking about "Cap'n Tom's luck" and considering whether first-class staunch and able vessels thoroughly fitted out with the best outfits to be bought for money; experienced, able and careful skippers, picked, well-paid and well-fed crews, the best men that can be hired, and all directed by a man who knows the business from actual experience, who has "been thar and stayed all night." Might not such conditions as these have something to do with the "luck" we hear so much about."

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Nicholson's business went beyond bank fishing. Some of his wealth came from his trade ships that were loaded with a variety of goods and sent off to ports around the world. Their skippers were hired for their "horse-trading"

ability as much as their seamanship. Their mission - to barter or sell the trade goods they carried. Their goal - to return with a ship carrying goods and money worth many times more than the original lading.

Tom built the Nicholson building, still standing on the west side of the Jed Prouty Motel on the waterfront side of Main Street. Cynically dubbed "The White Elephant" by the towns people, it is in remarkably good condition today. In the back of this building Tom built himself a spacious oak-panelled private office. The interior was fitted out as the captain's quarters on one of his bankers with the dormer windows looking out over his waterfront "empire". A built-in safe contained a velvet-lined tray of uncut diamonds picked up by one of his trade skippers in the Guiana diamond mines.

Thomas Moore Nicholson's funeral was held in this office in 1928.

In 1924 the Tom Nicholson Company was forced into bankruptcy. Rumor had it that Tom could neither read nor write and foundered because of investment advice from friends who could. This is a highly unlikely assumption for a world-wide trader. It is known that he invested heavily in the salt market and, more likely, this and the advent of powered ships and refrigeration lured the fresh fish market back to the Boston-Gloucester area.

The rotting Tom Nick wharves, warehouses and packing sheds littered the Bucksport waterfront well into the 1940's. Some vestiges of them remain even today.

DORY FISHING OFF THE GRAND BANKS

We're fortunate to have an "almost" eye-witness to the particulars of dory fishing on the banks. Francis Bemis, Historical Society Secretary and an ardent history buff, clearly remembers her father's stories of his life at sea. Capt. Frank Delano, her father, a crusty old mariner, passed on to his children many sea tales of bank fishing.

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"As mess boy I had to get up every morning at 2:30 to set the table. That was just one of the things. It was hard work. And how much do you think I was paid for five and a half months? I got \$55.00. Think of that.

We fished every good day you could get out in a dory. We had 26 dories, one man to a dory, and a captain, cook and myself.

Dories coming in, the captain would catch on one side and I'd catch on the other. I had a long hook and they'd throw the fish out into the kid and then of course I had to dress 'em down nice. They had a throater and a splitter and a gutter, men in the hold salting them.

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Capt. Frank was well qualified to spin these tales having, at 10 years of age, made his first trip a sea with his father, Capt. Daniel Delano. The ship carried a cargo of brick to Boston. Capt. Frank went to the banks at age 16 as mess boy on a Nicholson vessel. He was on the schooner Arthur V. S. Woodruff when she landed the record catch of 625,000 pounds in September, 1898 and went many times after that as a fisherman.

What is a dory, anyway? It's a rowboat is what it is; about 13 feet long for one man and about 15 feet for two. It's sides are extremely high and, along with the bow and stern, taper outward sharply from the flat bottom, giving it a wide beam for stability and a tremendous fish-holding capacity. With seats removed the dories could be stacked on deck, nestling within each other like so many soup bowls. A specialized

craft, these boats were designed to ride cork-like on top of the waves. The men fished from these boats out on the open sea in all sorts of weather.

Upon arrival at the banks, the captains chose the fishing grounds; the successful ones on the advice and consent of the old-timers on the crew. The mother-ships "struck their dories over," usually in a circular pattern. Each boat was lowered over the side with the proper gear and bait for the type of fishing planned, bait and hand lines for shallow water, tubs of baited trawls for deep. Ample provisions and water were put aboard. The men fished until the mother-ship came by to pick up the catch. The ritual was repeated daily - 40 or 50 miles out on the open sea - until the ship was filled. Fog was the dory-men's worst enemy. Out of range of the mother-ship's horn, many dories were lost at sea.

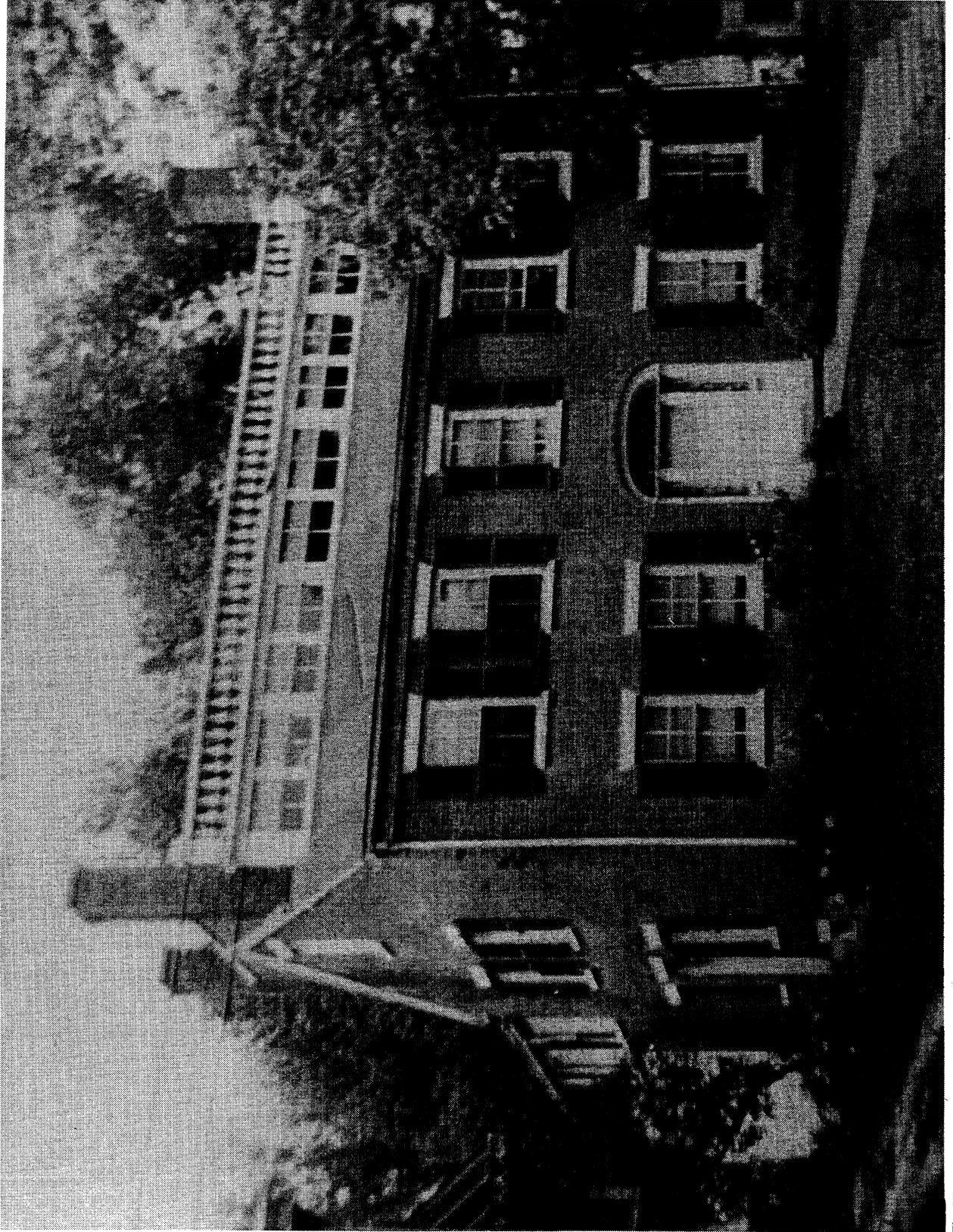
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Capt. Frank:

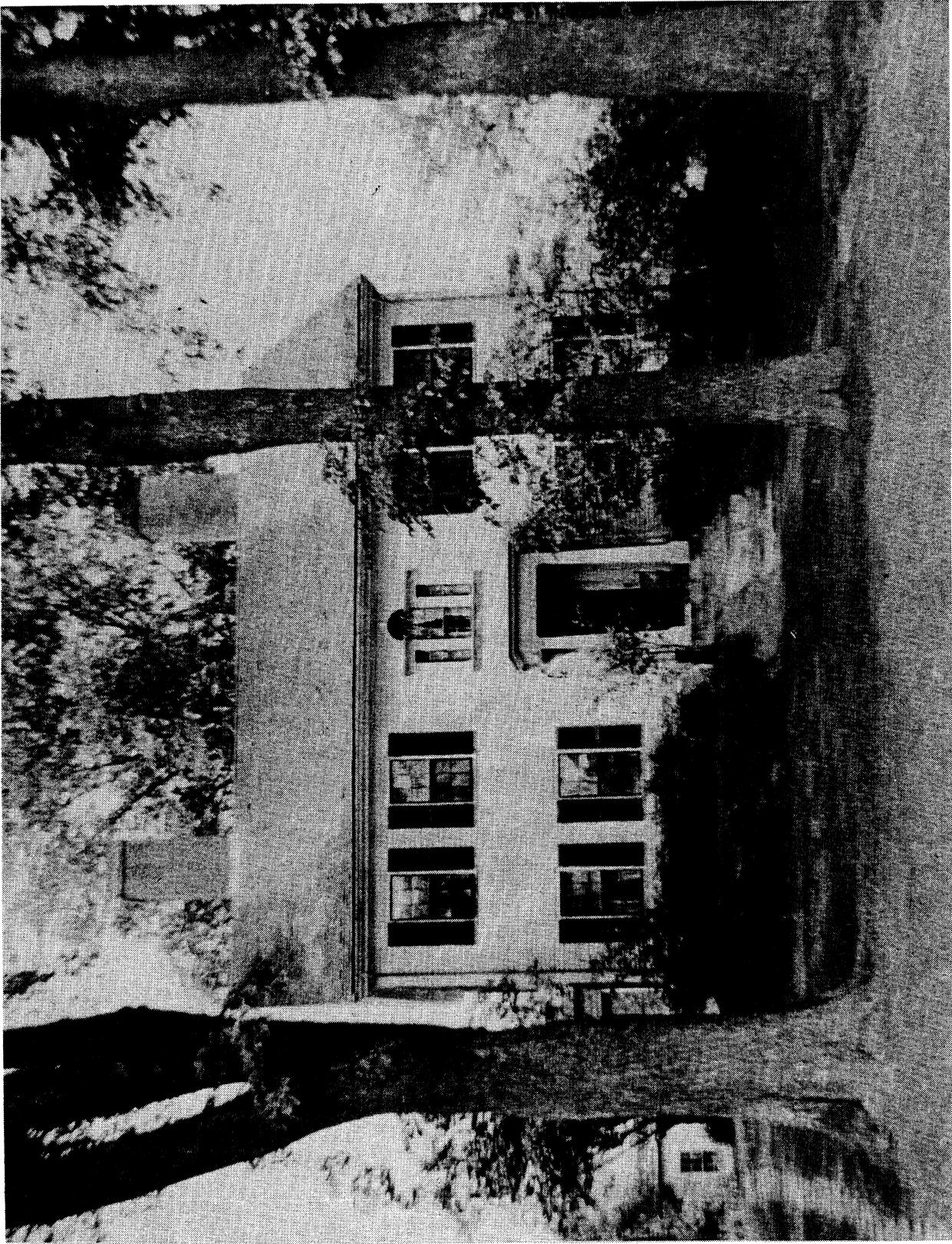
"Just one time in my life I had all the codfish I could haul in. I'd be hauling this side and that other side would be snapping. A couple of big codfish would be on it. I'd know it.

One day two of the biggest cods you ever see, I caught 'em. They told us there was pollock around, but we didn't want pollock. The captain says, "You can set ten pollock but no more. Don't bring more than ten aboard."

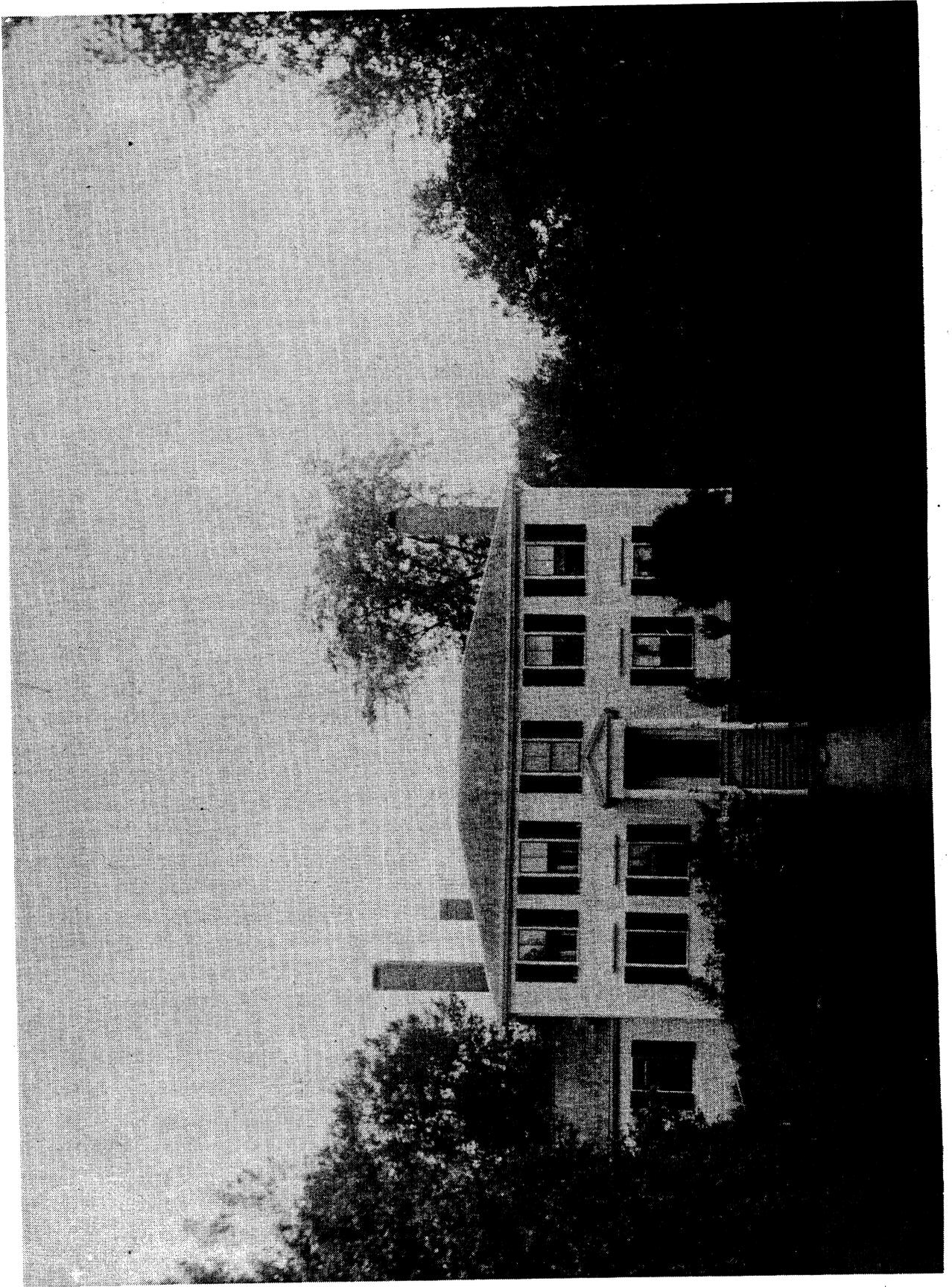
Our leads were on bottom and I caught a halibut weighed about 80 pounds and then I got the two codfish. The captain had to give me a hand because I couldn't pitch them aboard. He hauled them up with a gaff in the dory."



The Heywood House



The Albert Swazey house



The Dancon Henry Daring house

1992

BUCKSPORT BICENTENNIAL

CALENDAR OF EVENTS

Saturday, June 6

Bicentennial Supper - 5:00 p.m.
St. Vincent de Paul Catholic Church

Friday, June 12

High School Graduation - 6:00 p.m.

Saturday, June 20

Golf Tournament - Bucksport Golf Club

Bicentennial Supper - 5:00 p.m.
Franklin Street Methodist Church

Army Reserve Band Concert - 1:00 p.m. to 2:00 p.m.
Historical Society

Flea Market - Historical Society

Sunday, June 21

Tour du lac Race (10 miles) - 8:30 a.m.

Monday, June 22

Tour of Champion International

Ramassoc Chapter, D.A.R. Bucksport Memorial Library - 1:30 p.m.
(Genealogical Workshop)

Wednesday, June 24

Tour of Champion International

Thursday, June 25

Incorporation Day
Cancellation Stamp - Post Office
Time Capsule at Historical Society - 1:00 p.m. to 4:00 p.m.
Town Council Meeting (Proclamation) - 7:00 p.m. (town Office Council Chamber)
Youth Dance at Bucksport Junior High - 7:00 p.m. to 9:30 p.m.

Friday, June 26

Naval Ship in Harbor - Lamoure County

Class Reunions

Tour of Champion International

Harriman Family Assn. - 10:00 a.m. to 5:00 p.m. (Grange Hall - Main Street)

Bicentennial Luncheon - 12:00 Noon

Elm Street Congregational Church

Historical Society - 1:00 p.m. to 4:00 p.m.

Spaghetti Supper - 5:00 p.m.

Franklin Street Methodist Church

Bicentennial Ball - High School - 8:00 p.m.

Saturday, June 27

Order of Eastern Star Breakfast at Masonic Hall - 7:00 a.m.

Coffee.Muffins - Franklin Street Methodist Church - 9:00 a.m.

Food Concession Stand - Elm Street Congregational Church - 9:00 a.m.

Ronald McDonald - Bicentennial Parade - 9:00 a.m.

Naval Ship in Harbor - Lamoure County

Chamber of Commerce Craft & Show - Waterfront - 9:00 a.m. to 6:00 p.m.

Ronald McDonald Softball Games - All Day

Firemen's Muster - High School (after parade)

Antique Cars - Fleet Bank Parking Lot - All Day

Open House at High School - 1:00 p.m. to 4:00 p.m.

Public Safety Building Open House - 1:00 p.m. to 4:00 p.m.

Historical Society - 1:00 p.m. to 4:00 p.m.

North Bucksport Methodist Church Supper - 5:00 p.m.

Ronald McDonald Dance - Jed Prouty Hotel - 9:00 p.m. to 1:00 a.m.

FIREWORKS - WATERFRONT 9:30 p.m.

Sunday, June 28

Naval Ship in Harbor - Lamoure County

Silver Lake Road Race - (3 miles) 1:00 p.m.

Walking Tour of Homes and Buck Cemetery - 1:00 - 4:00 p.m.

Old Fire House 0 1:00 p.m. to 4:00 p.m.

Poetry Reading - 4:30 p.m. to 6:00 p.m.

Downstairs, Penobscot River Antiques

Ecumenical Church Service - All Churches - 7:00 p.m.

Elm Street Congregational Church

THE AGE OF STEAMSHIPS

By Captain William E. Abbot

Vessels, Tugs, Barges and Ships pertaining to the port of Bucksport, Maine. By Captain William E. Abbott, Pilot, Penobscot Bay and River, son of Captain Merle C. Abbott, first class pilot, Penobscot Bay and River.

As a child I lived with my family on the west side of Verona Island. Our house was just three miles from the watering trough in front of Jed Prouty Tavern, on the main road, three tenths of a mile from shore. Pa (Merle) used the shore of the old Abbott homestead to get to his moored dory. Father kept a dory on a hauling-off line at the shore. He (Merle) would row to Fort Point to board the vessels. A line was rigged from stem to stern on the dory, and the crew would hoist the dory aboard. Outbound, the crew would lower it over the side and Merle would go down the ladder and row home.

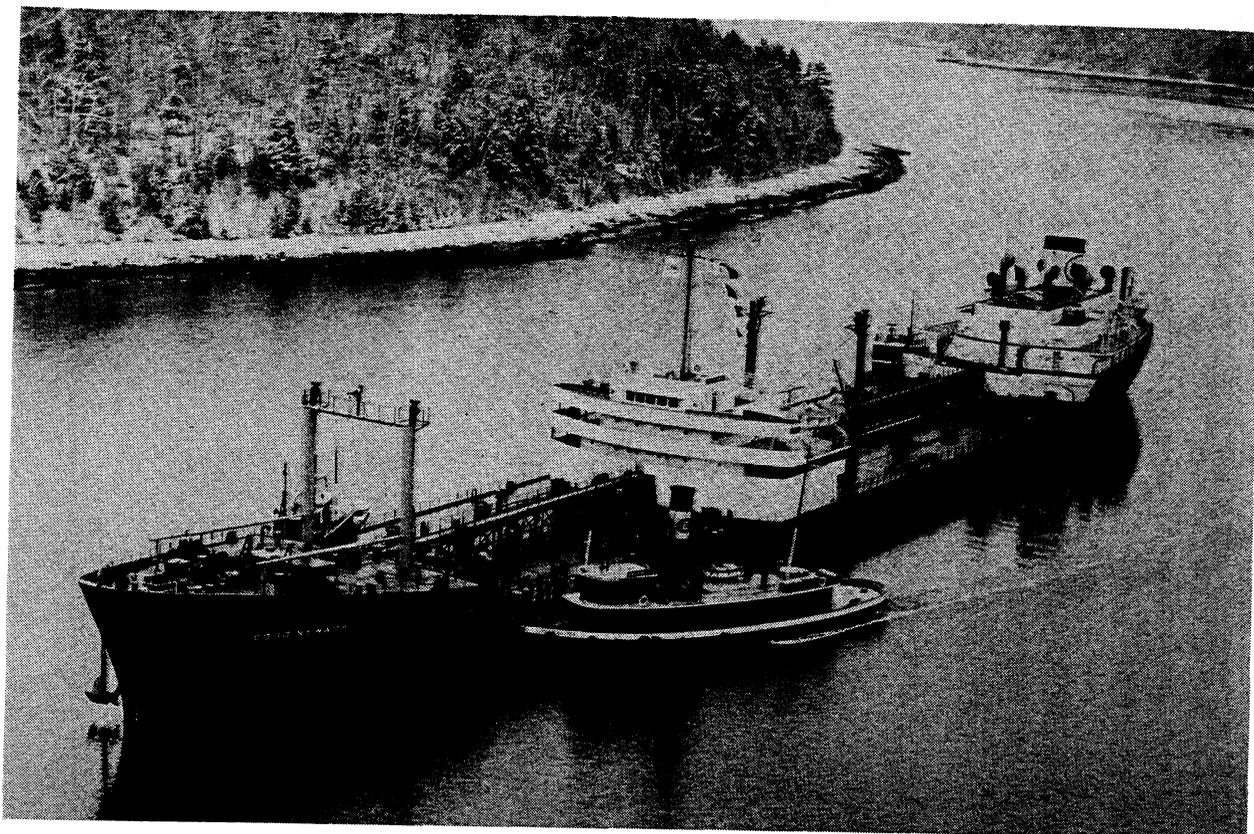
Merle got his start piloting with Captain Bill Bennett on the famous river tug, BISMARCK, acting as his mate on the tug. In 1910 Maine Central Railroad began shipping coal to Bangor in steamships for its new dock at High Head. Capt. Bennett had a pilot license to cover the tonnage of these vessels, so he went piloting, having Merle help him with these ships. In 1926 Capt. Bennett passed away and Capt. Merle Abbott took on piloting full time. There was one other pilot on the river, Capt. Roy Meade who resided at the foot of Verona Island. In time, as coastal oil tankers started running to Bangor, Capt. Meade piloted the colliers [coal ships] and Capt. Abbott piloted the tankers.

I will now try to write about vessels calling at the port of Bucksport. You must remember that a lot of this comes from relying on memory and old records of my father's, and stories he told me so they may not be accurate. He and Roy worked on the river in the wonderful years when the river was full of ships and vessels. Among these were the Boston Boats, as they were called, S.S. BELFAST and S.S.

CAMDEN. In the months they ran, they would pass my house about 8:30 every morning bound for Bucksport, and sail out bound for Belfast late afternoon. If we were on the shore, it was great fun to get in Uncle Harry's punt and ride the waves, as the Boston Boats were fast and pulled a big sea.

If mother and father had friends coming on the boat, we would pile into the car, either the Model T or the D.A. Dodge, and head for Bucksport to meet the boat. It was always interesting to watch the docking. Sometimes the ship would land hard or go past the dock. The Eastern Steamship dock was built with special fenders for the boats to dock against. The deck hands were great at throwing the heaving lines, and with a line ashore, the vessel was quickly heaved alongside. The red carpet was rolled out and the passengers came ashore. At the other gangway stevedores had a special way to ride the hand cart down the ramp. Also a car or two might be driven off the ship. Quickly the cargo and passengers were off and on, and the ship sailed for the next port. After having docked many ships in Bucksport with its tricky currents and eddies, I can appreciate the challenge the captains of the Boston Boats faced. Merle knew all the people around the docks and always had a short chat with George Wentworth, agent for Eastern Steamship in Bucksport. Once in a while the tug WALTER ROSS would help dock the Boston Boats. What the criteria for assistance were, I do not know.

On December 27, 1935, Captain A. E. Rawley took the S.S. BELFAST out on her last trip west. From November 1926, the Eastern Steamship Company had the freighter S.S. CORNISH on for winter months as the winter passenger service was abandoned at that time. The last trip of the CORNISH was March 2, 1935. Thus was the end of the passenger ship era.



Since we mentioned the tug WALTER ROSS, let's go aboard. WALTER ROSS was the last tug of the Ross Towing Co., formerly the New York Central #17. When not doing ship or barge work she made her lay-over berth at Bucksport on the eastern side of the Eastern Steamship dock. As father used to work on the tugs he knew all the crew, enabling us to go aboard when in Bucksport for a visit. Chief Engineer Percy Stubbs kept things shipshape in the engine room. The brass was always shining, the high and low pressure cylinders were covered with oak and varnished. The gong and bell on the bulkhead that brought signals to the chief from the pilot house were all brass and shined. Leaving the engine room we will proceed down past the cranks and into the boiler room. Here we see coal falling out of the bunkers on either side. If the fireman was there, he would open the fire door so I could see the banked fires. What a sight! From here we went up to the galley, which was clean and neat with its red checkered table cloth on the table and condiments in the center.

The coal stove always had a pot of coffee on it and maybe goodies cooking in the oven. The cook would find a treat for me.

Our last stop was the wheelhouse, where Pa stopped to talk with Captain Charles Baldwin. I can see Captain Baldwin now. He was tall and straight, dressed in a suit with a vest and gold watch chain and a felt hat. He looked as if he had stepped out of a band box. Who would have thought I would be using this tug years later to assist in docking ships at Bucksport. There I was aboard her, to where the coal was shoveled on the fires, producing steam for the compound. I heard the steam whisper through the cylinders as the chief engineer answered the gong and bells for the captain. Quickly she gathered speed and soon was underway with a bone in her face. For years she made her home base at Bucksport, was frequently seen on the Penobscot River towing barges and docking ships.

In talking to Charlton Stubbs, son of Percy Stubbs, he remembered some additional information about her. The crew around 1930

consisted of Charles Baldwin, captain; Harold Spurling, mate; Raymond Carpenter, fireman. The WALTER had an iron hull and was a fairly good ice breaker. In the late fall or early winter she would break ice out of the Eastern Steamship berth at Bangor for the Boston Boats, enabling them to turn around. Often while breaking up ice in Bucksport Harbor she would clear out the ferry dock for free. Thus if any of the crew used the ferry, he received a reduced rate - Charlton thought it would cost a dollar.

The WALTER seemed to be the watch dog over the river. Charlton remembered her making a rescue. He thinks it was 1930 and early March. Two men started up the East River at the lower end of Verona Island and became stuck in the ice, apparently they couldn't walk ashore on the ice. Word was spread about their predicament. The crew of the WALTER ROSS was rounded up and proceeded to get under way to help the motor boat out of the ice. As the fires were banked (they wet the coal down to bank the fires) it took a while to get up steam. By the time the tug reached the men, they were pretty nearly frozen, but they came out of it in good health.

Capt. Parker Hall of Sandy Point at one time had two schooners and kept them in Gunlow Cove. One winter, in a good easterly, the two schooners broke their moorings and drifted out into the river ending up in Fort Point Cove. The WALTER ROSS soon checked the vessels and towed them back to Bucksport for the rest of the winter.

In the spring the WALTER would help in turning the Boston Boats at Bangor during the spring freshets. She also towed barges for granite in and out of Marsh River for the quarry. Indeed, she was a fixture on the river.

The next captain of the WALTER ROSS was Harold M. Spurling of Bucksport. His son, Eddie, went on the tug with him. Some others from Bucksport were Vaughn Sherwood, Richard Coombs, Ben Norris and engineers Frank Trafton, Everett Orcutt and Belmont Mercer. Ben Norris, cook, had been steward on

the Boston Boats and the MALANG, so he enjoyed keeping the crew of the Ross well fed. I can see him now mixing up a cake with just his big hand in the batter, but when it came out of the oven of that old coal stove, it was some good.

When docking a ship, the engineer stood on the main deck level watching continuously out the window to see what was going on. If I were docking a ship in Bucksport, and Belmont thought I needed a bigger push, he would open the steam by-pass valve from the boiler to get a short burst of power from the old compound. However, his eagle eye had its drawbacks for if he felt I wasn't docking the ship correctly or the way my father would do it, he soon would let me know in no uncertain terms. I enjoyed many fun filled days hanging around with this gang listening to tall tales. In the early fifties she was sold to Eastern Maine Towage and made her home base in Belfast. In April 1956, Eastern Maine Towage sold the Ross to a New York firm. This was the end of the Ross Towing Company tugs.

In 1929 a dock and terminal was built above Bucksport near Harriman Cove under the name of Maine Coal and Dock Inc. Since the port of Bangor was closed during the winter months, coal ships could use this dock year around. Locally, this became known as the Coal Pocket. My father's records show that he piloted the steamship RUTH in to the Coal Pocket on Dec. 11, 1929. This could have been the first ship into this berth. Bulk sulphur was also discharged at the Coal pocket. Discharging bulk sulphur was a hazardous operation. Sulphur would catch fire easily. The unloading bucket or the endless belt could set the sulphur on fire. In fact, the terminal burned down three or four times. I can remember coming down from Bangor with my mother and the firemen stopping us. The white smoke from the sulphur fire was so thick that we had to wait to get by. In time the boiler plant was built on shore and a cement tower was built to hold the sulphur.

In 1930 Maine Coal and Dock bought

the tug WILLBUR DUBOIS of New York, an oil-fired steam tug. She worked under the Penobscot Towing Company and was renamed PENOBSCOT. She was bought to make sure the coal steamers into the Coal Pocket had tug assist. A lot of the steamers did their own docking, so to make ends meet, the PENOBSCOT went into competition with the WALTER ROSS. There will be more on the demise of the PENOBSCOT later on.

With oil replacing coal, the later coal shipments to the Coal Pocket, now Maine Coal Sales, were by Sheridan tugs and barges.

Sulphur, an important commodity for the paper mills, was being shipped into Bucksport. In the late 50's the mode of transporting it changed from bulk to liquid. By heating the sulphur to 365 degrees, it could be pumped and thus carried in tankers. One of the advantages of the liquid sulphur was the time saved in discharge. Whereas a bulk ship would take 2 or 3 days, the tanker would dock one day, sail the next. One trip I remember, we docked on the high water, pumped two hours and then sailed on the same tide. All good things seem to come to an end. The paper mills changed their pulpmaking process so the end of sulphur tankers came about with the last ship sailing July 4, 1977. The plant was bought out in 1978 or 1979 by Elden Corporation who built another tank using this and the other tank for number 6 oil storage by Belcher Oil Company.

In 1987 the terminal was bought by C. H. Sprague & Sons to add to their oil tank storage in Bucksport.

Boom times arrived for Bucksport and surrounding towns in 1929 and 1930. Maine Seaboard Paper Company built a mill in 1929 and the state built the Waldo Hancock bridge in 1930. A dock with a paper storage shed was built so as to bring in bunker C oil by ocean-going tankers for the mill's steam plant. Also the dock could be used to ship out newsprint. The berth was dredged to 26 feet, and the flats next to the shore were dredged for a pond to bring in pulp

wood by schooners and ships. The oil contract seemed to alternate between Standard Oil and Pan American Petroleum. From my father's records, I believe the first tanker into Seaboard mill dock was the S.S. NORMAN BRIDGE, November 28, 1930. Merle had to go to Monhegan Island to board these ocean going tankers and pilot them to Bucksport. Mother used to take him to Port Clyde. If she were late getting home, Manley Abbott, who ran the ferry, would wait to bring her back across the river.

Now let's return to the tug PENOBSCOT. Docking the tankers at the mill dock was kind of tricky. At first there was only one tug, the WALTER ROSS to assist. When the tug PENOBSCOT was available to help, berthing became much easier. On February 12, 1931, father was piloting the tanker S.S. FREDRICK ERWING up the Penobscot River to Bucksport with the tugs WALTER ROSS and PENOBSCOT assisting. Just above Gunlow Cove or about a mile north of Odoms Ledge, the PENOBSCOT caught fire in the boiler room. The crew quickly abandoned ship and rowed ashore in a dory they had for a lifeboat. The crew of the tanker cut the tug's lines to the ship. The PENOBSCOT was left afire and drifting in the river. On the ebb tide she grounded out on Gunlow Cove ledge. As she lay there burning, the smoke stack canted back causing the whistle to blow for an hour or more. I can remember this because it was across the river from our house. When the tide flooded, she drifted off the ledge and up to Bucksport Harbor. I also remember that evening starting up the road with mother and father for Bucksport when there was a big flash in the sky, it being dark now. Apparently the boiler or bunker tanks had blown up as she drifted up by Verona Park. Linwood Abbott says she hit the western pier of the bridge. From there she drifted around Bucksport harbor. The crew of the tanker had its fire hoses run out and ready in case the PENOBSCOT drifted close to the ship. The WALTER ROSS was running around the burning tug and using its wash to

keep the PENOBSCOT from hitting the docks or tanker. Eventually, by low water she landed on John Whitmore's shore on Verona Island. On the low drain of tides you can still see her remains.

There were other vessels into Bucksport. Capt. Merle Abbott's book shows he piloted the generator ship S.S. JACOMA to Bucksport. Apparently the power lines were not completed to the mill. She lay on the inshore part of the dock parallel to the shore. Special piers were built for her to lay-to as she generated electricity for the mill. From Bucksport the JACOMA went to Portsmouth, New Hampshire where she was used for many years. Some pictures of the mill show her at the berth.

Since a good dock and warehouse existed at the mill, Seaboard chartered the steamship MALANG from Mallory Steamship Company to carry newsprint. She arrived at Bucksport January 9, 1931. MALANG made her layover dock at the Seaboard taking on paper. After a week or two, with a load of newsprint, she would sail for one of the ports of Boston, New York or Philadelphia. This routine went on for a number of years. MALANG ended her days as part of a breakwater constructed of old ships on the Normandy shore during the invasion of France in World War II.

During the 30's potatoes were shipped out of Bucksport. Using the old Eastern Steamship wharf, which the mill now owned, potatoes were trucked or railed to the warehouse on the dock. Ships would load potatoes and carry them to ports along the coast.

The winter of 1934 was very cold so the river froze over. One of the Mallory ships was stuck in the ice at Fort Point Cove. I can remember walking out on the ice with mother and father to buoy #4 so they could take her picture, which I still have.

Maine Seaboard had dredged an area making a pond that was boomed on the outside and with piers for ships to dock and discharge pulpwood into the pond. In 1931 records show

that Merle piloted the ships SHOOTERS ISLAND, T.A.D. JONES, PETER CROWELL and the Norwegian ship, HEIN in with wood. I believe the wood came from ports in New Brunswick. Every summer a couple of these little Norwegian ships would come over here carrying pulpwood to Bucksport and Brewer. The wood was loaded right up even with the pilot house.

Along with these ships, coastal schooners also brought in wood from the islands. Some of these schooners were: MERCANTILE, MATTIE, LYDIA M. WEBSTER and STEPHEN TABER. STEPHEN TABER was about the last of these schooners to bring in pulpwood.

In 1941 Seaboard bought a steam tug and named it the SEAWOOD. She was 125' long with 600 HP. Along with the purchase of the tug, the schooner barge HELVETIA was acquired. This combination was used for a few years to bring in wood. Needless to say, it wasn't long before the SEAWOOD got the nickname SEAWEED. After WWII the mill bought some flat scows and used a big motor boat to tow them to bring wood from the coastal islands. The last of wood coming in by water was by Canadian tugs and barges, and small vessels. Captain Molly Kool was Captain of one of these vessels. Molly, the first woman granted a captain's license in the Maritime Provinces, came ashore in Bucksport for good. She made a delightful addition to the town.

The feasibility of bringing in wood by water went by the boards. Today, the wood pond has filled with mud as has most of the berth alongside the dock. Only the tugs VERONA and MACK POINT use the dock to lay over to undock ships. Another era gone by.

After WWII some newsprint was shipped out to foreign ports. Some of this paper was shipped to South American ports and a few Argentine ships arrived at the mill's dock for newsprint. There were a few more shipments, but this export was short lived.

Time Inc. bought the mill from Maine Seaboard during WWII to guarantee a supply of paper for its magazines. Time Inc., built a special barge to carry paper from Bucksport to Chicago via the Hudson River, Erie Canal and the Great Lakes. The barge was the N.C. WALLACE. Moran Towing Company did the towing and the tug ANNE MORAN was on this run. The operation was so successful that a second barge was built, the STILLMAN, also towed by Moran tugs. The barge transport of paper continued until the construction of the St. Lawrence Seaway diverted Great Lakes water traffic to the Welland Canal. Due to the delays in passing through the locks, the barge operation was discontinued. Paper was also shipped to Rouen, France, for Life magazine. It was shipped in small, 200 foot, two-hatch diesel ships with house aft, under the Danish flag. When loaded they had special steel plates to cover the forward windows in the deckhouse so that seas coming on deck would not break the glass. Basically, shipping paper by water ended when the runs to Rouen and Chicago were dropped.

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The present oil dock, the last to be constructed in Bucksport Harbor, needs a little review as to why it was built. The winter of 1947 and 1948 was cold and the port of Bangor was closed for a couple of months. Eastern Manufacturing Company had always kept enough #6 oil storage to last through the winter months. February, 1948 found them low on oil. By the time that the Coast Guard Cutter SNOHOMISH had broken a channel through the ice for the barge SEABOARD 99, pushed by tug AGNES MORAN, the Eastern mill had only enough oil left for eight hours running time. To remedy this situation, a search was made to find a spot on the Penobscot River where ocean going tankers could be berthed year round and the oil railed or trucked to the Eastern mill in Brewer.

A good site for the dock was found just off shore from the old Eastern Steamship dock.

St. Regis owned this dock so a deal was made and Eastern constructed the present dock. The dock was designed to accommodate a T-2 tanker. These tankers were built for WWII and at this time, many were available for charter. A storage tank was built just northwest of the mill to hold 4,000,000 gallons of #6 oil. At the time it was the largest storage tank in New England.

Another mile stone in shipping occurred when Webber built a tank farm in Bucksport. Two pipe lines were run to Eastern's dock, one for gas and the other for heating oil.

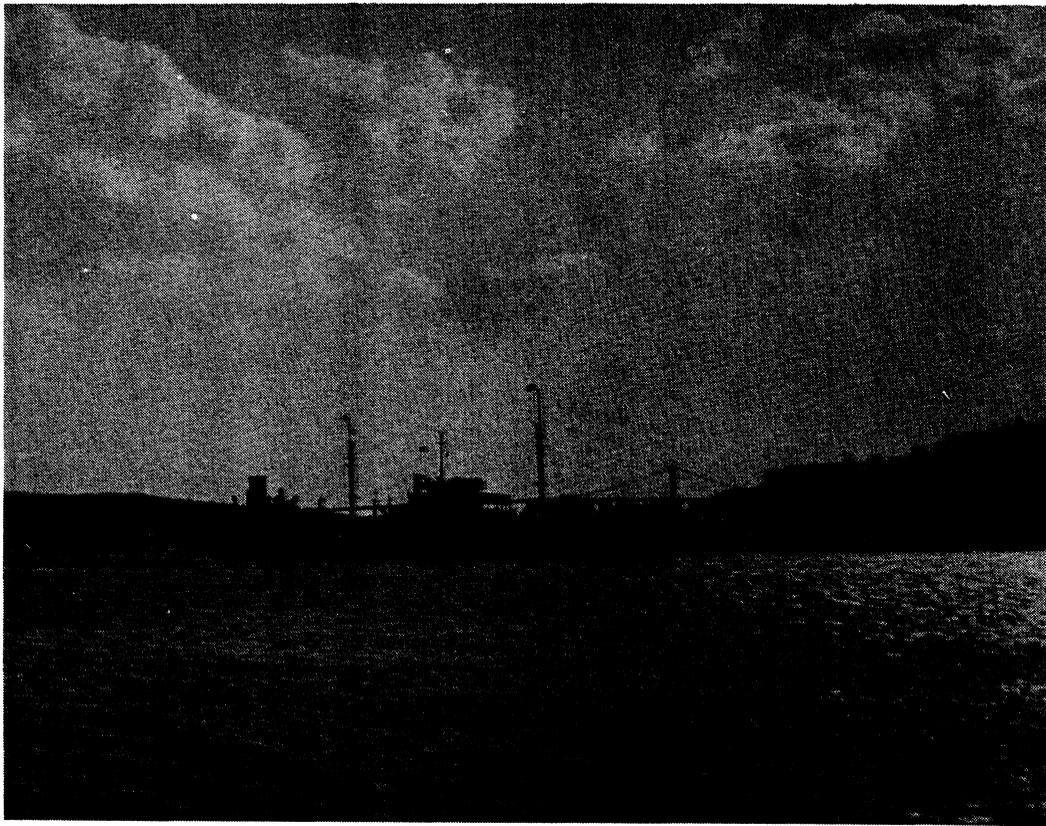
During this time new tankers were being built even larger than T-2's. These came under the class of super tankers at that time, although not by today's standards were they "super." It was a big event when the new and larger tanker S.S. ESSO NEWARK arrived at the oil dock which had been designed for a T-2 tanker. On December 3, 1958, she carried a cargo of oil for Webber Tanks and I had the privilege of doing the docking. With the help of tugs CLYDE B. HOLMES, SEGUIN and SECURITY, docking went off as "smooth as a smelt" as Captain Gamache would say. Father taught me the necessary skills to handle a ship and to master the currents at Bucksport Harbor. The ESSO NEWARK was captained by Harold F. Blytt and welcomed by a committee consisting of Webber Tank officials, Frank O. Smart and John Carlisle, Esso's Port Captain, Frank I. Shaw and Bucksport Selectman, Russell Meigs and Town Manager, Lester O'Conner.

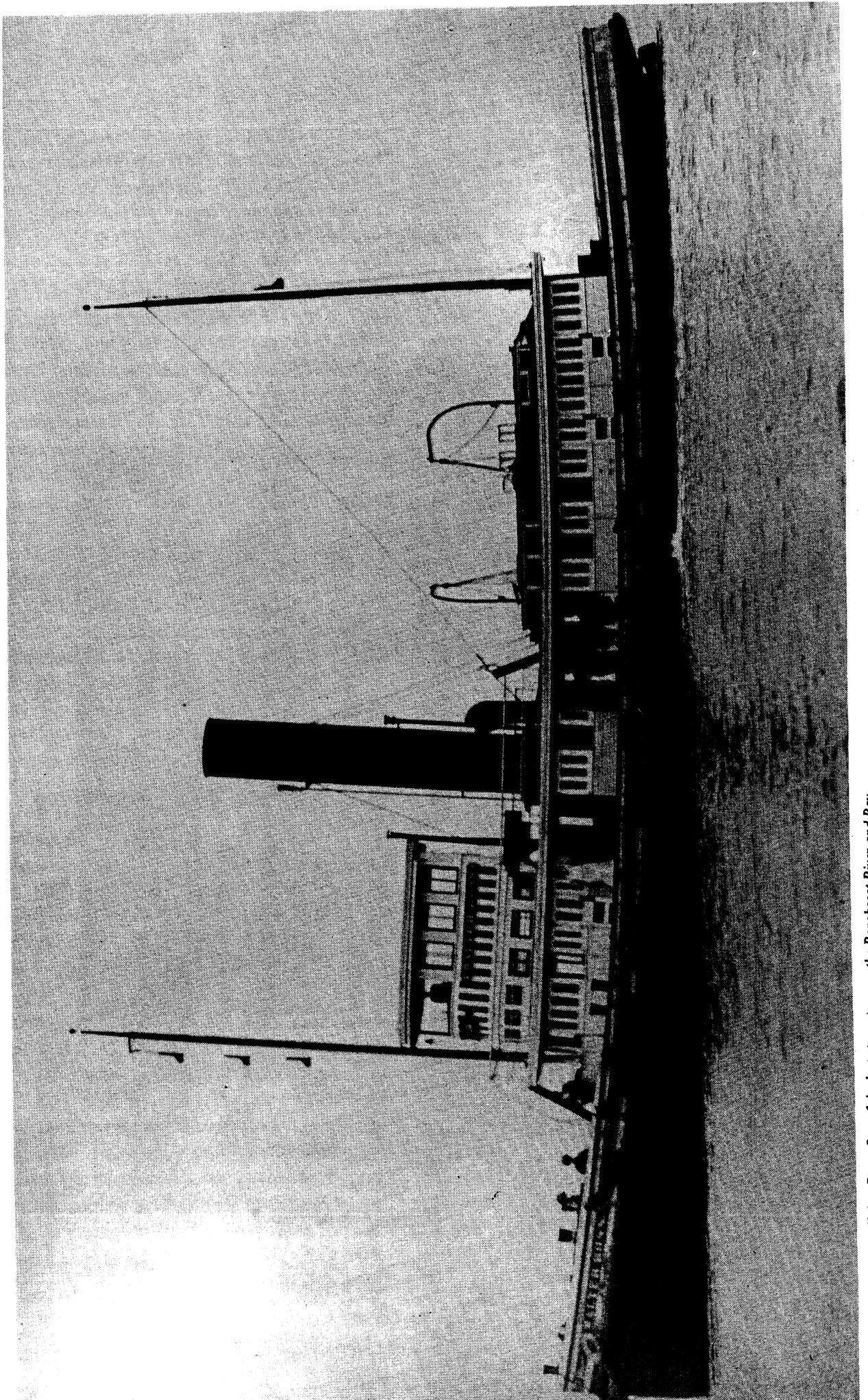
As St. Regis' berth was shoaling up, it was not too long after the construction of Eastern's dock that St. Regis hooked up with Eastern's pipe line and used the new dock for its tankers.

In the fifty's C. H. Sprague & Sons bought out Eastern's facilities in Bucksport and continued to bring in oil. As tankers increased in size, Sprague updated the dock and still continues to do so.

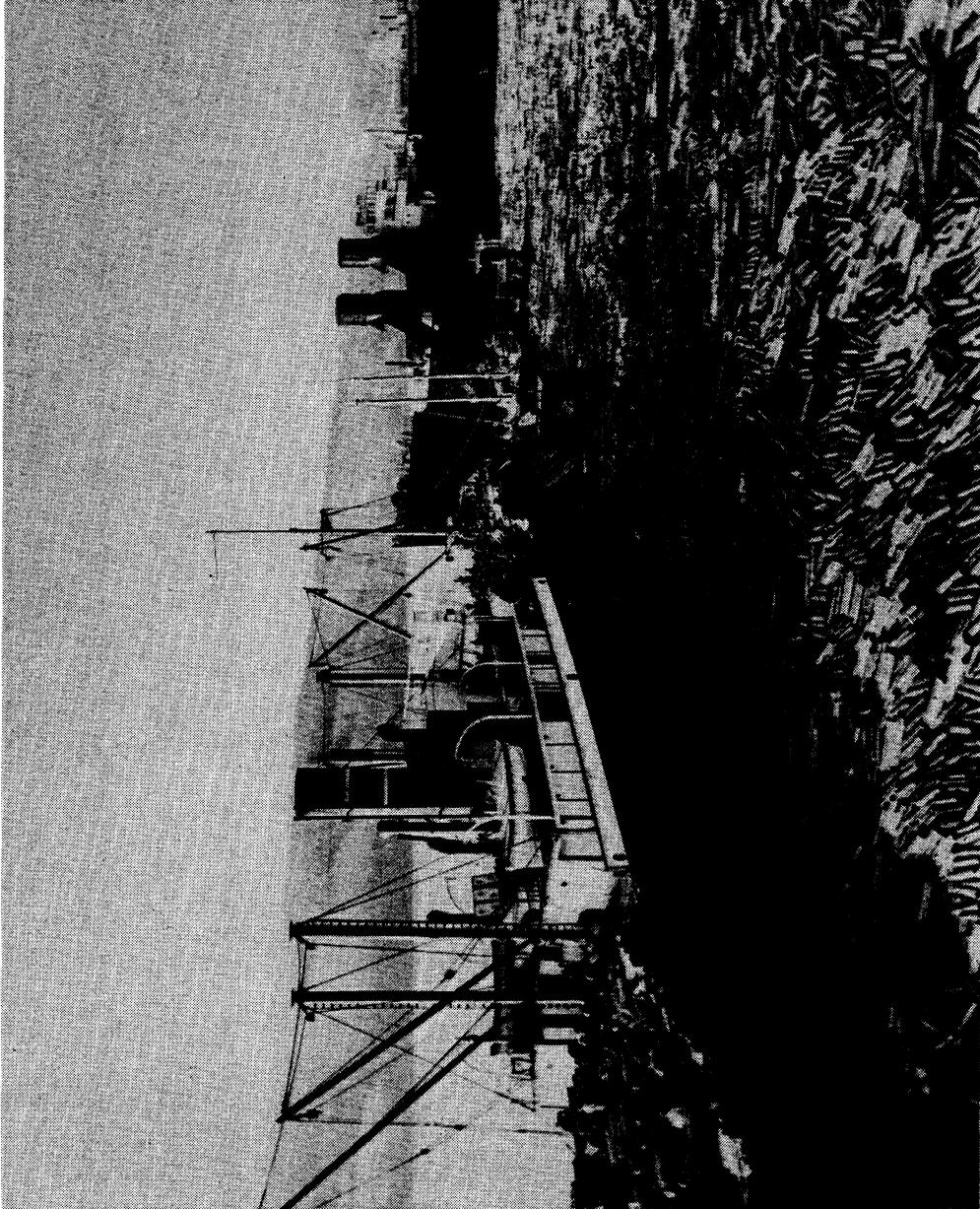
The ships visiting Bucksport bring many different and interesting cultures to the port. The

crews like to visit here as the people are very friendly and the dock is right in town, offering recreation facilities. Also, their men give the economy a good boost. Let's hope that the future continues to see numerous ocean going vessels visiting the great port of Bucksport, Maine.





Steam Tug Walter Ross. One of the last steam tugs on the Penobscot River and Bay.



Norwegian steamer unloading pulp wood from Canada into the mill pond. Generator ship S.S. JACOMA in background. JACOMA generated power and steam to operate the mill until the power line from Wyman Dam reached Bucksport. Unidentified coastal schooner carried pulp wood from some Penobscot Bay island - about 1931.

THE MILL
By Ben Craig

With the advent of the age of steam, shipping and shipbuilding gradually lost their importance in the industrial affairs of the town. Fishing, always vital to subsistence and trade in coastal towns, surged under the influence of the Tom Nicholson Fish Company and, near the middle of the nineteenth century, dominated the waterfront and the affairs of the town. Around the turn of the century the fishing industry literally collapsed.

The town of Bucksport limped into the Great Depression without the support of any large business activities. The town "fell upon hard times" as did the rest of the country, but Bucksport was already there when the depression began.

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Section I: NO CORPORATION,
UNLESS EXPRESSLY AUTHORIZED SO
TO DO BY SPECIAL ACT OF
LEGISLATION, SHALL TRANSMIT OR
CONVEY BEYOND THE CONFINES OF
THE STATE FOR THE PURPOSE OF
FURNISHING POWER, HEAT OR LIGHT,
ANY ELECTRIC CURRENT GENERATED
DIRECTLY OR INDIRECTLY BY ANY
WATER POWER IN THIS STATE;

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The foregoing preamble to Chapter 244 of 1909 Maine Laws, was signed into law on April 2 of that year. Introduced by Ex-Governor Percival Baxter, the "Fernald Law," named for the governor who signed it, set into motion a series of events leading to the construction of the paper mill in Bucksport.

An attempt to repeal the Fernald Law resulted in the Smith Bill being passed but it was vetoed in 1927 by Governor Owen Brewster. Again, in 1929, a bill was presented to repeal the Fernald Law and that bill had a referendum clause. On September 9, 1929, the referendum, by a vote of 54,583 for repeal and a vote of

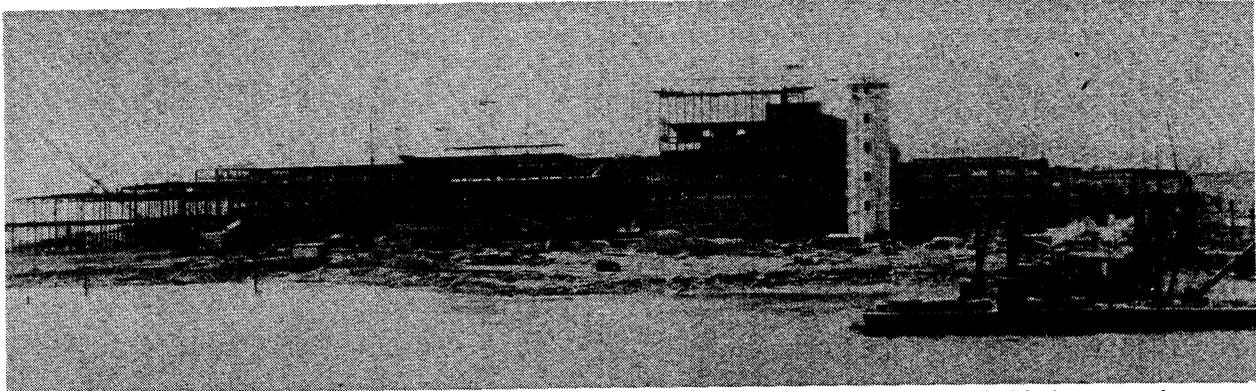
63,312 against, sustained the law. Maine public Laws, Chapter 402, repealed it outright on August 20, 1955.

Ex-Governor Baxter was a man of vision who loved the state of Maine. When he presented the Fernald Law in 1909 he was well aware that the technology required to transmit electricity out of the state, was nonexistent. Twenty years later, however, the technology was in place and Central Maine Power Company (CMP) began construction of their Wyman Dam at Bingham, Maine and its generating facilities.

The Fernald Law was still in effect but the legislature was expected to repeal it. The political and business climates were ripe in expectation of the law's demise -- the country was in the depth of the Great Depression and Maine was a poor state. Pressure on the Legislature forced the issue to a public referendum where it failed. The legislature, along with other civic-minded prominent leaders, could envision the state as being one huge hydroelectric plant with its energies being carried south on high-voltage highways. Without the Fernald Law this likely would have happened.

A final, and successful, attempt to repeal was made in 1955. By that time the ecological and environmental climate in the state made it virtually certain that no new power dams would be built. The law had served the will of the visionaries who enacted it nearly half a century ago.

Back to 1929 and CMP's Wyman Dam -- water power to generate electricity can be stored behind a dam, but only to the point where the water level rises and the dam spills over. Electricity cannot be stored at all in any significant amount, but must be used within a fraction of a second of being generated. Being unable to export the power the dam was capable of producing, CMP was driven to find or create a demand for their product.



The Maine Seaboard Paper Company mill under construction. Photo taken from old Eastern Steamship dock looking across the mill pond, 1929 - 1930.

The paper making industry uses large amounts of energy. The flexibility of design allows a paper mill to be sized so its energy requirements match the output of a generating plant. The Maine Seaboard Paper Company mill was built in 1929-1930 to use the power generated at Wyman Dam.

Without the Fernald Law Maine would have become a generating station for the nation. A chain of pristine man-made lakes would drop from dam to dam down the Kennebec River Valley from Moosehead Lake to the Atlantic Ocean. The same scenario, but for Great Northern Paper Company, would have been seen in the Penobscot River Valley as well as on the St. John and Androscoggin rivers and any other flow of water with sufficient volume and head to generate power.

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The Maine Seaboard Paper Company was formed to build and operate the paper mill at Bucksport to use the energy generated at Wyman Dam. Following completion of the necessary groundwork, engineering and acquisition of land and water rights, construction of the paper mill on Salmon Point began in 1929. The tannery bought from the George Blodgett Company had to be torn down. A thrifty note of interest -- some of the "tacking boards," boards upon which the wet hides were fastened while drying, are still visible as roofing boards on the Townsite houses.

"Just a year from the day," the old timers

say, the first paper rolled off a paper machine. It was on Thanksgiving Day, 24 November 1930. Maine Seaboard purchased the tannery in November of 1929.

The two paper machines, built and installed by Rice Barton and Fales of Worcester, Massachusetts, were, at 1400 feet per minute, the fastest in the world. To illustrate the point, the newsprint production on these two machines exceeded that of Great Northern's 11 machines at their Millinocket Mill.

The machines were ready to run before the mill steam plant was operable and while the high voltage power line was still snaking its way through the woods from Bingham. Maine Seaboard chartered the generating ship S.S. JACOMA to furnish power to turn the machines and steam to dry the paper. The JACOMA burned coal and, without the virtue of a hundred-foot smokestack to carry away soot and smoke, she early on became the scourge of the town's housewives. A sudden windshift would send groups of swearing women scrambling to snatch clean laundry off the lines. The arrival of the Central Maine powerline and the departure of the S.S. JACOMA were well received.

One of the concessions granted by the town fathers to lure the paper mill to settle here was a forgiveness of property taxes for the first twenty years of its existence. With the increased demand for schools and services brought on by the influx of workers, a heavy burden was placed on the shoulders of local tax payers. The

citizens, both old and newcomers, "paid" for the mill.

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Blessed with ample amounts of papermaking ingredients, water, wood, and power, Maine Seaboard began to claw its way into the marketplace. The mill could ship paper by road, rail, or water to markets worldwide. The S.S. MALANG was chartered for ocean shipping, delivering newsprint to New York harbor where it was sold dockside for "\$10.00 a ton under the going market price." Survival was the goal and Maine Seaboard Paper Co. survived.

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The Mill brought with it a melange of cultures in the families that came here from away to build and operate the plant. These "foreigners" wedged their way into the local community and, not without some trauma, melded with the whole into a society stronger than any of its parts. The migration trickles in and out even today, while the town quietly absorbs the flow. Bucksport still retains the way and quality of life pretty much the same as it was before Wyman Dam and the Fenald Law.

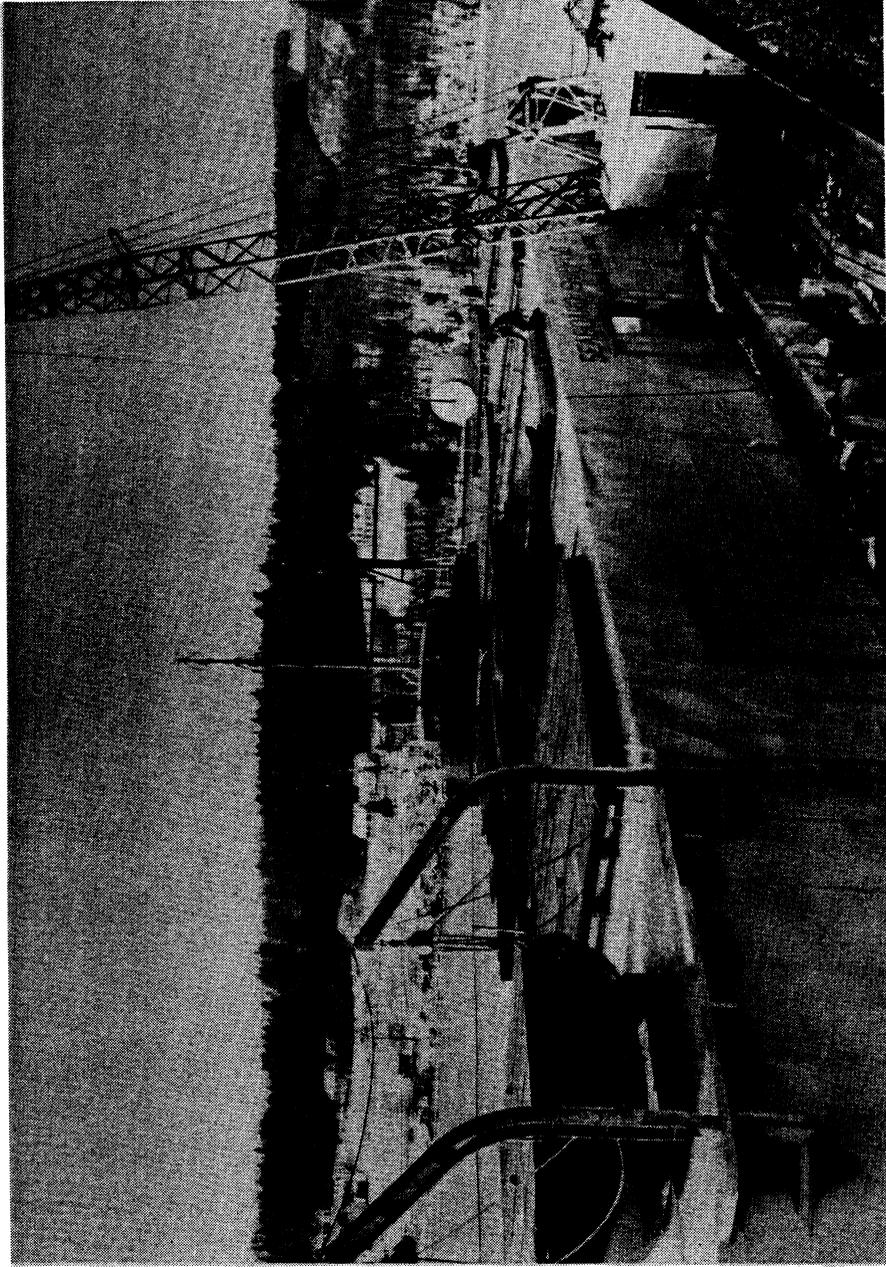
Book publishers during and after World War II were plagued by paper shortages and uncertainties of delivery. Many publishers

bought into papermaking companies and some actually built paper mills to ensure a supply of paper for their printers. Time Inc., for these reasons, purchased three paper mills: The Bryant Paper Co. at Kalamazoo, Michigan; The Hennepin Paper Co. at Little Falls, Minnesota; and The Maine Seaboard Paper Company at Bucksport. Time Inc. engaged St. Regis Paper Co. to operate these mills with St. Regis having an option to later buy the mills.

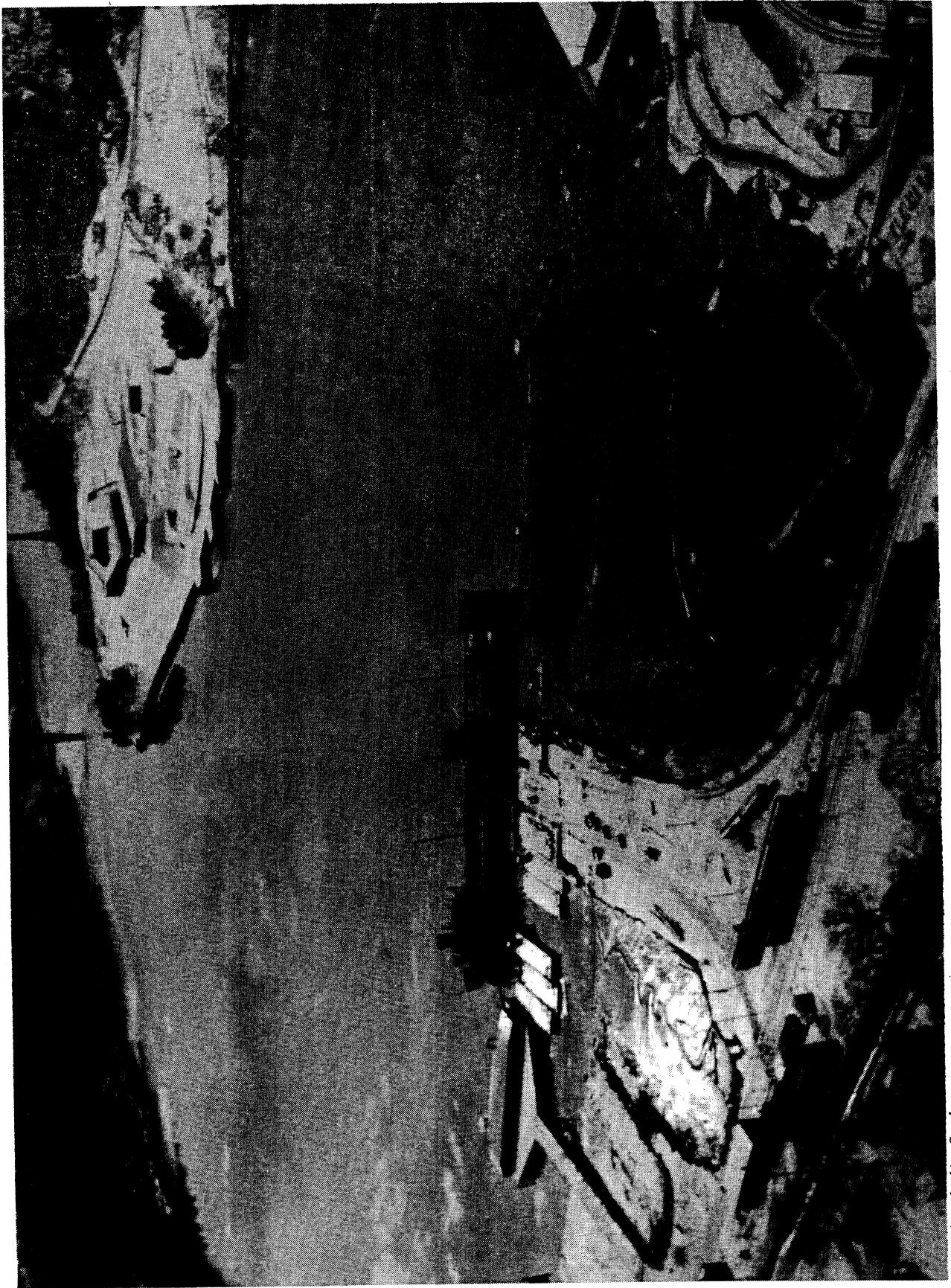
Time Inc. sold the mills to St. Regis after the war in December 1946. St. Regis shortly disposed of the two other mills.

From this period on St. Regis began a program of modernization and expansion that continues to this day under the banner of Champion International.

In time it came to be called, "The Mill," an entity as well as a physical plant. "The Mill says...", became an easily recognized phrase in the idiom of household gossip. The Mill could and did do many wonderful things for and with the town, although at times it raised its ugly head of corporate insensitivity -- labor strife and layoffs being the usual cause. We get along with The Mill. Generally they are good neighbors and, let's face it, some of these things live for a hundred years or more.



One of the barges, either the N. C. WALLACE or the STILLMAN, that Time Inc. built to transport paper. The barge is tied up at the mill dock taking on paper destined for Great Lakes Ports. The tow boat ANNE MORAN is behind the barge. 1945-50.



Waterfront looking South.

TANNERIES IN BUCKSPORT

By Ben Craig

Eliakim Darling, Jr., became a man of these parts but it is unclear whether he was born here or migrated. In the course of his lifetime, 1767-1833, he influenced greatly the affairs of the town. Eliakim formed the first school in town and became the first schoolmaster. He started a shipyard and trading company, sired 12 offspring and built the first tannery in Bucksport.

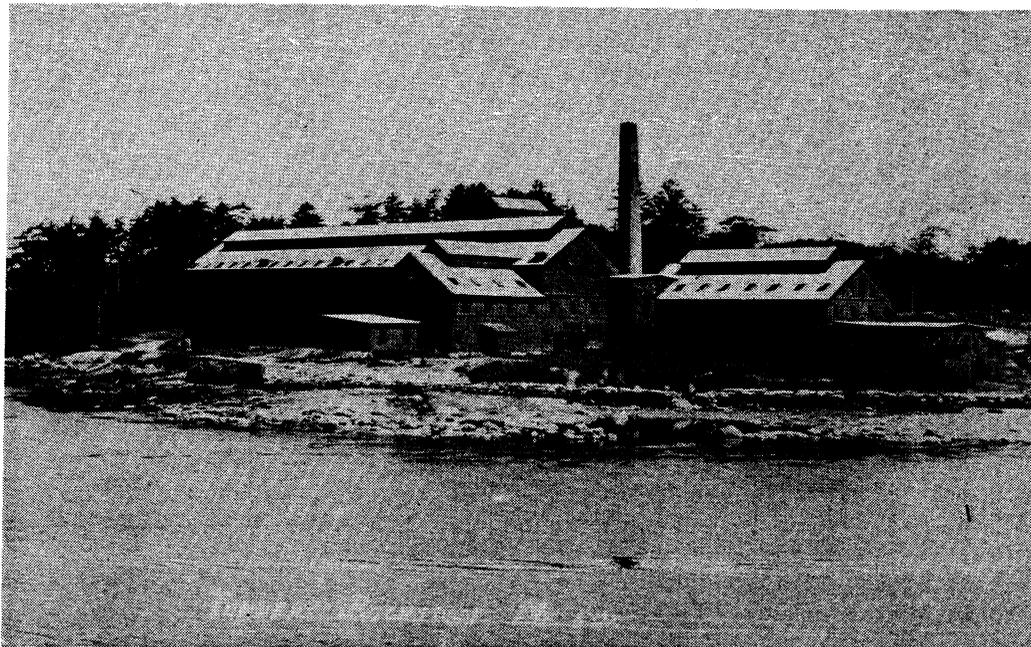
The tannery was built north of the intersection of Mill and Franklin Streets, spanning Tannery Brook as it flowed out of Little Pond. Water power was needed to grind the hemlock bark from which tannic acid was infused. Stories were told about great stands of virgin hemlock trees naked, stripped of their bark and rotting in the woods to the north. Hemlock was considered

low-grade lumber.

At some time unknown the business passed into the hands of either Enoch or Ambrose Harriman who tanned sole leather. It could have been owned by others between Darling and Harriman.

George Blodgett bought the tannery from Harriman in 1872, tanning sheephides there until he built the larger tannery on Salmon Point in 1891.

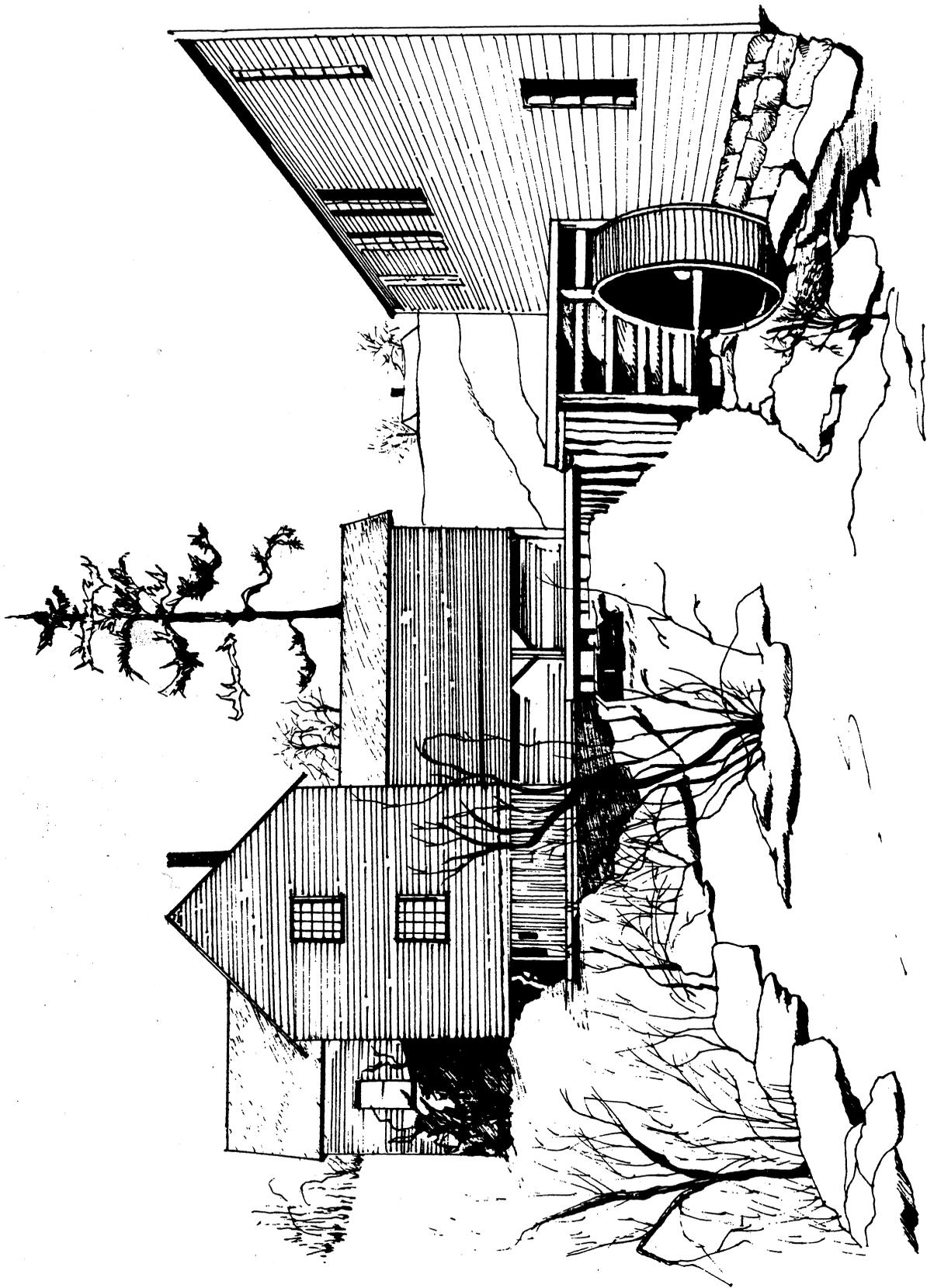
In 1929 the Maine Seaboard Paper Co. bought the Salmon Point tannery and Blodgett moved his operation back to the "Darling" site. Hides were tanned there until the 1950's -- mostly pickled hides shipped from Australia.



Salmon Point Tannery bought from Blodgett Tannery Company by Maine Seaboard Paper Company in 1929. Torn down to build the paper mill.



Blodgett Tannery at Mill and Franklin Street in early 1930's. Photo taken from Pond Street bridge showing lower half of Little Pond.



First grist mill on left connected to first carding mill by walkway over Mill Stream (Tannery Brook) - By Ellen Gervais

CEMETERIALS AND BURIAL GROUNDS

By Mary (Grindle) Redman

Cemeteries are an important record of our past, our present and our future. But for many of these very old, silent markers, we would not have a kinship with the families so important to our knowledge of our ancestors and their relation to a by-gone age. Certainly, the present markers show a respect for those who were dear to us. The future use of these markers shows that no one lives in vain and gives credence to our roots.

Unfortunately, many small cemeteries have no name and no markers to help us pay our last respects. These were burial places that were a part of the land these unknown people worked so laboriously to clear and plant for their livelihood.

Here is a list of known cemeteries and those that their beginnings can be identified

BUCK CEMETERY

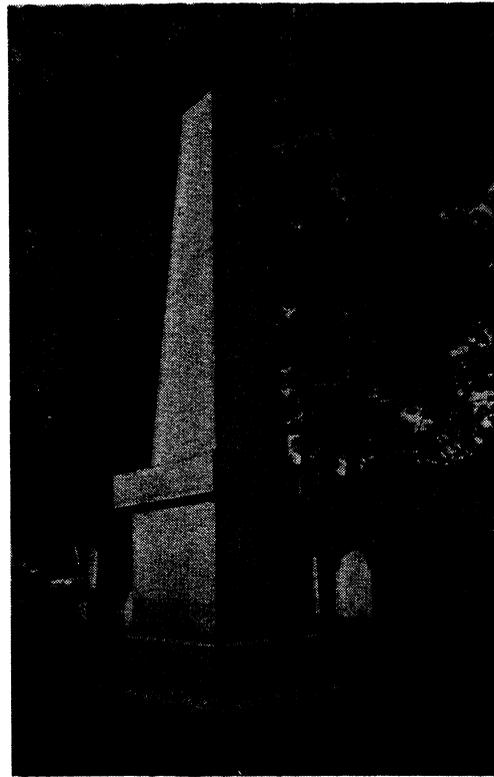
The Buck Cemetery on Lower Main Street is probably the oldest and certainly the most visible of all the town cemeteries.

The earliest headstone is dated 15 December 1789 and identifies the resting place of Lydia, wife of Col. Jonathan Buck. Col. Jonathan Buck is buried here. Later a large obelisk monument was erected in his honor. This is the much publicized mystery of the "leg."

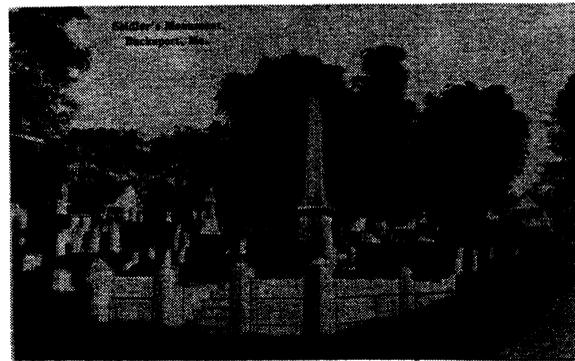
No one has been buried in this cemetery for years. There are no records to help in its origin as a burial place. Also, there is no record of many of the graves from which the markers have long since disappeared

This is the granite monument in the southwest corner of the Buck Cemetery, directly across the road from Doug's Shop'n Save. A flaw in the stone caused an outline of a leg to appear on the face of the monument. The legend grew that the leg's appearance resulted from a curse put upon Jonathan Buck by a witch sentenced to death by Buck.

The story is untrue. When you cross the street to see the stone, keep a sharp eye on traffic. This is US Route 1 and is heavily travelled during the summer months.



OAK HILL BURIAL PLACE



Soldiers Monument in Oak Hill Burial place. Monument was donated by The Ladies Benevolent Society of the Elm street Congregational Church in honor of Bucksport soldiers in the Civil War.

The following history of Oak Hill was taken from an article written by Benjamin Blodget:

"It would seem a logical traditional location for a cemetery as the Meeting House of the town was located on the top of Oak Hill. The parcel of land contained one hundred and thirty-

three and one-half square rods. The lot was owned by a certain Caleb B. Hall who deeded the same on August 9, 1825 to a group of proprietors and lot owners. Caleb's wife, Clarissa, also signed the deed "in token of her relinquishment of her dower in the premises." Men prominent in the early history of Bucksport, Daniel Spofford, Elias Upton, Joseph R. Folsom, Thomas Swazey, Bliss Blodget, Joseph Bradley, Henry Little, Rev'd Mighill Blood, Sam. Little, Treworthy F. Swazey, John Swazey, E. Bowles, Charles A. Swazey, Sewell Lake, Sam. M. Pond, Jothan Moulton, Eliakim Darling, Henry Darling, Asa Lufkin, Asa Goodnow, Moody Lunt, Moody Pilsbury, Joseph Buck, James Buck, Noah Sparhawk, Phineas Heywood, Samuel Gilpatrick, William R. Ginn, Wm. G. Chase, Joshua Ginn, Loring Skinner, Solomon Skinner, Samuel Carter, and Eliphalet Parker, paid the sum of three hundred sixty dollars for the property. Mr. Caleb Hall, however, did reserve "lots numbered two sixteen and one-half, seventeen and one-half, and eighteen for my own use and benefit." He was not to be left without a resting place! All but five of these proprietors are buried at Oak Hill, the last being Eliphalet Parker in 1884."

The association for the cemetery was formed about March 1887 with the following owners: T. H. Swazey, S. A. Cobb, John S. Homer, J. C. Barnard, Mary L. Bradley, Parker Spofford, P. E. Heywood and George Blodget applying for incorporation.

The large obelisk monument on the dais was given by "The Ladies Benevolent Society" in honor of the Civil War Soldiers. It is interesting to note that the Society which was formed about 1850 for the "good of society and Charity's sake" was connected to the Elm Street Congregational Church. The funds came from 5 1/4 cent fines payed if a lady was absent; suppers at a regular meeting which consisted of bread and butter and "one other vanity" such as beans, salads, pickles etc.

Also, in its beginning, the ladies sewed

for hire. For example, one dickey for Mr. S. D. Thurston was made for 12 cents. Gifts and donations were accepted as well until \$13,000 had accumulated. From the money earned by this circle, the "Soldiers Monument" was purchased for \$1,451.09. The names of the soldiers are engraved on it but there are no dates.

SILVER LAKE CEMETERY

Originally the land that is now called Silver Lake Cemetery was land belonging to Mr. Alfred Swazey. The intention was for it to take the place of Oak Hill.

Mr. Thomas Parker gave me this quote from the Buck Genealogy which says of Alfred Swazey (1828-1900), "since 1872 he has given his time and efforts to making Silver Lake Cemetery of which he was the sole proprietor as nature designed it should be, a most beautiful necropolis."

Mr. Thomas Parker also identified P. Curtis as the landscape architect from Boston. This same man designed the "Theula" gardens in Northeast Harbor.

About 1903 Mr. Swazey sold this property to Capt. Tom Nicholson. Because of financial problems, the land went into receivership.

In 1924 the Silver Lake Corporation was formed. At the annual meeting of the corporation on March 22, 1929 a committee of three was appointed to purchase the land of the Nicholson Fish Co

ST. VINCENT DE PAUL CATHOLIC CEMETERY

Little is known about the origin of this cemetery. It is rumored it was called Great Pond Cemetery at one time.

It is surmised that many unmarked graves are in the oldest section. Maybe someday records will be found. One of the oldest graves is that of a son of Michael and Ann Fahey who died November 21, 1865, at 1 year 1 month.

THE LAMPHER AND LAWRENCE CEMETERIES

These cemeteries were apparently private family cemeteries located on their own land.

The oldest date recorded in the Lampher Cemetery is a child of William and Rachel Lampher who died February 6, 1831 at 16 months 15 days.

The oldest grave recorded in the Lawrence Cemetery is George, the son of Sarah A. and Neal Boyle who died January 5, 1832 at 7 months.

These two are very old cemeteries that had fallen to the ravages of time. Therefore, without a doubt, many of the markers have disappeared or been broken

THE COTTLE CEMETERY

The Cottle cemetery, another of the private cemeteries, is located on the McKinnon Road just beyond the first set of railroad tracks on the road from Bucksport to Bangor. It is behind the Linwood Folsom house. There is but one stone with the following family listed:

Clark Cottle 1778-1836 and Sarah, his wife 1784-1876. On the opposite side: Aaron 1817-1838 and Elizabeth 1822-1840. Son and daughter of Clark and Sarah Cottle.

Does this mark the end of the Clark Cottle family?

OLD METHODIST CHURCH CEMETERY

This cemetery has the distinction of being one of the oldest Bucksport cemeteries. It was located about 300 yards east of the Main road about 5 miles up from Bucksport to Brewer. The church had long since burned and the cemetery had been neglected.

Recently the markers were removed to Riverview Cemetery and placed beside the granite tomb.

The oldest marker was that of Sukey Lewis who died January 26, 1807 at 18.

RIVERVIEW CEMETERY

This cemetery was "first named Cobb Cemetery and was started in 1828. There are a few stones in Riverview with dates prior to 1828 which doubtless explains the statement (showing evidence of many disenterments.)"

This was information given me by Miss Viola Curtis.

Mr. Russell Harriman loaned me a small booklet of the by-laws. In this it stated that "Riverview Cemetery Association of Bucksport, Incorporated 1907. Successor to the First Incorporated Burying Ground of North Bucksport, Me."

Officers were: Joseph L. Gordon, President, Bucksport Me.; Horace Kelby, Clerk, Bucksport, Me.; and Samuel S. Rich, Treasurer, Bucksport, Me.

Board of Directors were: Farnsworth G. Marshall, Chairman, Augusta, Me.; Waldo P. Lowell, Bangor Me.; Lathley L. Lewis, Brewer, Me.; George W. Reed, Bucksport, Me.; George W. Chipman, Bucksport, Me.; and Joseph L. Gordon Sexton, Bucksport, Me.

PARKER CEMETERY

On the river side of Main Street in Bucksport going toward Orland, there is a Parker Cemetery. The twelve granite stones are from Laura D., the mother born 1818 and father, George W. born 1809 to son Alvah A. born 1857.

Jennie Parker, the only daughter to marry, became the wife of Millard Dow. The children of the following families are direct descendants of this Parker family: Capt. Sydney and Jeanette (Dow) Harrison and Ferdinand and Gertrude Dow of Bucksport. Also Owen and Laura (Dow) Soper of Orland, George and Lena Dow of Verona and Norman and Augusta Dow.

WARDWELL CEMETERY

In excavating for the Bucksport Wastewater Treatment Plant across from the Spring Fountain Motel on the main road from

Bucksport to Orland, 3 graves with bodies were uncovered. The bodies were reinterred at the spot of discovery. The graves were marked and the construction site removed to another location. One had been interred in a solid mahogany casket. There were no identifying markers.

Mrs. Jack Tenant, a Maine Old Cemetery member, was contacted. She discovered in one of her collection of deeds, dealing with this land, there was a provision in early 1800 for a family cemetery.

Another town mystery.

PAGE CEMETERY

Again, this cemetery on the Duck Cove Road in Bucksport has no recorded background, sad to say. It is a small cemetery within a fenced area. The Town of Bucksport takes care of this small cemetery.

Some of the families represented here are: Page, Palmer, Crane, Eldridge, Soper, Brown, Stubbs, Davis, and Kimball.

ELDRIDGE CEMETERY

On the Duck Cove Road or Route 46 across from the golf courses are three markers. The earliest date is for Capt. Andrew J. Jordon who died in Mobile, Alabama, July 26, 1819, followed by Martha Ann Eldridge, wife of Abner Eldridge, June 22, 1843 -- September 1, 1865 ae 22 years 2 months 9 days.

Ebenezer Eldridge, Our Father March 27, 1793 -- March 15, 1869 ae 76 years.

HILLSIDE CEMETERY

In 1896, the following interested citizens, John H. West, F. A. Rideout, S. W. Rideout, A. P. Stubbs, C. M. Bowden, L. W. Blood, N. B. Colby, L. Witham, M. W. Ginn, and S. T. Perkins petitioned the town "for owning, managing and protecting lands" appropriated "for a public cemetery in East Bucksport." Thus the cemetery corporation was organized about September 24, 1896.

Mr. Carlisle, according to Mr. Sherman

Davis, wanted no payment for this land.

There are incomplete records prior to this date. However, many burials were recorded before this time

MOULTON CEMETERY

This cemetery is located on what was once called the Upper Long Pond Road. The earliest grave was that of Elizabeth Blood who died October 26, 1828 at 3 months.

Other families buried here are Aikens, Blood, Brown, Carpenter, Chipman, Clark, Colson, Davis, Dodge, Eldridge, Harriman, Hubbard, Johnson, Lawrence, Maddocks, McIntyre, Moulton, Noble, Smith, Star, and Witham.

HEWEY CEMETERY

Apparently this cemetery was begun as a family cemetery. Even the area is called Hewey Town. The death dates begin in 1841. The only names besides Hewey are Brown, McDonald, Page, Moulton, Eldridge, Powell, Rider and Little.

Up until recently, this cemetery had been neglected. During this neglect many stones probably disappeared.

EVERGREEN HILL CEMETERY

This cemetery is located on the Silver Lake Road advancing to the Hinks Road in Bucksport. As of this time, no amount of research has uncovered its beginnings. Supposedly, it is located on or near the land of Batholomew Bridges. When more land was needed, purchases of surrounding land were made from Colemans and Winchesters in 1945, 1954, and 1970.

Some of the families represented here are Bridges, Snow, Smith, Atwood, Cole, and Grindle.

WILSON CEMETERY

On the Bucksmill Road there is a small Wilson family cemetery. The two stones that are

still there are Thomas Wilson died December 10, 1887 75 years and William W. Wilson died March 29, 1910 80 years.

In one of the early books of Bucksport Town Meetings, the voters "were to find a suitable spot of ground on the Town Farm for burying strangers and other persons not otherwise provided for."

Maybe someone will find this burial plot.

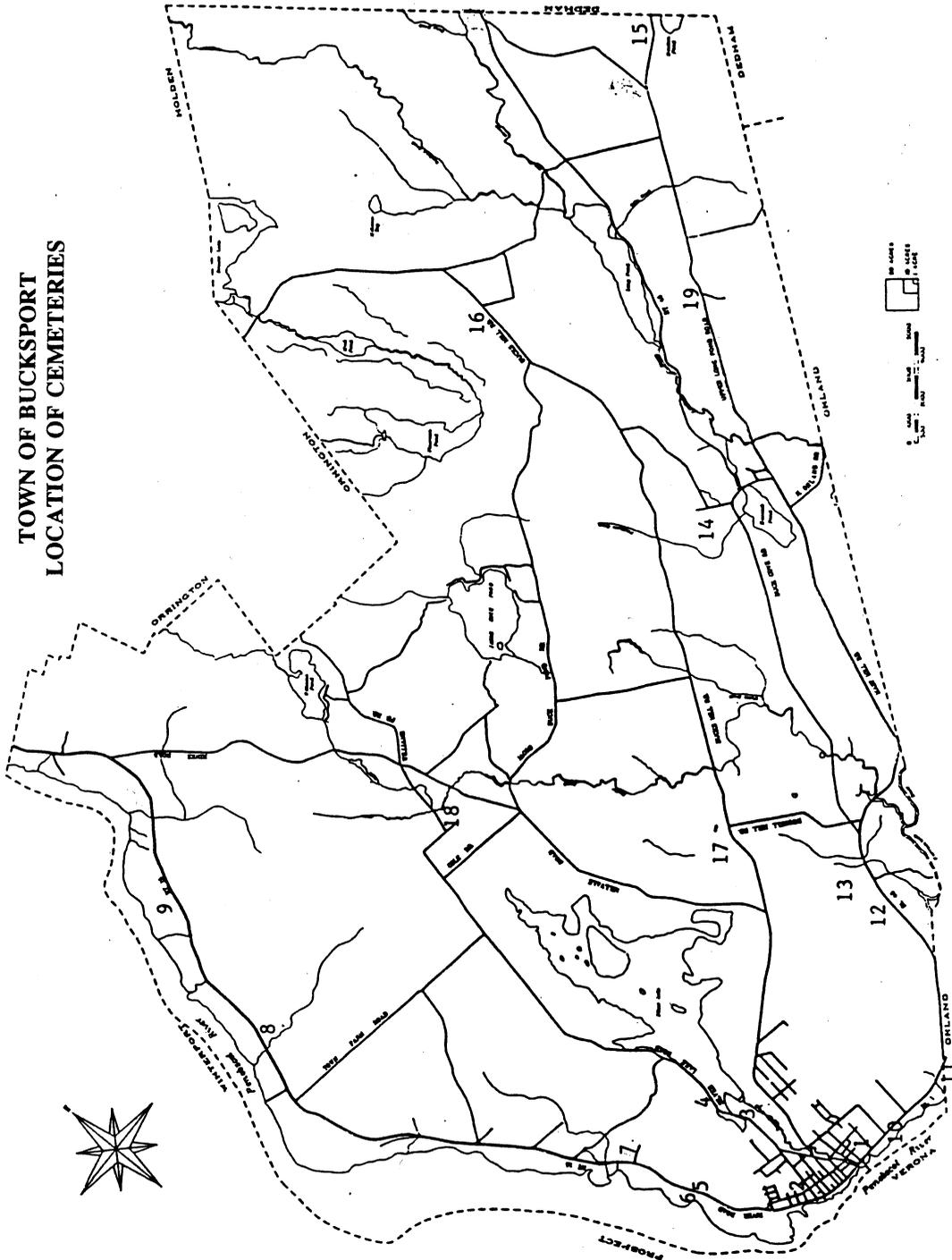
Evelyn (Buck) Forsythe wrote in 1920, ". . . services were held on Indian Point, the favorite tenting ground of the Indians, where many of the tribe were left sleeping in tents whose green curtains never outward swing." Evelyn was telling her audience, by way of the metaphor, that this was an Indian burial ground.

That point, Salmon Point, is literally covered today with the brick, steel and asphalt of the Paper Mill.

1. Buck
2. Oak Hill
3. Silver Lake
4. St. Vincent
5. Lanpher
6. Lawrence
7. Cottle
8. Old Meth. Church
9. Riverview
10. Parker
11. Wardwell
12. Page
13. Eldridge
14. Hillside
15. Moulton
16. Hewey
17. Wilson
18. Evergreen
19. Upper Long Pond (unnamed)



**TOWN OF BUCKSPORT
LOCATION OF CEMETERIES**



LIBRARIES IN BUCKSPORT

By Benjamin B. Blodget

An early account of the affairs of Bucksport (then called Buckstown) reads "As far back as 1806 certain of the leading men of the town resolved to purchase a library." Their object was thus expressed, "To excite a fondness for books, to afford the most rational and profitable amusement, to prevent idleness and immorality, and to promote the diffusion of useful knowledge, pity and virtue at an expense which small pecuniary abilities can afford, we are induced to associate for the above purpose."

In a short time \$95.00 was subscribed for this object and the act of incorporation was passed March 8, 1806. The books which were purchased from Thomas Whipple of Boston, Mass. by specially appointed committee, included several sets of sermons, other books on religion and philosophy, a few histories, books on "education of females" and of children, and sacred drama. There were only one or two books of fiction in the order, it being the prevailing idea of those times that the reading of novels was a waste of time, and in the opinion of many, was slightly immoral.

The men who were responsible for the establishment of the first library in this town were called "Proprietors," who subscribed to shares at the value of one dollar per share. These shares appear to have been transferable.

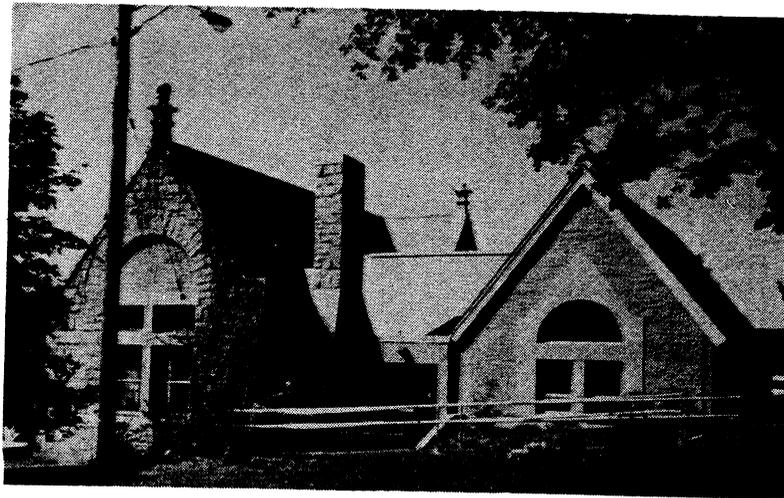
By vote of the proprietors, "the duties

of the Clerk, Treasurer and Librarian were united in one person." The first to be chosen for these duties was the Reverend Mighill Blood, the first pastor of the Congregational Church of Buckstown. He was paid the sum of five dollars "per annum" -- at which figure that salary of the librarian seems to have remained fixed for 18 years, when it was increased to ten dollars. The librarian received and issued books from 2-5 o'clock on one afternoon each week.

The "Bye-Laws" provided that, "Any person may become a proprietor of this library by consent of the Standing Committee, subscribing to the Association, and advancing three dollars to the Treasurer." Many years later the rules and regulations allowed any citizen to become a borrower upon the annual payment of one dollar.

Funds for the maintenance of the library were obtained by an annual assessment of fifty cents of each share or right, "to be used for the purpose of purchasing new books and otherwise improve the library."

Although named "Buckstown Social Library" when it was instituted, it was designated in the record books from 1814-1817 as "The 1st Social Library," presumably to distinguish it from another library which existed at that time in connection with the Washington "B" Society and known as the Second Social Library. This second library was housed



in the residence of Samuel Pond on the site of the brick bank building on the corner of Main and Federal Streets. Later, due to the change of the town's name from Buckstown to Bucksport in 1817, the name of Bucksport Social Library was adopted. The Second Social Library had been discontinued by this time and some of its books had been purchased by the Bucksport Social Library.

For more than sixty years of its service this library was housed first in one store on Main Street and then in another, until it finally found a permanent home in a small building located on a lane leading off the north side of Main Street, at about a quarter of the distance between Central and Elm Streets. The library remained here until 1887.

By the late 1880's a larger building was needed to accommodate the approximately 1500 volumes belonging to the Bucksport Social Library. It came to be provided through the grandson of Colonel Jonathan Buck, founder of Bucksport. Mr. Richard Pike Buck, a successful New York City shipping merchant, had many times expressed a great interest in establishing a library building in his native town and endowing it. His death occurred before he had carried out his plans. Although there was no provision in his will relative to them, his wife Charlotte Spofford Buck, and his daughter, Emmeline Buck, understanding well his desires and wishes, undertook to carry them out. The result was the erection of the present building located on the corner of Main and School Streets, and aptly named the "Buck Memorial Library."

At an approximate cost of \$20,000, this building was constructed of Blue Hill granite, lined with brick. It was especially appropriate for a Buck memorial that the interior wood finish, which was of hard pine, was supplied from mills in South Carolina belonging to descendants of Bucksport's founder. It was particularly selected for beauty of grain.

The stone walls enclosed an entrance hall or lobby with an afterroom in the rear. The

main room occupied the west wing of the building, and a well lighted reading room was in the east wing. Each of these rooms were fitted with an open fireplace. The second floor provided ample storage space, which later was equipped with shelves.

Installed above the mantle in the main room was a plaque inscribed, "This building was erected to the memory of Richard P. Buck, by an affectionate wife and daughter, A.D. 1887."

The Buck Memorial Library was designed by George Albert Clough, a native of Blue Hill, who became a successful architect in Boston. He was elected the first City Architect of Boston in 1874 and planned and erected many notable buildings for the city.

On October 17, 1887, the building with its appurtenances was deeded to the following: Sewall B. Swazey, Nahum T. Hill, Alfred L. Skinner, Richard B. Stover, Oscar P. Cunningham, Parker Spofford, and George R. Blodget.

"To have and to hold the same for the use of the people of Bucksport." These men constituted a self-perpetuating board of trustees. They were well known for their integrity, culture and interest in community welfare.

The first librarian to serve in the new library home was the Reverend Alfred L. Skinner as "Superintendent of the Library and Reading Room." Miss Alice B. Gardner was chosen to serve as "1st Assistant Librarian" and Miss Nettie Swazey as "2nd Assistant Librarian."

Following the resignation of Mr. Skinner, after three years of faithful service, Miss Gardner was elected as librarian, a position which she filled with honor and efficiency from 1890 to the time of her death in 1932. Mrs. G. Laurence Blodget served the interim until the election of Mrs. Esther Emerson Terrill in January 1933. Mrs. Phyllis Wardwell was Assistant Librarian from 1953 to 1968 when Mrs. Gabielle Rankin took her place. The compensation of the librarians from 1890 to 1934 was fifty two dollars per year! Upon the

resignation of Mrs. Terrill in 1969, Mrs. Rankin served as Librarian until 1984, and Mrs. Diane Barlow during 1984 and 1986. Mrs. Geraldine Spooner began as Assistant in 1984.

The present staff consists of Geraldine Spooner who was appointed Library Director, Gail Hallowell as Reference Librarian, both in 1986, and Betty Larrabee who has worked at the library since 1970. Gabrielle Rankin has returned as part-time Reference Librarian.

According to the by-laws, the Trustees constituted the Book Committee whose task it was to select books to add to the collection. Later, Mrs. Annie L. Swazey and Miss Charlotte Woodman were asked to cooperate with the committee.

The library has been supported over its history by bequests and monetary gifts from interested individuals. Starting in 1903, these funds were supplemented by an annual appropriation from the Town of Bucksport, "To help keep the Reading Room open to the public." The appropriation at that time was seventy-five dollars. This amount increased as population grew and library services expanded. The twenty-five cent card fee which had been in force was dropped sometime during the 1930's for Bucksport residents; and in 1988, non-resident fees were discontinued for residents of Orland and Verona in exchange for a subsidy from these two neighboring towns.

The 221 registered patrons of the library in 1934 have grown to be 2,400 in 1991. Book circulation was 4,986 compared with 25,331 in 1990. Purchases and gifts of books brought the inventory up to 13,000 volumes by 1990. Modern day practices have out-dated "accession" numbering, because books of little or no interest are periodically discarded. A modern card catalog system was installed in 1933 based on the Dewey Decimal system.

Buck Memorial Library is a member of the Maine Library Association which provides information, holds workshops for librarians and trustees, certification for library staff and guidance and assistance in funding. In this way, the library keeps in touch with what

others are doing and has a corps of professionals upon which to call.

The one-hundredth anniversary year of 1987 was an active one for the library. Following several attempts to encourage a Friends of the Library Association, a group was started with John Paul LaLonde as President. The members held several children's "Fun-Fairs", and organized fund-raising projects to benefit the library. During October, the library building was included on the National Register of Historic places.

A Centennial Dinner was attended by many guests and townspeople on October 10th. Comments from many friends of the library were enjoyed. A talk based on excerpts from the diary of the first librarian, Rev. Alfred L. Skinner, was delivered by his great-grandson, George F. Skinner. A small historical booklet was published by the trustees to commemorate these first hundred years of existence. Most of the early history of the library contained in that booklet and reproduced here was written by Mrs.

Esther Terrill who, during her librarianship, was known to mount the ship-ladder like stairs to the attic and haul and lower books in a bucket by means of a one-pulley hoist!

At Trustee meetings in the recent past, the realization of addition space for the library was a topic of frequent discussion. The quietness of the Reading Room was disturbed by the addition of stacks for children's books, work-place, display area, and storage. The office space was cramped. Consequently in 1989, with the approval of a Library Services & Construction Act Title II construction grant and generous public support, planning for an addition was undertaken. Architectural plans submitted by Mrs. Alan Baldwin were approved and construction began that fall. Completed in August of 1990, an official commemoration ceremony was held on October 15th, the library's anniversary week.

The Bucksport Garden Club is active, as it has been in the past, in promoting the planting of flowers and shrubs on the property.