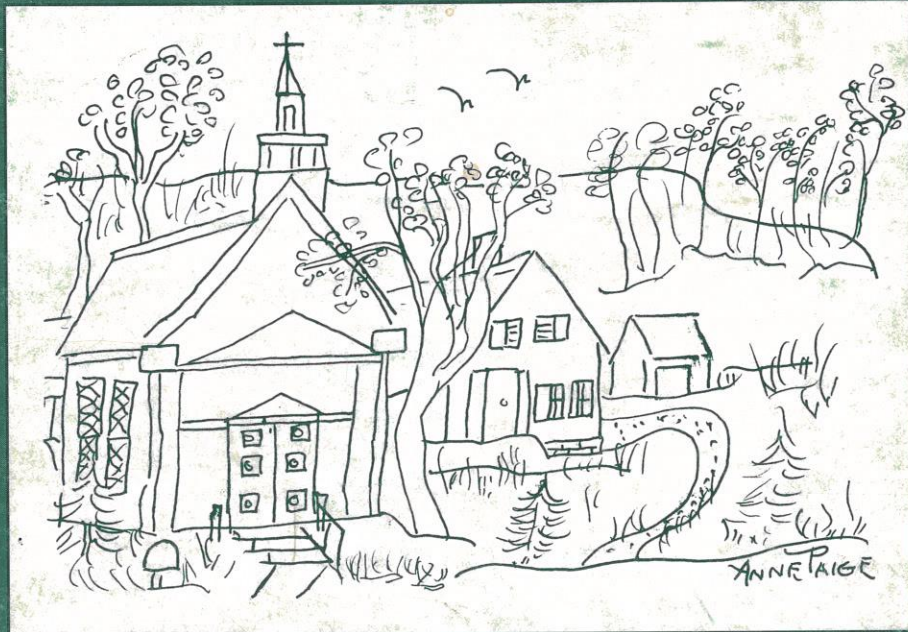


Best Remembered: Orland, Maine 1800 – 2000



History and Recollected Stories to
Celebrate our Bicentennial

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**Orland, Maine
1800-2000**

**History and Recollected
Stories to Celebrate our
Bicentennial**



Published April 2000 by the Town of Orland in celebration
of this town's Bicentennial Birthday.

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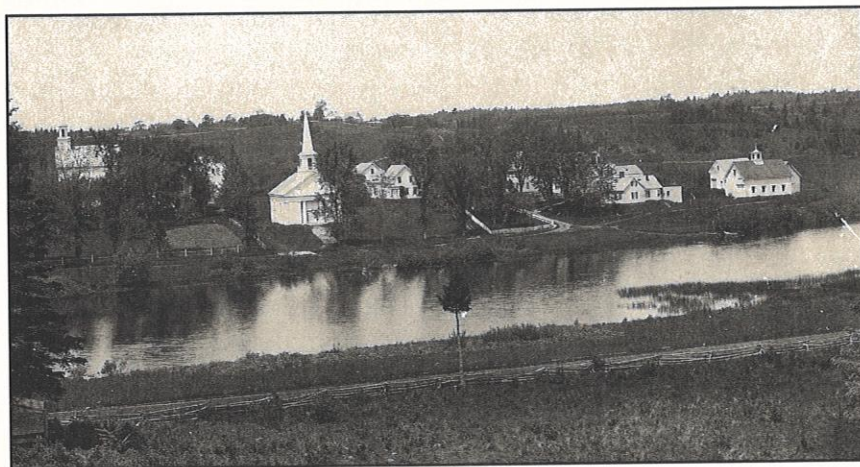
Greetings and Thank You

Thanks to the work of a great many people, our Bicentennial book offers tales to delight and history to enlighten the willing reader. This volume is necessarily partial, and we encourage future historians and storytellers to expand on what we have begun.

While we make no claim to absolute accuracy, all contributors have made every effort to tell the truth as best they can remember it or reconstruct it from existing documents and pictures.

From abundant resources, we have stories and pictures enough to overflow the thickest book. So we invite curious readers and travelers to see and read more at the Orland Historical Society museum in the village.

Please join us in celebrating the Bicentennial at events throughout 2000 including a two-day festival July 1-2, 2000.



Orland Village c. 1900

Additional copies of *Best Remembered: Orland, Maine 1800-2000 — History and Recollected Stories to Celebrate our Bicentennial* are available, while supplies last, at the Orland Town Office and Orland Historical Society.

About the contributors

Penny-Jo (Smith) Ames was born in Bucksport and spent many summers at the family camp on Alamoosook Lake. Penny worked as a reporter for *The Ellsworth American* for more than a decade, retiring in 1998. She is married to S. Wayne Ames.

S. Wayne Ames was born in Marblehead, Massachusetts, but his roots on the Ames Blueberry Farm on Front Ridge Road in Orland go back six generations. He and his late first wife, Clem, and their four children moved to Orland in 1966. Wayne has been an Orland Selectman since 1970.

Donald Bowden served in municipal offices for 40 years. The Hardscrabble native lives on his family land and is active in Masonic work and Orland Historical Society. He has written and compiled several booklets of town history.

Minnie Bowden is a poet, author and former Orland school teacher, her first assignment having been at Crane's Corner School. Donald and Minnie Bowden have been married 61 years.

Sharon Bray is an Orland native, graduate of Orland Consolidated and Bucksport High schools. She lives on family land on the Castine Road and publishes the weekly newspaper, *The Enterprise*, in the interests of Bucksport, Orland, Verona and neighbors.

Chris Farley moved to Orland in 1990 and joined Orland Volunteer Fire Department shortly thereafter. He is a state certified firefighting trainer and currently Chief of OVFD.

David L. Davis arrived in Orland in 1949 when he married, Virginia Soper Davis. Originally from Auburn, New York, he has served as trustee of the Orland United Methodist Church; Master of the Narramissic Grange; Scoutmaster of Troop 102 BSA; Cubmaster of Pack 102; Second Selectman; moderator at Town Meeting; and member of the original Board of Directors and president of the Historical Society. In 1976, Dave and his brother, Dr. Bill Davis, started the float-in, or "race," of homemade rafts on the Narramissic. This year (2000) will be the 25th.

Virginia Soper Davis, daughter of Frank F. and Eva L. Soper, has lived most of her life in Orland. She has served as Town Treas-

suror, chairperson of the Fish Committee, secretary of the Historical Society and treasurer of the Great Pond Mountain Conservation Trust.

Leslie E. Dorr, son of Capt. Herman and Fanny M. Dorr, lived most of his early years in Orland. A year or two after his marriage to Ann Palmer of Bucksport, they moved to New Hampshire. Leslie served as Scoutmaster of Troop 102 BSA during the early 1940s. He later served in the U.S. Coast Guard. He was one of the early members of Orland Volunteer Fire Department and was a member of the Civilian Air Patrol.

Lillian Carpenter Dunbar was born in 1923, the fourth generation of her family to reside in Orland. Lillian grew up on Gilpin Road. She graduated from Bucksport High School and married Paul Dunbar in 1941. They raised two children, Michael and Paula, at their home on Route 1 in East Orland. Lillian was active in the Alamoosook Grange until it was disbanded.

Stuart Gross, 1909-1996, grew up on the Castine Road and became a University of Maine Spanish professor. He founded Great Pond Mountain Conservation Trust and wrote stories about Orland.

Russell Harriman, 1902-1997, took great interest in Orland pre-historic people as well as local history, facts and tales. His granddaughter, Connie Brown, is now Town Clerk.

Doris Hutchins, 1916-1995, in addition to her long tenure as Orland Postmaster, was a devoted and outspoken attender of Town Meetings. Doris was also keeper of documents, pictures and stories of Orland history.

William C. Larkin came to Alamoosook Lake from Plattsburgh, NY in 1991. He and his wife Barbara Davis Larkin have four children. Bill is a trustee of Orland United Methodist Church, and is active in Orland Historical Society and Great Pond Mountain Conservation Trust.

Dawsie Pierce lives in Orland Village overlooking the river. She is "a wanderer like my ancestors." A research stress physiologist who does bioremediation, she has spent many summers at her family camp on Alamoosook Lake.

Julia Mercer Remick was born in Bucksport, a fourth generation descendent of the Ginn family of North Orland. Her great-great-grandfather built the family farm in 1832 on North Orland Road, now Bald Mountain Road. Julia has lived in the historic Ginn farmhouse since 1950, the same year she married her husband, Ralph Remick.

Peter Remick, a native of North Orland, lives on Front Ridge Road with his wife Ann and their son Christopher. Peter is a graduate Bangor Theological Seminary, and a Methodist pastor. He is a member of the Orland Recreation Department, the Rising Sun Masonic Lodge, and Victory Grange in North Orland.

George Sawyer was born on Verona but moved with his parents to Orland, home of some of his ancestors, in 1945. He is a Civil War scholar and a member of Orland and Bucksport Historical Societies.

Frances E. Soper (Mrs. Richard), daughter of Frank F. and Eva L. Soper of Orland served on the Orland School Board and initiated the idea of school consolidation. She also led the way to re-activating the Orland Fish Committee, encouraging conservation practices and increased efficiency of the Town Fish Trap operations. The resulting profit from fish sales was used to pay for the original consolidated school building. She was Town Clerk, secretary to the Board of Selectmen and Assessors, and ballot clerk. Frances was a founder of Orland Historical Society and served as its president. She also has been active in the Order of the Eastern Star, Narramissic Grange, Orland Methodist Church and Great Pond Mountain Conservation Trust.

Jane Grindle Tannehill has resided in Orland for more than 31 years. She has been a member of the Historical Society for many of those years. She belongs to the Eastern Star and is currently secretary. She also has served as ballot clerk for the town for 30 years.

Nancy Wasson of Orland lives in her Great Grandmother Snowman's house. In the town's sesquicentennial in 1950 Nancy was Miss Orland. She is a graduate of Bucksport High School and Husson College. She is active in Orland Historical Society and chaired the town's Comprehensive Plan Committee.



Orland Town Meeting, March 1995

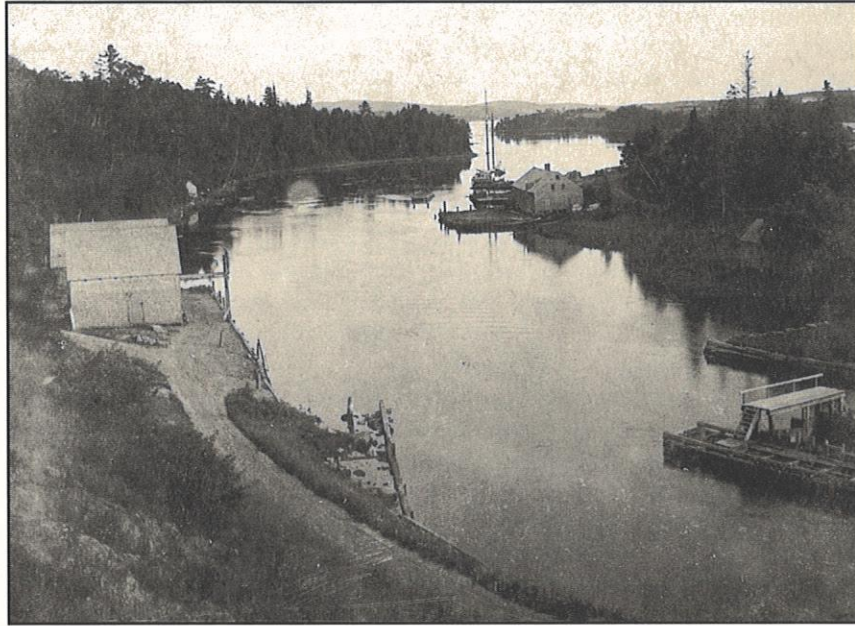
Photo courtesy of The Enterprise

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Below the dam, Orland Village. Pre-1900.

Early History:

Alamoosook, Narramissic, Plantation No. 2

BY FRANCES SOPER

Orland was anciently called "Alamoosook," an Indian word meaning place of many fish, according to Fannie Hardy Eckstorm in her book entitled: *Indian Place Names of the Penobscot Valley and the Maine Coast*.

"It is a safe conclusion that the word *alamoosook* belonged to the lake, only two miles from salt water but enough higher in level not to be affected by the tide. (Lake Alamoosook) was one of the greatest resorts for fish known, particularly for bass, shad, and alewives, especially the last. The prehistoric Red Paint People lived upon the fish they caught at the outlet, and even today the industry of smoking alewives is carried on extensively. It should not be a bad guess that the original name had something to do with fish....," according to Eckstorm.

Furthermore, she makes reference to Narramissic, the local name for the Orland River. Narramissic means "hard to find" in the Abanaki language. Eckstorm suggests a strong relationship between Alamoosook and the Narramissic in terms of place names. She also termed "Rameson" as "probably an old name for Orland."

She cited a 1686 French document in which the location of Rameson was described as a "place of many oaks, good woods, and quantities of sea-bass, shad, smelts and alewives, with good anchorage for vessels that could have been nowhere else but at the mouth of Orland River. If Rameson is not Narramissic, what else can it be?" Eckstorm asks.

The town was later named Eastern River. Then in 1762, it was called Plantation No. 2 by Jonathan Buck, whose expedition up the Penobscot River eventually led to the settlement of Plantation 2 as well as what would become Bucksport and Orrington. In the year of the town's incorporation in 1800, the town was officially dubbed Orland, a name that remains in force today.

Orland is surrounded with hills and water and is rich in history.

Ancient inhabitants of Orland are referred to as the Red Paint People. In 1912, Dr. Warren K. Moorehead of Massachusetts organized the first professional archeological dig. He hired many men from Orland to help with the digging. Moorehead returned to Massachusetts with many implements of fine workmanship made by these ancient people. Some of the artifacts are displayed in the Peabody Museum at Harvard University with pictures of Orland as well as some of the sites where Red Paint People cemeteries were found. There is little known about these ancient people, however, we do know their tools date back four thousand years or more. The modern Indians were here when the first white man arrived in Orland and peace had been made with them.



The Eastern River is a branch of the Penobscot River and bounds Orland on the west. The Narramissic River flows into the Eastern River and is fed by Lake Alamoosook and Toddy Pond as the Narramissic winds its way to the tide-water. Craig Pond is northeast of the town. It is a spring-fed body of water, clear and pristine. Heart Pond is located in the central part of the town, surrounded by hills. It flows into Toddy Pond, Orland's largest body of water, approximately 10 miles long, parts of which border Surry, Penobscot and Blue Hill. Hot Hole and Rocky ponds are located in North Orland among beautiful softwood trees, peaceful and quiet. The highest point of land in Orland is Great Pond Mountain, a solid granite mountain offering breathtaking views of Camden Hills and Mount Katahdin on clear days.

In 1759, Thomas Pownal, Colonial Governor of Massachusetts, led an expedition to this area to locate a site for a fort, one that would prevent raids from Canada and secure the land for England. Gov. Pownal was aware of the value of the strategic waterways in the Penobscot Bay region. He chose what is today Stockton Springs as the site for Fort Pownal. Accordingly, on the third day of May, 1759, the whole force consisting of four companies of one hundred men

each, accompanied by Gov. Pownal, left Boston with two ships of war and several transports for the place of destination. Preparations were made for erecting the fortification which was called Fort Pownal in honor of the governor.

Many of the soldiers who helped build Fort Pownal returned to Massachusetts. The report they gave about this beautiful land excited the spirit of emigration. Already there were several scattered settlers in the region of the Penobscot and on an application of numerous petitioners, six townships were conceded to them. In 1762, the General Court of Massachusetts Bay Colony issued major land grants in Hancock and Washington counties to certain proprietors: Wm. Dall, Nathaniel Snellings, Robert Treat and others.



Toddy Pond, from an early 1900s book at Bucksport Historical Society

The townships were to be located severally six miles square in a regular continuous manner between the Penobscot and Union Rivers. They were to lay out no one of the townships more than six miles in extent on the river or sea coast and to present to the General Court for their acceptance plans of the survey by the 31st of the ensuing July, 1763.

They must settle each township with 60 Protestant families within six years, build as many dwelling houses at least 18 feet square, and to fit for tillage 300 acres of land, erect a meeting house and settle a minister. There was reserved in each township one lot for parsonage purposes, another for the first settled minister, one for Harvard College and one for use of schools.

It was from the construction of Fort Pownal on the Penobscot Bay that Joseph Gross, the first settler, came to Orland in 1764. He settled on the Castine Road. The Castine Road was chosen as it had access to the water and arable land. Water was the only means of transportation at that time since a bridge was not yet

built over the Narramissic River.

Men came by way of Fort Pownal to settle and spread out in Plantations No. 1-6. In 1765, Ebenezer Gross, brother of Joseph, came to Gross Point. The story is told he lived in a hogs head barrel the first winter. Samuel Craig settled just below Joseph Gross in 1766 and Joseph Viles came from Milton, Mass. in 1767 and built the first frame house in Plantation No.2 in 1777.

Between 1767 and 1780, a number of people moved from Boston and its vicinity to settle on the east side of the Plantation. They were John Hancock, Samuel Keyes, Samuel Craig, Samuel Soper, Calvin Turner, Asa Turner and Humphrey Holt.



Orland was originally considered the best township in the county. It had all kinds of timber, especially white pine. At the time of the first settlers, the land was covered with dense wilderness.

How difficult it must have been to clear the land and build a home with very few tools. The land was strewn with glacial deposits of rocks and tree stumps which had to be cleared for fields to make the land suitable for farming. Oxen were chiefly used as draft animals. Sheep were raised to provide wool which was spun into yarn and made into cloth which women knit into stockings and mittens.

These early settlers suffered many hardships, especially for the want of bread. The only communication with the outside world was with traders who came from Massachusetts.

In 1771, by a vote of the town, the first road was laid out by John Hancock and Samuel Craig from the settlement to the burying ground. The old burying ground, as it is known today, is located at the top of Orland Hill at the intersection of the Dark Mountain Road and the present Castine Road.

In 1773, the first saw mill and grist mill was built at the Lower Falls, now the Orland Village dam, by Calvin Turner. This was a great help to settlers as now they could build barns and houses more easily. And they could have their grains ground into food for themselves as well as for their animals.



Zachariah Gross, son of Joseph Gross, was the first white male born in Orland in 1766. The first death was Samuel Cushing who drowned in the Eastern River on May 17, 1770. He is buried in the Old Burying Ground, his grave marked with only a slate stone.

Another of Orland's earlier recorded deaths was Elizabeth Soper. On Jan. 10, 1775, Elizabeth Soper, wife of Justus Soper, died giving birth to twins. She lived at the Upper Falls, known today as the Alamoosook dam. Timothy Clement, Mrs. Mary Clement, his wife, and Jona Herod were coming from the Upper

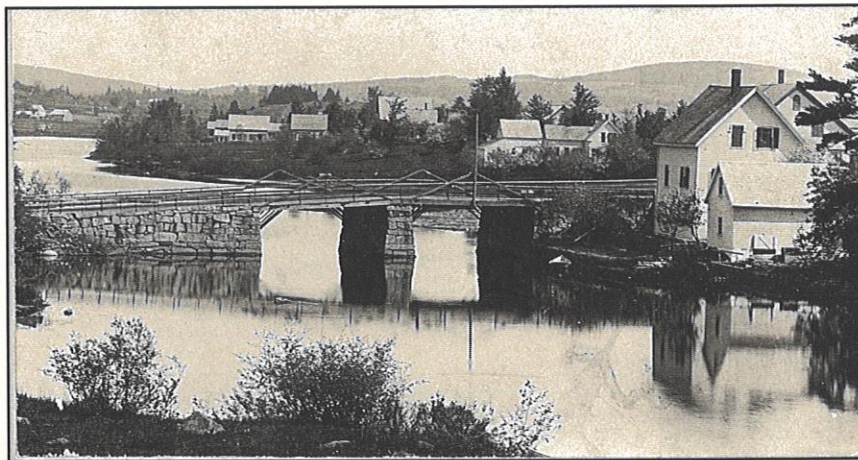
Falls to attend Mrs. Soper's funeral when they all drowned after their raft overturned on the river. Mrs. Soper is buried in the Old Burying Ground but no stone can be found. The late E.O. Sugden, Orland Town Clerk, reportedly said many people in that cemetery were buried without marking stones.

Each summer for more than 25 years, Orland has held Orland River Day. The main event has been the Herod-Clement raft race in honor of those early settlers who lost their lives in their attempt to pay their last respects to Elizabeth Soper.



In 1774, Robert Treat, who had been appointed agent for the Plantation Proprietors, ran out lots at the Upper Falls. He began construction of a saw mill there. Since all of the first lots laid out on the Castine Road were taken by settlers, Treat figured plans for more lots and another mill were called for at the Upper Falls. It looked to be a good place to expand. This new settlement was near Lake Alamoosook and the Narramissic River, ideal for settlers since there was a bountiful supply of fish.

In 1775, the inhabitants suffered severely for want of food. The spring had been very dry, the summer so cold that no corn and very little grain of any kind was raised. There was also no sale for wood or lumber. Settlers were in great distress and a letter was carried to the third Provincial Congress of Massachusetts relating the distressed conditions of the inhabitants, that some children had actually died of hunger, and that some families were without bread. The assembly being without means of relief sent 200 or 300 bushels of corn to the Penobscot



Orland River with the old bridge.

area and sold it to the inhabitants for a moderate price, taking wood and lumber for pay. We also find fish such as shad, salmon and alewives in the lakes and rivers of this Plantation kept many of the inhabitants from starving.



Col. Jonathan Buck was appointed trustee of all presents sent to the people. He was agent for Plantation No. 1 (now Bucksport), Plantation No. 2 (now Orland) as well as neighboring Plantations Nos. 3-6. His job was to see that their respective business was properly conducted. It wasn't until the late 1780's or 1790's that Plantation No. 2 inhabitants voted to dissolve from this arrangement and become responsible for their own affairs.

In 1776, as the War for Independence had begun, the first company of soldiers was organized and among those from Plantation No. 2 were Samuel Soper, Samuel Keyes, John Partridge, Joseph Gross, Nathan Hancock, Thomas Partridge, Daniel Partridge, Justus Soper and Jeremy Stover. These brave men who joined with Bucksport were known as "Freedom Fighters," full of the spirit of liberty and ready to sacrifice their all for the good of their country. All people were now turned to the great objective—freedom from British power. Emigration ceased to flow and no further advancement was made in the settlement until after the peace in 1783.

Commodore Mowatt and General McLain of England took possession of the Castine peninsula, strongly fortified the place and built a large fort upon the heights. They called it Fort George, after the King of England. This produced terror among women and children and some immediately fled up the river to the north or to the Camden and Kennebec settlements to the south. Provisions, arms and ammunition were very low and, at this time, a meeting was held to determine what should be done. They decided to send a committee to meet with the British Commodore at Castine. This committee was told that if the inhabitants of Plantation No. 2 would mind their own business and be peaceable, they would not be harmed nor their property destroyed. This assurance was short-lived and in a few weeks, the inhabitants were compelled to take the oath of allegiance to Great Britain.

The Penobscot Expedition of 1779 was a disgrace and a miserable failure to the Colonies fighting for independence. Two American heroes were court-martialed for acts of cowardice. These officers were Commodore Dudley Saltonstall and Lieut. Col. Paul Revere.

The Penobscot Expedition was fitted out in Boston and consisted of 20 armed vessels and approximately 25 transport vessels with over 2,000 men, the strongest and finest naval force furnished by New England during the Revolutionary War. They sailed into Penobscot Bay to engage the English, who had

started to build Fort George in what is now Castine. The British had 600 land troops and three sloops of war, with four transport ships stationed at Fort George when the American fleet sailed into the bay on July 24, 1779.

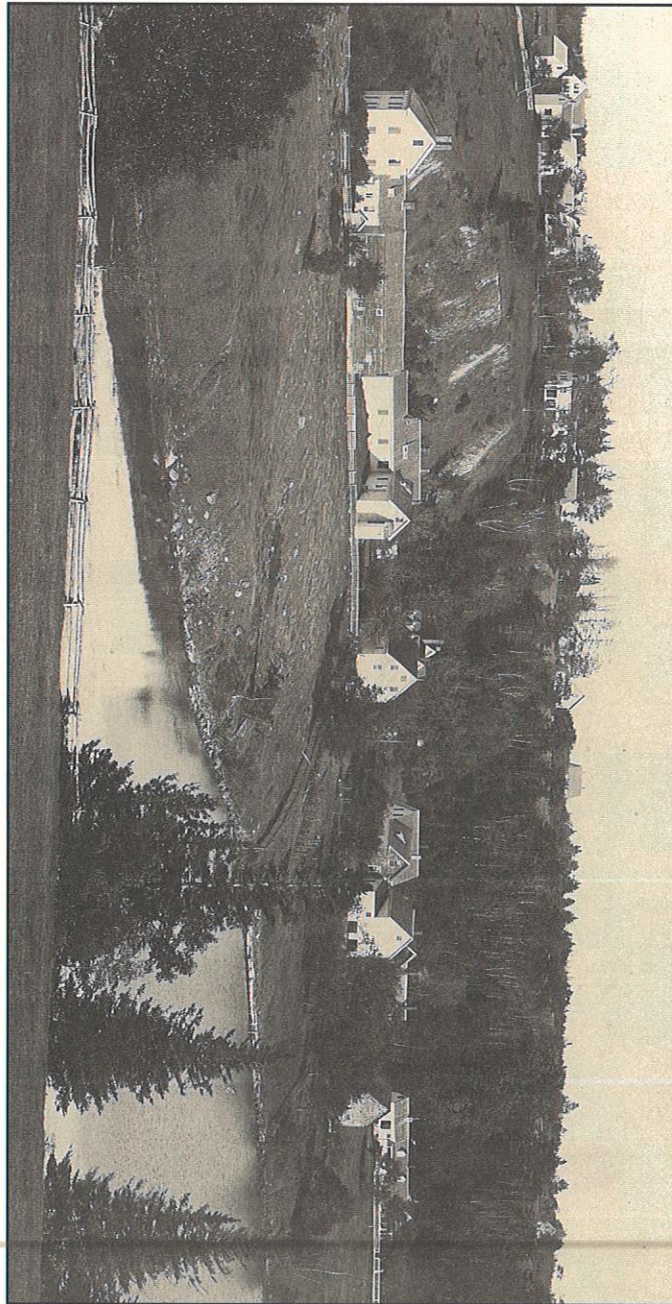
The American ships maneuvered into position and the battle began the following day. This fleet and army were considered amply sufficient to drive the British out of Bagaduce. However, under the command of Saltonstall, when he saw the number of British armed vessels advancing up the bay, he immediately and as speedily as possible, ordered the troops embarked and the vessels sailed up the Penobscot River towards Bangor, being pursued by the British. The whole American fleet was set fire and burned, mainly by the ships' captains, and sunk.

John Cayford, in his book *The Penobscot Expedition*, writes that, "It must be noted here, that many of the ships' captains thought Commodore Saltonstall was going to proceed up the bay a short distance, turn, group in battle formation and attack the British reinforcement. It was surprising to many of them when the Commodore and his 'inner group' of ship's captains continued their way up the river.

"The remaining vessels were followed as originally ordered, having no doubts, that momentarily, signals would be hoisted on the flagship denoting a turnabout and attack formation. Only when several of the armed vessels were seen aground and on fire did it become apparent that Commodore Saltonstall was leaving the battle scene 'poste haste,' leaving the transport ships and the army to shift for themselves. Did freedom and independence mean so little to Commodore Saltonstall and his group, or could it have been possible that he was guilty of being as traitorous as General Benedict Arnold?"

There is no written account of what happened to the settlers of Plantation No. 2 after the defeat of the "Penobscot Expedition;" however, according to stories coming by word of mouth, the English attacked the settlement and burned houses and took all the cattle that were left as well as any available food. Some of the settlers took to the woods and were able to take some cattle with them. They hid out until the war with Great Britain was over. We have been told that some lived and survived in Gilpin. Some went to the south, never to return. Samuel Soper was one of them.

Source: *Settlement of Orland: Record of the First Settlement of the Town of Orland When Plantation No. 2 & A Part of the Town After It Was Incorporated* by Daniel Harriman, Orland, Maine, Oct. 14, 1870.



Looking across Fish Point toward Dark Mountain when a farm instead of a gravel pit was located behind the present Post Office.

How Orland got its Name

BY FRANCES SOPER

For many years, it has been recorded and passed down by word of mouth that Orland was named by an Indian who found an oar on the shore of the Narramissic River.

With such an unusual name, I never believed that story; it was absurd. Having been appointed his deputy, I became Orland Town Clerk when Ernest Sugden died. The truth of how the town was truly named sent me searching through all of the old records.

Throughout the 1790s, there was an article in the warrant each year to name the town. It was Plantation #2 from the beginning when this land was given to the Proprietors of Boston.

The first town clerk was Joseph Lee, of the famous Lee family of Virginia. He owned several ships, one of which was named *Orland*. He found virgin timber here when England was running out of tall timber for ships' masts. Lee proceeded to make his fortune.

I was told by Leslie Johnson, who is now deceased, that he had been told by his grandfather that the Mast Hill Road received its name from the masts which were cut and shipped to England.

In the 1798 Town Warrant there is an article stating that "the person who would pay the most money could name the town." There is no written record on the town books of who finally did pay the most money, but all indications pointed to Joseph Lee. He had made his fortune here and he owned a ship named *Orland*. A couple of years ago I asked Connie Brown, our present Orland Town Clerk, to read the records to see if I had missed anything regarding the naming of our town. She found the same answer.

One afternoon while I was hosting the Orland Historical Society, a gentleman stopped by and we had a very interesting conversation. He said, "I come from Orland, California. Do you know the meaning of 'Orland?' It means Land of Gold." The word for gold in French is "or" from the Latin "aurum;" so our town's name means "Land of Gold." It was wonderful to hear this description of our beloved Orland.

In the Orland Historical Society we have a brief history written by Daniel Harriman in 1870. He writes the town was named by Joseph Lee and incorporated in 1800. We will be celebrating our 200th anniversary in the year 2000 and we no longer need to say Orland was named by someone who found an oar on the river!



Early Settlers

COMPILED BY PENNY JO AMES from work by Frances Soper, 1999, and Daniel Harriman, 1840.

The earliest settler in Orland, then Plantation 2, was Joseph Gross, who came from Fort Pownal, now Fort Point, in 1764, and settled on the lot now occupied by T.O. Sanders on the Castine Road, according to information contained in the Orland Census Report, 1907.

A brother, Ebenezer Gross, was the next settler. He came from Boston to Gross Point in 1765. Samuel Craige settled just below Joseph Gross in 1766. He bought of Dr. John Herbert, who was employed as a schoolmaster in 1775. Joseph Viles came from Milton, Mass., in 1767 and settled where the Harriman family still lives (in 2000) on the Castine Road. Mr. Viles built the first framed house in No. 2, in 1777.

Zachariah Gross, son of Joseph, was the first white male child born in Orland in 1766. The first death in the Plantation was that of Samuel Cushing who was drowned in Eastern River May 17, 1770, and was the first buried in the "Old Burying Ground." (His slate stone is visible today).

Between 1767 and 1780 quite a number of settlers came from Boston and vicinity and took up lots on the east side of Eastern River. Among the most noted were John Hancock, Samuel Keyes, Samuel Soper, Calvin Turner, Asa Turner and Humphrey Holt.

In 1781, Ezekial, Peter, and Asa Harriman removed from Plantation No. 1 (Bucksport) and took up settlers' lots here. James Ginn came from Brewer and succeeded Robert Treat at the sawmill until 1797. In the meantime, he built one brig and two schooners. He removed to Bucksport and Mr. Treat sold the mill and lot to John Lee of Castine.

In her book *Maine Place Names and the Peopling of Its Towns*, Bond Wheelwright Co., Freeport, 1957, Ava Chadbourne writes that in "1773, Michael Davis, an old hunter, came from Concord, Mass., and took up a lot on the ridge of land three miles from any settlers. He lived a solitary life until James Smith, Nathan Hancock, John and Joshua Gross, and Andrew Craig took up settlers' lots near him, which were run out in 1780. Except for James Smith, these were sons of the first settlers in the Plantation. In 1791, Jacob Sherburne came from Hampton, N.H., and took up a lot at Sherburne's Point."

Jonathan Gilpatrick was the first blacksmith. His shop stood on the site of the Universalist Church, by the Old Burying Ground. Eliakim Darling was an early schoolmaster.

In 1799, 70 polls were assessed in Plantation No. 2. Real estate was valued at \$24,110.96, and personal property at \$15,026.05.

The next year, Plantation No. 2 was incorporated the Town of Orland, Feb. 21, 1800.

The late Doris Hutchins, longtime Orland Postmaster and village resident, wrote a history of Orland for *Hancock County: a rock-bound paradise, A Bicentennial Pictorial* by Connee Jellison, published by The Donning Co. Publishers, Norfolk, VA. in 1990. The following excerpt is a large portion of Hutchins's article:

"In 1771, the first road in the town was built by John Hancock and Samuel Craig with the first county road being extended to the town in 1793. The town then enjoyed the blessings of being served by stagelines from Bangor, Castine, Blue Hill and Sedgwick...

"Ship building began in the 1790s and continued well into the time of the Civil War, enabling citizens of the town to market their wares and obtain supplies. At that time the population totaled 290. Fishing, trapping, and lumbering were main occupations for the townspeople.

"Orland was incorporated February 21, 1800, as the 124th town and at their first town meeting they voted to build a school. When the state of Maine's constitution was being drafted, Orland sent representative Horatio Mann to work on it.

"Soon after the incorporation, there appeared records of brickyards at many locations and this industry carried over into the 1900s.

"Flake yards for the salting and drying of cod were numerous. Outfitting vessels for the Grand Banks fisheries and the West Indies trade was also common employment for townspeople."

Hutchins also wrote that "Orland sent 195 men to serve in 1861 and each of the soldiers cost the town \$164 each to outfit and to provide for their families."

"Granite quarrying, which was mostly sold as paving stones and used locally for foundations, was harvested in the late 1880s and many businesses were established around quarrying. There was a barrel stave mill, machine shops, pump manufactories, a woolen mill, pants and shirt factories, and ice harvesting to name a few.

"An interesting business of that time was a shoddy mill which produced an inferior woolen yarn made from fibers taken from used fabrics which produced a cheap woolen cloth. Workers shredded unfelted woolens, worsted rags or worn garments and from these materials an inexpensive cloth was produced. The word shoddy came to mean an inferior product or work from this nineteenth-century business.

"Before the days of refrigeration, blocks of ice were much prized and entire communities spent a good part of each winter harvesting ice from their fresh water ponds. Both Toddy and Craig ponds produced "black" ice for local residents well into the 1940s.

"Today Orland is still involved with fishing and does a brisk business with alewife harvesting, and at the salmon hatchery. Lumbering for pulp for the paper

mill in Bucksport continues, but most of the other businesses no longer exist.

"Population of the town in 1880 was 1,689 and in 1980 it was 1,645 as the town continues to maintain a fairly steady growth. To illustrate Orland's continued growth the town is adding to the consolidated school for the third time since 1950."

Leaders & Ship Builders

According to information in the Orland Census of 1907, Joseph Lee, the first town clerk and chairman of the board of selectmen in 1800, was the most influential man in town at that time. He belonged to the famous Virginia Lee family. John Hancock, the first town treasurer, was a cousin to Governor Hancock of Massachusetts. Samuel Keyes and Abraham Ginn were leading men in the new town. Moses Trussell was later sent to the Massachusetts Legislature and also filled many offices of trust in the town. Horatio Mason represented Orland in Portland in 1819, at the framing of the State Constitution.

Samuel Keyes built the first vessel in town at the Upper Falls. Samuel Brown of Blue Hill, a general business man, erected many of the houses of Orland Village, built ships and brigs and developed several industries. He removed to Washington, D.C., as Navy agent. John Buck and his son John A. Buck, Aaron P. Emerson, Henry Partridge and George Partridge were among later ship builders in Orland.

Doctors & Dentists

The name of Dr. John Herbert is mentioned among the earliest settlers. He was an early schoolmaster and probably something of a physician. Dr. John Burnham for several years a representative to the legislature, was probably the earliest regular physician in Orland. He lived on the Castine Road and died April 28, 1852.

Jona and Wm. Henderson, brothers, were early physicians. Dr. Nathan Emerson was here in 1850, and earlier, he received an appointment as clerk at Washington. Dr. Alpheus Page moved to Bucksport. Drs. Eastman and Gray were here a short time. Robert T. Osgood, a business man and dentist, also practiced medicine some. Dr. John Wardwell practiced dentistry and medicine in East Orland.

Dr. George Wheeler located at Orland before the Civil War. He became an army surgeon and later moved to Castine. Dr. Willard Collins moved to Bucksport in 1866. Dr. F.H. Chase, an army lieutenant, located here after the war, moved to Bangor in 1882, where he died in 1902. Dr. Frank P. Perry succeeded Dr. Chase. He removed to Bucksport in about 1830. Dr. J.H. Patten, now of Amherst, and Dr. Geo. W. Whiting, remained but for short periods.

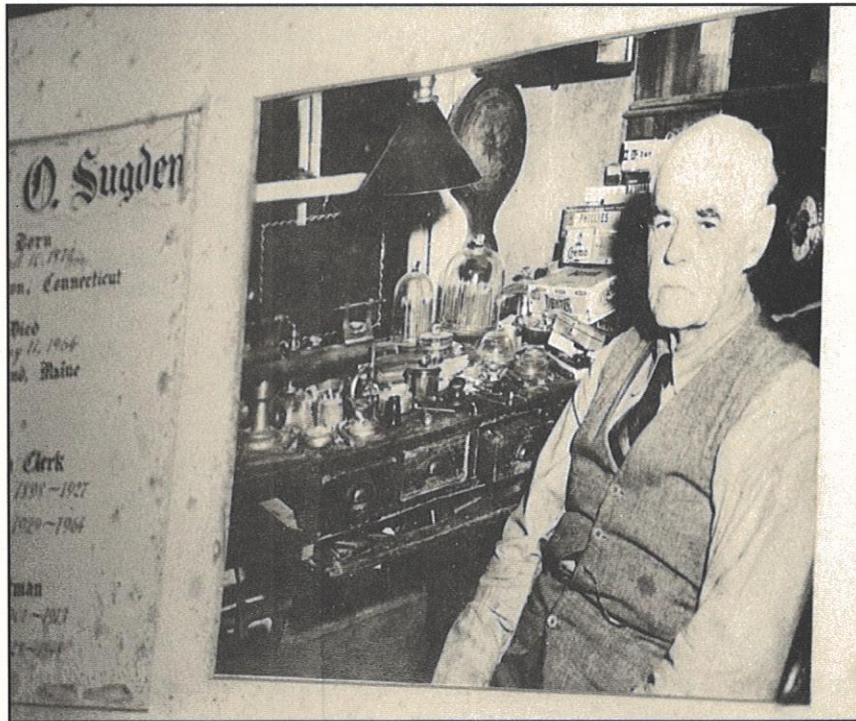
Dr. R.H. Croxford came in 1891, moved to Brewer in 1905, and was succeeded in August by Dr. C.W. Brown. Dr. Brown came from Livermore Falls, a

graduate of the University of Maine, 1877, and of the University of City of New York, 1878.

Lawyers

The career of Hon. Eugene Hale, U.S. Senator, was begun in Orland, for it was here that he opened his first law office before the Civil War. Samuel Waterhouse, a one-armed man, may have preceded him here as a legal adviser.

F.E. Shaw located here during the '50s. He enlisted in the Civil War with a captain's commission. Charles Hamlin left his legal practice here to enlist in the 18th Maine Regiment. He became a Brigadier General before the close of the war and is now residing in Bangor. Hervey K. Hewes was the next member of the law. Judge O.P. Cunningham of Bucksport began his practice of law in Orland.



One of several portraits of Ernest O. Sugden (1872-1964) in a large frame at Orland Historical Society. He served as Town Clerk 1897-1927 and 1929-1964 and as a Selectman for many of those same years. He was also a surveyor and a clockmaker.

Orland's Oldest Houses

BY NANCY WASSON

Harriman House and Farm, Castine Road

In 1907, research indicated that the oldest frame house in Orland was built by Joseph Viles and at the time was occupied by the Sewall and Elvira Harriman family. Their children were Alice, Marshall and Arthur. It was a working farm in every sense, with the staple stocks of potatoes, vegetables, blueberries and timber, along with cattle, horses and all related farm animals. The family still continues to harvest blueberries and timber.

For many years Marshall operated a slaughterhouse, to serve commercial ventures as well as the community. In the 1940s and '50s, the pastures surrounding the house were used to break western horses that Marshall had shipped in by railroad. These eventually were sold to make room for the next load. Fire destroyed the main barn and the horse barn in the late 1960s and the slaughterhouse was torn down in the 1990s.

Unlike many of the older houses in Orland, no burial ground is on the 125 acres that surround the Harriman farm.

The apartment in the north end of the main house as well as the main house became home to many young families who were just getting started. All have pleasant memories to tell. The house remains in the Harriman family. It has been occupied by Sewall and his family, Marshall and his family, M. Gilman and his family, and it now houses Terry Harriman, his wife and two daughters.

The Sign of the Amiable Pig, Orland Village

Adapted from contribution of Wes and Charlotte Pipher

Situated on the rise just above the village, The Sign of the Amiable Pig commands notice as one enters the village, which like this house has remained very much the same for two centuries. The house, named for the delightful weathervane which tops the garage, was built in the 18th century. It is possibly the oldest house in the village still on its original foundation. The house has served as a store, an inn and a livery stable, a working farm, an antique shop and a beloved home for a number of families.

Believed to be a stop for the Underground Railroad, it has many well hidden areas around chimneys, behind a trapdoor leading to the basement and a well-hidden area in the granite foundation.

Architecturally, it is a fascinating house. In restoration, only changes essential for comfortable living have been made to the original structure. Furnished with antiques and oriental rugs, the house has six working fireplaces, including the large cooking fireplace with its built-in oven in the keeping room. The wood-

work and plaster are for the most part original, as are the pegged softwood floors. The front staircase is an unusual square spiral, built by ships' carpenters.

At the time of Orland's Bicentennial The Sign of the Amiable Pig is a bed and breakfast and home to the Piphers.

Stover Farm, Castine Road

CONTRIBUTED BY EDWIN STOVER, JR.

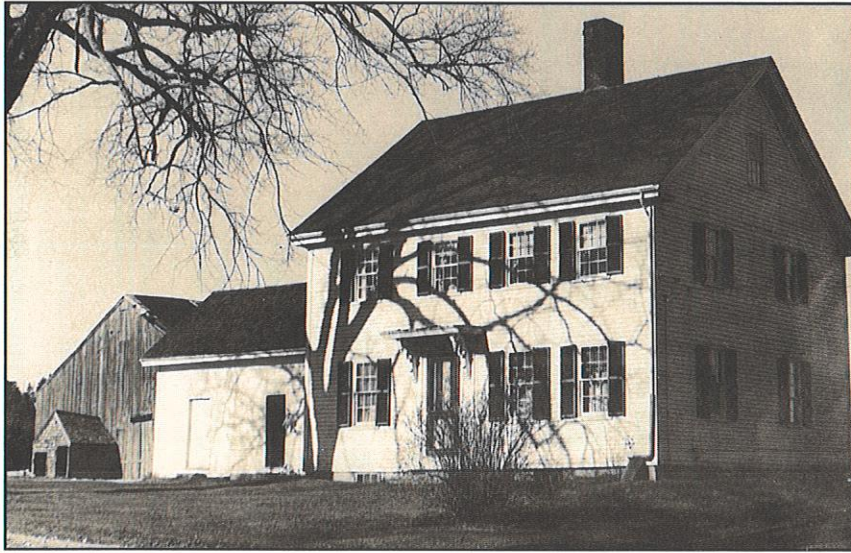
Searching for former owners of the Stover farm on the Castine Road led to the discovery of the following facts from the Registry of Deeds in Ellsworth:

The property had five owners before George Stover bought the farm in 1870. Those owners were Jacob Sherburne, the original owner who sold to Joseph Trott in 1798; sold to Luther Phillip in 1857, who sold to James Whitmore in 1862 and to a Sparrow in 1866. Of all these owners, the first four families intermarried and are buried in the little cemeteries near the shore of the Penobscot River, as is George Stover.

The farm is currently (2000) owned by Eric Stover, great-grandson of George Stover, grandson of Edwin Stover, Sr., and son of Edwin Stover, Jr.



Stover house, Castine Road, circa 1904. Photo courtesy of Eric Stover.



Information from the Hancock County Registry of Deeds: House built on 100-acre lot owned by Samuel Treat in 1788. Treat sold the property to John Partridge who sold to Benjamin Morrill, Sr., in 1795. Morrill sold back to Partridge in 1801. John Partridge sold to Thomas Partridge in 1803, and Thomas sold to Frank and Anne Buck in 1875. In 1936, the remaining daughters of the Bucks sold to Frank and Eva Soper. In 1971 title of the house and land south of U.S. Route 1 was transferred by Eva L. Soper to her grandson Richard S. Soper, Jr., and his wife Irene Murch Soper. In 2000 the house is owned by Kathy and Dean Hoke, and land from its original lot on the north side of Route 1 is owned by David and Virginia Soper Davis and their children, Frank L. Davis and Jane Davis Marston and their spouses. Courtesy of Virginia Soper Davis

Orland's Red Paint People

BY WILLIAM C. LARKIN

Several thousands of years ago (4,000-5,000 years), long before the Indians who were here when the first Europeans arrived in the Northeast, there lived Maine aborigines known much later as the Red Paint People. They were so-called not because of the color of their skin but because their grave sites yielded a finely powdered hematite or red ochre, usually several quarts layered in each grave.

Red paint cemeteries have been documented from the Kennebec River to Bar Harbor, Maine, although there have been reports over the years of sites discovered from New Jersey to Labrador and Newfoundland. Orland has a number of these cemeteries.

In the 1890s, Professor C.C. Willoughby of the Peabody Museum at Harvard University was the first to conduct serious explorations and studies of many of Maine's Red Paint grave sites, including some in Orland. He was the first to differentiate, without a doubt, their stone implements found from some of those of much later Algonkians and to identify the Red Paint People as a Stone Age, prehistoric culture.

During the period of 1912 to 1920, Professor Warren K. Moorehead of



Written on the back of the picture from Orland Historical Society collection: "Bud, self & boys in barn (Andrew Jordan's). Remarkable picture by daylight in dark barn where we took up floor and found old graves below."

Phillips Academy in Andover, Mass. continued the archeology and confirmed Willoughby's conclusions. He studied 30 cemeteries in Maine, at least four of them in Orland, as well as two more in neighboring Bucksport. Many stone tools eventually wound up in Massachusetts museums. Other collections, including some still in our area, are in local museums or are unrecorded and private. Some of Moorehead's collections are at the Abbe Museum in Bar Harbor.

The Orland Historical Society has many Red Paint artifacts on display, including one unusual gouge that has been verified as archeologically unique by a specialist at the Maine State Museum in Augusta.

The Orland cemeteries made our town a focal point for study of the Red Paint culture. Explorations have turned up practically no physical evidence other than the red ochre and stone implements. Because Maine's acidic soil completely dissolved skeletons over time, a very few bone fragments have been found in one or two of the Maine graves. Even some of the stone tools had begun to crumble.

The experts, however, have learned much about the Red Paint culture through scientific deduction. For instance, we know they lived near both fresh and salt water navigable by small craft for travel and fish. They even caught swordfish miles at sea. They were a highly organized culture with unique customs and rituals, a strong sense of community and a belief in the afterlife.

Red Paints probably traveled by water to Mt. Kineo, the closest place for the felsite used to make certain essential tools. The so-called flint was also used with iron pyrite to make fire. The ochre was most likely obtained at what is now Katahdin Iron Works where it is still found in small patches on Ore Mountain. So the Red Paint People had to travel great distances or trade to obtain these materials so critical to their needs. Their tools strongly imply they were hunters and fishermen, not farmers. We know nothing about their language.

Two of Orland's cemeteries were considered large and therefore documented in some detail by Moorehead and his colleagues. The cemeteries were found at the south shore of Lake Alamoosook on the Mason farm and on land of Capt. Seth Hartford in Orland Village, mostly in the gravel pit behind the old schoolhouse that is now F.L. Davis & Co., Frank Davis's local contracting company headquarters.

Much detail is available from the Hartford site. Hay was removed from one of his barns that was built in the early 1800s. The barn floor was taken up to allow archeological excavation. Fifteen graves were unearthed. A total of 39 graves were found in that site, but Moorehead believed originally there were many more graves in that cemetery. Unfortunately, it had been greatly disturbed earlier "to satisfy idle curiosity."

Most of the artifacts taken from the disturbed graves were found within 18 inches of the surface, while many more were found in the same graves after digging another two feet or deeper. Undisturbed graves were generally 30 to 40

inches below the surface but lesser and greater depths have been recorded.

The Mason Cemetery occupied a low, sandy ridge quite near the shores of Lake Alamoosook. In the mid 1800s, a dam raised the water level five feet, thus making it impossible to discover any new graves which were, by then, underwater. Other sites around the lake and along Dead River undoubtedly were similarly lost. The Seaboard Paper Co. dam built in 1929-1930 raised the water level of the lake permanently, again submerging much of the shoreline along with other possible Red Paint graves and campsites. No serious Red Paint explorations were undertaken in Orland since Moorehead's expedition in 1920. No substantial evidence of the Red Paint People was ever found on Toddy Pond in Orland.

Less detail is available about graves discovered by J. Foster Soper on his farm near the lake off the Upper Falls Road and at Emerson Point near Alamoosook's outlet. Other individual sites and scattered artifacts have been found around the lake. Moorehead hired local men, as many as 12 at a time to augment his own crew, to do the digging under his direction. Land owners were usually interested in the projects and were generous in giving Moorehead access to their property.

Ernest O. Sugden, a well-known Orland town clerk and professional surveyor, used his skills on most of Moorehead's Orland explorations.

These stone implements have been found in Orland and at other Maine



O.H.S. label: *At the Andrew Jordan Barn, Orland Village: Arthur Marks, Will Hutchings, Ernest Sugden, Harold Soper, Willie Hutchings, Don Eldridge, unidentified man, Valentine Soper, unidentified, Charlie Hutchings, Homer Mooney, Dr. Moorehead, 3 college boys.*

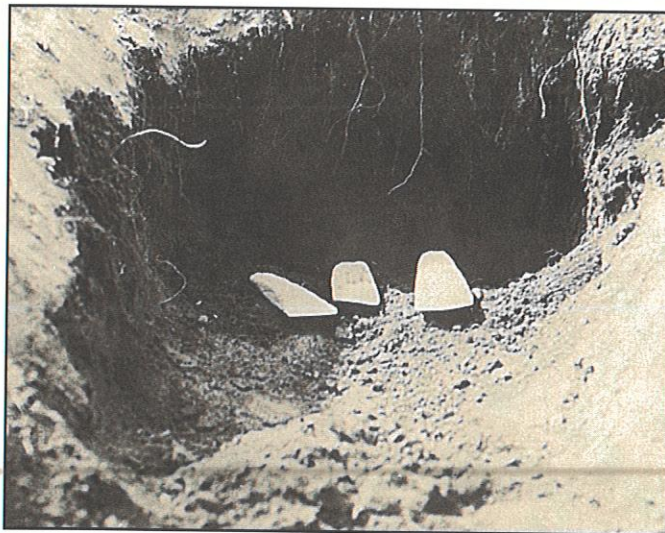
sites: celts or adzes (blades), hatchet blades, chisels or spuds, gouges, plummets (weights for nets), spear points, pendants—both ceremonial and ornamental, flint (felsite) and iron pyrite.

Very few arrowheads from the time of the Red Paint People were found in Maine. The celts, hatchet blades, chisels and gouges imply that the Red Paint People were adept at shaping wood such as water craft, bowls, utensils, totemic and ceremonial objects, and other necessities.

What became of the Red Paint People? To Willoughby and Moorehead, it seemed clear this culture did not become assimilated into any other known culture. Yet tools found at Red Paint sites bear similarity to tools from other prehistoric time periods in Maine. Several theories have cropped up to explain the disappearance of the Red Paint People but there is no hard evidence to support them.

The Penobscot Nation claims the Red Paint People gradually merged with their forerunners but, again, there is no supporting evidence. Meantime, Orland can be proud of the knowledge that major discoveries and documentation in the town led to much of what we know today about this prehistoric culture called the Red Paint People.

Our archaeological sites are important resources that can teach us a great deal about Maine's past when they are properly excavated and findings carefully recorded. Recreational digging can destroy important sites. Anyone who thinks they have found a site should contact the Maine Historic Preservation Commission.



*Picture from
O.H.S.
labeled:
3 chisels*

Tales of Old Alamoosook

BY RUSSELL HARRIMAN

[The following is a lecture given by the late Russell Harriman to both the members of the Alamoosook Protective Association and the Orland Historical Society July 12, 1987. Harriman is the grandfather of Connie Brown, Orland's Town Clerk.]

You people are all property owners here in Orland. I can tell you about some activities that took place years ago from down to Alamoosook—a lot of mills and a lot of activity.

Now going back a ways, East Orland used to be known as Mason's Mills, years ago—before 1883, and the activity was owned or run or whatever you want to call it, by the Mason family. And in my day, two brothers—Frank and Tom Mason—manufactured and ran the long lumber mill and the mills right this side of the Toddy Pond dam just a little ways.

The first mill, of course they're all gone now, but that was the long lumber mill. Then two other Mason brothers, as far as I know, were cousins to the first two (Frank and Tom Mason). They weren't full brothers, and the two second ones I mentioned were the ones I knew the best. Sam and Gus Mason were busy people because they controlled the flowage rights from Toddy Pond to Alamoosook.

And anyone who controlled the flowage rights, he set just about right because he had all the water rights and nobody could use them except him. So he built sawmills and various enterprises right on the stream because they needed the water power.

The elevation of Toddy is about 163 feet compared to Alamoosook, which is about 20 feet above sea level. That gave the people who had the water rights from Toddy Pond to Alamoosook a lot of head and a lot of beautiful power.

The first two Mason brothers, as far as I know, had only one mill that sawed long lumber. And at that time, there was a lot of tall timber here—still some around. But the other two fellows were more mechanics than they were businessmen, and they built all kinds of machinery and built their own dams and so forth. And at one time, there was a carding mill. My father worked in that when he was 13-14 years old. There was a grist mill, a foundry, a machine shop, a spool mill and a spool bar mill.

Now, the difference is that the mill that sawed spool bars, they shipped the bars to other places to have the spools turned where they were shipped to, and then spool mills made the spools right here.

So there were seven or eight different kinds of activity on that stream over a period of probably 40 years or more. Outside of the lumber mills I mentioned were the mills that were started and operated by Sam and Gus Mason.

My father worked for Gus Mason for years when he was a boy and ran the carding mill, then, and later on.

When the supply of wool had dropped down, the Mason brothers did up their equipment and ran a shorting mill. Some of you may know what a shorting mill is. They take woolen garments they have collected and run them through a pickler and that tears them all apart, and they mix that with a certain amount of new yarn. That is what they call shorting—a mixture of old and new wool. Gus Mason ran a shorting mill there for some time.

In their foundry, they made castings for brick machines and castings for machinery; they made machine drill presses and metalworking lathes, made most everything.



And also there, in one of the mills, they made the long gears or parts that were popular years ago. The ones with the turnings of them that were popular way back, oh, 50 or 60 years back, in fact, 100 years. They used those piano posts, column posts they turned and filigreed and all that stuff—and these fellows here on the stream, they made them.

They made an automatic lathe that would make those things. They made those old—you people here aren't old enough to remember—the little square wooden pumps you used to see in the country in everyone's yard. They'd pump with the handle. They were numerous, and the Mason brothers made those.

They made guns, for example. Some of you people know where the Gene Lally family lives. That was the Gus Mason house, and some years later...after Gus Mason died, why Gene Lally bought that house. In rummaging around in the attic, he ran into a bunch of guns—from their old forge—but they had no stocks on them so he thought there was no value to them. So he threw them down over the bank there and later on there was a bulldozer there and bulldozed a lot of soil over them. Those guns had been made by the Mason brothers. They made the guns and locks but never put the stocks on them. So that was too bad. They lost some good antique things there.

I have a small metalworking lathe my father got from one of the Mason brothers.... I also have a jeweler's lathe; every jeweler and watchmaker had a little lathe about nine inches long, made of German silver—very expensive little thing—and all of the old clock and watch makers made their own gears and parts. I have a jeweler's lathe made by Sam Mason... with all the fittings that go with it....

Also in operating a foundry, you have to have sand—a certain kind of sand—to put in a kind of flask which is a large thing like a trough. The sand is put in there, and then, whatever they want to make as a casting, they have to have a pattern for it. So a pattern is made from pine wood and painted lightly. That is put

into the flask and the sand is heaped up around it and tamped. They take the pattern out and that leaves an opening where they can pour molten pig iron or whatever metal they are using, into that to make the part you want.

[The Masons] found down on their own land, down where the stream became Alamoosook, a sandy soil that was just what they needed for their foundry. In getting sand from there, occasionally they would come to a funny looking thing, and they would decide it was an Indian artifact. That was how the so-called Red Paint Indians were discovered. It was known about for many years but nobody was interested. Later, back about 1914, Dr. Moorehead, an archaeologist, came here and did surveys and excavations over a period from 1914 to 1918—some four or five years. They took out many, many—several hundred—artifacts out of that so-called Mason site.



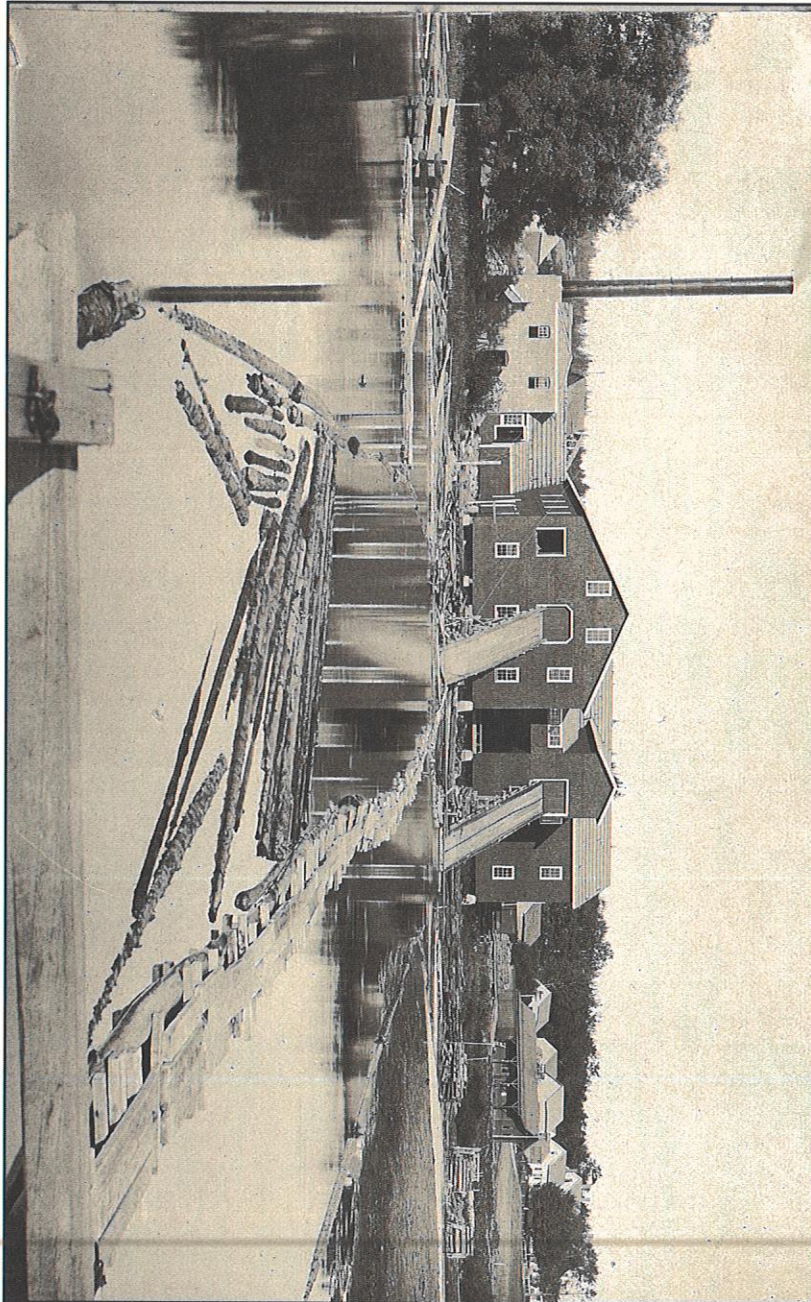
Moorehead coined the Red Paint name because in these Indian burials, you find tools, quantities of iron rust. This is red and apparently was used in a ceremonial manner in interments in graves for this particular tribe of aborigines.

Moorehead claimed, using his experience, his many years as an archaeologist, that these burials are very ancient; that they were probably over 4,500 to 5,000 years old. That was merely his opinion from many years' experience.

At that time, there were no means for testing to find out how old a thing was. But later, the Carbon 14 test was developed and Carbon 14 tests on these artifacts indicated 4.5-5,000 years, which is exactly what Moorehead had estimated the age of those artifacts were.

Now, I'm ahead of my story a little bit but neither of the Mason brothers, Gus or Sam, had any male children. Along about 1905, a fellow by the name of Shaw came here from up in Greenville. He was an engineer and bought the water rights from the Mason family with, of course, a lifetime use for the Masons. They had the water rights to use themselves as long as they lived, and this Shaw built a power station, put in a new dam at Toddy Pond. He put a penstock down, which was about four feet in diameter. It's an iron pipe or penstock that ran from the dam gate down to the power station....

This was about 1905 because I was about three years old when that happened, and I can remember my father was a blacksmith for Joel Beecher at the tool shed. The old power plant building still stands over there. It's a concrete building. They rebuilt it around 1933 or 34, I guess. They took out the turbines, the generator, alternators and put in a new, up-to-date alternator which was a self-contained unit. That ran for 30 or 40 years anyway. Then that was dismantled and the place was closed. Perhaps some of you remember the standpipe which used to stick up over there in the woods. Guess you don't, but that was a long time ago.



Mason's Mills. Photo courtesy of Laurence and David Gross.

NORTH ORLAND: Through the Stories, We Hear Who We Are

BY JULIA REMICK

Fifty years ago, if you had asked this person, who as a young bride had come to live at the Ginn family farm, to write a history of North Orland, it would have been a much easier task. I have resided at 1207 Bald Mountain Road in North Orland for 49 years in my great, great grandfather's house—a house built by James Albion Ginn in 1832.

Down the road from me lived Charles Mumler and Fred Clair, Lewis Ginn and Linnie Davis. Up the road resided Lawrence Harper, Bertha, Leslie and Doris Johnson. The upper neighborhood held Lida Nickerson, Ralph and Laura Doyle. Happytown held Erbern and Eldusta Brown, Norman and Annie Lou Gray. They were one generation removed from the original settlers. These people held the history in their hands, heads, and hearts.

It has been a joy to me to listen to the stories of the North Orland early days. As I advanced in age, many of the stories have faded but many good people had passed a few facts for me to share with you. Maps and records of the town have aided this process.

As you cross Dead River [Moosehorn Stream] bridge and head up the hill, you enter what is called North Orland. You cross over the Dunbar and Sugden lines that mark the boundary that separates Orland from Bucksport. These town lines have been discussed over the years as to which one was correct. Was Dead



Moosehorn Creek bridge, near the Orland-Bucksport line, May 23, 1924.

River Bridge in Orland or Bucksport? In the 1960s, a hurricane hit. The question needed an answer for the bridge was washed away. The old wooden bridge was replaced by a cement structure. In 1990, a new survey was completed putting to rest the stories of the correct placement of the boundary lines.

The North Orland area is bounded on the north and northeast by the town of Dedham and on the east by the city of Ellsworth at Winkumpaugh Corner. The road to Happytown is bisected, the upper side being owned by Orland and the lower side by Ellsworth. The town line extends to the Rocky Pond settlement. Oak Hill, Flag Hill and Great Pond Mountain are our southern boundaries. Our western boundaries rest with the Bucksport town lines. If the "old timers" had not moved so many stakes and stones and made a few slashes on trees, we might have more of an idea where the corners of our land should be.

Original Settlers

These settlers all got their land deeded to them from land agents, the Swazey brothers who acted for land grant owners Samuel Treat and William Dall.

After you cross over Dead River bridge you come to the George Crosby land. Cross over the Crosby land down near Hot Hole Pond you would find the Albert Arkins farm, then crossing through the swamp was the farm of Charles Wasgate, also known as the Albert Conrad house. On the left side was Arron Davis and on the right side, James Albion Ginn and Daniel Davis.

You would go up what is now known as Johnson Road and you would find on the left the land of Herbert White and Dexter Johnson's land on the side hill. On what is now the Mark Ginn Road was the Uriah Ginn land. This piece was divided to John Ginn, Mark Ginn and Daniel Condon.

On the top of Condon Hill would be land of Herbert Ginn from Joseph and Hezekiah Gross to Mark Ginn to son, Herbert. Back land came from Abner and Nancy Crosby, original settlers below the hill.

On early maps, reference is made to the Moulton family next on the right but I have found only a reference to Alice Clement deeding this land to Herbert Ginn.

On the left side of the road was the Joseph Gross land. History and folklore has him being the first settler and land owner. This land, part of Plantation 2, was divided to Kenny, Burton and Harper families on the road to Winkumpaugh Corner.

Following the road up towards Dedham were the Jabez Ware, Luther Richardson and Moses Saunders houses on the left. The Ware land was divided and sold to the Burton family.

As you went up Carter Hill, you would have found John Harriman and James Ginn. On the road leading over toward the Dedham line would be the Dodge homestead—Elias, Abraham, Samuel and William. The Coleman Gray

land was there also. The Ingalls and Conroy land was on the left above and below the cemetery and school house.

The North Orland, lower and upper areas, have always been divided by Condon Hill. The 911 system in the 1990's called for all roads to have names so the main road to Dedham received the Bald Mtn. Road status for mail delivery, fire and police protection. We have the Johnson, Mark Ginn, Winkumpaugh, Happytown and Dodge Hill (formerly known as Carter Hill) roads.

In the early 1940s, you would still find the old road made by the wagon wheels that ran from Dead River beside Swazey ledges, continued in back of Arron Davis' farm to Dodge Hill and up White's Mountain. From the Dodge Hill Road you could cross the French Road and reach the Upper Long Pond Road to Dedham. You could follow what was the Grant Farm Road now known as Diamond Match Road, and you could reach East Orland. You go down the Happytown Road and reach West Ellsworth and Route One, continue through Winkumpaugh Corner and Skunks Misery Road, and you reach Route 1A.

We have many roads in and out. There are abandoned farms, dying apple trees, old stone walls and cellar holes where people once lived.

Early settlers cleared their lands and built their homes. Men worked in the forest woodcutting. There were the saw mills of Swazey, Dan Rogers, Ingalls, Richardson and Dodge.

The Ginn farm had a shingle mill. Families were supported by their farms. They had vegetable gardens and hauled produce to Ellsworth, Bucksport and Bangor markets by horse and wagon. rising early in the morning to get to market and home again for chores. There were dairy cows for milk sold to Hancock County Creamery. and hen houses filled with chickens for the egg market. Women knitted baby clothes and blankets for Maud Jones of Bucksport. This business furnished garments for the Boston market.

There were summer days of picking blueberries at the Ginn Farm and on Hot Hole Mountain. There are stories of digging a trench, filling it with straw and cabbage, covering it with dirt. In the spring, they would dig them up, clean and sell them for an off-season vegetable. There are stories of huge tomato patches on the side hill at the Ben Johnson farm. There was wood to cut for personal use and for income. Saw mills required logs for lumber.

Social life and Grange

North Orlanders lived on the land and the land sustained their families. The social life in North Orland revolved mostly around the Grange Hall and the churches in East Bucksport and Dedham.

After 1920 and the demise of Lakeview Grange in Happytown, Victory Grange was formed; a building built at the side of the Walter Douglas home came into being.



Orland Fair, circa 1900.

There was a day set aside each May Day for school children of the area to come to the Grange hall for Children's Day, complete with fun and games and refreshments.

In the late 1920s and 1930s, public dances were held in the Grange hall featuring the Otto Soper Band. There were public dinners, pie socials, box socials and area Grange meetings. In the 1940s, traveling cowboy shows were held featuring Ray Little and Texas Dan and their bands of singers and players. The hall was used for all social events from weddings to funerals.

Many years at Memorial Day a celebration was held at Carter Hill School House to remember veterans who served our country in the wars. Former Gov. and U.S. Senator Ralph Owen Brewster was one of the speakers for this occasion. Many people from the area attended.

Another time for people to gather was the yearly deer hunt each fall. The Clair, Gray, Johnson and Harper families all had their family, friends and rela-

tives on the first day. Many stories abound these days recalling Lonnie Harper shooting five deer at one time that came past him. The Grange sponsored hunter meals, had hot coffee and doughnuts during the month of November.

Early days, the people did not visit each other's homes much because of the lack of transportation.

The annual town meeting was another time to meet. If Dead River was frozen, they went to the meeting by way of the river to Orland Village. There was usually a town meeting dinner held at noon.

The Orland Fair was another of the highlights of the year. With fancy work on display, baby contests, horse pulling and many other events for people to do. The fair was held in what is now Linwood Robshaw's field by the Orland Consolidated School.

Mail Delivery

October 16, 1889, Zenas Chase was appointed the first postmaster of North Orland. The post office continued in June 6, 1890, at the home of Willard White. The following years, 1891-1904, John Ginn, Jabez Ware and Emogene Ware served as postmasters. In August 1905, Laura Mumler was appointed and Fred Gray did the mail run from Orland. The post office closed in 1913.

Later years, the mail came through the Holden post office with a mail carrier on rural route. With the 911 system installed in 1998, our mail once again comes from the Orland post office by carrier.

Then and Now

Oxen, horse and wagon have evolved into a car or two at each household. The kerosene lamps have gone with the start of the power lines coming.

The one-room schoolhouse, horse and wagon and walking, have given way to a central school and busing. The special needs children are given a chance for education.

The car battery-powered radio has been replaced by television and satellite dish. Working farms that supplied food have, in most cases, been replaced by the supermarket. Happytown has one working produce farm now, owned by Karen and Paul Volkhausen.

Few barns are left. At the Coombs place stands the remains of a small barn that was moved from the Mark Ginn farm. A huge barn was built on the Herbert Ginn farm in the middle of 1900 where they held barn dances. Another barn is located on the former Everett Kenny farm, now Elmer Boyle's. Every home had a barn for livestock. The livestock has all but disappeared but for the Bennett farm, where a new barn has been built and beef cattle are raised.

Ice cutting and ice houses have been replaced by electric refrigerators and freezers. Indoor plumbing has seen the demise of the outhouse and catalogue pages.

Paved roads have replaced spring mud season! The only piece of road in North Orland that continues to plague residents is the swamp area between the Crosby and Davis land. Each heavy rain, this area floods.

Chain saws and skidders are the replacement for the ax, crosscut and buck-saw and oxen. Wood cutting has brought a great change to North Orland. Now vast tracts of land have been stripped and clear-cut. I hope people will realize the need for replanting and environmental issues for our land and water supply.

The old blacksmith shop is a thing of the past. Backyard clotheslines have all but vanished as women now use an electric dryer. The dooryard peddler with his stock of needles, pins and pans, his fresh fish on ice is, too, a thing long gone.

Many people write of the "good old days" the way they wish they were, that family and friends do not die, and try to believe hard times will never come again.

As you walk the woods and fields, ride the roads of North Orland, you will see cellar holes of abandoned farms, stray lilac and lily patches once tended with a careful hand, places where schoolhouses and meeting halls stood. All are reminders of the stories we have heard to make us understand how the past has made us what we are today.

Today, you will see the new generation with their families starting their lives as the families did in the 1800s.

The hard work and dedication of the early families will help prove to the younger generation that North Orland can be a place that they call home.

Granite Cemetery

The need arose for a cemetery and a school house. Land was obtained and the Granite Cemetery Association was formed.

The site selected was on Carter Hill, now called Dodge Hill. In 1930, William D. Ingalls, in a deed to Alvin Saunders at a cost of \$15, sold an additional piece of land. This enabled the upper driveway to be built. In 1994, land was donated by Mildred and Noah Edmister of Massachusetts for an addition on the right side of the existing land.

Through the efforts of the members of Victory Grange, the land and school house lot were cleared. The Grange members over the years have been generous with their time for the care and maintenance of the cemetery.

In 1930, Alvin J. Saunders ordered from Sears and Roebuck fencing at a cost of \$48.08 paid by members of the association. All of the early records of the cemetery were lost. In the late 1930's and early 1940's, the association went down with the death of members and the lack of interest.

In 1952, a meeting was called and the organization reformed. In July of 1952, a meeting was called to order by Russell Doyle. The following people were elected to office: President—Norman Gray; Vice President—Lidia

Nickerson; Secretary—Hannah Eldridge; Treasurer—Marguerite Patten; Sexton—Lawrence Harper; Directors—Marshall Gray, Lawrence Harper and Lewis Ginn.

By-laws were written and funds recovered from the Merrill Trust Bank. It was voted to set lots for \$10 a plot. Voted to tax \$1 for a full lot for maintenance and care of the cemetery. According to the minutes, Leslie Johnson, 1st selectman of Orland, stated that the land of the former Carter Hill School could be used for the benefit of the cemetery association as the director deemed advisable. In 1955, the town was first asked for money for the care of veterans' graves. Linnie Davis willed \$100 to the cemetery association for care of lots. Prices of lots at this time were \$30 for half lots and \$60 for full lots.

In the 1970s, members were again dwindling and it was very hard to get a quorum for cemetery association meetings. In 1977, the lot price was raised to \$200 for a lot measuring 15 feet by 8 feet. Since 1979, Julia Remick, descendant of the Ginn family, each year has managed to get money from the town and keep the yard maintained. The books have been audited and finances checked. Lot prices were set at \$100 for a single plot with \$100 for perpetual care; \$400 for a four-plot lot and \$400 for perpetual care. A cremation plot 5 feet by 5 feet costs \$50 with \$50 for perpetual care.

The Granite Cemetery has six plots that hold the bodies of unknown soldiers from the Civil War. The fact has been handed down through the generations. The "why" of the situation was not explained. The graves are tended and flags put out each year.

Through the efforts of the early families in North Orland, the yard has been cared for and maintained. The Saunders, Gray, Dodge, Moore, Kenney, Harper, Crosby, Ginn, Doyle and Davis families deserve recognition. Special thanks should be given to the late Lawrence "Lonnie" Harper for his many hours devoted to the cemetery and association.



*Granite Cemetery,
1993.*

S. Bray photo

Legends of Lonnie Harper

BY STUART GROSS

Lawrence E. Harper was born near Winkumpaugh Corners in North Orland in 1906, one of eight brothers and sisters whom his parents were unable to support. So he was farmed out to nearby grandparents.

He attended Carter grade school in the same area. Early in life he built a log cabin near the Ingalls steam sawmill on Harriman Pond Brook near Happytown and lived there alone for years. That is where he became literally part of the surrounding forest and learned every feature of it for miles around and the dwelling places and languages of its denizens. Some Indians lived there then. And he sought their friendship and lore. Just a few years ago he was still making annual pilgrimages to three Native Americans in surrounding towns for old times sake.

Many stories praise Lonnie for being able to call owls from far away. He could do better than that, summoning any kind of owl he had ever heard. He demonstrated his ability to an astonished ornithologist who needed a rare type to complete his collection. When a woodchuck starts molesting our gardens most of us resort to poisonous smoke bombs, but Lonnie called them out of their dens and shot them.

Knowing the meaning of many animals added to his hunting expertise. Strangely enough, he seemed to have a lasting feud with bears, perhaps on account of some vexatious incident. He calculated that his victims numbered way over 200.

The year a bounty was put on hedgehogs, he bagged 600 of them—it was welcome cash.

Lonnie was gentle, but his backbone was firm. He had thought out his code and he stuck to it. He was called up for service in World War II and while still in boot camp startled his trainer by stating that he wasn't going to shoot any Germans.

"Like hell you're not. You're going to stand up there and shoot like everybody else."

"I'll shoot, but I won't hit him. I'm a marksman. Those Germans never did anything to me."

The sarge reported Lonnie to a lieutenant, and eventually Lonnie was before a wrathful general. Lonnie expected the worst—court martial at least. The general, apparently impressed by something in Lonnie's demeanor decreed, "Harper, we'll make you an orderly in the officers' lounge."

Lonnie spent most of the war in that capacity. He volunteered to be a litter bearer in the North African Campaign. When this army reached Italy, his division bivouacked one evening in a valley filled with bee farms. Frantic officers were about to order an immediate evacuation when somebody called out, "Does any-

body know how to handle bees?" Lonnie's know-how saved the night.

Erbern Brown, another remarkable person, similar to Lonnie in many ways, returned to be the only inhabitant of his native Happytown and lived to be almost 100. Erbern was sitting in front of his house one summer evening when he saw what he took to be a drunken man approaching in the dusk—staggering, lurching, almost falling down at times.

Finally Erbern, an experienced hunter himself, made out his friend, Lonnie, and was aghast and bewildered by what he was seeing. Since neither conversation nor collaboration was feasible at this point he would have to wait for an explanation. Lonnie, with a full grown wildcat, which he had captured and held with his bare hands, plunged doggedly into the gathering gloom. Next day the stage driver brought the news. Lonnie had driven his horse and buggy along Main Street in Bucksport with the now caged cat beside him for all to see. He anticipated the high price the Portland zoo dealers would pay this time. He might have to brave the city traffic himself. Ordinarily, if he waited long enough, somebody would turn up who would take along a keg full of frogs, snakes, turtles, etc., and save him the trip. Patience was one quality Lonnie had in abundance, a necessity for a successful hunter, but for him it served many purposes.

Because of his engaging personality and obvious need, so many donations



The Carter Hill schoolhouse at the back of Lonnie Harper's house shortly before the whole complex was burned as part of a training session for Orland and Bucksport fire departments, 1994. S. Bray photo.

of every conceivable sort overtaxed his storage spaces. He often eyed the abandoned school house just across the road from his house. Orland ceded it to him, but it was some 20 years before he saw it nestled between his house and barn. It was quickly crammed to the rafters.

With plenty of space reserved for his bounteous, weedless gardens, cultivated and wild flowers and herbs, his backyard and adjoining fields became a museum of discarded farm machinery and Chevies which furnished his mechanical wizardry with plenty of spare parts. Somewhere down Ellsworth way, Lonnie bought an old crawler for \$75. He managed only to get it to travel in reverse. Yet it brought his winter wood supply from Hothole Mountain and enabled him to do some logging jobs for hire. My son, Larry, borrowed a large truck for weekend work, but it had to be returned before Monday morning. Glare ice barred the way on Condon Hill. The iron-shod crawler saved the day.

To my knowledge, Lonnie never asked people for contributions, but he could pave the way. Every fall, hunting groups from afar would hire this Maine guide for a week or more during deer season. Lonnie would stretch out his old mismatched boots by the campfire, take off his ragged Mackinaw and reveal a thin, inadequate shirt. Almost overnight he would be as smartly clothed as his employers. He, in turn, shot most of their deer for them.

Lonnie loved the company of both friends and strangers. A long row of chairs backed up against the easterly side of his house to catch the warmth of the sun and another on the north to retreat to as it heated things up were the scene of many jovial get togethers where countless tales were swapped. He had a contagious sense of humor. One day he said that when the highway was widened, the town had paid him a small appeasement and winked slyly. His command of the English language was astounding and his store of stories endless and seldom repeated. He was generous with what he had, often offering overnight lodging to hikers, salesmen and church missionaries with whom he had long discussions. Not a churchgoer himself, he "just couldn't quite see it."

At H.O.M.E.'s 25th anniversary banquet recently I noticed Lonnie listed among its benefactors. I asked Lucy, "How come?"

She answered, "Lonnie furnished us cedar timbers upon demand."

Unlike many noted environmentalists, his experiences made him one from the start, and what he saw and read only confirmed his zeal.



His inborn dexterity soon made him an expert automobile mechanic but he shied away from anything electrical. Still, he was tickled when he learned that a live iron rod stuck in the ground would send up dozens of angleworms. His horticultural expertise came from experience, catalogs and books. From the Indians came the practical use of many trees such as their "wicobies."

His passage through this world radiated honesty, love and compassion. His companion Else is worth another story. It is my firm opinion after many hours conversing with them both separately and together that Else became his longtime housekeeper and helpmate because they were kindred spirits and truly shared all accomplishments.

The *Maine Sportsman* in October 1974 and H.O.M.E.'s *This Time* in March 1977 published long accounts of Lonnie's professional life with other details.

Perhaps a suitable memorial for Lonnie would be the preservation of the beaver pond he worked so hard to create could be arranged to perpetuate his memory and his friends' concern.

Lonnie, unlike many hunters, did not kill animals for fun. It was his way of surviving, the way of the forest. Not far from his house there was a bog several acres in extent with open water in spots. Lonnie decided to dam it until it was deep enough for beaver houses. He thought about it hundreds of times, calculated every step and began building. Several years passed before the water was deep enough to attract beavers. I do not know how many friends helped in this effort but Marshall Gray, Lonnie's boyhood pal from Happytown, with his gravel truck was a key factor.

Once the beavers' dwelling was completed, Lonnie tended to its inhabitants with loving care. His chain saw kept a good supply of felled popples along the shore so ample bark would be handy. He used to go down there at dusk with his pockets full of choice tidbits, call the beavers from their home and feed them from his hand. They were especially fond of sweet apples, but disdained sour ones. Lonnie's face beamed with kindness at their trusting attention. They were unaware that Lonnie had gotten the State of Maine to declare their pond off limits to trapping.

Comments on Happytown

BY STUART GROSS

There has always been considerable controversy about the naming of Happytown. Was it named by local folks who enjoyed its intimate isolation or by envious outsiders? Some say this very isolation made it a haven for revelers during the years of prohibition. Nobody seems to know when this name was first used. It seems like a lasting mystery.

Whatever way you look at it, Happytown is one of the loveliest places imaginable. Forested slopes sweep upward to mountain tops in Orland and down to sparkling Branch Pond in Ellsworth. The spirits of the vanished Red Paint People seem to be hovering over Great Pond Mountain, as if at home in their ancient domain.

If you wish to experience Happytown, the easiest approach is by going up

the North Orland Road to just beyond Condon Hill. Turn right at Gross Corner, then right again at Winkumpaugh Corner and you'll be entering the territory. The corner is hard to locate and the road is not paved.

Only Yesterday

In Happytown we remember the remorseless flight of time
Where trees of Flag Hill Mountain yearn up to reach the sky
And cellars of vanished homesteads from auld lang syne
Now speak in muted whispers to those who pass them by.

But sometimes in the summertime when nights are like the day
Moonlight glimmers from Branch Pond and shimmers up the hill.
Then spirits arise and come down from the skies in a wondrous eerie way
Like errant wraiths from a silent world where everything now lies still.

In the hurried flight of the summer night ere dawn breaks the mystic spell
And lurid skies of a troubled world wake us to cares unknown
Muffled echoes haunt the air like peals of a once-tolled bell
Making us wonder as we tarry there if we're really all alone.

—Stuart Gross

Erbern Brown: Happy Man of Happytown

BY STUART GROSS, C.1976

Early one spring while wading through a clutter of farming magazines and seed catalogs, and planning for our usual summer garden on the south shore of Hancock Pond, I noticed an article explaining how to raise potatoes in hay.

"Well, if potatoes can be raised in hay, we'll have some this year," I told my wife. "Just as soon as the frost is out I'll drive up to Happytown to see Erbern Brown and find out how the trick's done."

I had heard that Erbern at 91 wintered with a son or daughter, so I checked with Lonnie Harper.

"Yep," Lonnie said, "the old feller's been up there since the first of February. Didn't leave till December either."

Now, "up there" meant that Erbern was living by himself overlooking Branch Pond on the northerly slope of Flag Hill Mountain—miles from a telephone or electric light without a car or any neighbor except for two or three newcomer homesteaders who paid little attention to him.

I finally got to Erbern's one sunny April morning and was asked in for a chat. I knew better than to broach the object of my visit right off; so I began by identifying myself and telling him how I grew up working in my father's brickyard on the Castine Road.

"Brickyard!," he almost shouted, "Why I spent nine years working for the Brooks Brick Company in Brewer and my wife Dut ran a boarding house there. I cut and trucked bricks for them. I never worked in the mud (making water-struck bricks) like you did. One day I cut almost 14,000 bricks (35 tons) by five o'clock and the foreman signaled to them to keep the clay coming just a few minutes extra until the 14,000 were cut."

"Then you didn't spend all your life in Happytown?"

"Nope—only the first and last of it. I can't really consider myself a native here but I can come pretty close to it. I was born in Clifton where my father was working on March 20, 1885. When I was two, my mother died leaving my father, Edwin G. Brown, with a numerous family. He couldn't earn a living and tend all us kids; so he farmed us out to relatives. I was sent here to live with my great aunt Jane who was married to Thomas Gott. They took me in and raised me, but my father wouldn't let them adopt me—said I was just lent to them."

"The old Lazarus Gott house burnt down. He was Tom's grandfather and the first settler in Happytown. I built this house as nearly as possible on the same spot. You know, I don't remember that man's saying a cross word to me in the 11 years before he died."

When Erbern was 20 he took a job with the International Paper Company in Orono, but it didn't last long. That was in the days of strike-breaking. The employees voted to form a union and the mill closed down forever. Next he worked for the William Ingalls Company, spending the winters upriver in the woods. In 1898 he married Eldusta (Dut) Adavilla Herrick of Happytown who promptly started a boarding house to make ends meet. They had five children, one of whom died young.

Two sons and two daughters survive, also 16 grandchildren and 38 great-grandchildren (as of 14 years ago).

"Didn't the Great Depression give you a hard time?"

"Not a bit. For 13 years I was night watchman at the Wood and Bishop Foundry and was the only man bringing in any wages among four families of my relatives. But I took it into my head that I wanted to live where I felt at home and work for myself; so I bought this old place and moved back to Happytown. After working for others for half a lifetime, I worked for myself at pulpwooding until I retired after 20 years of it. Once at Rocky Pond I got knocked unconscious by a lodged tree. In addition to my long jobs I've worked in Ellsworth, Sedgwick and at Douglas Pond, too. At 75, I thought it was time to retire."

"In your 91 years did you have any scary experiences, Erbern?"

"Yep. A few," he answered. "One night I was lying on my bed in Orono in 1911 when a tornado struck and the air was filled with boards, planks and sawed lumber from the eight lumber yards there then. The next morning the Webster side was covered with lumber. Don't know how they ever sorted it all out be-

tween them."

"Another night," Erbern continued, "I was sitting right here resting just at dusk when I seen a man come staggering along the road. Thought he was drunk. Know what it was? Well, it was Lonnie Harper carrying a live coon in a bag on his back and live wildcat in his hands. Course he had trouble walking straight."

"Then there was the time when I was in Orono. A Chinese fellow came there and took dancing lessons from a lady. One night he went to a dance, spotted her there and asked her to dance with him. She refused. Guess it was different in public. He went back and got his pistol and shot at her just as she was coming out of the old covered bridge over the Stillwater. I went down after and dug out the slug. Kept it ever since."

I asked Erbern who had been our greatest presidents and the answer came quick—McKinley and Teddy Roosevelt.

"I've been a lifelong Republican," Erbern explained. "You see, the Democrats only paid \$3 for a vote, and the Republicans paid \$4."

I asked him to tell me something about Happytown.

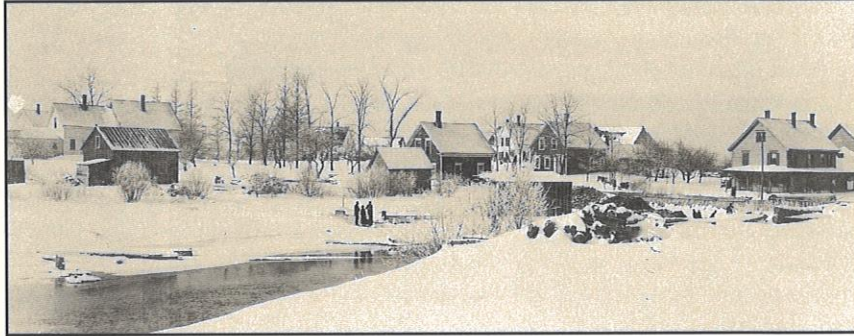
"Twas founded by Lazarus Gott," Erbern began, "a long time ago (about the mid 1800s). Lazarus came up Dead River; then up to Hothole, climbing up between Flying Moose and Flag Hill, and founded this town. Others followed and soon there was a settlement here. Funny thing—the road here marks the town line between Ellsworth and Orland. Both towns supported the little red school house on the Orland side and everybody attended the community chapel on the Ellsworth side. Never had any regular minister, but quite often one dropped by and gave a sermon. Local people taught Sunday School. This was a tight neighborly community, but it's all gone. The school house is gone; the chapel burned down; and all the old houses. A fire even destroyed the wooden crosses in the cemetery. There's only one stone monument there."

"Well, Erbern," I finally came around to say, "I came to see you today in particular to find out how to raise potatoes in hay. They say you can do it."

"Sure can," he said, "and it works, but 'twant any idea of mine. Years back Dut used to throw the peelings and other leavings out behind the house for the wild animals. Now and then I'd mow the lawn and heave the grass cuttings out there. Well, one day a bunch of sports from Bangor were visiting and one of 'em said, 'That's a fine potato patch you've got out back.'"

"Twas the first time I'd noticed, but it was there all right, and I've had a patch every year since then. Course those first ones came from peelings. What I've done since is to scratch up a place like any garden, put the potato eyes down and then keep adding all the cuttings I get when I trim up the place. There's probably about two feet of hay before I'm through the summer. I put boards on top so it won't blow."

Erbern died at age 99, April 30, 1984.



Shaw's dam, East Orland, Winter 1907.

History and People of East Orland Entering the 20th Century

BY PASTOR PETER REMICK

This is not all fact but a great deal of fun. It's about the life of a people from the eyes of one. I ventured out one day to find material for a seminary project. At the Orland Historical Society, as I was recording general information about the people of the town that shaped and nurtured me, I found a box tucked away filled with photos and papers. I immediately recognized the place as East Orland Village, just a mile from my house, a place where I went to Cub Scouts. The more I dug and discovered, the more fun it became to figure out who, what, and when.

I share these joy-filled thoughts with not great order or grand story to tell, that you, too, might find your own voice telling a story. My apologies go out to any I have misrepresented in any way—for I did not know, only imagine.

Being a pastor puts one in the role of the giver of eulogies at a time of death. Gathering information from family and friends takes some investigative reporting, at times. You discover very quickly, not everyone shares the same story about the same person. This holds true for the wider picture of a community as well. The character and social structure of a community will vary slightly or greatly, depending on whose perspective is being offered up.

Family members will want to protect the reputation and honor of the family whenever possible, while the neighbor two houses down might tell you a few good reasons why protection was necessary.

BOX OF PICTURES

While working on another project, I discovered a box of pictures, books and scrap papers from the home of Harvey and Ethel Snow, a local couple with a great deal of history in the East Orland community.

I talked with Phil Whitney and Alberta around their kitchen table one day for a short time about my discovery. They were Harvey and Ethel Snow's neighbors and lived in Grammy Dunbar's house across the street.

One of the children of the families featured in the photos is now in her late eighties and still has a good memory. Another lady about 10 years younger, who was born and raised in East Orland, has informally kept track of local history. A gentleman raised by Harvey and Ethel was familiar with many of the people who passed through town, still living there today. My parents, Ralph and Julia Remick, were able to add to the stories through their experiences with high school classmates and knowledge that had become part of local history, even though they were from the neighboring community of North Orland.

Marion Dunbar Grindle, daughter of Bessie Bowden Dunbar, wife of Rodick Dunbar, was born in 1909 and raised in the house across from the "East Orland Equippery" and next door to Harvey and Ethel's home, "The Millbrook Inn."

A photo entitled "The Lineman" shows Harvey running power to the Dunbar house, which was Marion's home. This small area was the center of town. Everything you needed for basic supplies was obtained at the store. You had to drive by to get to Alamoosook Lake and Craig Brook National Fish Hatchery. It was the closest village to the major lakes and ponds which were home to summer folk and their cottages. Ethel ran the East Orland Post Office out of her home; so there were few faces in the community that didn't pass through.

Marion's father, Rodick Dunbar (pronounced with a long "o" sound), had four sisters and three brothers. The brothers were Homer, Henry and Arthur who lived and worked within the village area. Rodick worked as a fish culturist, one who cared for the fish, under the civil service program. Millie, Alberta, and Ernestine were three of the four sisters, the fourth's name somehow forgotten. Marion left the community at the age of 13 to attend East Maine Conference Seminary in Bucksport. She stayed in Bucksport as a boarder in a home. Room and board at the Seminary was too expensive.

Further up the Back Ridge Road, just past the Cedar Swamp Road, was the Dorr family who's son also went to the Seminary. He became a successful merchant in Boston, operating a clothing store that catered to the common working class where clothes and apparel were affordable. One of my sources could remember the Boston papers being sent up to the Blaisdells that contained the advertisements for the store. Mr. Dorr wanted to bring Marion to Boston to go to school, but Marion became a mother and wife with Alton Grindle instead.

There is also a local legend that Mr. Dorr always regretted the difficult journey to Bucksport, attending Seminary for this high school education. After the success of his business, he supposedly proposed building a high school in East Orland so that other young people would not have to overcome the challenge that kept many from going on to high school. The town fathers at the time

wouldn't allow him to build it. It wasn't necessary, they said.

It is unusual in our modern times of public education to imagine leaving your family and boarding with friends or strangers to get your education. People of this generation placed a high value on education, especially for women, and made sacrifices to insure an opportunity for their child. The woman was to be the source of wisdom and knowledge for the family. Young men were needed in the woods, mills and farms to insure an income from their labor.

As we gazed through the pictures and discussed the distance factor to get to Orland village, she commented that at a young age, she had fallen, broken her arm, then walked all the way to Orland Village—a good 6-mile hike—to see the doctor and have the bone set.

Marion shared how she used to be as a youthful person. We reflected on changes that came with time—what she used to do and what she would dare to do now. Marion's story also reflects the culture of the time, what was available to eat (potatoes and salted fish during hard times), the economy, what they did for entertainment and other ways they “got by” and “lived a good life.”

MASONS MILLS

The family names of this town are each associated with different parts of life. The Mason family owned many of the mills. Gus Mason owned the carding mill. Thomas Mason owned the cooper shack or the boxing mill. Brothers Samuel and Edward were also involved in the local economy. One lady who grew up as a child in the neighborhood remembered going into the carding mill with her father upon a request from Gus Mason to look at something. The smell of the wool and the oils made a lasting impression on her.

The Masons were very successful business people and were influential in the community. Thomas Mason's home still stands on Route One today, operated as a bed and breakfast. Frank Mason's house sits across from the stream, first house on the right as you go down to the fish hatchery. It is where Ralph Lally lived in my childhood. He was the first man to drive a school bus in the town, and he kept the buses he drove inside the big red barn next to the house.

Members of the Blaisdell family were big land owners. Ethel Snow was one of the Blaisdell children. Ethel had a neighborhood cousin, Lettie, whose mother was also a postmaster in her time. That was when the stage coach only ran three days a week with the mail. Lettie was known to listen for the stage coach to come and would run down to the bottom of the hill before Dunbar's corner and catch a ride on the back of the stagecoach as it came into the village. Lettie married William “Willie” Pierce who's picture was in the box. Willie was a nice man who whistled all the time. Lettie became a dressmaker. The Blaisdells owned much of the land that supported timber for lumber. Some of them heard about the California Gold Rush and decided to go west to make their fortune.

Like the majority, they came back with the value of memories, not gold.

From my own childhood, I remember ice fishing with Leamon Blaisdell, a close friend of my grandparents. Leamon's first job was working in Gus Mason's carding mill for 50¢ per day. He then went to work in Tom Mason's box mill and also worked on the construction of the power plant that produced electricity on the stream that runs from East Orland to Alamoosook Lake.

If you ever run across the name Annie Blaisdell, you have to remember there were two. One was Annie Frank because she was married to Frank Blaisdell. Across the road was Annie Fred, married to brother Fred Blaisdell. The two Annie's were not alike at all. One was a very meticulous and clean woman. The other was not, but she lived longer.

Annie Frank rarely changed her clothes. She would wipe her hands down her front and legs like a towel; after a few days a good shine would be on her clothes. Cleanliness was not on the basic necessity list. She most generally had a hen in the kitchen with a batch of chicks and a cat with some kittens. She loved canary birds. A visit to her home would be an adventure. Her old house stood along Route One until just recently when it was burned down, replaced by a redemption center and store that didn't last nearly as long as Annie's house did.

FARMERS AND TEACHERS

The Whites on the Back Ridge Road were farmers. The matriarch of the family was Louise White, the school teacher and superintendent of schools at one time. She was the one who issued Ethel her teaching certificate and assigned her to the Happytown School. Louise was married to George White, who was the local horse trader. Marnie and Richard Lord still run the farm today with horses, cattle and even a firewood and timber business.

One of Louise's talents was making birch bark cards for the TPG Club. General consensus is that TPG stands for Toddy Pond Girls, although no one can seem to remember for sure. There is a picture of Louise, daughter Mary, with Alma Sweeny kneeling in front of them. In the back row are Etta Dunbar, commonly called Ettie, someone yet to be identified, Alice White, Carol Leach and Nellie Bowden. The birch bark cards were given out for get well wishes and, in 1940, they were given away as Christmas cards.

Nellie Bowden lived in the first house on the left up the Back Ridge Road where her daughter Edna was born. Edna helped provide me with some of the history of the village. Nellie was a Drummond who lived on the Fish Point Road in Orland Village. She married Richard Bowden, a native of the Back Ridge Road. Richard, like many of the local people, worked at the fish hatchery. Nellie was part of my childhood as the cook at Orland School for many years, the nice lady in the kitchen with the full apron who loved the children.

The Dunbar family was mostly a working class family in the community.



East Orland Sewing Circle. Its members built the original East Orland Grange Hall. Names printed on original, back row: Dora Dunbar, Millie Snow, Alberta Mason, Alice Gibbs, Etta Dunbar, Alice Blaisdell, Florence Stanley, Ernestine Marks, unknown, Stella Mason; front row: Gram Higgins, Laura Wentworth, 2 unknown, Gram Dunbar, Ethel Snow.

Henry Dunbar ran the sawmill that used to sit where the boat landing is now. There is a postcard of the Toddy Pond Marina, owned by Paul Wentworth, where people gathered for summer fun and boating. Depicted beside the marina were huge sawdust piles that were left behind after the mill was gone. In many of the old pictures of East Orland Village, you can see logs lying alongside the pond and stream, waiting to go to the mill. The shores of Alamoosook near the mouth of the stream are still covered with sawdust that washed down through the stream into the lake and has been washed up on shore.

Arthur Dunbar's house was also on the easterly side of the village, next on the right, just past the Inn. Arthur was a caretaker for many summer people. Tourism ranked second only to the mills in East Orland as the main source of income for people living there.

Many of the young women worked as maids and cooks in the summer homes, like Pheobe Rock which sat on the shore of Alamoosook. Mrs. Alexander was the cottage owner. The building itself was moved from Bucksport in the winter and taken across the ice to be placed in its spot now. Her granddaughter was a friend of my parents and came in the summers to visit.

Phoebe Rock fell out of the family connection due to an alleged extra-marital affair. Mrs. Alexander used to spend a lot of time in Bucksport at the Jed Prouty where locals say she fell for one of the Bucksport boys. She was allowed

to stay at Phoebe Rock whenever she wanted but was never allowed to own it. When she died, the family connection had to die as well.

Other stories of hanky-panky and human flaws are not much different from the family scandals of modern day. Young girls with promise would end up pregnant and become wives and mothers. Women and children were rescued from ugly men folk who couldn't handle being husbands and fathers. Women left their relatives and took off on selfish schemes and dreams. And the honest businessman was not always the case then, anymore than it is now. Older people seem to be not so shocked by the behaviors of people nowadays; they are shocked at how openly lives are discussed.

SUMMER PEOPLE

Many of the photos and mementos in the box were of people who came from the highly important summer population. Harvey and Ethel Snow were very close to many of them because of their connections. Harvey was especially known to like the ladies in particular.

Up on the hillside were three major summer camps. Camp Waroona is one of the three where Harvey was a caretaker. They were called the Bell Camps. The Bell family was one of the primary families responsible for the camps' presence. One camp belonged to Dr. Story, the head of public health in New York. His daughter Parney and Marion Dunbar were playmates in the summer when Parney would come to visit. She and her sister Margaret both followed in their father's footsteps and became successful doctors in the Boston area.

In the summertime, the Storys would host evening parties. The night would be filled with music, dancing, fellowship and plenty of refreshments. People of East Orland were privileged to have families like this come into the community and welcome the locals who would not have otherwise had any exposure to a different lifestyle.

Another of the camps was owned by the Clark family. Walter Clark became a writer and wrote a successful novel, *The Oxbow Incident*.

Marion recalled that one of the summer folk introduced East Orland to the motor car. His name was Jim, and he was a professor who had a cottage down on Craig's Pond, a spring-fed pond to the east of Alamoosook. He came to town one summer with a Stanley Steamer; Marion thought it was a red one. She recalled how he offered to take people, including herself, in the car for a "first ride."

It was after World War II before most of the East Orland community could afford to own an automobile and keep it running. Harvey Snow was one of the more fortunate who was able to have a car and join the mobile society of workers. Our picture of the car that took him to Bangor to work on the base housing is not just a picture of pride, it is a picture of good fortune and success in the midst of modest and difficult times.



Toddy Pond, East Orland. Post Card sent Nov. 25, 1910.

Courtesy of Russell Coombs

Also in the box were two pictures of a group of people on the front porch of the Inn. The man with bald head and hat in hand leaning against the post is Harvey Snow's father, George. Marion recalled that he was one of the nicest people in the village. He was a very fun-loving man and was especially nice to children. The front porch of the house was a favorite play area and hang-out for the local children. Marion recalled many hours playing on the wrap-around porch where you could keep an eye on the comings and goings of the neighbors. As the porch aged and fell into disrepair, the yearning to go to Harvey and Ethel's for a visit was always approved with the condition that you stayed off that rickety old porch.

PONDS AND STREAMS

Charles Gibbs was another local man who worked at the fish hatchery. Charles's wife was Alice, and they lived in the house on the right before the sawmill along the stream. The house is still there today and sits so close to the pond now that it is a frequent victim of spring flooding. We have a picture of Charles Gibbs on a horse-drawn wagon. Marion told me that Charles went to Orland every afternoon to get grain for his horses. In the box was also a picture of his daughter Grace, posed sitting in a lectern. She went away to school and became a teacher. Marion Gibbs was her sister and worked in a bank in Bangor. Grace and Marion never married.

The earliest picture of the village in the box was the portrait dated 1907. It shows the water level very low compared to the high volume that exists today. Down at the bridge next to Millie and George Snow's was the dam area. In 1907 it was mostly a wooden structure that controlled the water flow needed for the mills downstream. Later pictures, particularly one with the young boys leaning over the rail and looking into the water, show a large hand turning wheel that controlled the water flow into the reservoir and a wooden aqueduct that fed water to the power plant downstream.

As the paper mill demanded more water supply, the public water system was created for Bucksport. This point was used to control the water level in Alamoosook and Silver Lake where the water is pumped to. Even today, the dam is used to control the water flow and creates controversy at times for the camp owners on Toddy Pond and Alamoosook. Pictures show the construction of the dam with granite and even later photos where the dam and bridge were made with concrete. One photo shows the force of the water that used to flow through the stream creating the water power.

Located in the picture box was a photograph of Etta Parker. Her father Harold Parker ran the power plant owned by Central Maine Power Company. In today's society of high volume electric service and controversial power supplies, it is too bad that little hydro-electric power plants like the one in East Orland could not have remained cost effective to operate.

East Orland lived through the death of being a self-sufficient community where people could live and work without having to leave town unless they wanted to. Men left the water-powered mills to go to Bucksport and work in the paper mill for higher wages and more security for their families. The forests that fed the mills of East Orland in the early 1900s are once again being harvested to support the current lumber industry. Skidders and wood harvesters have replaced six-team horse sleds and hand saws. Strong muscles and sweat have been replaced with chain saws, beer bellies and air-conditioned cabs in wood harvesters you simply steer and drive.

The hillside of Mason Mountain today looks almost raped from the wood harvesting of modern day. Yet a look through the box of pictures assures you that the same hillside was once a large pasture where the Dunbar cattle spent their summers. Scenic pictures looking down from the hillside are not possible today because of large trees that block the view.

An old path behind the Bell camps also leads to the Mason Cemetery where, under the leaves and brush, you can find old stones of the Mason family that was so influential to the community. One of the Masons buried there is believed to have been on the delegation that helped Maine become a state.

In front of the Bell camps, the flat base leads to the hillside tennis courts where the summer people played while the locals labored around them and

watched.

In the box of pictures was a small portrait of a man standing in a uniform from either World War I or the Spanish American War. The wrappings around his legs were unique to the uniforms worn in that period. Another portrait is of Warren Dunbar, son of Henry and Annice, who was reported to have “almost died from homesickness.” Marion recalled the day when World War I was declared over and the town all got together and rang bells because they were overjoyed that Warren would be coming home.

Also in the box is the toddler with curly hair, Claude Dunbar, son of Homer Dunbar, who sits on the furry covering laid over whatever was used to get him high enough to take the picture in his white gown. Claude died at Camp Devens during his military service, not from bullets and battle, but from an outbreak of influenza that went through the camp. Local cemeteries on Memorial Day display the flags of others who served their time away from family and friends.

Homer Dunbar was a very smart man, according to Marion. He served in the Maine legislature during the time the state was heavily involved in highway projects that built Route One. It was also thought he was instrumental in getting the Waldo-Hancock suspension bridge during his tenure. Homer was also superintendent of schools for the district for several years. It speaks very well of a man who never went to high school.

It is curious that a town that had so much activity, a public school house, prominent and successful families, would not have a church. If you wanted to attend church it meant a trek into Orland Village to attend the Congregational or Methodist churches located there.

Thomas Dorr used to be the superintendent of the fish hatchery in East Orland. He was a spiritual man and, when he could, he would lead services in the school house. An active Christian education program also took place there on Sundays. Surplus Army and Navy hymnals and worship books were used in the services. Children had reading books for Sunday school. There wasn't a piano in the school house—very few people in town even had one. One of the ladies commented that if they lacked anything, it was music.

There is a picture in the East Orland local history treasure box of Kenneth White and Russell Bragg. Russell was Alice White's nephew who came to live with them. Many of the families in those days would take in children of relatives who were not getting by or had to move away to find work and were not able to take a child along.

This also applied to the elderly who were cared for in the home out of necessity and respect. People moved in with elderly widows and widowers and made sacrifices to ensure the care of a family member.

Farming was a major part of life that could make the difference during the harsh winter months. The last family on the Back Ridge Road before the Penobscot

town line was the Grindle family who worked large fields on top of the ridge. The Leach family had beautiful pasture land behind their farm house. Mr. Leach used to peddle milk from his cows and eggs from his chickens around Bucksport.

The fields are full of trees today, shelter to camps that have been built along the shore of the man-made pond that covers the outer edge of the fields now. The White farm is the only working farm left on the Back Ridge. Large chicken barns disappeared when the processing plants closed in Belfast.

East Orland is no longer self supportive. It is a mobile working community like most others. There are still small businesses, and the fish hatchery still operates. One local store still keeps a 10 x 12-foot post office in the corner, despite pressure from the U.S. Postal Service to close it down.

Neighboring communities have an overlap affect as well. Many of the East Orland folk migrated closer to Bucksport for work in the mill. Bucksport folk have migrated east to get out of town to a quieter place or a place along the shore where they can watch the loons. People still flock to the lakes and ponds for recreation, camping and summer life from surrounding towns.

You can still rent one of the Pine Shore Camps in East Orland. No doubt some of the people who come up from the south in July and August are second and third generation visitors who come back to celebrate the memory and explore places they heard about from relatives who summered here. These people will show up as guests in churches during the summer, looking to reconnect with the past. Some of them speak of grandmothers or aunts and uncles who used to talk about good times and wonderful people they met on their vacations.



Ice boat off Craig Brook, December 1895.

Life in Gilpin in the 1920s and 1930s

BY LILLIAN (CARPENTER) DUNBAR

My great grandfather Ambrose Carpenter and his wife, Melinda (Gross) Carpenter, bought a farm in Gilpin in 1852 or 1857. They moved from Bucksport with their first three children, Margaret (Margaretha or Maggie), Charles and Ruth; and possibly Richard, who was born in 1856. They had four more children, Ellen (or possibly Helen), Mary, Ernest, and John who was born in 1865. John was my grandfather.

John married Lillian A. Lawrence from Bucksport. They had three boys, Ambrose, Raymond and Roscoe. Roscoe was born in Orland in 1895 and married Martha June Bridges July 3, 1922. These were my parents. They were living on the farm in Gilpin with his uncle Richard when I was born in June of 1923. My sister, Pearl, was born in 1925 and my brother, Roscoe (Bud), was born in 1926.

My great uncle Richard died during my first year of school in 1929 and after that it seems as though we had a steady stream of people—aunts, uncles, cousins—who stayed with us at different times. After we got a car in 1930 we did get out more, going to Bucksport on Saturday night for groceries.

Now, I am in awe of the work that my mother got through with three children all under three years of age. Of course, she had my great uncle to carry the water for washings and help with the heavy work, along with gardening, etc. My father usually worked in the woods from daylight to dark with a team of horses, hauling wood to Freddie Gross' brickyard in the winter from deep in the woods to the Castine Road; and, in the summer, haying for anyone that wanted him while doing his own haying as well.

We had neighbors who were very helpful. Our mail was delivered at the Route 1 end of the road and whoever went out brought it back to their house. Of course, sometimes that meant we didn't get it for a week!

Our nearest neighbors were Will and Nell Gray and their granddaughter Helen Conary, across Meadowbrook and up the hill. The nearest children our age were the Lallys, Ralph and Laura, and their kids, Eva, Eugene, Ardenia and Anna Lee. We went to school in East Orland and Ralph Lally drove us in a big old touring car when I started school. These were the only neighbors we saw very often.

At the Route 1 end of the road were the Meades. As far as I can remember, only Maria was living there with her granddaughter Corinne. The next house was the old Gross place, opposite where the Lallys lived. I believe Win Gross was still alive then.

In the mid 1930s, Laurence "Kit" Gross, his wife Madeline and daughter Joan built a house and lived just up the road. Going from our house to the Castine Road, the Elias Bowden place came next, then the Frank Cunningham place and

at the end of the road, the Freeman Patten house. Gilpin was very sparsely settled in the 1920s and 1930s.

All in all, I think Gilpin was a very nice place to live at that time. We kids played outdoors most of the time. I remember the three of us taking our lunches and going with father in the winter time and following the sled loaded with wood two trips a day to the brickyard. In between trips, we would gather around the fire he had built, with whoever was cutting wood, and having our lunch after it had been thawed in Daddy's old tin dinner pail.

Of course, we had no water in the house and we had an outhouse. There were wood stoves in the kitchen and living room. We always waited in the morning for the stoves to be lit before we got up and took our clothes to the living room fire to dress as our bedrooms had no heat. Practically every morning Mama got up by 5:30 a.m. and made biscuits for breakfast and put up our dinner pails. She also almost every night made them for supper.

Everybody we knew at that time lived the same way. After we got older and our maternal grandparents lived in town, in Bucksport, we knew that some people had electric lights and running water. They went to the store and bought meat, chickens, and pork without raising it and killing it themselves.

We joined the Juvenile Grange and attended meetings at the Alamoosook Grange Hall in East Orland until we got old enough to join the regular Grange. Even before that, we walked to the Grange Hall to see movies on Saturday afternoons if we could scrape up the 10 cents apiece for admission. They showed westerns and a serial that continued from week to week. Of course, this was during the summer. In the winter, we went sliding and skating, with everybody joining in.

Also in the summer, after we got old enough, we walked to Freddie Gross's and picked strawberries to earn money for school clothes. Before that, our mother made almost all of our clothes, including my brothers'. Even our underwear was made from cotton sugar or grain bags.

Every spring we always had smoked alewives and dandelion greens to purify our systems. As for medicines, I don't remember we ever went to the doctor for any childhood illnesses. We were treated with home remedies such as Vicks VapoRub, camphorated oil, Epsom salts, castor oil, cod liver oil, ginger tea, mustard plasters and homemade cough syrup made from butter, onions and molasses.

After approximately a century of Carpenters occupying the homestead in Gilpin, early in the 1950s the last of my relatives left. None of us went far. We settled in East Orland and Bucks Mills in Bucksport. The traditional cape house still stands on the west side of the road, one and a quarter miles from Route 1. Despite the advances in auto travel and roads elsewhere, the Gilpin Road retains its "off the beaten path" flavor, just a quick turn off the major Acadia Highway thoroughfare.



Cranes Corner School, at the corner of Gilpin and Castine roads, has long since been torn down and most of these students are names we remember fondly. Isadora Gray gave the picture to Orland Historical Society.

Back row: Frank Cunningham, Adriel Barnard, Lois Snowman, Linwood Gray, Merton Gray, Arthur Harriman

Second row: Warren Patten, Jay Clement, Pearle Hutchins, Laura Gross, Merle Gray

Front: Laura Gray, Marshall Harriman, Roland Hutchins, Forestine Leach, Oscar Saunders, Isadora Saunders. Teacher: Ethel Young (Leach).



A Hunter grows up

By Don Bowden

My father Emery S. Bowden was born September 23, 1880. Times were hard, money scarce, and people had to scratch real hard to get by. They lived off the land and the sea; farming the land, hunting the forests, and fishing the coastal waters and ocean.

Fish were smoked or dried and preserved for winter. The farm provided vegetables and fruits that were also stored or preserved for winter. The forest provided meat to supplement the home grown, as well as fur to be sold for cash to buy condiments necessary to eat well. Rabbits were trapped for food or to be sold to a local buyer who shipped them to New York or New Jersey to stock private game preserves.

As I look at the mountains of cheap and gaudy toys and baubles parents buy their children for Christmas—most of them worthless—I recall hearing my father say if he received one present for Christmas he was lucky, and it usually was home-made, like a pair of wool mittens or stockings. One year he got a jack-knife which to him was the ultimate in presents.

Because my father grew up and worked in the forests and fished the river, he came to love them all, but particularly the forests. He liked to cut wood for the brickyards, and he was good at it. Everything was done with an axe. He could swing an axe either right or left handed with equal dexterity and could cut more than two cords a day.

However, his greatest love was hunting. He started when he was about 6 years old with his father. He had difficulty holding the muzzle-loader. Boys were treated a lot differently then. They were expected to contribute to the family's welfare as soon as able. They were taught responsibility, to do their share of the chores, and to help grown-ups whenever it was in their capacity. When he reached the age of 11 and wanted to go hunting, he was allowed to do so, and they were glad to have whatever meat he brought back.

But there was one restriction. He could shoot the muzzle-loader but he could not load it; it was too dangerous. His father would load it and my father would hike off into the woods hunting. This was fine, but if he missed his shot he had to walk back to the house to get it reloaded. You can well imagine his frustration, but his love of hunting was so strong he was willing to put up with this irritating restriction.

The spring after he turned 12 his mother sent him on an errand to Addison Marks' store, located somewhere near the top of Hardscrabble Hill. It was there he saw the most beautiful thing he had ever seen. It was a breech-loading, twelve-gauge shotgun, the first one he had ever seen. It was second-hand and the price was four dollars. But four dollars was a lot of money, two to three days work for

a man, and most men could not afford that kind of money for a gun.

When he returned home he never mentioned the gun to anyone, at home or in the neighborhood; but he dreamed of saving enough to buy it. All summer long he scraped and saved every penny he could get his hands on. Every time his mother sent him to the store, he would hold his breath while he sneaked a look to make sure it was still there. He worked all summer, and in the fall he trapped mink and muskrat until finally he had the four dollars. With his money tucked safely in his pocket he hurried up the hill to the store, holding his breath and praying the gun was still there. Sure enough, it was still there hanging on the wall. He completed his purchase and started home. He told me he was so proud he would hold it out from his body so he could see its shadow on the ground. Now he could hunt and load his own gun without walking back to the house. That was the happiest day of his life.

He kept and hunted with that gun for 2 years until he earned enough money to get another one. Then he gave the first one to his father, and they hunted together, both with breech-loading shotguns. I still have his first gun.



Cappy Dorr in his store with Fanny, Orland Village.

Hutchins family photo collection.

Orland Village of the middle thirties

As remembered by Virginia Soper Davis, November, 1999

In September of 1935 when I was nine years old and entering the fifth grade at the Orland Grammar School (building now owned by my son Frank L. Davis) our family moved from my father's (Frank F. Soper) old home on Leaches Point to the Fred Buck Farm in Orland Village. Fred Buck had been dead for some time, and it was from his two spinster sisters, Lizzie and Carrie of Portland, that my dad purchased the property.

The house at that time stood in line with the Hannah and Emma Buck house and the Charles Valentine house at the end of a privately owned lane now Parsonage Street. Later the house was moved to a new foundation on the same property. It is now owned and occupied by Kathy and Dean Hoke and their family.

The house directly across the lane was owned by Frank Ames and his sister Hazel Ames. Frank and his mother Rose Ames lived there. Hazel, a school teacher in Connecticut, spent her summer vacations with her mother and brother at the Orland house. It is now the Orland United Methodist Church parsonage.

Hannah and Emma Buck, deceased, were cousins to Carrie, Lizzie, Fred and Jennie. None of these Buck cousins ever married or had children to inherit their property. The Hannah and Emma Buck house was owned by Mr. and Mrs. Royal Wentworth of Winchester, Mass. Mrs. Elizabeth Wentworth was a relative of the Buck sisters and had spent much of her youth in that house.

Both Charles and Clara Soper Valentine were dead and their house was owned and occupied by Mrs. Valentine's brother, Albion R. Soper and his wife Gertrude Condon Soper. The Valentine/Soper house is owned and occupied by Clarine Coffin Grenfell today.

Moving down the road (Narramissic Drive) by the then Orland Congregational Church we come to another lane (presently known as Church Street). The first house on the left, at this time owned by Dr. Hans Duvefelt, was then owned by David and Rose Buck. Mr. and Mrs. Buck were summer residents. After Mr. Buck retired they made Orland their residence. Clara Soper (Mrs. Arthur) owned the house just above where the Gomm family lives today. The Methodist Church was across from her and below the church was the Al Buck house, occupied in the summer by his children Abbie Buck, Gertrude Buck Kennedy and her family, and their brother Dr. Albert Buck. The Kennedys lived in Massachusetts, Dr. Buck in Connecticut and sister Abbie in Augusta, Maine.

The next lane towards the village led up the hill to Walter and Charlotte Buck Brewster's house. The Brewsters were year round residents and Walter, as I recall, was a farmer. He owned a pair of work horses which he allowed neighborhood kids to ride and a big Jersey cow named "Trilby." One of his big crops was strawberries. It seems as if every boy and girl in Orland picked strawberries for Mr. Brewster at some time in their early years. Two cents a quart was paid to

pickers. Everyone was on the job at sunup and finished by noontime. Those berries had to be on the Boston boat for their overnight trip to market.

Beyond the Brewsters was the home of Leslie (Les) and Evelyn Farmer. On the corner "the old Post Office" was a barbershop run by Bert Hendrickson. The three story building on the opposite corner was owned by Rising Sun Lodge. Les Farmer ran an IGA grocery store on the ground floor of that building. I have no memory of who owned or lived in the Tena Grey house at this period.

On the corner of the Lower Falls Road and the Castine Road stood a low rambling house where Cora and Bert Hendrickson lived. Mr. Hendrickson was a school bus driver as well as a barber. Mr. and Mrs. Otis Giles lived in a downstairs apartment in the back. That house is no longer in existence.

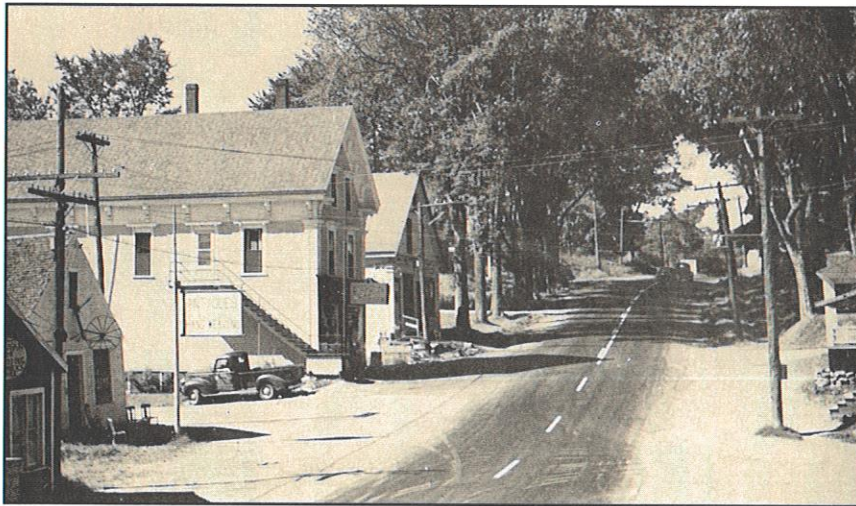
Oscar Facticeau ran a garage where Nancy Wentworth lives, and Sewall Ginn kept the forge glowing in his blacksmith shop across the street. Sewall and his wife Mamie lived in the house at the end of the bridge just below his shop. At the western end of the bridge across from the IGA was another garage run by Ted Soper and his brother Herbert. The building next to it which had once been used for a silent movie hall was owned by Les Farmer and used for storage.

The Post Office was located where Lorraine Nolet lives. George Saunders was Postmaster and he, his wife Bernice and son Stuart lived upstairs over the office. Across the street from the Post Office Albea F. Snowman was owner of the store now known as The Orland Market. The building which houses the Orland Historical Society Museum was owned by the Narramissic Grange #224. The Town of Orland rented the two small rooms at the front of the building to use as Town Offices. Fred and Ellen Almquist's house across from the Grange Hall/ Historical Society Museum was owned by Gertrude Hutchins. Up from Gertie Hutchins was the Hallie Soper house. George and Ann Buck live there now. Above that, Hattie and Byard Goodwin lived in the house now owned by Wesley and Charlotte Pipher, "The Sign of the Amiable Pig" bed and breakfast. Across from Hallie Soper's house was the rambling white house of Andrew Jordan, present owner Glen Webb. Above that the homestead of Ernest Sugden and his mother, Georgia. Just beyond were two big hay barns formerly of Jordan's but then owned by George White who also owned the gravel pit. Next was the Orland Grammar School.

To complete this travelogue of the Village we must move along the Fish Point Road. The small cedar-shingled cottage in back of the Snowman store belonged to Perley Lewis. His family had been early Orland settlers, and though he lived most of the year in Connecticut he, his wife Nellie and son William (Billy) spent a good part of the summer here. In the summer a Mrs. Wilde always came to stay in the tall pillared house connected to a cape style ell. If she owned it, I don't know. The next house was Guy Emerson's. Guy Emerson, whose ancestors had been prominent in shipbuilding and other Orland businesses, was a civil

engineer of some note. He worked for the city of Boston for many years and was involved with the construction of the Sumner Tunnel there.

The house with the steeply pitched roof and the gingerbread trim next to Emersons was called the Dresser house. It seemed to be unoccupied for quite a while. The home of Owen and Laura Soper, where Woody Berry lives, came next. Then the Narbis house where Marcia Narbis Yorke and her daughter Helen, a soprano in the Metropolitan Opera Company, spent summer vacations. J. Franklin "Pinky" Meigs lives in that house now. Beyond there was a small house where Phyllis Ames' grandmother, Mrs. Johnson, lived. The Carters now own it. Across from that was Fred and Annie Ames' place which burned sometime in the '50s. Coming back toward the Village, the next house on the river side belonged to Seth and Martha Hutchins. Seth had been the owner of the grist and saw mills which were located not far down river from the dam. The Village was a busy place in the summer, but after Labor Day many of the houses were closed as their occupants returned to city living.



Road to Bucksport, 1950. Post card. Hutchins family collection.

Making a living

By Virginia Soper Davis

In 1936 people in Orland were still feeling the effects of the Great Depression. However, the Maine Seaboard Paper Mill in Bucksport was employing local men. Those who had never worked in a paper mill before could hire on as stevedores to unload potatoes and pulpwood from schooners and barges and rail

cars or to load the finished rolls of paper shipped either by water or rail to city markets. Another beginning job in the paper mill was in the "magazine room." These jobs were all hard labor but men were glad to have them.

Some men did carpentry, others were still farming. The main crops were strawberries, oats, and potatoes. A few weirs were built to catch the spring run of alewives and a small number of salmon. Most local men worked at many kinds of hand labor—roadwork in the summer, snow shoveling, woodcutting (both firewood and pulp) in the winter. Cutting Christmas trees to be shipped out of state was an occupation for some during November.

Those who were not occupied in businesses raised as much of their own food as possible. Big vegetable gardens provided summer food, and women spent much time canning fruits and vegetables for the approaching winter.

Even alewives were considered very palatable table food. During the spring run they were eaten fresh or smoked along with dandelion greens and hot biscuits. In winter alewives which had been canned in vinegar and spices became a common menu item. Bones were no problem to those who had been raised on such fare. There is a definite technique learned early. If one of those little needle-like bones got stuck in your throat a piece of dry bread following it took care of the problem.

Some families kept one or two cows which furnished them with milk, cream, butter and cottage cheese. Excess skim milk was used to feed a pig which would be slaughtered in the fall for winter meat. A small flock of hens was kept to provide eggs and meat. Wood and coal were the main sources of fuel. Oil had not taken over yet. Staple groceries, such as sugar, flour and molasses were purchased from the local grocery stores.

The church, the Grange and the schools were the centers of social life for villagers. Orland Primary School up near the Town Hall housed grades 1-4 and was taught by Miss Lena Cunningham. Orland Grammar School was for grades 5-9, later 5-8. Miss Rena Sawyer, who later married Kelsey Gray (one of the Gray triplets), was teacher of that school.

Orland Methodist Episcopal Church services were held in their church building during warm weather. From September through May services were held in the Vestry which was located at the edge of the river. That building was moved up to the Upper Falls Road and is now used as a weaving shop by H.O.M.E., Inc.

Sunday School Easter and Christmas programs were always exciting events for us kids. We memorized "pieces" (poems) to recite and learned new songs to sing. All the parents attended our performances. After the Christmas performance we had a "Christmas Tree". This meant we exchanged presents and received a small bag filled with popcorn and hard candy. What a treat! Sometimes an orange would be handed out to each child just before they left for home. These oranges were probably donated by local store owners and were no doubt considered a

very generous gift.

Schools also had Christmas programs. Usually 7th and 8th graders did a small play and the younger ones just recited poems. But it was all pretty exciting because these programs were done in the evening. Everyone—parents and kids—all walked up to the school together. It was a jolly time.

Adults found their sociability in the Grange, Eastern Star and Lodge. Sometimes dances were held at the Town Hall on Saturday nights and card parties were held in the Grange Hall or in homes of the players.

In the days of no TV, we did a lot of sledding (we called it sliding) and skating. Big boys with their Cape Racers came down Dark Mountain across the Main Road and onto the Lower Falls Road. What a slide! What a long walk back! We younger ones started at the Main Road and went down Lower Falls Road. Another favorite hill was up by the old Methodist Church. There was plenty of snow and it was packed down hard.

A small pond in the gravel pit back of the grammar school froze early and we spent many hours skating there. As soon as school was out in the afternoon we put on our skates and stayed until suppertime. Usually someone built a bonfire for us stay warm beside while we took a break. When the weather turned really cold and we had enough subzero nights to freeze the river we went skating there. But the river was considered treacherous, and I know some of the boys did fall through; fortunately, with no bad results.

We had Halloween parties, Valentine parties and just fun gatherings at each other's houses. We made fudge or molasses taffy and played pickup sticks and board games. It was all fun, and I look back on it with pleasure; but I think our kids would find life in the slow lane somewhat dull. We can never go back and that's as it should be. We're excited to be here now and looking forward to the new century.

Walking to school

By Virginia Soper Davis

My sister Frances Soper graduated from Bucksport High School, located in the former East Maine Conference Seminary, in 1935, before our family moved from Leaches Point to the village. Most days she walked two or three miles each way to school and back home. Often in the winter, Leaches Point Road was not plowed. So she skied out to the main road and walked from there. She kept a pair of good shoes for school hidden under a rock near the school and changed out of her hiking boots each day. Once her good shoes were stolen, and she had to wear the older, dirtier ones to class.

After graduation, she married Richard Soper, keeping her same name, and moved to the house where she still lives on Orland Hill.

Post Offices

By George R. Sawyer

Orland Village

The first post office in Orland Village was established February 8, 1821, during the tenure of Postmaster General J. Meigs. Andrew Craig was the first postmaster in Orland, serving until October 6, 1824.

This post office was probably connected to a store, as was the practice in those days, and was located about where Dot Snowman's (formerly Don Wardwell's) house trailer is today or slightly down river from the recently installed pump station for the village sewer system. The post office building itself was locked by means of a big brass key. For many years, Ernest (Ern) Sugden was in possession of the implement. He intended that the key be a part of a planned museum. Along with other artifacts, the key was lost.

The Postal Service used four-horse carriages to transport the mail in 1845. Delivery routes were laid out by number. For instance, a part of Route #55 was: From Bucksport by Orland, North Penobscot, North Blue Hill, Sedgwick and Deer Isle to South Deer Isle—29 miles, twice a week.

About 1864, the post office was moved to what is today the corner of Route 175 and Narramissic Drive where it served the townspeople for 72 years. There was a break, however, when it was located next door from 1913 to 1944. This information was among the papers in possession of Doris Hutchins, recently donated to the Orland Historical Society. Aside from the above material, a map of Orland Village, circa 1880s, displaying homes and business concerns, denotes a post office in the G.H. Condon store which is now the Orland Historical Society building. There were two handicapped postmasters: Oliver Trott served 16 years while in a wheelchair and William B. Hutchins, minus one hand, held the position for 19 years. Doris Hutchins served as postmaster longer than any other person—34 years.



Orland Village post office, early 1930s.

Hutchins family collection.

Postmasters who served Orland Village 1821-2000

POSTMASTERS	APPOINTMENT DATES
Andrew Craig	February 8, 1821
Enoch Partridge	October 6, 1824
Rufus Trussel	July , 1833
Lewis W. Conner	July 28, 1838
Parker W. Perry	December 30, 1842
Aaron P. Emerson	December 9, 1850
Samuel P. Brown	March 30, 1853
Charles J. Perry	March 17, 1854
Stillman Cotton	December 11, 1854
Nathan H. Powers	July 9, 1861
Oliver B. Trott	August 18, 1864
George H. Condon	March 2, 1880
Richard P. Harriman	September 25, 1885
John Ames	September 25, 1889
Mrs. Julia B. Harriman	August 31, 1893
John Ames	January 19, 1898
Nathional H. Ames	April 17, 1909
William B. Hutchins	October 20, 1913
Kelsey Grey	February 8, 1932
George E. Saunders	May 14, 1932
Mrs. Laura B. Soper	June 2, 1944
Mrs. Doris Hutchins	November 4, 1954
Kathy Ames	January 31, 1987

East Orland

The first post office in East Orland was established November 19, 1878, at the home of Nancy M. Blaisdell, the first postmaster. She lived at the corner of Route 1 and the Back Ridge Road. On September 24, 1902, William L. Wentworth was appointed the second East Orland Postmaster with the office at his home. When Route 1 was built across the end of Toddy Pond, his house was razed and the foundation overrun by the new piece of road.

April 8, 1908, the East Orland Post Office was relocated to the home of Ethel Snow, upon her appointment to postmaster. For 50 years, Ethel attended to her duties in the rural post office along side the stream that flows from Toddy Pond to Alamoosook Lake. She even went so far as to deliver a pension check to a Civil War veteran since he was unable to make the trip to the post office.

Mrs. Snow was succeeded by Phil Whitney, October of 1958, operating out of one of the buildings in proximity to Toddy Pond dam. Upon Phil's resignation,



Ethel Snow, Postmaster. 1955.

in the 1970s, the post office was moved to the East Orland store and is there now (1999). John Summers was OIC (Officer in Charge) until Elizabeth Chamberlain's appointment January 14, 1976. Mrs. Chamberlain resigned June 22, 1991, and was replaced by Don Lynch, the current postmaster (1999).

North Orland

The North Orlanders had a post office set up in their community, October 16, 1889, but for some unknown reason it was discontinued the following April 22nd. It was re-established June 9, 1890 and served the neighborhood until February 28, 1913. The North Orland Post Office conducted its function out of the following homes:

POSTMASTERS

Zenas B. Chase
Willard P. White
John E. Ginn
Jabez G. Ware
Imogene M. Ware
Laura I. Mumler

DATES OF APPOINTMENT

October 16, 1889
June 6, 1890
August 5, 1891
December 30, 1892
December 4, 1902
August 7, 1905

Postage prices

In the early days, the cost of mail delivery was paid by the receiver until postage stamps came into use in 1847. Charges before 1847 were:

One sheet letter within 30 miles—6 cents
Not over 80 miles—10 cents

Not over 150 miles—12.5 cents

Not over 400 miles—18+ cents

Greater distances—25 cents

Letters of two or more sheets were charged additional postage proportionately, and if more than one ounce in weight the postage quadrupled.

1971 Celebration

July 1, 1971, the new United States Postal Service officially took over all functions of the old Post Office Department. Programs of different types were planned on that date all across the country. Postmaster Doris Hutchins rose to the occasion and organized events for the celebration. She involved school children in various contests and displays in connection with the post office and its work.

The day of the event, July 1st, was hot and humid. A FIRST DAY COVER, with an Orland postmark, went on sale for 8 cents for as long as they lasted. The demand overwhelmed the supply and more were prepared. The first 10 people to bring in a dollar bill or social security card with the numbers, not necessarily in order, of the Orland zip code—04472—would receive a little prize.

Posters made by Orland children were exhibited outside the post office. A refreshment table was set up with punch and cookies. Ninety-one people signed the guest book and Doris Hutchins felt that it was a very successful day, although activities were halted earlier than planned upon the arrival of a very heavy thunder storm.

A Certificate of Special Recognition was forwarded from the United States Post Office District Office in Portland, Maine, to the Orland Post Office in appreciation for its participation during the celebration of the inauguration of the United States Postal Service. This award was won in competition with 3,058 other Third Class Post Offices in the Eastern Region.

Burglary at the Orland Post Office

The Ellsworth American reported, in its September 20, 1976, edition, that a break-in had taken place at the Orland Post Office late Tuesday or early Wednesday. Mail was strewn all over the floor, drawers were pulled out and the safe had been tampered with. The postal authorities were informed and the Hancock County law enforcement people conducted an investigation. Sheriff Maddocks judged it to be a job performed by green-horns. They made a terrible mess of the safe. The mechanism was so badly jammed it could not be unlocked the next day. It was estimated that maybe \$40 or \$50 was stolen but no mail appeared to have been taken. Entry was made through a broken cellar window. A bloody towel was found at the scene as well as a foot impression and an identifiable finger print. Maddocks said there were suspects but gave no names at the time.

New building for the Village

Kathy Ames was appointed Postmaster of the Orland Post Office in the village on January 31, 1987. Three years and four months later, the little village post office building was vacated. An expanding population and other considerations required that a new, bigger post office building be established for the changing times. Still, it is rather sad to observe the little building on the corner, once a vital link in the chain of communication with a world beyond the confines of a small Maine town. It now stands outdated, empty and decaying, cast aside like an old shoe, a neglected symbol of days and years long gone.



Doris Hutchins, Postmaster, Orland Village. 1984. Jane Gilbert photo from the Hutchins family collection.

COMMUNITY CLUBS

By Jane Tannehill

Toddy Pond Community Club

A group of interested citizens met at the home of Ralph Lally to organize a club on the first day of May 1951. The group voted in as president, George White; vice president, Hollis McGinley; secretary, Virginia Gross; treasurer, Louise White; janitor, Harvey Snow; and gardener, Ben Bray.

It was voted to name the club The Toddy Pond Community Club. Dues were decided upon at a later meeting but a fee of 25 cents for joining was enacted. The president, vice president and Ralph Lally acted as investigating committee to see if the school building in East Orland could be obtained for a community building. There were 21 members who paid 25 cents each for the joining.

At the May 8th meeting, the president reported on the incorporation papers and the deed. The expense of incorporating would be \$35. It was voted to hold meetings the first and third Mondays of each month. The electric bill averaged about \$1 per month. Many card parties were held to earn money to keep the club going and to purchase items needed.

At the March 2, 1953, meeting, it was voted to meet once a month and that to be on the first Monday. It was voted to purchase 2 cords of wood for \$32.

In May of 1955, 12 new chairs were purchased at \$3.50 each, the same price of the six chairs they purchased in 1952. The electric bill was now averaging \$2 per month. By now, the club was meeting twice a month.

In 1959, the club let the Farm Bureau use the hall once a month. Christmas gifts were not to cost more than 50 cents for the club's party. In November, it was voted to have a pot luck supper for the first meeting in each month.

In 1962, it was voted to meet only once a month and to have a card party the third Monday of each month.

In September of 1969, the Orland Extension started meeting in the club-house once a month. On the 19th of July, the boys from the Flying Moose Lodge met at the club house to view the Moon Landing via television.

In April of 1971, a new table was purchased in memory of Marion Gibbs.

At the November 1972 meeting, we were sorry to report the death of our first president, George White.

During the 1970s and 1980s, we were busy with card parties, beano games, mystery rides, picnics and many other functions. Attendance began to drop in the middle 1980s and we had to decide the future of The Toddy Pond Community Club after 35 years of being a big part of the community.

If we were to keep going, we would have to have major construction done to the building to keep it going. May 5, 1986, the members present voted to close The Toddy Pond Community Club.

After all the bills were paid, the remaining funds were given to the Ronald McDonald House in Bangor. Many of the items of interest were given to the Orland Historical Society. The building was turned over to Roland Robinson.

Christmas Club of Orland

(information given by Gertrude Weston)

The Christmas Club of Orland was organized by several ladies in 1938. It was also known as the Mind Your Own Business Club. It started out as a baby shower for Gertrude Deans prior to the birth of her son, Gordon Deans, who was born Nov. 27, 1938.

The members put away a few coins each meeting so they could go out and eat at designated times. Members were Florence Hutchins, Hilda Burgess, Gertrude Deans Weston, Gladys Leach, Jenny Farnham, Maggie Page, Doris Clement and Anita Bray.

The different members would hide and store each other's Christmas gifts so they were not in their own homes.



*The Friendly Club.
Front, l to r: Isadora
Gray, daughters
Alayne and Avis.
Back, l to r: Mamie
Ginn, Lottie Robbins,
Nellie Saunders, Doris
Leach, Gladys Leach,
Flora Churchill, Ann
Paige, Georgia
Facteau. Picture taken
by Frances Soper.*

Gold Star Mothers Club

(information given by Gertrude Weston)

The Gold Star Mothers Club was started during W.W.II. by Doris Clement and Gertrude Deans Weston. The flag was made by R.J. Smith. This flag was given to the Town of Orland. Those who died in W.W.II. were: Carroll Gray, Robert H. Moore, Charles G. Hutchins and Marshall Soper. Edwin A. Bowden died during the Korean War and Roy C. McEwen was killed in the Vietnam War.

American Legion Moore-Hutchins Post 189

(from a paper written by Donald Bowden)

Named for two Orland men who died in World War II, Moore-Hutchins Post left few records for reference.

At Town Meeting March 12, 1951, the town voted to sell the Post an old school building near the present Consolidated School for \$1.

The Post raised money with beano games to support charitable activities. They bought flags and holders for veterans' graves, sent youngsters to Girls and Boys State, and gave holiday baskets to needy families.

By the early 1970s, the Post became inactive, but I could find no record of its charter having been revoked. In 1979 Ed Thibodeau removed the building.

East Orland Sewing Club

The East Orland Sewing Club was also known as the Priscilla Club. It was very active during the 1900s. Some of the members were: Aurilla Higgins, Laura Wentworth, Letitia Pierce, Millie Blake, Emily Dunbar, Ethel Blaisdell Snow, Dora Dunbar Ingalls, Millie Dunbar Snow, Alberta Dunbar Mason, Alice Gibbs, Etta Higgins Dunbar, Winifred Gray, Florence Stanley, Ernestine Dunbar Marks, Estelle Mason, Alberta Dunbar DeCourcy and Alice Blaisdell. The ladies of this club raised money to build the Grange Hall in East Orland.

Order of the Eastern Star

Riverside Chapter No. 123 of Orland, Maine was instituted on June 16, 1905, with 17 officers and 15 members present.

The following officers appointed were: Worthy Matron, Mrs. Fannie M.P. Wood; Worthy Patron, Seth R. Hutchins; Associate Matron, Linnie W. Keyes; Secretary, C.R. Ripley; Treasurer, Fred Keyes; Conductress, Josephine Saunders; Associate Conductress, Carrie Jordan; Chaplain, Howard D. French; Adah, Josephine Hutchins; Ruth, Gertrude Hutchins; Esther, Martha Hutchins; Martha, Clara Valentine; Electra, Clara Hutchins; Warder, Nettie Saunders; Sentinel, I.R.

Saunders; Organist, Rose Hutchins and Marshal, Inez Ginn.

Grand Patron William Willard conducted the meeting assisted by the members of Penobscot No. 107 who conferred the degrees. In December of 1913, Riverside Chapter and Rising Sun Lodge held a joint installation. The first gavel was given by Linnie Keyes. This gavel was made from wood used to construct Admiral Peary's ship *Roosevelt*, built on Verona Island in 1905. In 1908, the hall was wired for electricity, three years later an organ was purchased for \$57.50.

In August of 1955, the 50th anniversary was held with 40 members and 107 visitors present. Some of the expenses incurred from the anniversary celebration were 300 invitations with envelopes \$15.30, postage for invitations \$6.69, peanuts and candy for the nut cups \$1.40, flowers \$1.00, paid to chairman for banquet \$7.80.

The 75th anniversary was held in June of 1980 with a skit depicting an old fashioned school room. Officers and members participated as students. They wore costumes of the period and read items relative to the history of the Chapter.

Appointments to the Chapter have been Grand Officers: Josephine Moore



*Past Worthy
Matrons of
Riverside Chapter,
Order of Eastern
Star, on an outing
to Surry Play-
house, 1946.
Standing, from
left: Ethel Jones,
Isadora Gray,
Forestine Grey;
kneeling: Frances
Soper and Winnie
Wasson. Photo
courtesy of Nancy
Wasson.*

as Grand Warder; Geraldine Boober as Grand Ruth; Winnifred Wasson as Grand Warder and Jane Tannehill as Grand Marshal. Those who have served as District Deputy Grand Matrons are Ethel Wardwell, Christina Gray, Winnifred Wasson, Frances Soper, Phyllis Wardwell, Elizabeth Bowden, Madeline Lally, Thalma Gray and Jane Tannehill.

Grand Representatives to other Grand Jurisdictions have been Ethel Wardwell, Josephine Moore, Lizzie Keyes, Frances Soper, Winnifred Wasson, Elizabeth Bowden, Virginia Farren, Ethel Wasson, Jane Tannehill, Helen Irwin, Gertrude Weston, Franklin Meigs, Elizabeth Wight and Alberta Cornell.

Currently Riverside meets the first Thursday of each month except for January and July with a total membership of 129. Riverside Chapter members contribute to ESTARL (Eastern Star Training Awards for Religious Leadership), Cancer, Heart, Knights Templar Eye Foundation and Shrine's Hospitals.

The Past Matrons Club of Riverside Chapter meets on the third Tuesdays of certain months during the year to help with projects that benefit the O.E.S.



Riverside Chapter, Order of Eastern Star, left to right, front row: Walter Jones, Frederick Morey, Mary Soper, Frances Soper, Sylvan Sturtevant, Fannie Dorr, Lizzie Keyes; middle row: Myrtle Marks, Isadora Gray, Lena Leach, Doris Clement, Ethel Cunningham, Lena Cunningham, Leah Gross, Elizabeth Mann, Donald Keyes; back row: Josephine Morey Stover, Eva Burgess, Gladys Libby Lawton, Vera Hutchins, Doris Leach and William Leach, Sr.
Frank Larrabee photo courtesy of Barton Hutchins.

Rising Sun Lodge 1852-1999

(from a paper by George Sawyer)

Before 1852, Orland Masons attended Felicity Lodge #19 in Bucksport. By May 1853 the new Masonic group was named Rising Sun Lodge No. 71.

From a start of seven members, the lodge expanded to 124 by December 1873. They met in the Orland Odd Fellows building. When the Odd Fellows disbanded in 1861, the Lodge continued to lease its space in the village building, buying it in 1922.

In 1873 the Lodge bought a lot at Evergreen Cemetery on Upper Falls Road to be used to bury impecunious Masons, their wives and orphans. The lot continues to be used today.

Wives of Masons began meeting in the Lodge hall in February 1885, and a chapter of Eastern Star—Riverside Chapter No. 123—was established around 1906.

When the Lodge fell upon hard times in the 1930s, members sold their water rights to Orland River (no mention of how they came to own the rights) to Seaboard Paper Company for \$25.

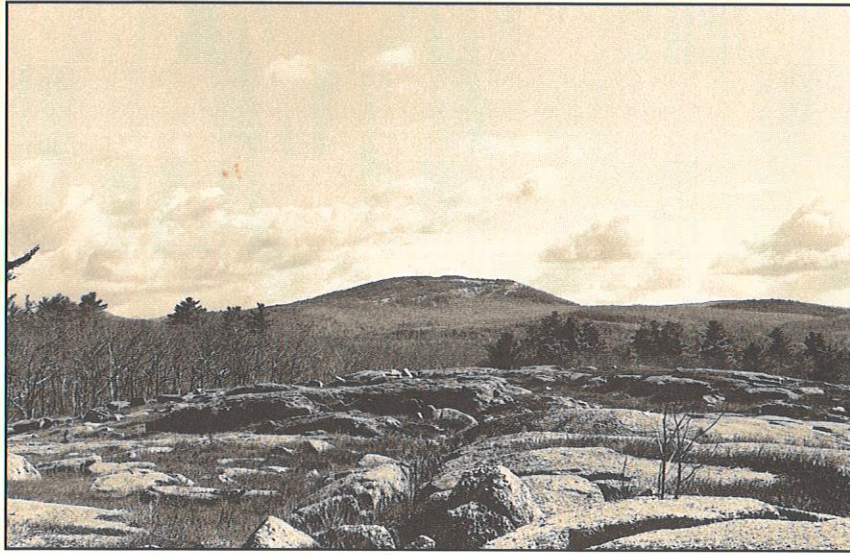
A new Masonic Hall on Lower Falls Road was built in 1980, and the Lodge and its affiliated chapter of Eastern Star are still active in town.

Orland Historical Society

In 1966 a group of civic-minded citizens began to envision the need for preserving historical artifacts pertaining to Orland. The town office retained some papers and records, but many people were offering tools and other items which were used in bygone days. It was obvious that some responsible organization should act as a repository for such materials. Consequently, on April 21, 1966, the first meeting of the Orland Historical Society was held with 19 people attending.

“The initial order of business was the election of officers and directors. The following were elected: president, Frances Soper; vice president, Neil Churchill; secretary, Heidi Williams; treasurer, Phil Davis; directors, Marion Gibbs, Jennie Gross, Boyd Marks, Doris Hutchins, Albert Bunt, Earl Chandler and Paul Wentworth.” (taken from minutes book of O.H.S.)

Thus the infant organization was on its way to adulthood. They incorporated and acquired the former Narramissic Grange building for a museum and meeting place. Through much hard work and dedication of many people, the Orland Historical Society has continued to be an important entity whose purpose is preserving our heritage for future generations.



Great Pond Mountain from Billy Goat Hill S. Bray photo, 1993, courtesy of Great Pond Mountain Conservation Trust

Great Pond Mountain Conservation Trust

Late in the 1980s, Stuart Gross approached Orland Selectmen about the need to preserve natural areas around Great Pond Mountain, including Hot Hole Pond and Hell Bottom Swamp.

Finding little official interest, Stuart called together friends and acquaintances interested in conservation and/or who had strong attachments to Orland's highest point. In 1994, Great Pond Mountain Conservation Trust was officially established with environmental, cultural and educational goals relating not only to the mountain but to the wider community.

Founder Stuart Gross was born and grew up on Castine Road in Orland, later becoming a Spanish professor at the University of Maine at Orono. He wrote many stories about his family, brickyards and Orland people. His ashes sweeten thin soil on the mountain's granite dome where hikers frequently view Camden, Blue Hill, Mount Desert Island, Mt. Katahdin and even New Hampshire's Mt. Washington on a clear day.

Grange Halls – centers of community life

By Jane Tannehill

NARRAMISSIC GRANGE NO. 224

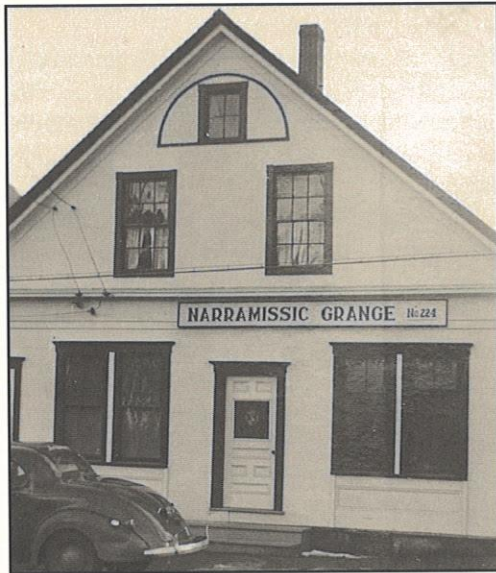
Narramissic Grange No. 224 was organized in 1876. Members met in Powers Hall in Orland. Narramissic Grange members served hulled corn at the Orland Fair in 1882. Orland Fair started around 1880.

The first Grange officers were Master: B.A. Keyes; Overseer: A.G. Page; Lecturer: Charles Partridge; Steward: W.P. Getchell; Chaplain: Daniel Gibbs; Treasurer: Issac Partridge; Secretary: Oliver B. Trott; Gatekeeper: J.E. Dorr; Ceres: Mrs. S. Getchell; Pomona: Mrs. J. Melissa Page; Flora: Mrs. B.A. Hopkins; Lady Assistant Steward: Mrs. Clara Partridge; Assistant Steward: Frank Staples.

Narramissic Grange bought the hall in 1907. They put up a steel ceiling in 1912 and also wired the building for a total cost of \$38.12. Mildred Gross was the first lady Master of the Grange in Orland in 1916.

The three granges in Orland worked together to get a doctor to settle in Orland. They got Dr. Gage.

Narramissic Grange celebrated its 75th anniversary at the New Orland School House in November of 1951.



Narramissic Grange Hall in the village is now Orland Historical Society Museum. Photo courtesy of Barton Hutchins.

ALAMOOSOOK GRANGE No. 409 P OF H

BY LISA BOWDEN CHAMBERLAIN

Alamoosook Grange No. 409 Patrons of Husbandry was organized in 1903. At that time, the hall was the property of the Sunshine Sewing Circle, which had purchased the hall from Thomas Mason for the sum of \$12 in October of 1895. The deed stated the hall and land would revert back to Thomas Mason and his heirs when the sewing circle disbanded.

Twenty-six members of the newly formed Grange signed the charter, and the first officers were elected the evening of April 18, 1903. The choice of a name was discussed, and Alamoosook, the name of a beautiful lake within sight of the hall, was decided upon.

The first officers elected were: Master: E.L. Jordan; Overseer: E.H. White; Lecturer: Mrs. Albion Harriman; Steward: George White; Assistant Steward: Herbert Robertson; Lady Asst. Steward: Carrie Leach; Chaplain: George Partridge; Treasurer: Mrs. E.H. White; Secretary: Bertie F. Churchill; Gate Keeper: Fred Thompson; Ceres: Mrs. E.L. Jordan; Pomona: Estelle C. Mason; Flora: Flora Dorr.

The 26 Charter members were: Mr. and Mrs. E.L. Jordan, Mr. and Mrs. E.H. White, Mr. and Mrs. Albion Harriman, George White, Herbert Robertson, George Partridge, Bertie Churchill, Fred Thompson, Flora F. Dorr, Estelle Mason, Carrie Leach, Abbie Wardwell, Alice Gibbs, William Wentworth, Frank Mason, Pearl Gray, Stella Dunbar, George Hutchings, Wenfield Gross, Charles Pickering, Fred Blake, Capt. E.E. Pendleton and Bertha Dorr.

Meetings were held every Saturday night. Attendance was outstanding, and a varied supply of refreshments was served to the patrons.

At the beginning of the third year, the members purchased the building for \$450 from the sewing circle. The Grange paid 50 cents a year for the lease of the land. The money to pay the Sunshine Sewing Circle was borrowed from Alberta Mason and paid back—installments plus interest. The mortgage discharge shows that the hall was paid for in full May 5, 1909.

Horse sheds were built in 1907 so that the patrons could have a place to keep their horses while attending the meetings. Before that time, visiting Grangers had to keep their horses in neighboring barns. The host Grange had to pay for the stabling and the horses' feed which usually averaged 15 cents per horse. A committee was appointed to take care of the horses the same as a committee appointed to welcome the guests.

In January of 1906, the sisters organized an Aid Society and turned much hard earned money into the treasury. During the first five years, the Grange earned \$1,135.69 from three agricultural fairs, numerous socials and other entertainments.

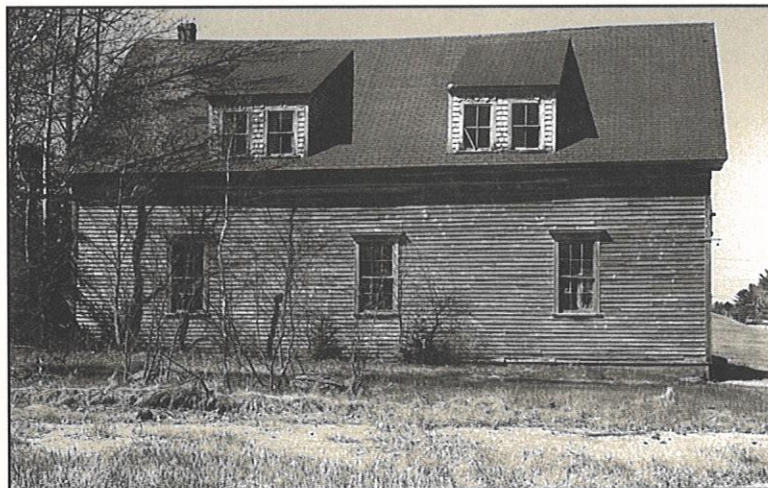
Only kerosene lamps were used until 1912. At a meeting in August of that year, a rising vote of thanks was given to the brothers who gave their time putting

in electrical wiring and lights. The cost was \$48.16 for the materials, and each member was assessed 50 cents to help pay the cost. Also in that year, the sisters received the go ahead to purchase lumber and have the upper floor finished. At the time, 12 gallons of paint was purchased at \$1.30 per gallon and one coat of paint was applied. To help defray costs, the hall was sometimes rented for \$4 a night but records show that the price was too high; so it was lowered to \$2.

During World War I, the Grange bought Liberty Bonds and gave thrift stamps to encourage boys and girls to make victory gardens. Families were large and, since transportation was mostly by horse and wagon, it was impossible for young folks to take in outside activities. So Alamoosook Grange planned many things for their social desires such as strawberry festivals, box socials, apron and neckties socials, suppers and dances.

Grange records also show, at the time, that one could dance all evening for 35 cents. If you only wanted to sit and watch, you could enter for 10 cents. This was for the general public. Public suppers were served at a price of 80 cents; beef was 11 to 15 cents per pound, eggs 25 cents a dozen, sugar \$3.20 for 100 pounds, lard 9 cents a pound, coffee 3 pounds for 89 cents and rolled oats 20 cents for a large package. Vegetables, beans and other food stuffs were all donated.

Up until the 1950s, the Grange remained active but membership kept dropping off due to deaths, lack of interest and other demands on its brothers and sisters. With a membership of fewer than 25, Alamoosook Grange was forced to close its doors and surrender its charter in the early 1960s.



Alamoosook Grange Hall in May 1986 before it was torched and burned to the ground.

VICTORY GRANGE NO. 538, NORTH ORLAND

By Julia Remick

Victory Grange No. 538 was formed in 1920. Leslie B. Johnson realized the need and made it come into being. Years before there was a Grange in Happytown called Lakeview. It was in the city of Ellsworth. It had surrendered its charter. Many of the people of North Orland had been members.

Victory Grange was organized on April 29, 1920. Bro. E. Libby, Secretary of Maine State Grange, came to the old school house No. 16.

The following officers were elected: Master: Alvertie Gray; Treasurer: Leslie B. Johnson; Overseer: Roscoe Davis; Secretary: Doris B. Johnson; Lecturer: Carrie Gray; Gate Keeper: Warren F. Moore; Steward: Edgar Gray; Ceres: Izora Douglas; Lady Asst. Steward: Lida Gray; Pomona: Hilda White; Asst. Steward: Alton Douglas; Flora: Mary Davis; Chaplain: Evardna White.

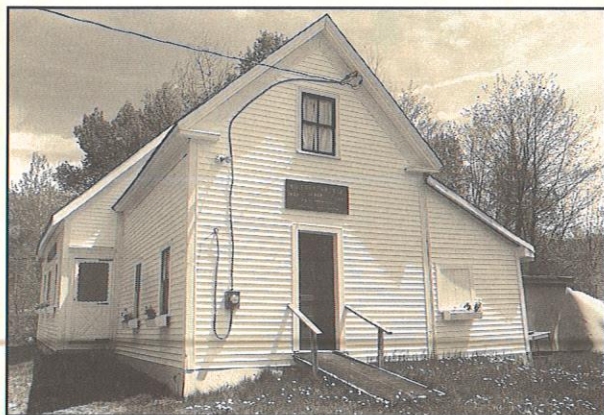
One of the things Bro. Libby stated was "bring the children to the Grange, then make them members for this family order."

The school house was not big enough for meetings. June 8, it was voted to buy the house, barn and house lot of Walter Douglas for the Grange site and to hire money from Benjamin Johnson.

In the spring of 1922, work on the hall began. Alvertie Gray gave a vacant house which was torn down and material used. January 1923 was our formal opening. We had a hall, not all finished, and a debt to pay.

New members came rapidly. We worked hard with dances, socials, sales, suppers, and in 1925 we were debt free.

The Grange hall became the center of social life in North Orland and surrounding areas. Children's Days held in May were a great success. The Grange was instrumental in getting state roads built to join the so-called market roads. Telephone and electric power were installed in early 1950. The Granite Cem-



*Victory Grange,
North Orland. The
Enterprise file
photo*



Victory Grange celebrated its 75th anniversary in 1995.

Photo courtesy of The Enterprise.

etery in North Orland has been maintained through efforts of Grange members. We have supported the Grange Cottage at Hinckley School, education scholarships and many charitable organizations.

The World Wars have been felt in our organization. Our service flag bears 19 stars.

Our members worked hard over the years to bring our hall to safety codes. We have water and bathroom, kitchen and a hall of which we can be proud. We have a fifth generation of original charter members who are working to maintain our organization. We have struggled many times, but the values of the Grange have been proven for the last 79 years. The community has benefited over the years.

In 1998 Victory Grange built an addition to its main hall. Through our civic endeavors, we placed first in the state and national Grange and were named, "Number One Grange in the United States!"

Scouting in Orland 1939—2000

By David L. Davis

(From records of Katahdin Area Council, BSA)

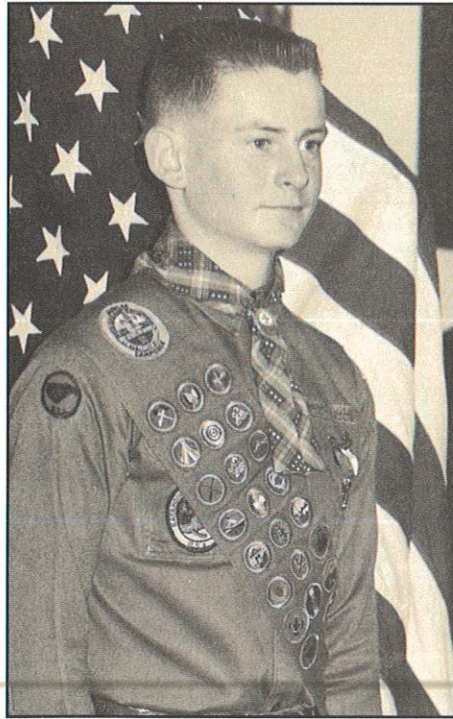
Troop #102 Boy Scouts of America

Boy Scout Troop #102 of Orland was organized April 28, 1939, sponsored by the Orland Welfare Club. David C. Buck was committee chairman; Neil E. Churchill, Scoutmaster; Philip Perkins and Enos W. Ginn were Assistant Scoutmasters.

Committee members were Fred Ames, Herman Dorr, Oscar Saunders, Walter Brewster, Les Farmer, George Saunders, Kelsey Gray, Norman Soper, Fred Gross.

First Scouts were Alden Arnold, Ralph Bowden, Reginald Davis, Alden S. Parker, Bernard Parker, Robert Roi, Kenneth Snowman, Chester Turner, Maynard York, Herbert Gerow, Charles Hutchins, Robert Hutchins.

In 1942 Troop 102 was still being sponsored by the Orland Welfare Club. Maxwell Ames was Scoutmaster and Charles Hutchins and Robert Hutchins were Assistant Scoutmasters. Committee members were: Walter Brewster, Les Farmer,



Richard Harriman

Kelsey Gray, Enos Ginn, Herman Dorr, Augustus Paige and Fred Ames, Chairman. Before the year ended Maxwell Ames had joined the Navy, Charles Hutchins joined the Marines and Enos Ginn had been called back into active service in the Navy.

Troop 102 continued to meet under the leadership of Senior Patrol Leader Leslie Dorr in 1943. Thirteen Scouts were registered and made up two patrols: the Eagle Patrol: Eugene Gray, Joseph Gray, Edwin Bowden, James Potter, Melvin Bowden and William Leach, Jr.; Wolf Patrol: Donald Johnson, Weldon Gray, Arthur Gray, Jr., Roy Saunders, Fred Snowman, Norwood Ames, and Keith York.

All during the years of WWII, Troop 102 continued to provide Scouting for the boys of Orland. By

this time the Orland Welfare Club had disbanded, and records show that with the renewal of the troop's Charter in 1949, the Orland PTA was the sponsoring organization. Leland Perrigo was Scoutmaster, Donald Bowden, Asst. Scoutmaster, and Charles Tyler Chairman of the Committee. The Troop was now meeting in the Orland Town Hall.

In 1950 Narramissic Grange took over the sponsorship of Troop 102. Dave Davis became Scoutmaster, George A. Hutchins, Institutional Representative on the Committee, and Arthur Hutchins, Chairman. Narramissic Grange sponsored the Troop for the next 11 years. During those years 36 boys were registered and seven boys achieved the high honor of Eagle Scout rank.



Scoutmasters and Assistant Scoutmasters

- 1950: Dave Davis, Scoutmaster; Assts. Raymond Wardwell, Harold Brown
- 1962: Earl Chandler, Scoutmaster, Asst., James Albright, Moore-Hutchins
Post of the American Legion became sponsor.
- 1963: George Cole, Scoutmaster, George Daily, Asst.
- 1965: Robert E. Cox, Scoutmaster, George Cole, Asst.
- 1966: Robert E. Cox, Scoutmaster, Douglas MacKinnon, Asst.
- 1967: Norman Carney, Scoutmaster
- 1968: George Barker, Scoutmaster
- 1969: Russell Ames, Scoutmaster, Assts. Ralph Gonzales, Charles Bishop
- 1973: Everest Doucette, Jr., Scoutmaster
- 1977: Stephen Snowman, Scoutmaster
- 1978: Jack Joy, Scoutmaster
- 1979: Lester Stackpole, Scoutmaster
- 1983: Barton Hutchins, Scoutmaster
- 1984: Lester Stackpole, Scoutmaster
- 1986: Leonard Haseltine, Scoutmaster
- 1989: Lester Stackpole, Scoutmaster; Assts. Matt Brown, Frank Davis,
Robin Bray, Arnold Grindle, Robert Harriman, Brian Maguire

Eagle Scouts of Troop 102

Charles Hutchins; Richard S. Soper, Jr.; Alton Gross; William Gould; Terry Weller; Robert Swartz; Chester Manuel; Richard Harriman; Barton Hutchins; John Morey; Jeff Martin; Richard P. Bray; Robert T. Wentworth; Robert Conary, Jr.; and Gary Hauger.

Cub Scouts

Cub Scouting has been ongoing in Orland since Cub Scout Pack 102 was first registered June 14, 1956. Pack 102 was sponsored by the Orland Parent-Teachers Club and for a while meetings were held at the school. The first Cub Pack Committee was chaired by Lewis Stackpole; Fred Morey was the Institutional Representative; Linwood Robshaw was Cubmaster. Florence Gray and Jodie Morey were Den Mothers.

Registered Cubs were Charles Morey, Nathan Turner, Arthur Roi, Jeff Robshaw, James Gould, Philip French, Thomas Obey, Lawrence Soper, Dexter Johnson, Lester Stackpole, Barton Hutchins, Alan Gray, Brent Soper, Richard Dunton and Steven Helbig.

1999-2000 Cubmaster, Kelley Bouchard; Committee Chairperson, Fran Maguire; Institutional Representative, Leonard Haseltine.

Den Leaders: Tiger Cubs—Michelle Chapman; Wolf—Linda Harriman Frost, Roland Hutchins, Terry Ames; Bears—Alan Snowman, Alicia Dunbar, Chris Merchant; Webelo 1—Beth Churchill, Stanley Leach, Gary Frost; Webelo 2—Barbara Gray, Mac Herrling.

Explorer Scout Posts have also been a part of the scouting program and activities from time to time.



Richard P. Bray was one of the first Boy Scouts in the country to earn his Eagle rank under new rules for boys with disabilities. With substitute activities, his hearing impairment did not prevent him from rising to the top rank in 1967.

Girl Scouts of America

In 1941 Anne Paige and Gertrude Lozier organized and led a Girl Scout troop in town. Some of the girls who joined this group were: Mildred Arnold,

Betty Arnold, Guida Wardwell, Barbara Paige, Alice Lozier, Virginia Soper, Elois Gray. Meetings were held in the building on the corner of Castine Road and Narramissic Drive which was last used to house the Post Office. The Troop didn't continue much beyond that first year. Perhaps its demise was due to the start of World War II and leaders becoming involved in the war effort. However, during the '50s Brownies and Girl Scout troops were again organized and the scouting program for girls enthusiastically continues in Orland today.

Leaders of the Girls Scouts in Orland in 1999: Laurie Deans, Carolyn Horth, Beth Churchill, Barbara Gray, and Joannie Wardell.

During the 60 years of Scouting in Orland many dedicated men and women have given uncountable hours. Because of this dedication, scouting is still going strong as we prepare to celebrate the bicentennial of our town.



4-H club in Orland, c. 1963. Front row, L-R: Maryann Casey, Tommy Roderick, Frank Davis, Ann Robshaw, Nancy Manuel, John Morey. Back row, L-R: Club leader Sylvia Potter Wight, Helen Nickless, DeeAnn Roderick, Candice Bray, Mary Ellen Robshaw, Rita Moore.



This 1909 post card, "Orland, ME. from Duck Cove Road" shows all three of the above listed churches, from left: Universalist, Congregational, Methodist. Card courtesy of Roger Wood.

CHURCHES

Methodists

Orland was included in the Orrington circuit in 1796. Early services were held in the school houses and in the Union Meeting House built on the site of the present Town House (now in 1907) by the Methodists, Congregationalists and Universalists. This was destroyed by fire prior to 1843. The present Methodist house was dedicated in October 1850, since which services have been regularly held. Pastors appointed to this charge since 1875—Rev. M.C. Beale.

Mention should be made of the dedication of the church women throughout the history of the Methodist church in Orland. The Women's Group has given much in spiritual and financial support. They have worked tirelessly and given endlessly of themselves and their talents to provide the means for carrying out the mission of the UME Church.

Congregationalists

This church was organized Sept. 25, 1850. Rev. Henry S. Loring served this field as a missionary from Aug. 1846 to May 1847. Hiram Houston was ordained the first pastor on Sept. 25, 1850. The meeting house was erected in 1850, earlier services having been held in the Union House and school houses.

Universalists

Early services were held by this denomination in the Old Union Meeting House. The present house was erected on the hill in 1843. Rev. Mr. Merrill served as pastor. Before this time, Rev. Silas Fletcher was pastor when the house was erected.

—*Information from the Census of Orland, 1907*



Two churches of Hardscrabble

By Don Bowden

Some time in the latter part of the 1800s, the town of Orland was looking for a little piece of land in Hardscrabble on which to build a school. My grandfather gave them a small piece of land half way up Hardscrabble Hill on the shore or low side of the Castine Road. It was not a very valuable piece of property, but he allowed them to use it for as long as they held a school there, and even though it was not a very desirable location for a school the town was glad to get it.

The school allowed the children of Hardscrabble to obtain a grammar school education without having to walk very far. The school gradually became the focal point for community activities such as box socials, pie suppers, minstrel shows, church services and Sunday school. The road to the school, though quite steep, presented no problem as everybody walked to whatever event was taking place.

In the early part of the 1930s, residents decided there were not enough students in Hardscrabble to maintain a school. Townspeople thought bussing students to the Cranes Corner School about three and a half miles up the road would be cheaper; so the Hardscrabble school was closed. The lack of a suitable place to hold church services was deeply felt.

Whenever a group of neighbors would congregate, the subject of building a new church was the main topic of discussion. Finally Nellie Annand and Mina Leach, (Pauline Leach Hooper's grandmother and mother respectively) with Minnie Bowden (Mrs. Fred Bowden) drove a Model T Ford around asking for donations to build a new church. They even went as far as Castine. Money was hard to come by in those times. Men were working for \$3 a day, and families had little spare cash. But little by little, they accumulated enough to start construction.

Others in the community with strong religious ties helped as much as pos-

sible—Roy and Nan Bowden, John and Inez Bowden, Azalia Bowden, Jessie Deans, the Marks family, and Earl Gott's family. The whole community was behind the drive for the new church.

Those interested in the church met several times at different homes to decide where to build it. Margaret Marks offered a piece of land across from her house near a building that was later used for a little store by Marvin Gray. However, Roy Bowden was opposed to that particular place, because, as he said, "It would cut off his view down the road."

Then Mrs. Marks offered another piece of land on the opposite side of the road, which abutted Roy's land and was up several hundred feet from the first piece. This settled the first dispute, and now attention was focused on getting the building started.

An accomplished carpenter by the name of Crossman lived in Bucksport but often came to Hardscrabble to attend church. He agreed to build the church with help from local volunteers.

Everything went along fine for a spell. The building was progressing to everyone's satisfaction, and everybody was waiting until it was completed enough to hold the first Sunday service. They did not mind stepping over material or dodging wet paint. The joy of holding a service in their own church was all that mattered. Money had about run out, but though it was somewhat cluttered inside, the outside of the building was complete. As more money came in, they could eventually complete it. It was a happy community.

At this point, Roy and Nan Bowden got disgruntled over something—I have never been able to find out what—and they split from the group. Roy said he was going to build his own church, and he proceeded to do just what he had threatened.

About this time a religious society that had built a large building called "Beulah Home" on the east side of the Narramissic River, not far from Orland Village, closed its doors. Those living today who remember the building do not know the reason it failed, whether it was lack of clients or members or finances.

After it closed they started to sell off its contents. Roy purchased the pews, brought them home and installed them in his new church. Now Roy had a nice new church with fancy pews, while across the street they had to put up with handmade benches with slat backrests. What a ridiculous situation: two churches of the same denomination facing each other across the road, with only parishioners enough to support one church.

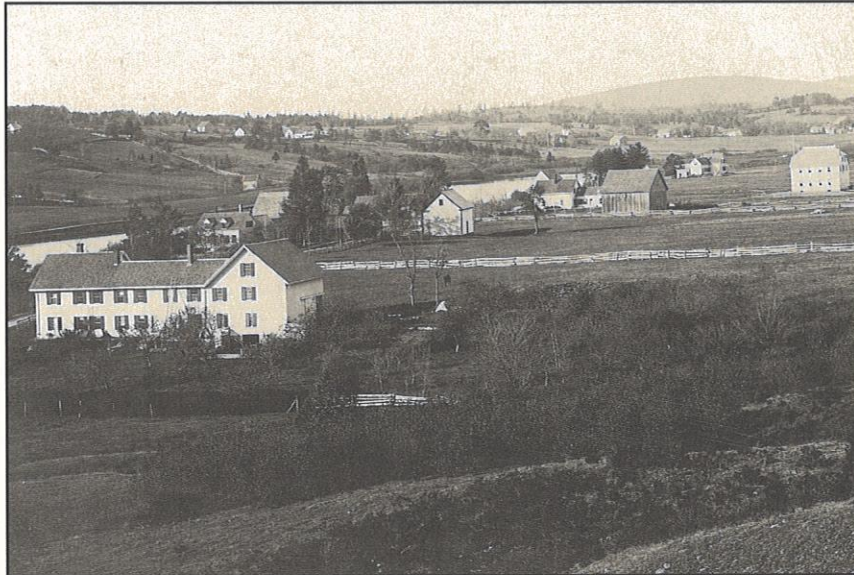
The old standbys continued to attend the first church, while Roy invited outside preachers to preach at his church every Sunday. His attendance was small, and so was the attendance at the other church. As a matter of fact, only about 35 people in the whole community attended church regularly. Attendance in Roy's church dropped to the point that he was embarrassed to invite a preacher when

only two or three people showed up, and at last he had to close up.

The other church continued to operate. As more and more money became available and more materials were donated (Earl Gott contributed the wainscoting), the church was finally finished. Mr. Crossman continued to work at the church and was there when it was completed. One Sunday night while attending church, as he was standing to testify he suddenly collapsed. Before anyone could reach him, he died.

As time passed, many changes were made. A well was drilled, the basement fixed up, a nice kitchen installed, tables and chairs added to the dining room. Now public suppers could be served, and the community could hold special events. Through the years many changes have taken place in the congregation. It has gone through periods of growth and decline. Today, a viable church serves the community.

Roy's church, not long after it closed its doors, was sold and moved to Bucksport, where it remains today as an apartment house. As we look back at the history of the two churches, they both continue, the first one in the service for which it was built, and the other, although not a church, still serving humanity.



Early view of Orland Village (note vast clearcut areas) with Beulah Home at right.

Birth of the Orland Fire Department

By Leslie E. Dorr

The summer and early fall of 1947 found northern New England and Maine in particular in one of the worst droughts in history. The forests and woodlands were at a greater than "explosive" class. In those days there was no such thing as fire danger classes for forests.

By mid to late summer fires were raging in southern Maine, particularly along the coastal region. Fires raged from Cape Neddick all the way to Old Orchard Beach. They were consuming everything in their path and were being stopped only when they reached the ocean. Buildings were dynamited to attempt to create fire breaks in some of the towns. Establishing fire breaks in the fires' paths was also attempted with only minimal success. The fires raged inland for more than 70 miles to Alfred, Standish, Sanford and many other towns. Hundreds of buildings and homes were destroyed. Scattered fires occurred all along the coast and inland as well.



New fire truck, 1953, at old station in the village. Pictured from left: Boyd Marks, Lester Sandstrom, Chief Ernest Herrick, Asst. Chief Linwood Robshaw. Photo courtesy of Orland Volunteer Fire Department.

Another major fire erupted in the town of Bar Harbor. This fire started in the town dump and spread from there to consume a major portion of Mount Desert Island and many of the expensive and exclusive estates located there. The flames consumed many of the buildings in Bar Harbor, as well as in Somes Sound, Northeast Harbor and other towns.

Help was requested by then Fire Chief David Sleeper and fire equipment, trucks, pumpers, tank trucks of any kind were brought in and pressed into service. Equipment arrived from as far away as California to assist in combating this conflagration. The National Guard was called by the governor, and federal assistance was also brought in.

At this time Orland had no firefighting capabilities whatsoever other than three or four Indian tanks (back pumps) which were kept at the town office. The town relied entirely on the Bucksport Fire Department for any firefighting services they needed. This was an expense to the town as today's Mutual Aid System did not exist.

Since costs were involved, town residents were not permitted to call the Bucksport Fire Department, nor could the Bucksport Fire Department respond, without the authorization of one of the town selectmen. This procedure consumed valuable time and usually resulted in the loss of the structure/structures involved due to the response delay.

As the serious situation in 1947 developed the townspeople and the selectmen became acutely aware of the town's precarious and dangerous situation; however, no funds were available for such an undertaking as forming a fire department.

At this time my father, Capt. Herman E. Dorr, owned and operated the IGA store in town. Capt. Dorr had purchased a steel box trailer about the size of a pick-up truck body with pneumatic tires but mounted on a straight axle with no springs. He offered this to the town to use in this emergency. The town officers voted to buy a Pacific Marine portable forestry pump with 1 1/2" intake and 1 1/2" discharge. As I recall, it pumped 60 gallons per minute. Twenty feet of suction hose and spanner wrenches came with the pump. Several 100-foot shots of linen forestry hose were obtained—I believe from the State Forestry Department—at no cost to the town. All of the material—pump, hoses, spanners, extra gas and the Indian tanks—were assembled in the trailer and kept at the ready for use by the town. The situation was so severe at this period that patrols were organized to patrol the town's outlying areas from 6 pm to 8 am daily, with the volunteers patrolling in two-man shifts.

Selectmen Ernest Sugden and Leslie Johnson approached me and asked if I would take on the job of fire chief. I declined as I felt I was too young—only 19—to take charge of the department, make crucial decisions and boss men much older than I. I did, however, agree to accept the position of assistant fire chief.

Robert Harper was appointed fire chief. A group of men and high school age boys were volunteers. Fortunately we escaped that frightful period with no serious fires. As a result, Orland and other small unprotected towns realized that a fire department was no longer a luxury but an absolute necessity.

Orland became seriously involved in establishing and creating a volunteer fire department. At the town meeting in March 1948, an article in the town warrant requested a sum of \$1,500 to set up the fire department. After considerable discussion and some argument, the article passed and the fire department had its beginning. The small group of volunteers had proved their value to the town.

Work began by obtaining a '40s vintage Ford long-bed truck from the Maine Seaboard Paper Company. The truck and chassis were stripped down, refurbished, painted and a 1,000 gallon tank and a 500 GPM Darley Champion front-mounted pump with 6-inch suction and 2 1/2" discharge were acquired. The entire truck was constructed by volunteer labor and much help from the mill. The truck was assembled at the mill. The tank was installed along with the pump, piping, valves, and a hose rack and ladder racks were fabricated. A length of 2 1/2" hose and two Ansul dry chemical extinguishers, ladders and axes were purchased. These were installed in the racks along with the already-owned Indian tanks. I accomplished all of the truck lettering.

Leslie Farmer owned a plot of land with a building on it on the easterly side of the Fish Point Road which he donated to the town for a location for the fire house. The old building was torn down and a 24' x 32' wood frame building of hip roof design was erected. The first floor was for the apparatus and the second floor served as a meeting room. The building was unfinished on the interior and had no insulation. It had a dirt/gravel floor. A used coal-burning hot air furnace was installed at the rear of the apparatus area. A large war surplus air raid siren was mounted on top of the building as a fire alarm. Most of the construction was done by Neil Churchill and Elwood Barker, but a great deal of volunteer labor also went into it.

Due to the poor heating and uninsulated building, the truck always had to be parked headed in toward the furnace to keep the pump from freezing. Different firefighters made sure that the furnace was kept going and much credit went to Veral Hutchins who spent considerable time both day and night at the firehouse. This truck in spite of some of its problems—such as overheating on the long drag up the hills out of town—worked and served the town well in those early years.

During 1950 an American LaFrance open cab pumper became available and was purchased. Although this was an old truck it ran and pumped very well. This truck had a midship-mounted pump and as I recall it also was a 500 GPM unit. I do not recall where the truck came from or what department owned it previously. All of the lettering and detail work on this truck was also done by me, as was the original Fire Department sign on the building.

In February of 1950, during the Korean conflict, I was called to active duty in the Crash, Fire and Rescue Squadron of the Maine Air National Guard. I resigned my position as Assistant Fire Chief and somewhat regretfully never returned to Orland.

I do not recall the gift or making of the 1934 Ford truck into a forestry unit and believe this must have occurred after I left the department and while I was with the U.S. Air Force.

Since those early days, the department has made tremendous progress and taken great strides in the growth and development of its equipment, firefighters and the department's abilities to accomplish their mission of fire and rescue service to the Town of Orland. This department is a far cry from the original two-wheeled steel box trailer of 1947 and the Town of Orland has every right to be proud of their department, its equipment and the personnel who readily stand by to render their services and place their lives on the line for the residents of Orland or anywhere they may be called upon to respond.



Fiddlers and friends, 1975: Sherm Allison, Herbert Soper, Otto Soper, Dave Davis

Spirit of Volunteers

By Chris Farley

Continuous, strong improvements, the tireless, dedicated effort of volunteer members, and the generous, willing support of the people of Orland have led to the formation of a fire department which the original members would be proud of. The group of townspeople who in 1948 saw the need for a Fire Department in Orland laid a solid foundation for those who continue to serve the town today. The department has good equipment to carry out its mission of providing fire protection because of the support provided by the Town.

After the original two-wheeled steel box trailer which members worked from in 1948, much has changed in the Department. Several used trucks were put in service by 1950. The Department answered 48 alarms in 1950. In 1953 one of the old trucks finally wore out and the Town bought a new 1953 Chevrolet fire truck. It carried 550 gallons of water and had a mid-ship power take-off pump. Thirty-five alarms were answered in 1953. This truck and the other older trucks responded to fires from the original firehouse, an old, poorly-heated building on the Fish Point Road in the village. This equipment and the members served the Town well for many years. Thirteen alarms were answered in 1958.

In 1961, the department answered 26 fire calls. 1963 saw the lowest recorded volume of fire calls at 9. In 1967 a need was seen for a new truck. The trucks in use at the time were a 1950 American-LaFrance open cab pumper, the 1953 truck and a 1958 Ambulance. The cover of the 1968 Town Report sports a picture of Orland's Engine 1. The truck was built on a Ford chassis, carried 600 gallons of water, had a mid-ship 500-gallon per minute pump, and came with a price of \$13,000. This truck served the Town until the turn of the century and was retired in January 2000. The Department responded to 36 alarms that year.

A significant milestone was reached in 1969. The Red Phone system saw its last days of operation. The duty person at the Bucksport Fire Station would now answer fire calls, then transmit the alarm to members over the radio. Fire department members had plectrons in their homes, which alerted them to fire calls. Prior to that, fire calls were received on four Red Phones. One was in the Firehouse, one in Wardwell's store, and two in members' homes. This was a significant modernization of fire department operations. Several towns in Hancock County continue to use the Red Phone system today.

In 1972 the first air-packs were purchased, 14 alarms were answered and discussions were begun about building a new firehouse or renovating the Town Hall for Fire Department use.

In 1973 members converted an Army 6x6 truck into a tanker to haul water to fires. A new firehouse was approved at Town Meeting. Construction began on the firehouse on Schoolhouse Road just off Route 1 on land leased to the Town

by H.O.M.E. Co-op. The building has three bays with storage for five trucks, a dispatch/office area and two small utility rooms. The Department moved into the building in mid-summer 1974. Forty-six alarms were answered that year.

A fatal house fire was recorded in 1975.

More work was done on the 6x6 tank truck in 1977. Discussions were held to purchase another engine to replace the 1953 truck. 1978 saw the arrival of Engine 2, a Ford truck with a 1,000-gallon per minute pump carrying 800 gallons of water. A Korean War-era Civil Defense 3/4 ton 4x4 truck was also put into service for forest fire work. The Fire Road signs that marked the many camp roads were updated at this time. The original signs had been erected in the early part of the decade.

In 1980 members responded to 58 calls. The early 1980s saw new training and OSHA regulations coming into place. An aggressive training program was established and department members spent many hours training and practicing skills. New protective equipment was acquired, as well as more air-packs to comply with the regulations and to protect the volunteers.

A fatal house fire claimed two lives in 1981.

An accident involving Engines 1 and 2 in 1982 required minor repairs to Engine 2. Engine 1 required more extensive repairs and was rebuilt with more cabinet space. The 6x6 tank truck was replaced in 1983 by a 2,700-gallon tanker. Department members spent many hours putting this truck into service. In the early 80s, the Department purchased an ambulance-style early 1970s van to serve as a utility vehicle as well as pagers to alert members to fire calls. Twenty-seven fire calls were answered in 1984.

A fatal fire caused by flammable clothing was recorded in 1985.

With concern rising over the increase of homes on the Town's many camp roads, the Department considered acquiring another Engine and in 1988 purchased Engine 3, a truck built by Metalfab on an International chassis with a 750-gallon per minute pump and 500 gallons of water. It has a shortened wheel base and all-wheel drive for easier access to narrow camp roads. The Department responded to 49 calls and discussed building a sub-station in North Orland if more members could be found in that area of Town.

More training standards were adopted in the late 1980s. The 1990 Town Report shows a dwindling membership and the Department begging for members. Eleven new members arrived in 1991. The Department was one of the first in Hancock County to institute an Automatic Mutual Aid system this year. This brings Mutual Aid departments to structure fires at the first call, which means more resources to fight fires. In December 1991 the Town's emergency number changed to 911.

A fatal house fire was recorded in 1992.

In 1993 60 fire calls were answered. A new tanker was purchased to re-

place the one put into service in 1983. This truck was built on an International chassis, carries 2,300 gallons of water and was built in Southwest Harbor.

The Department answered 55 calls in 1994 and moved into a new addition added to the firehouse. It consists of a large downstairs meeting/training room with a kitchen area and men's and women's locker room, a bunk room and office space upstairs. The camp road numbering system was replaced in 1996 with new road names in anticipation of the coming statewide 911 enhanced dispatching system.

The ice storm of January 1998 was a busy time for the Department. Members provided many different services to townspeople. The Department responded to 98 calls that year. The old 3/4 ton truck was replaced with a 1984 surplus Air Force 4x4 truck for use on forest fires and camp roads. The old style utility was also retired from service.

Two trucks were purchased in 1999: a 1996 one-ton Chevrolet with a nine-foot utility body was placed in service and the purchase of a new engine was approved at Town Meeting. The new truck became Engine 1, replacing the 1968 Engine 1 and the 1978 Engine 2. Engine 1 is a Pierce truck built on an International chassis with a 1,250 gallon per minute pump, 1,000 gallons of water, an on-board foam system and a price of \$192,000. It was placed in service in January 2000. The truck also carries the Department's rescue equipment. During the first 11 months of 1999, the Department answered 104 alarms.

In 1999 Department members rescued a resident from her burning house.

The Department's mission changed and its services expanded during the 1990s. With the installation of a sewer system in the village, the Department took on the responsibility of Confined Space Rescue. It also responded to an increasing number of motor vehicle accidents. A fund-raising drive in the mid-90s raised more than \$20,000 in donations to purchase equipment to extricate people from cars. A group of members now trains regularly for high-angle rescues.

The Department's personnel are a diverse, dedicated group. The Orland Fire Department is well-known throughout Hancock County and beyond for its training. Many firefighters in the region received their training in Orland or from one of its several instructors. Several members have been trained at the National Fire Academy. The department roster of December 1999 shows a total of 54 members; 17 are state certified Firefighter I or II. Nine more plan to take a Firefighter I class in the winter of 2000. Junior members account for seven of the 54. These members are the future of the fire service. Fourteen members are women. Since the 1980s Orland has had a significant number of women members. Currently this is the most women on a Fire Department in the state.

At the turn of the century, Orland's Fire Department is well prepared to serve the Town during its bicentennial and throughout the coming years.

H.O.M.E. on the hill

By Sharon Bray

H.O.M.E. co-op is as deeply rooted in community tradition as it is in the religious faith of the sisters who organized it 30 years ago.

When three Carmelite nuns from St. John of the Cross monastery in New Hampshire decided to establish The Hermitage monastery in Orland, they arranged to earn a living by home-sewing shoe leather for a Bangor shoe factory. They soon learned that other local women could benefit from such work, and the factory owner agreed to establish a separate drop-off and pick-up location for them. With home-based work they avoided costs of commuting to a factory; the women could take care of their own children or aging parents and had completely flexible schedules with no dress codes or bosses leaning over their shoulders.

For Carmelite nuns, home sewing meant freedom to structure work around time for prayer and contemplation in their lives dedicated to spiritual matters.

Within the year, the US government opened up free trade for Korean imports, and that ended shoe work in this area. The Bangor factory closed. By then the sisters had lived in Orland long enough to understand how much their neighbors depended on shoe-sewing money for survival. Like most of their neighbors, the nuns already had diversified somewhat, raising sheep, learning to sew other items of leather, applying skills they already had to design and produce greeting cards. And they knew many neighbors who were skilled at a variety of handcrafts but had no market for what they might make at home.

Home was the key word. From it Sister Margaret Dorgan and Sister Patricia Veale and their more recent member Sister Lucy Poulin fashioned H.O.M.E.—Homeworkers Organized for More Employment.

They found ready support from many people in Orland and nearby towns, including priests at the Oblate Fathers' Seminary on Oak Hill in Bucksport as the seminary was about to be closed forever. Claude Vachon was a key helper, and he ended up leaving the priesthood to marry Jean Eaton who also worked hard in the formative years of the co-op. From native daughters and draft dodgers to Quaker Meeting hosts, the sisters found enthusiastic support for their proposal.

A family member of one of the founders provided for the use of a house, now owned by the co-op, on the top of the hill where US Route 1 and the Upper Falls Road (later changed to Schoolhouse Road) intersect, and a Maine handcraft store opened in the summer of 1970. Volunteers provided the first labor, and as the business grew a few paying jobs developed.

The nuns rapidly retreated to their lives of prayer and contemplation, leaving the public efforts to other devoted members of the cooperative, including Sister Lucy who gradually drifted away from the monastery. Stronger than a drift really, she was pulled by seeing the vast needs of her neighbors living in poverty

all around H.O.M.E.

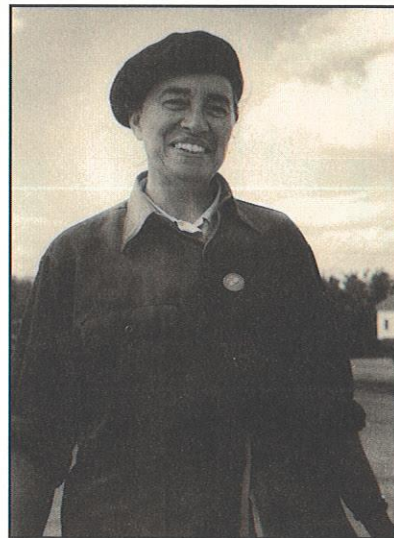
From marketing handcrafts to make a little income, H.O.M.E. rapidly expanded to offer classes, first in craft-related skills, but soon adding basic literacy and other essential education for people who wanted to learn.

With donations, volunteer help and eventually a steady flow of government and private grants, H.O.M.E. built a bigger store, added shops for making pottery, woodworking, weaving, leather crafts. Outreach efforts included helping local folks improve their farms and repair their houses.

An abandoned Methodist church on the Castine Road in Penobscot was moved to the H.O.M.E. compound to become a chapel. A few years later most of the building was demolished when a large truck was involved in a collision at the big intersection and landed in the middle of the building. But the stained glass window and part of the steeple survived to be incorporated in the building that now stands on the same spot. Besides non-denominational worship services, the chapel also serves as a classroom and a miniature performance center for concerts and poetry readings.

H.O.M.E. reaches out to a much wider community in affiliation with the international Emmaus movement to provide shelter for homeless people. As part of Covenant Community Land Trust, the co-op builds houses for low-income families who buy the buildings while the land remains in the trust. The Orland co-op also reaches across international boundaries to a sister community in Guatemala and has sheltered Central American refugees in times of political upheaval.

Some Orland residents complain loudly about H.O.M.E.'s rustic appearance, the co-op's sponsorship of families with children who need special help in the town's schools, and other social-service activities. In response, H.O.M.E. has made peace offerings such as donating land for the town's fire station and training area. Members of the co-op have learned the town's zoning rules and increased their efforts to work with town officials on all new development projects. Local supporters look forward to H.O.M.E.'s continued involvement in the town of Orland in the new millennium.



Lucy Poulin by Helen Stummer

Report of the Supervisor of Schools

Orland Town Report, 1894

Mr. Moderator, Fellow Citizens:

The School Board by you elected at the last Annual meeting having chosen me Supervisor of schools and given into my charge all matters pertaining to the schools. I have attended to those duties and have the honor to make the following report.

The money available for school purposes for the past year was as follows:

Raised by the town,	\$1,112.00
Mill tax, and School fund,	972.96
Interest on school fund,	135.00
Received from Bucksport, tuition in Dists. 2 & 16.	50.50
Received from Ellsworth, tuition in Dists. 7 & 11,	120.37

This amount of money judiciously expended, I concluded would give about twenty-four weeks school in each of the fourteen districts in town. There were three districts in which I considered it impracticable to more than twenty or twenty-one weeks on account of the lack of attendance and bad condition of the school houses. These were Districts 2, 3, 16. I think after the weather gets milder we may be able to have a short term of school in each of these districts.

The schools were taught by the within named teachers, with the following results.

No. 1. Spring and Fall terms by Miss Annie M. Partridge. The attendance was remarkably good, instruction first class, order fair. The children made good progress under Miss Partridge's charge. Winter term of six weeks in charge of Miss Annie E. Leach, a thoroughly trained teacher with Miss Fannie Hodgdon as assistant.

This was a model school in every way and well worth the money it cost. The attendance was large on account of taking in children from the district under the Hill No. 13, where no school was in session.

No. 2. At the Falls, taught by Miss Hattie M. Soper, a beginner, two terms, Spring and Winter. Miss Soper did thoroughly good work in this school, and well earned the money. It was a difficult matter to decide about having a school in this district.

There were but three children in Orland who needed to attend school in this place, but by borrowing some children from Bucksport we got a nice working little school and brought the expense to Orland down to as small a sum as it would take to hire those three children transported to other schools and made it much more convenient for them.

The school house in this district is in very good condition and as there is liable to be an increase of school children, I think it would be good policy to keep this school up.

No. 3. On the Ridge, Spring and Fall terms taught by Miss Esther Farnham, a beginner. Miss Farnham did good work in this school and the money was well expended.

The school house was in such bad condition, I did not think it best to have a Winter term.

No. 4. Bray district, Spring term taught by Miss Fannie Hodgdon, also a beginner. In my judgment, Miss Hodgdon did good work and will make an excel-



Jodie and Charles Hutchins at Leaches Point School, c. 1925

lent teacher. Fall term taught by Miss Gertrude Hutchings, this school was satisfactory in every respect. Miss Hutchings is engaged for a short Winter term.

No. 5. On the Point, Spring and Fall terms taught by Miss Lillian Brewster. Winter term by Miss Annie M. Partridge, both teachers of experience. The schools were satisfactory in every respect.

No. 6. East Orland, Spring and Fall terms taught by Miss Bertelle H. Ginn. Winter term by Mrs. Flora M. Croxford. A very profitable school year for this district.

No 7. Carter district, Spring and Fall terms taught by Mrs. Cora Richardson. In the Spring term the attendance was good and the school very profitable. In the Fall term on account of whooping cough and some dissatisfaction the attendance fell off and the school was not so profitable. A short Winter term by Mrs. Bertelle H. Ginn brought fair results.

No. 8. Higgins district, Spring term taught by Miss Kate Wardwell. Fall term by Miss Florence M. Perkins. Both excellent schools and very profitable. Winter term by Mr. Reuben E. Grindle. small attendance, but very profitable to those that did attend.

No. 9. Back Ridge, Spring term taught by Miss Linda Snowman, with good results. Fall term by Miss Lizzie S. Stover, an experienced teacher, a good school in every respect. A short Winter term is being taught by Miss Florence M. Perkins.

No. 11. Happy Town, Spring and Fall terms taught by Miss Mary F. Keyes with satisfactory results.

No. 13. Under the Hill, Spring term taught by Miss Florence M. Perkins, attendance rather irregular, fair progress was made. Fall term by Mrs. Flora M. Croxford, Mrs. Croxford adds to great natural ability and sincere love for the work, a thorough training in the best methods of instructing the young, the result a very profitable school. The Winter term taught for three weeks by Mrs. Flora M. Croxford, when she was obliged to give it up on account of a severe trouble with her throat. The school was continued under the charge of Miss Annie E. Leach, a very large attendance from different districts in town and a very profitable school.

No. 14. Crane District, Spring term taught by Miss Gertrude Hutchings. Her first town school, she taught a good school.

Winter term by John P. Haney, we got what we expected from Mr. Haney, a good school. No Fall term was kept in this district, the children were sent below to No. 4 and above to No. 1 so as to allow a long Winter term to accommodate the large scholars in this district who could not attend in the Spring and Fall.

No. 16. Fred Gray district, Spring and Fall terms taught by Miss Hattie L. Harriman. The scholars were too few, but good work was done with the material at hand.

No. 18. Hardscrabble, Spring and Fall terms taught by Miss S. Ames, a beginner. A large attendance and good order characterized these schools, fair progress was made. Winter term by Miss Lizzie S. Stover. The attendance not so large but the school was very profitable to those that did attend. There is material in this district for a very interesting school.

SUMMARY:

I think that the schools in this town have been as a rule very successful for the past year. The conditions differ some what in nearly every district. I have tried to find teachers to fit the different conditions, and think I have succeeded fairly well. To advance the interests of the children among us is the most laudable ambition a good citizen can have. In no way can we do so much to that end as by trying to improve our schools. Every citizen of the town should take an interest in the schools.

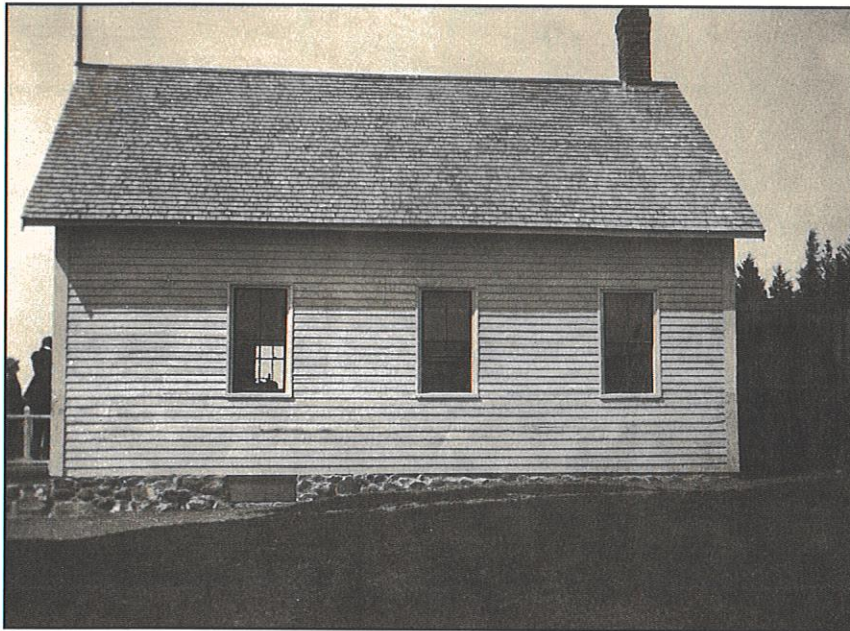
SUGGESTIONS:

The town should raise money enough to support twenty-four weeks school in each of the fourteen districts, and then supplement that with at least twelve weeks of free high school.

SCHOOL HOUSES:

One hundred dollars will be needed for incidental repairs on all the school houses. Seventy-five dollars additional for No. 9 on the Back Ridge, and three hundred dollars for a new school house at No. 3 on the Ridge.

Respectfully Submitted,
JOHN AMES, Supervisor of schools.



Dunbar School at 5-mile Corner; later moved to East Orland.

Early Education

By Dawsie Pierce

Scholars in the early Colonial days in the Penobscot Bay region wrote on the inside layers of birch bark with pens made from goose quills and ink from maple bark.

The essential qualifications for teaching appeared to be the ability to make proper points on quills. The basic curriculum consisted of arithmetic, reading, parsing, writing and geography—grammar was considered “too effeminate and quite useless, unless the boy was to become a teacher. Most arithmetic was thought to be too hard for girls.

In 1821, the state imposed a tax upon banks which provided some \$15,000 per year. In 1828, township lands were also sold for the “promotion of education.” Thus, prior to 1850 the state provided \$0.11 per child yearly. With additional support from town taxes, wages for male teachers (exclusive of board) was about \$15 a month, which women received \$1.50 per week.

In 1850, the population of Orland was 1580. The State Report of Common Schools in 1855 listed 741 scholars in Orland between the ages of 4 and 21 who were taught by 10 males and 15 female teachers in 9 school houses for 9-week summer and 11-week winter sessions at a cost of \$1.35 per student.

Male teachers were sought for the winter sessions to deal with older boys whereas women were hired for the summer terms when many of the boys were working since it was thought female influence “may lead to effeminacy” and several women could be hired at the same cost as one man. It took another 20 years for women to gain prominence and equal pay in the field of education. By 1873, the state superintendent committee reported: “As men we cheerfully yield the palm of superiority in this field of school work to women—at least up to the high school” and equal remuneration was recommended.

School houses were situated about two miles apart. An experienced teacher stated in 1855 that “scholars are stiller in school and prosecute their studies with more success when required to take active and brisk exercise in the open air at least one hour before each session. A 2-mile walk is not too much for a person who is confined 3 hours to hard study. If a child has not sufficient strength to walk 2 miles to school, it has not enough to remain in school. Children, these days, are brought up too tenderly.”

Proper behavior was emphasized, with miscreants disciplined in public frequently to set an example for other students. Cattails and switches were used if quill tops snapped on ears or split and “put astride the nose” were not effective. Whispering was punished with cayenne pepper on the tongue of smaller children and mouths were closed with “sticking plaster” for older boys. Any damage to school property by a minor child was the responsibility of the parents.

"We have suggested that parents have a special and primary responsibility in securing the regular and prompt attendance of their children, without which he cannot expect satisfactory progress of his children in school. Parents must manifest an interest in the progress and studies of their children, encourage them to study and talk about the lessons of the day and those of the morrow at home, and show them that their success is recognized and appreciated. The child who never reviews his lessons at home fireside, who never hears them conversed about, and who is led to believe by the neglect of his parents that they care very little as to his progress, works under great disadvantage, and in the race with a companion whose home witnesses a different order of things, soon falls behind." (1868)

School apparatus was meager, with a numeral frame, slate, geometric solids, gyroscope and terrestrial globe common in most schools. Starting with basic facts, the students were introduced to concepts and applications such as friction, change of seasons, procession of equinoxes and geometric functions in industrial drawing (1856). Free text books were available from 1873 which greatly expanded the curriculum.

Compulsory school attendance began in 1875; town records indicate that only 50 to 60 percent of those registered actually attended school. While state average age for boys to cease their formal education was 18, Orland lads tended to stay in school until age 20.

At the "suggestion" of the state Superintendent of Schools (1887), pupils ranging in age from 12 to 15 were taught the evils of alcohol. By observing the change in firmness of meat that had been soaked in alcohol for several days, it was taught that a man whose body is weakened by strong drink will yield more readily to temptation.

The evils of smoking were also taught by a "study" that reported that 80 percent of smokers had bad manners versus 10 percent of non-smokers. Likewise, smokers were shown to be untruthful and 60 percent of smokers had impaired hearing.

After an "experiment" at a New York reform school indicated that exercise improved the mental activity of children and "faces assumed a more intelligent expression," light gymnastics were introduced into the school system in 1889. (Physical education became a required part of the curriculum in 1919 after it had been shown that 35 percent of the men from Maine were rejected for W.W.I duty versus 22 percent nationwide.)

The Orland High School Institute was in operation in 1851 with 82 scholars in attendance in the High English and Classics course of studies. Tuition for the day session was 25¢ per week; charges for the weekly evening classes in grammar and elocution were 10¢.

A second private high school opened in 1866 in which Mr. F.W. Gross stated he "would instruct in plane and spherical trigonometry, navigation and

nautical astronomy, embracing the theory of lunar observations, and such other additional branches of learning as are usually taught in high school."

In response to the "Free High School Act of 1873," the town of Orland appropriated \$200 to maintain a 6-week session for 43 scholars in 1875. Several reports were filed with the state superintendent of school office which indicated a rather stable attendance until the school apparently closed in 1885.

With the closure and consolidation of many of the Common Schools and the relocation of older students to area high schools, the "old school" days gradually ended.



Unidentified East Orland school from Peter Remick's box of pictures. See page 39.



Snappy Five basketball team, 1929—front row: Kenneth Gray, Kelsey Gray, Kermit Gray, Maynard Gott; back row: Delmont Smith, Ronald Lloyd, Robert Wardwell, Frederick Snowman.

Orland Snappy Five

By Donald Bowden

I believe the basketball team known as the Orland Snappy Five was formed after World War I, in the latter part of the 1920s. In 1931, when I became involved with it, a lot of the older players had moved on to other interests.

They always played Saturday night, and as the game was over by 8:30 pm, a dance followed. You got a ball game and a dance for a quarter. It was well

attended as there was no other entertainment in the area. You could purchase hot dogs, candy, soda pop, gum, and cigarettes. There were several basketball teams in the surrounding area. Bucksport had a boys' club that fielded a team composed of young men who had been school chums of some of the Orland players. There was a deep rivalry between Orland and Bucksport. Ellsworth also had a team, as well as Trenton, and if I remember right, Orrington also had a team.

Playing conditions at the Orland Town Hall were not all that good. One hazard was a huge cast iron ram-down stove, big enough to take a two-foot stick of wood, which was placed in the right hand corner of the room but stuck out into the playing area and at times was red hot. Players avoided that corner like the plague. The stove pipe went straight up from the stove to nearly the ceiling where it was suspended by wires attached to the ceiling and entered the chimney at the further end of the room.

Many spectators liked to watch the game from the balcony at the west end of the hall. Under the balcony next to the stairs was a small room with an opening in the wall so hot dogs, soda, and other items could be sold.

In the east end was a stage that extended two-thirds the way across the hall. If you went by the end of the stage you could enter another room, and if you continued through another door in the end of that room you would find yourself in a privy. The first room was the place the ballplayers used to change their clothes, both the home team and "visitors."

Basketball is played in the winter, and sometimes the temperature was anywhere from 10° to 20° degrees below zero. No one lingered very long changing into his basketball suit. After the game was over, when players came in all hot and sweaty it wasn't so bad. They used to have a pail of cold water if you wished to wash, but that was of little use, because some nights it was frozen solid.

After the ball game was over, came the dance, which most of the people had come for. After the first grand march that ended in four hands-around, a type of contra dance, the dances alternated contra dance, fox trot, and waltz. This continued until intermission, and went on again with the last dance being a waltz.

There was a little drinking but not much, for this was during prohibition. Bootleg liquor was expensive and most people did not have the money. For the most part the dances were joyful, with seldom any trouble and everybody having a good time. However, one person used to come with his wife, a very pretty woman, but if a man danced with her more than once, her husband invited the man outside and beat him up. This went on quite a while, until none of the local men would dance with her. The poor woman would have to sit the whole evening, and just danced with her husband when he felt like it. A lot of people felt very sorry for her. He was quite a large man and troublesome and had been involved with the police on a couple of occasions over his one fault, fighting. He usually came to every dance, and as long as his wife did not dance there was no trouble.

One night a tall, slim man showed up from the crew of the *Malang*, the boat which belonged to the Maine Seaboard Paper Co. and hauled paper to customers in Boston, New York and New Jersey. Seeing the nice-looking lady sitting alone and not dancing, he asked her for a dance. After the dance was over he escorted her back to her seat. Two or three dances after that he asked her again, and she accepted again, but when this dance was over he left her as before and mingled with the crowd by the door. The woman's husband tapped him on the shoulder and invited him outside. The tall man said there was no need for that, he wasn't looking for trouble; but if there was no way to avoid it he would be glad to accommodate the man. They walked down the steps to the ground which was covered with snow, and as the woman's husband squared off to swing on the tall man, he was hit twice before he knew what was happening and found himself on his back on the ground. This made him really mad and he jumped to his feet, only to be hit twice again with such speed he never saw the fists coming. By this time the husband's face was bruised and cut, but he got to his feet, slower this time, and again before he could do anything he was on the ground with another cut on his face.

The tall man said, "I can put you on the ground as many times as you want to get up. It's all up to you." The fight was over. The woman's husband went into the hall, picked up his wife and went home. Thereafter, he never came to the dances when the paper boat was in town.

Music was supplied by local musicians. As I remember the first band consisted of Herbert Soper on drums, Otto Soper on saxophone, Alton Dorr on violin, and Gladys Leo on piano. Alton Dorr did not play too long as he left town for a new job. For some reason Herbert Soper quit, and Russell Soper played in his place. They provided good music and played for three dollars each per evening.

The basketball team also changed with the years. As the original players became unavailable others took their places. There were Leland Perrigo, Reginald Snowman, John Gray to name a few, and they struggled on until more modern types of entertainment became available. Dance crowds dropped off and the Snappy Five went out of existence.

In the late 1940s, after the end of World War II, Leland Perrigo who had three sons, organized a Boy Scout Troop in Orland. They met in the old Town Hall, and, to make things more interesting, in the winter he organized a Scout basketball team. They dug out the old Snappy Five uniforms and used them, though they did not play under that name. They used the name The Orland Boy Scouts, and played teams made up of boys their own age from the surrounding towns. This continued for a few years until the boys outgrew the Scouts. The Scout Troop sort of faded away, but was later revived and continues to this day. The troop under Leland Perrigo was the last basketball team with any ties to the Snappy Five. Basketball in Orland remained dead until the Orland Consolidated School included it in their program, and now we have both boys' and girls' teams.

ORLAND MILITARY HISTORY

By George R. Sawyer

From the very beginning, Orland had military connections. Joseph Gross, son of Ebenezar and Abigail (Treat) Gross, was born in Boston, Mass. Dec. 20, 1739. He was a gunsmith by trade and served in the British Army (later he joined Col. Buck's militia company). Joseph married Tabitha Goodale from York, Maine, and while stationed at Fort Pownal, on the eastern promontory of what is now Cape Jellison, their first child was born. Joseph Jr. married Rachel Lawrence, in 1804, the daughter of a soldier who served with the British at Castine.

In 1764 the Gross family moved three miles to the northeast shore of the river. Six more children were born to Joseph and Tabitha. Their second child, Zacariah, was the first white child born in the settlement which was to become Orland. At a town meeting Nov. 30, 1793, it was voted to appoint a committee to petition for an incorporation of the town and that the name of the town be of that person that will give the most money for the use of the town. Apparently no one was interested.

Ebenezar Gross, Joseph's brother, came up from Massachusetts to homestead on Gross Point (now Leaches Point). His son, Benjamin, fought in the Mexican War and lived the last part of his life at the Soldier's Home in Togus where he died.

More people were arriving to join the Gross brothers and usually settled up the Eastern (Orland) River. Homesteads were being surveyed by Robert Treat, an agent for the Plantation Proprietors of Massachusetts. Meetings were held to govern the town as it grew. Article No. 15, to be acted on Dec. 7, 1802 called for: "\$85 to be assessed and collected to defray the current expenses of the year and to purchase the town stock of ammunition as required by law."

In the middle 1770s, 12 families were believed to have been living in Plantation No. 2 (Orland). The Declaration of Independence was signed in 1776, and the families in Plantations No. 1 (Bucksport) & No. 2 were struggling to survive after a poor harvest in 1775. Even though supplies were scarce, when the call came to form a militia company to confront the British, men responded. The provisional Congress at Watertown, Mass., charged Col. Buck (Plt. No. 1) with the duty of raising the 5th Militia Company of Lincoln County. (Hancock County was not established until 1790). Men from Plantations No. 1 and No. 2 met to elect the following officers: Capt.—Samuel Keyes (Plt. No. 2), 1st Lt.—Asahel Harriman (Plt. No. 1), 2nd Lt. Ebenezar Buck (Plt. No. 1), 1st Sgt.—Samuel Soper (Plt. No. 2), 2nd Sgt.—Jeremy Stover (Plt. No. 2) and Cpr.—Daniel Buck (Plt. No. 2). There were 14 privates, five from Plt. No. 2: Thomas and Daniel Partridge, Joseph Gross, Nathan Hancock and John Craig. It is likely that this militia company was involved in the Penobscot Expedition when the British forces

scattered the farmer/soldiers and destroyed many American vessels in the Penobscot River. Rufus Buck, in his history of Bucksport, stated that men from the area supported themselves for as much as five years by salvaging metal from the sunken ships.

Asahel Harriman's sons, Ezekiel and Peter, who served in the Plt. No. 2 contingent of Col. Buck's militia company, moved to Plt. No. 2 in 1781 to take settler's lots. Jacob Sherburne, who served in Stickney's New Hampshire Militia during the Revolutionary War, was hired by the Plantation Proprietors to do an extensive survey of the town. Sherburne settled on what was called Sherburne's Point near the stream that flows from the Great Heath to the Penobscot River.

Paul Robbins, a former resident of Orland and Bucksport, informed Donald Bowden that he (Robbins) was a distant relative of John Hancock, who is buried at the Old Burying Ground and that Hancock was a Revolutionary general. He moved to Orland sometime after the war and settled on Dark Mountain. The Orland John Hancock was a cousin to the John Hancock who was one of the signers of the Declaration of Independence. General Hancock and his wife Mary had 12 children, six born in Boston and six born in Orland.

War of 1812

At the Augusta archives a roster of 1812 soldiers, listed by towns, could not be found. An inventory of Orland cemeteries revealed three 1812 veterans buried at Granite Cemetery, one at the Dorr Farm Cemetery and one at Oak Grove Cemetery. Those were the only ones so indicated on headstones.

Aroostook War 1839

A border dispute between New Brunswick and Maine led to the mobilization of U.S. troops. At the same time Maine raised a militia force of 46 companies of infantry, riflemen and artillery by draft. A tense situation arose at the border until the Ashburton Treaty settled the dispute. By cross referencing the names on the historical sketch and roster of the Aroostook War published in 1904 with those in an 1840 Orland census, 18 names matched. Joab Harriman, Ephriam E. Harriman, Charles H. Conner, William L. Fogg, John R. Gross, Ebenezer G. Oakes, Horace Cotton, Elias Harriman, John Dorr, Joseph Dorr, Reuben Brown, John Dunham, Jr., Luther Parker, Oliver Perry, Charles Smith (all privates); and Jacob Saunders, Tobias Thompson and Moses Abbott (officers).

A puzzling item appeared in the minutes of the July 1, 1848 Orland town meeting. Article No. 4 stated: "To see if the town will relinquish it's claim against the Aroostook soldiers." At the next meeting it was voted to negate all claims.

The Orland Rifles

A three-day encampment of Maine's militia at Belfast was reported in the *Republican Journal* September 1858. Sept. 1, 1858, at 11 A.M., the *SS Terror* arrived at Belfast with six companies of militia, one being the Orland Rifles under Captain Keyes. Three more companies and three bands had disembarked earlier from the *SS Daniel Webster* for the gathering. The biggest scheduled event was a parade through the city streets preceded by Portland, Rockland and Camden bands. Troops were reviewed by the Governor of Maine, military dignitaries, and special guest Jefferson Davis, future Confederate president. Davis made a lengthy speech and no doubt took notice of the state's military units.

Civil War

Orland supplied in the neighborhood of 150 men for service in the Civil War. Some were not Orland residents but enlisted in that town for a more favorable bounty. A few recruits suffered the injustice of having two towns squabble over which community he would be credited to and wound up with no bounty at all. A facsimile of a recruiting poster, displayed in Orland to entice volunteers for the 18th Maine Regiment, promised a bounty of \$27 from the US Government and one month's pay, payable when mustered into the army and \$75 along with 160 acres of land, payable at the close of the war. It is not known if any veteran ever received such an amount of real estate. Orland paid \$100 to \$200 depending on different circumstances. In spite of hard marching, erratic pay days, disease and at times poor or very little food, many soldiers re-enlisted because of a desire to finish what they started.

A few Orland men enlisted in out-of-state regiments but, of course, their town did not get credit for them. Some Orland men were drafted to fill a quota when the call came for more recruits. Although the majority of the draftees were good soldiers, a few paid a substitute to take their place. If a draftee happened to have the "gift of gab" he would convince a substitute to take his place for \$100 and the draftee would collect the \$200 bounty. On the other side of the coin, a sharp substitute has been known to bargain himself into a payment of double the bounty if the draftee was especially anxious to avoid leaving home. Orland had its shirkers and skedaddlers but not many.

Thirty-three men served in the US Navy. The reason for the small percentage of enlistments, compared with the army, can be explained by the fact that at the beginning of hostilities the Secretary of War and Secretary of Navy directed that since persons in the navy received prize money (when an enemy ship was captured) those enlisted men shall not receive a bounty. A shortage of sailors brought about a change of policy when an act was passed in Congress, in 1864, to allow credits toward enlistment in a town's quota and to grant the same bounty as those enlisting in the Army. In 1864 the Federal bounty was \$100, the State bounty

was \$300 and the town bounties varied. Among the men serving in the navy, five were Acting Masters, three were Master's Mates and two were Ensigns.

An act of the state legislature provided that "during the present 'Rebellion' each city or town shall pay the sum of 75¢ per week for a wife, aged and infirm mother, father or widowed mother and 50¢ for each child under the age of 15 not to exceed \$2.50 per week for all persons dependent on a soldier, sailor or marine." This money to be reimbursed by the state.

In 1862 a mandate was enacted that required every able-bodied citizen of the state, 18 to 45, to be enrolled for a list to be drawn from if volunteers did not fill a quota, with the usual exceptions. Orland men under that criteria, at that time, amounted to about 190 who were not in the Army or Navy. Thirty-five of



Capt. Daniel S. Gross of Orland, Ensign, U.S. Navy. Born 1838, died 1864 of yellow fever in Key West. Photo courtesy of Gross family.

them were at the Grand Banks or elsewhere at sea. One man "skedaddled."

Southern privateers were cruising the waters off the Maine coast, capturing and destroying fishing vessels. A fear that the Confederates might raise havoc with coastal towns prompted the enrollment of an un-uniformed militia to be called on in an emergency on the home front. The following Orland officers were elected: J.C. Saunders, Commander; John R. Gross, 1st Lt.; W.T. Emerson, 2nd Lt.; John F. Soper, 3rd Lt.; and Frederick B. Gross, 4th Lt. Later, two of the five men enlisted in the Army and a third hired a substitute when drafted.

During the Civil War, 11 men Orland men were killed in action or died of wounds and fourteen perished from disease. No one can say for sure how many died soon after arriving home but be assured there were quite a few.

Letters to Augusta

During the Civil War, selectmen were responsible, to some degree, for filling a quota of men when the governor called for additional recruits. The archives in Augusta contains letters from town officials and citizens expressing their desire to be of service as well as their concerns and frustrations. April 1861, H.W. Gott wrote the Adjutant General stating that many citizens were anxious to join the army and to please send necessary documents for enlistment. If that gentleman was a North Orland Gott he did his work well since the small Granite Cemetery (North Orland) has in it 32 known Civil War veterans as well as six who are buried in unmarked graves.

Charles Hamlin wrote Adj. Gen. Hodson recommending that Dr. George Wheeler of Orland be considered as candidate for Assistant Surgeon of the 6th Maine Regiment. Ironically, Wheeler previously had expectations of joining the 2nd Maine as Surgeon but Hamlin's cousin, A.C. Hamlin of Bangor, received the appointment. Dr. Wheeler then moved to Presque Isle where, in 1862, he joined the 18th Maine as a private. He was soon transferred to take charge of an Annapolis hospital. In 1864 he was promoted to Surgeon in the 9th Army Corps. Wheeler moved to Castine in 1870.

R.J. Osgood, an Orland trial justice, wrote to Gov. Washburn July 10, 1862, on behalf of Dr. William Henderson of Bucksport, who deserved a position as Army Surgeon.

John A. Buck wrote to the Adj. Gen. concerning John R. Gross: "First Lt. Gross of the town's company of State Militia would like to be detached for a place, with the same rank, in the regiment about to be formed. Gross served in the Aroostook War and has held a commission in the militia for 6 or 7 years and takes pride in the Military." John R. Gross was mustered in as a 1st Lt. in Co. H 26th Maine, a nine months regiment. When mustered out, August 17, 1863, Gross was suffering with malaria from which he died July 2, 1864.

A selectman complained that larger and wealthier towns were able to of-

fer larger bounties; therefore small towns like Orland were at a disadvantage. One of their biggest headaches was keeping track of Orland volunteers who for one reason or another were credited to another town. In one instance an Orland man was credited to Penobscot even though he owned a house in Orland and lived there with his wife. When a selectman wrote to the Adjutant General concerning that soldier, for the second or third time, he was worked up to a state of sarcasm. It seems the man in question still was not credited to Orland and the selectman sent a lengthy letter expressing his disgust. He indignantly revealed the following information; "While [name] was absent his wife played the w..., sold his house and skedaddled." Several recruits were wrongfully credited to other towns but the Adjutant General never did change the books.

Elizabeth S. (Wardwell) Gross, 36 years old and an experienced nurse, wrote to Gov. Washburn offering her services as well as those of Mrs. Sarah Raphnel, 49, who wished to go for six months. Elizabeth's husband, Stover P. Gross, 32, was a Sergeant in Co. E 2nd Maine Regiment. Two of her brothers were in Co. E 6th Maine Regiment. James H. Wardwell, 21, died in a Washington hospital, Oct. 22, 1862, and Moses S. Wardwell, 19, was promoted to Corporal then Sergeant before being killed at Rappahannock Station Nov. 7, 1863. Mrs. Gross sent another forlorn letter to the governor Sept. 23, 1862, asking, almost pleading, for a chance to serve as a nurse "as soon as possible." Perhaps she "got wind" of what was going on with her husband. Sgt. Gross became involved with Nancy Atwood, a nurse from Bangor, serving in the 2nd Maine. Gross was wounded at Malvern Hill and discharged for disability Feb. 4, 1863. He apparently reverted to his ancestral surname, LaGros. (There is no La Gros listed in the Index of Maine Volunteers during the Civil War). At any rate he married Nancy Atwood and settled in Bucksport as Mr. and Mrs. LaGros. They are both buried in Silver Lake Cemetery and recognized as Civil War veterans. Nothing could be found on how he dealt with his first wife.

Spanish American War

A survey of the Adjutant General's report on the Spanish-American War did not reveal Orland men in the listing of servicemen by town, only by regiment and company. However, there is a Spanish-American War veteran in Oak Grove Cemetery, Clarence R. York Jan. 14, 1863 - Nov. 23, 1935.

World War I

Thirty-six Orland men served in World War I. Three of those servicemen were lost in the conflict: Donald F. Eldridge, January 21, 1919; Claude J. Dunbar, September 26, 1918; and William P. Hutchins, March 19, 1919.

World War II

Seventy-five men from Orland served their country during World War II. Several lost their lives:

Carroll Gray, U.S. Army, son of Manley and Beulah Gray, in battle in France, September 16, 1944;

Robert H. Moore, Air Force, son of Rose Hutchins Moore, shot down over the Mediterranean March 15, 1944;

Charles H. Hutchins, Marines, son of Guy and Vivian Soper Hutchins, in the battle of Pelilieu Island in the Pacific, September 16, 1944.

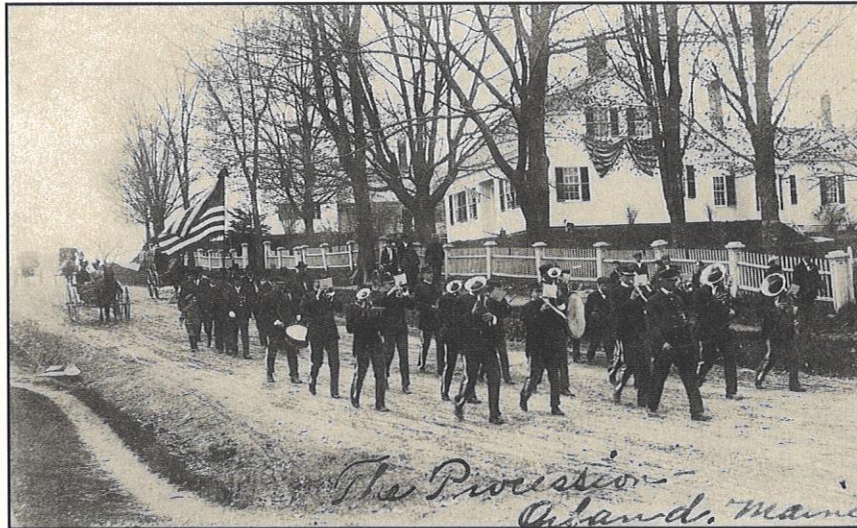
Although the archives in Augusta had no information about the Merchant Marine during World War II, at least three from Orland were lost in 1942 while transporting material overseas: Albert R. Gott, July 7, Marshall Soper (son of Owen K. and Laura B. Soper), September 7, and Tyler Churchill, December 2.

Korean War

Thirty men from Orland served in the Korean War with the loss of one man: Edwin A. Bowden January 18, 1953.

Vietnam War

Fifty Orland men served in the Vietnam War with the loss of two: Roy C. McEwen and Howard Stack.



Post card c. 1911, labelled: "The Procession—Orland, Maine." Courtesy of Barton Hutchins

Missing piece completes the puzzle

By George R. Sawyer

Upon retiring in early 1992, I became an avid Civil War buff. All activities related to that era aroused my curiosity, especially after discovering that my great grandfather James C. Sawyer and his brother Edwin H. Sawyer had served in the 1st Maine Cavalry. Another brother, Lyman, was drafted into the 3rd regiment of Maine Infantry in August 1863 and was wounded in his upper thigh by a minie ball May 5, 1864, at the battle of the Wilderness. By the following November he had recovered sufficiently to return to his regiment. Two other brothers, John W. Sawyer and Joseph Sawyer, were in the maritime service during the war.

James and Edwin, along with 15 other men from Orland, were mustered into the 1st regiment of Maine Cavalry, Co. D, Oct. 19, 1861. The regiment camped and drilled at the Augusta fairgrounds until March 1862. The cavalrymen and their horses then boarded railroad cars and headed south.

At the end of their three-year enlistment, James and Edwin, along with many others of the 1st Maine Cavalry, enlisted for another three years or until the end of the conflict. In late March 1864 James requested a discharge so that he might enlist in the U.S. Navy. Permission was granted and James served aboard the *USS Princeton* and the *USS Bermuda* until his discharge Sept. 24, 1865.

Edwin was among the cavalrymen who participated in the Kilpatrick-Dahlgren Raid to free Union prisoners at Belle Isle, outside Richmond, Virginia. The Union troopers left Stephensburg, Virginia, Feb. 26, 1864. By March 1, the foray had turned into a fiasco. As the Union cavalry attempted to make a hasty retreat toward Federal lines to the north, some were killed, wounded or captured. Edwin and nine others from Co. D 1st Maine Cavalry were among the raiders sent to Southern prison camps.

Due to prison conditions, Edwin soon became sick enough to be admitted to a hospital in Richmond May 4, 1864. After being transferred to Camp Parole in Maryland May 11, he was granted a 25-day furlough to recuperate.

Edwin returned to the farmhouse of his mother and step-father, Hannah and Joseph Lawrence, on Leach's Point in Orland. Even the tender care of his mother could not bring back to Edwin what he had lost at the Southern prison. He died Dec. 8, 1865.

At Maplewood Cemetery on Leach's Point can be seen the headstones of James C. Sawyer, Lyman Sawyer and Capt. John W. Sawyer, as well as the stones of Joseph Lawrence and his three wives, one of whom was the mother of the Sawyer brothers. (Their father had drowned in the Penobscot River in 1850 at the age of 42.)

Where was Edwin buried? A list of Orland war veterans and their places of burial, obtained from Orland records compiled by Ira F. Gross and revised and

corrected by E.O. Sugden in 1936, states that Ed Sawyer was interred in Maplewood Cemetery but no headstone could be found. There was no flag holder to indicate his resting place. Did this mean that he was in an unmarked grave? This troubled me.

Records from national and state archives shed no light on the matter, nor did any information available at the Orland Historical Society, the Buck Memorial Library or the Ellsworth Public Library.

Finally it occurred to me, after concentrating on the Sawyer family plots, that maybe I should change my way of thinking. Recalling that Edwin had died at the Lawrence farm, I decided to investigate the possibility that he was in that family's lot. On Memorial Day, 1997, I went to Maplewood Cemetery. To the rear of four stones identifying the resting places of Joseph Lawrence and his wives, I noticed a small stone that, over the years, had tipped toward the ground. This little marker, about two inches by seven inches by 16 inches long, was nearly flat upon the ground. I carefully eased it to a vertical position and, although it was covered with dirt and grime, I could distinguish three letters carved into the face of the stone, "E H S." At last he had been found; great-grand-uncle Edwin H. Sawyer was there!

The following day I went to the Orland Town Office to report my discovery and to request that hereafter a Civil War veteran flag holder and flag be put beside the marker for Memorial Day. I was then supplied with the necessary accouterments and returned to the cemetery. I cleaned the stone and re-secured it in the ground. With a feeling of accomplishment, I inserted the rod beside the recently scrubbed marker and carefully placed the flag in the holder so that Edwin H. Sawyer would be remembered as a Civil War soldier and family member from the past.



James Carlton Sawyer

By George R. Sawyer

James H. Sawyer was born July 22, 1807, the son of Manassah and Chloe (Hall) Sawyer of New Hampshire. During his many voyages along the New England coast as a seaman, James met Hannah Mann, the daughter of Nathan and Mary (Young) Mann of Surry. After they were married, July 17, 1831, Hannah may have accompanied her husband on his vessel since their children were born in coastal towns, i.e. Sedgwick, Blue Hill, Surry, Rockland and Wetmore (Verona) Island. The children were: Lyman, 1832; James C.; 1833; Hannah, 1834; Edwin, 1836; Eliza, 1838; Ahira, 1842; John, 1844, Joseph, 1847, and Chloe, 1840.

Like their father, Lyman (a Captain), James C., John (a Captain) and Joseph were mariners.

It appears that James H. and Hannah were living on Wetmore Island when, in 1850 at age 54, he drowned in the Penobscot River. James C. Sawyer and Martha Bowden Bridges were married Aug. 18, 1853. Hannah (Mann) Sawyer's only means of support for a number of years was from the labors of her children, especially Edwin and Ahira. Ahira, 19, died in 1861 and is buried in Head of the Island Cemetery beside his father. In October of 1861, Hannah (Mann) Sawyer married Joseph Lawrence and moved to his farm on Leach's Point.

After Fort Sumter in the harbor of Charleston, S.C., was fired on and the ripple effect reached Orland, there was a flurry of activity in the village. Recruiting officers were appointed and men were signing up, anxious to take part in the conflict before it ended. Andrew Spurling, an Orland sea captain, persuaded some of his fellow mariners to enlist with him in the 1st Maine Cavalry.

James and Edwin Sawyer, with their step-brother Joseph H. Lawrence, were among the 15 from Orland that were recruited into Company D. The regiment was mustered Oct. 19, 1861, at Augusta where they were encamped at the fairgrounds. In mid-March 1862, the volunteers and their horses boarded railroad cars to arrive in Washington in the midst of a heavy snow storm. A lieutenant in the 1st Maine Cavalry, Spurling transferred to the 2nd Maine Cavalry in January of 1864 with a commission as Major. Spurling was a Colonel by war's end, was breveted Brigadier General in 1856 and was awarded a Congressional Medal of Honor, in 1897, for capturing three Confederate cavalymen single handed.

At first the Union cavalymen were not considered a viable fighting unit, thus were used as couriers, for escort duty, reconnaissance, etc. This mind set eventually changed as the war progressed. At Cedar Mountain, VA, the 1st Maine Cavalry came under heavy fire. The next day, Companies D and K were sent to the battlefield to collect the wounded and bury the dead. In a letter to Martha, James described the scene: "O it was heart aching to hear the poor fellows groan and the youngsters cry that was wounded."

James and Edwin shared the same tent, fought together and suffered the same consequences brought on by poor food and bad water. Chronic diarrhea and dysentery was prevalent among Civil War soldiers and James was no exception. In January, 1863, he was sent to the regimental hospital for treatment. In mid-March James was granted a sick leave. He went home and did not rejoin his regiment until early 1864. At Gettysburg, July 3, 1863, the Union Cavalry engaged their Confederate counterparts under J.E.B. Stuart and drove them from the field, thereby protecting the rear of General Meade's line. The 1st Maine Cavalry (with Edwin and his step-brother) was in the thick of things.

Lyman Sawyer was drafted in August, 1863, and assigned to the 3rd Maine Regiment, Company A. On May 5, 1864, at the battle of the Wilderness, the 1st Brigade (with the 3rd Maine), 3rd Division, 2nd Corps was ordered to attack General Lee's left flank. During the charge, Lyman suffered a leg wound. He was

sent to a succession of hospitals until granted a leave Sept. 3. He returned to the hospital Oct. 8 before uniting with his regiment which had been transferred to the 17th Maine. After Appomattox, Lyman was assigned to the 1st Maine Heavy Artillery Company G until his discharge Sept. 11, 1865.

Feb. 26, 1864, cavalymen detailed from various regiments (Companies D, F, H and K from the 1st Maine) rode south to make a raid on Richmond with intentions to free Union prisoners. A brain child of General Kilpatrick, the foray went sour when he split his forces. A platoon, including the 1st Maine detachment, was sent to destroy railroad tracks and canals. These troopers were ambushed as they attempted to reconnect with Kilpatrick. A few were killed, some escaped and 36 were captured, nine from Company D, 1st Maine. Edwin and Joseph were taken to a prisoner of war camp in Richmond. Those who got away reported to Kilpatrick, who ordered a hasty retreat to the Union lines.

Edwin became emaciated as a result of the prison environment. He was one of very few to be released due to illness when sent to Camp Parole in Maryland May 11, 1864. Eventually granted a 25-day furlough, Edwin went home to the tender care of his mother but she could not save him. He died Dec. 8, 1865. He was buried in the Lawrence family lot at Maplewood Cemetery on Leach's Point, with a small stone inscribed E.H.S. to mark his resting place.

The War Department announced it would pay to those that re-enlisted a \$400 bonus plus a 35-day furlough. Most of the Orland men re-enlisted and alternated their journey home. Edwin and Joseph Lawrence were among the first to go. James's leave was sometime later. When he joined the regiment in late March, he learned of Edwin's imprisonment. This may have prompted James to request a discharge so that he might enlist in the Navy. At this time there was a need for experienced seamen, therefore his request was granted. James served on board the *USS Princeton* and the *USS Bermuda* until his discharge Sept. 24, 1865.

After the war, James, Lyman and John Sawyer lived on Leach's Point as did Joseph Lawrence. James, Lyman and Joseph were members of James E. Hall Post No. 53—Grand Army of the Republic in Bucksport. Lyman also joined the Orland lodge of Masons. In the 1890's James moved to Bucksport and John relocated to Embden. Lyman, however, stayed in Orland.

James and Martha had four children—Augustus, Ira, Hiram and James—before she died July 10, 1874. A year later, July 17, 1875, James married Emma Hutchings, the daughter of James and Emeline Hutchings of Orland. they raised six children—Lyman, Arthur, Martha, Lillian, Albina and Bertha.

Hannah (Mann-Sawyer) Lawrence's husband died while milking a cow Sept. 25, 1874. Hannah then applied for, and was granted, a Mother's Pension in the name of Edwin H. Sawyer until her death March 27, 1888. She was buried in Maplewood beside her husband and his two previous wives. John Sawyer died April 12, 1904, Lyman died Aug. 23, 1907, James died Oct. 7, 1907, and all were

buried at Maplewood. John Sawyer died March 19, 1904. He is buried with his wife Addie in Evergreen Cemetery in Bucksport. Emma (Hutchings) Sawyer received a Civil War Widow's Pension until her death Oct. 28, 1924. She was buried on one side of James and Martha on the other side.



Capt. John K. Crosby

By George R. Sawyer

John K. Crosby was born May 9, 1831 in Cutler, Maine. His father moved the family to Orland in 1840. When he was fourteen, John went to the Grand Banks on board a fishing vessel and that summer began a life at sea. By age 26 he had advanced to Master of the *Brig Adeline P. Fluker* and was sailing to the West Indies on trading voyages. Over the next few years John commanded the *Sea Foam* and a trading schooner, the *Eastern Belle*.

Between sailing trips, John found time to join Rising Sun Lodge in Orland and, July 1, 1856, was raised to the Degree of Master Mason. Early the following year, February 4, 1857, John and Irene Dorr (born August 8, 1832) were married by Rev. Marsh. On February 24, 1862, John enlisted in the U.S. Navy for term of three years.

The outbreak of Civil War, April 1861, changed the environment of many Orland mariners. In 1862, there were 18 Orland men serving in the U.S. Navy. Four were appointed Acting Masters—John K. Crosby, Meltiah Jordan Jr., John W. Saunders and Leander H. Partridge.

John Crosby was assigned to the *USS Housatonic*, a wooden corvette of 18,000 tons, mounting 23 guns. His duty in the South Atlantic Blockading Squadron, at first, was pretty much routine patrolling along the designated southern coast line. That was about to change!

U.S. NAVAL VESSELS UNDER ATTACK

The Confederate Navy had neither the money nor the resources to combat the Union blockading forces on an equal basis. This deficiency led the Southern authorities to seek other means of equalizing the balance of power. It turns out that the Confederates were well ahead of their Northern adversaries in the development of floating torpedoes and other devices to protect their harbors.

Letters of Marque were issued by the government to enterprising Confederate citizens who wished to prey upon Northern merchant ships. (Although it's legality was questionable, a Letter of Marque was a government document authorizing private citizens to arm vessels with the aim being to seize enemy merchant ships and to sink or burn them after confiscating the cargo as their reward.) This was taken a step further when a bounty was offered to sink U.S. Naval ships.

John Frazer and Co. of Charleston offered \$100,000 to anyone who sank the *USS New Ironsides* or the *USS Wabash* and \$50,000 for every monitor destroyed. What evolved from the efforts of numerous innovators was a crude submersible craft with which it was hoped to raise havoc with the pesky Union blockaders.

H.L. Hunley, a New Orleans businessman, became involved in the development of a workable submarine. Hunley and his partners were inspired by patriotism and also by a desire to make a sizable profit. The project took shape at a machine shop in Mobile, Alabama. James McClintock and Baxter Watson furnished the design and Hunley the money. An old boiler, 25 feet long, was cut lengthwise and bolted together with a tapered bow and stern. Rustic ballast tanks were installed inside. Heavy iron strips were bolted to the outside bottom that could be released from within to lighten the submarine. Hand pumps were used to empty the ballast tanks which were filled by opening sea cocks. Two hatches rose from the top each with a glass plate and sealed with rubber gaskets. There was a special box on top to admit air at will when the sub was close to the surface. An iron shaft ran the length of the little craft, bent at intervals to form handles, so that the crew might turn it like a crank. This action rotated the propeller which was just before the rudder. Two movable fins, located on both sides of the bow, were used to assist in the rise and descent of the craft while under-water.

Trial runs proved the submarine could perform as designed; however, it could not store or generate fresh air. This limited its operating time when submerged. The plan was to tow a torpedo at the end of a 200 foot rope and the immersed craft would pass under an enemy ship pulling the explosive device into the intended victim. When completed the sub was named the *H.L. Hunley*.

This different type of vessel was something of a death trap. Three times the *Hunley* went to the bottom and the crew drowned or suffocated. After the first incident at Mobile, the submarine was raised and sent by rail to Charleston and another crew was soon recruited. As the *Hunley* lay at a wharf preparing for a trial run, the wake of a passing steamer swamped the little sub, drowning all of those aboard but one. Once more the craft was brought to the surface and H.L. Hunley, himself, took command of his creation with yet another set of volunteers. While making a test dive, October 15, 1863, the sub became stuck in the mud. All hands suffocated.

Strange as it may seem, another crew was soon ready to continue testing the *Hunley* when the ill-fated machine was again brought up from the murky waters of Charleston Harbor. After much testing and re-testing the courageous submariners were cleared to sink one of the Union Ships anchored at the mouth of the harbor. They were not permitted to again operate completely submerged. Undaunted, the *Hunley's* crew rigged a boom on the bow on which could be attached a torpedo. Their intention was to submerge the craft as far as the breathing box and, with a low profile, approach an enemy ship undetected. Finally

conditions were favorable for making their move. At dusk on the evening of February 17, 1864, the *Hunley* cast off her moorings and proceeded toward the Union blockaders.

ATTACK AT CHARLESTON HARBOR

The *USS Housatonic* was anchored off Beach Inlet, a few miles south of the entrance to Charleston Harbor. As she lay there, guarding one of the channels used by the blockade runners, the moon was in its first quarter and the stars dazzled out of a clear blue sky with a slight layer of mist over the water. The usual lookouts were posted on the fore-castle, the gangway and quarter-deck. On this evening, February 17, 1864, Acting-Master John K. Crosby was inspecting the securing of quarters, while below decks the crew was preparing for sleep. At about 8:45 p.m., while on the quarter-deck, Crosby noticed a ripple in the water and peering over the side he made out what seemed to be a floating plank, about 100 yards away. Bearing in mind that all ships had been warned as to the danger of Confederate torpedo boats, Crosby shouted a warning as the object came on towards the *Housatonic's* starboard side. The drummer beat quarters and in a moment the ship was alive with activity as officers poured on deck. The anchor chain was slipped, power was applied to the screw and the ship began to move backwards. A gun crew limbered the after pivot, swinging the muzzle from port. Members of the crew sprayed the yet unidentified object with rifle fire.

The *Housatonic* began to drift astern as the *Hunley* closed in and lowered the torpedo boom before striking its quarry forward of the mizzenmast on the star-board side. A tremendous explosion spewed tons of water into the air. The stricken ship was lifted out of the water and thrown on her side. Below, sea water and choking fumes filled the interior. Men on deck were blown into bulkheads or over the rails. Guns, shot, timbers and fittings flew in all directions. As the ship fell back, she settled stern first, heeled violently to port and immediately sank. Crewmen scampered into the rigging or jumped overboard to climb into two available lifeboats. A sister ship, the *Canandaigua*, rescued the survivors in the small boats and then rushed to the assistance of the stricken *Housatonic*. Rockets were fired and the lights from other vessels were seen moving toward the disaster. The torpedoed ship had settled to the bottom but the rigging was above water and loaded with sailors awaiting rescue. Miraculously, only five of the crew were lost.

The *USS Housatonic* had gone down in about 28 feet of water. Crosby saw a 10 foot square blown out of her quarter-deck, with the heavy spanker boom snapped in its thickest part. Within four minutes after the explosion, the vessel was resting on bottom.

The *H.L. Hunley* became the first submarine to sink an enemy ship. It would be 50 years—W.W.I—before another American sub would repeat the event. The *Hunley* and its crew went down and rests on the bottom of Charleston Harbor.

SURVIVING THE WAR

John Crosby was next assigned to the *USS Camaron* as Executive Officer. After a short while he was ordered to command the *USS Harvest Moon*. The *Harvest Moon* was Rear Admiral John A. Dahlgren's Flag Ship during his service in the South Atlantic Blockading Squadron. Dahlgren, who was a friend of President Lincoln, saw to it that the sailors under his command did not miss their chance to vote in the presidential election due in November 1864. Ballots had been distributed to the fleet and Dahlgren issued Crosby an order to "proceed with the *Harvest Moon*, under your command, to the Savannah River, Warsaw, Ossabow, Sapelo and Doboy and communicate with the vessels there in order to collect the sailor's vote." When General Sherman began his move from Savannah, Georgia, in order to flank the Confederate troops, the *Harvest Moon* carried the first of his army to Beaufort, S.C., saving a long, tiresome march.

On the morning of February 18, 1865, Dahlgren was on board his flagship engaged in directing operations at the Stono River. At 10:45 a.m. he received news that the Confederates had evacuated Sullivan Island. He immediately ordered Crosby to make for Charleston. Upon arriving at Fort Moultrie, Dahlgren was greeted with a report that Union forces had entered the city. Despite the danger of floating torpedoes (mines) in the harbor, Crosby was ordered to steam up the Cooper River to anchor at a Charleston wharf.

For the next few weeks, Crosby and the crew of the *Harvest Moon* shuttled Dahlgren throughout the area as he supervised sweeping the harbors for torpedoes and worked at reducing the South Atlantic Blockading Squadron.

March 1, 1865 the *Harvest Moon* steamed through Winyaw Bay, near Georgetown, heading for Charleston. Suddenly, at 7:45 a.m., an explosion occurred and at first it was thought that a boiler had burst. A large hole was discovered in the deck between the main hatch and the ward room. Dahlgren, Crosby and others boarded a tug that had been following the flagship. The *Harvest Moon* had struck a floating torpedo and quickly sank with the loss of one man.

John Crosby survived the experience of having two ships blown out from under him. His next assignment was to the *USS Columbia* and he served on her until he received an honorable discharge September 16, 1865.

After the war

It appears that after the war, Captain Crosby either gave up going to sea for a time or perhaps restricted his nautical activities so as to spend more time with his family. John was elected Worshipful Master of Rising Sun Lodge #71, Orland, for 1867 and re-elected 1868-69. In 1870 Past Master Crosby installed the officers of the lodge, assisted by Past Master Fred Saunders as Marshall.

Captain Crosby returned to the sea in 1871 and commanded several different vessels in succession, one of which was destroyed at sea by fire. He made voyages to Europe, the East Indies, Australia and ports along the Pacific coast.

About 1874, John retired from a sailing profession and moved his family to Roslindale, Mass. when he became employed by R.H. White Co., a dry goods establishment on Washington St., Boston. He became a member of Prospect Lodge in Roslindale and joined GAR Post #68 in Dorchester, Mass.

Capt. John K. Crosby died Oct. 11, 1904 at Dorchester. His remains were returned to Orland to be buried at Oak Grove Cemetery. His wife, Irene, died May 19, 1906 and was buried alongside him.



Injustice to a Civil War widow

By George R. Sawyer

Augusta D. Orcutt (Bucksport) and John Rooks Gross (Orland) were married April 20, 1843. Between 1844 and 1863 they had 10 children. John apparently was caught up in the furor of the prevailing civil strife, which influenced him to name their ninth child Winfield Scott and their tenth child Ulysses Stanley.

At the age of 43, John and 15 others from Orland collected their \$100 bonus from the town and traveled to Bangor to be mustered into Co. H of the 26th Maine Regiment of Volunteers Oct. 11, 1862. John was elected 1st Lieutenant just before the regiment headed south Oct. 23. They were eventually assigned to General Nathaniel Banks's expeditionary force in Louisiana. The 26th Maine did hard duty during their enlistment and were mustered out August 18, 1863.

John returned to his family "totally jaded" (played out). His health continued to decline until he succumbed to "malarial fever" July 2, 1864—the result of a disease that was prevalent in the Louisiana bayou country.

In 1853 John had been raised to the Sublime Degree of Master Mason. Consequently, on Sunday, July 3, 10 officers and 11 members of Rising Sun Lodge assembled at Dirigo Hall before proceeding to the memorial service to bestow full Masonic Honors on a deceased Brother. John R. Gross, Mason and Civil War veteran, was buried at Front Ridge Cemetery. At the next stated meeting the Lodge voted to donate \$5 to the widow.

Augusta Gross was soon faced with another tragedy. Her seventh child, Clara, became ill and died Aug. 24, 1864. A little more than eight years old, she was laid to rest beside her father.

John Gross's widow now confronted the daunting task of raising her fatherless children—five were under the age of fifteen. Her oldest son, Ephraim, was 17 and on board a vessel in Boston Harbor when Fort Sumter was fired on. He immediately joined the 11th Massachusetts Regiment of Volunteers in April 1861 to become the first from Orland, and possibly the state, to enter the war. The three children at home older than 15 no doubt helped their mother all they could

by taking any work that was to be had, but more assistance was needed. A law was enacted in Augusta to "provide support for families of soldiers" to be issued by the cities, towns, etc., and reimbursed by the state, at the rate of 75¢ per week for wife, dependent father or widowed mother. Each child under 15 years of age was allotted 50¢. Perhaps Augusta appealed to the town for help.

There are volumes written on the suffering, privation and fortitude of the Civil War soldier but little credit is given the women who struggled to keep the family together and fed and clothed while their men were gone. It was no small accomplishment. Following is one example of the tribulations endured by a Civil War widow.

Augusta D. Gross filed a claim at the Pension Agency in Bangor Feb. 17, 1866, and was subsequently allotted \$17 per month, retroactive to July 2, 1864. She applied for a pension increase July 17, 1873, with her attorney, O.B. Trott of Orland. Before this claim could be processed, her pension was suspended for reasons unknown to her. After a lapse of more than a year, Augusta appealed to the Commissioner of Pensions in Washington, D.C., requesting a Special Agent to investigate the case. Nothing happened.

Finally on April 24, 1878—four years and four months after her last pension check—Augusta's attorney in Bangor filed a Declaration for Restoration to the Pension Rolls and in this document requested information as to the cause of the suspension and the proof necessary to remove it. The bureaucracy was still locked into a slow mode. Augusta was advised to seek the services of Castine attorney John R. Bevan.

At last the right person was on the case. In due time an explanation was forwarded from the Department of Interior which stated, in part "...her name was stricken from the Pension Rolls for the following reason: false and malicious information has been laid before the Commissioner of Pensions, by person or persons unknown, that has said that his (John Gross) sickness and death was not the result of his performance of Military duty... Such information was filed against her through malice, envy and ill-will towards the widow and her family in order to deprive her of the small pension."

Even though it appears the Commissioner was aware of the fact that a malicious deed had occurred, he still called for a special investigation to be held in the presence of Augusta's attorney. Evidence was presented, which was available all along, to prove that John R. Gross died as a result of disease that had overtaken him while serving his country, "all to the satisfaction of the Government that a great injustice has shamefully been done her in the matter." This was, it can be supposed, a weak apology, but no monetary compensation was forthcoming to atone for close to 10 years of governmental indifference. In May 1883, Augusta was restored to the Pension Roll and received \$17 per month until her death Sept. 4, 1890.

Near decimation of a North Orland family

By George R. Sawyer

Daniel Condon was born March 10, 1815 in Brooksville. Possibly he was a saw mill worker since he seemed to migrate to and from towns where water-power mills were a prominent part of the local economy. He was living in Dedham when he married Harriet Blaisdell (born July 6, 1824) from Bucksport. The nuptial was performed by John Burrill Esq., July 6, 1840. Their first child, Asa B. Condon, was born May 19, 1841 at Dedham. Harriet (Charlotte in some records) was born Oct. 6, 1842 but died nine days later on Oct. 15.

Again Daniel changed his residence when he moved his family to Otis where three more children were born: Ellery T. on May 10, 1844; William H. on Aug. 12, 1846; Alvin on Aug. 4, 1848. Daniel and Harriet lost a second child when Alvin died Nov. 22, 1850.

By the early 1850's, the Condon family was again in Dedham where Julia was born Aug. 6, 1853. Some time in the late 1850's Daniel moved to North Orland. The cellar to his home is located on what is now the Mark Ginn Road (which did not exist at that time). An 1860 map of Bucksport and Orland, located at the Bucksport Historical Society, reveals a D. Condon house situated off the Johnson Road. Further evidence that Daniel Condon's occupation was the pursuit of sawmill work might be realized in considering that his home was about equidistant from the Swazey Mills at Dead River and those at Winkumpaugh Stream. It seems likely that Condon Hill in North Orland was named for Daniel Condon. The Condon's last child, Lizzie, was born Sept. 18, 1859 at North Orland. She too would die at an early age, July 26, 1865—6 years, 10 months, 8 days old.



Augusta Archives reveal that Asa B. Condon enlisted in the 6th Maine, Co. E, April 29, 1861, but was never mustered into service. He again enlisted in the 7th Maine, Co. H on Aug. 7, 1861 for a term of three years. Asa was 21 years old, 5 ft. 9 in. tall with gray eyes, dark hair and was dark complexioned. His occupation was listed as mill worker, probably one of those in North Orland. Asa was mustered into the US. Service Aug. 21, 1861 at Augusta. His regiment left for Baltimore Aug. 23 where it was placed in the 3rd Brigade, 2nd Division, 6th Army Corps. They fought in McClellan's Peninsula Campaign, at Mechanicsville, Savage Station, White Oak Swamp and Malvern Hill. The disease from the Chickahominy and hard duty severely reduced the strength of the regiment. After the Maryland Campaign, September 1862, the 7th Maine, by order of the War Department, was sent to Maine to recruit more men. They went into bivouac at Island Camp in Portland and attempted to fill up the ranks.

Jan. 21, 1863, the remainder of the original ten companies was consoli-

dated into a battalion of five companies and, along with the recruits, was ordered to rejoin their Division. In early spring, Pvt. Asa Condon was sent to a hospital in Washington. He died April 25, 1863 of chronic diarrhea, which may have developed while on duty along the Chickahominy.

A list of soldiers buried at Washington DC reveals that A. B. Condon, Co. H, 7th Maine, was buried at the US. Military Asylum Cemetery. This burial ground is about two miles northeast of the city upon a portion of the asylum. The first interment occurred Aug. 3, 1861 and the allotted space was filled May 13, 1864 with 5,211 graves.



Ellery T. Condon enlisted in the 26th Maine, a nine months regiment, on Sept. 10, 1862, along with 17 other Orland men. The recruits collected all or part of their \$100 town bounty before heading for Camp Pope in Bangor to be organized and mustered in. Ellery was an 18 year old farmer, 5 ft. 9 in. tall, with hazel eyes, dark hair and dark complexioned. The Orland men were assigned to Co. H, with John R. Gross, also of Orland, appointed 1st Lieutenant. The enlisted men were mustered in Oct. 11, the officers a week later.

The regiment left Bangor on the 23rd arriving in Washington on the 26th and went into camp at Arlington Heights. The 26th Maine was brigaded with the 22nd, 25th and 27th Maine Regiments under command of Colonel Fessenden of the 25th Maine. In December the 26th Maine boarded transport steamers to join General Banks in his Louisiana Expedition. Two days into their voyage the vessels received a battering from a gale but eventually arrived at Ship's Island in the Gulf of Mexico. The steamers were then ordered to transport the troops to New Orleans. However, one ship was delayed by the discovery of a case of smallpox.

Separated for six weeks, the Maine companies finally came together to be brigaded with the 13th and 25th Conn. and 159th NY. in (Maine) General Cuvier Grover's Division, Department of the Gulf. While the regiment was participating in numerous marches, skirmishes and battles in the Bayou country, Ellery Condon became sick and died of diphtheria at Baton Rouge, May 22, 1863. No record of his burial place could be found.



Many discrepancies were discovered in William H. Condon's Civil War records. After some investigation it is hoped that the real facts are brought to light. The service information obtained from the Maine Archives note him as born in Nova Scotia and residing in Baileyville. Orland vital statistics have William H. Condon born in Otis. It would appear that a clerical error was made somewhere along the line. Capt. S. Clifford Belcher's 1863 return for Co. G, 16th Maine has Condon listed as a conscript. The Statement of Draft, August

1863, in the Fifth Congressional District Headquarters in Belfast, does not have his name among those drafted from either Orland or Baileyville. It would seem as if William H. Condon had enlisted voluntarily. Either way it must have been a traumatic ordeal for his parents who had lost two sons in March and April.

William was 20 years old, 5 ft. 11 1/2 in. tall with gray eyes, brown hair and fair complexion when mustered into the US Service Sept. 18, 1863 at Belfast. He was assigned to Co. G, 16th Maine, 1st Brigade, 2nd Division, 1st Army Corps and was among the 338 recruits and conscripts who joined the regiment Oct. 6 somewhere along the Rapidan River. After various movements against the enemy, in the fall of 1863, General Meade called a halt to operations and the army pulled back to go into winter quarters.

In May 1864, with U.S. Grant in command of all Union Armies, the Army of the Potomac commenced a move toward the Confederate forces. During the months that followed, heavy losses in killed, wounded and prisoners were suffered by both sides. Nothing can be found to indicate where or when William Condon became a prisoner of war and was sent to Andersonville Prison. Dorance Atwater, a prisoner, was detailed as a clerk in the surgeon's office to keep a daily account of deaths among the Union captives. He secretly copied a list of the dead and managed to bring it north. A roster of Maine soldiers buried at Andersonville divulges that Grave No. 6950 contains the remains of W. A. Conder, Co. G, 16th Maine, who died of bronchitis Aug. 26, 1864. There is no W.A. Conder in the Index of Maine Volunteers 1861-1866 or the 16th Maine returns. W. A. Conder, an apparent misprint, should be W.H. Condon—everything else fits. A list of deceased Maine Volunteers since the start of the war, compiled from returns, does have the name of William H. Condon, Co. G, 16th Maine Infantry.



Only one of Daniel and Harriet's seven children, Julia Condon, survived beyond 1865. Daniel Condon died Dec. 21, 1888 at age 71. Harriet Condon lived another 14 years before dying April 12, 1900 at age 75. They were buried at Granite Cemetery in North Orland. Harriet, Alvin and Lizzie are also buried there or at least stone markers so indicate. There are also three government stones set in memory of ASA B. CONDON, CO. H 7 ME. INF.; ELLERY T. CONDON, CO. H 26 ME. INF.; WILLIAM H. CONDON, CO. G 16 ME. INF.

[Sources of Information: Maine Adjutant General's Reports 1861-64, Maine Archives, Orland Vital Statistics, History of the 26th Maine.]

World War II memories

By Minnie E. Bowden

We had just finished Sunday dinner on that Dec. 7. We were living in Bath, and Don was working at Bath Iron Works as a welder, then as a welding inspector. My sister Doris and her husband Bud Manson, my sister Thelma and her friend Hoyt Hutchins, and my husband were chatting in the living room. I was in the kitchen finishing the dishes. After the radio announcement, Don came out to tell me the news. I said, "I don't believe it," and went into the living room to await the repeats. From then on until the war ended, there was constant underlying fear in our hearts. That group was never together again. Everyone was joining the service. It was almost impossible to keep kids in high school.

In what seemed a short time, men in uniform were everywhere. We were waiting in line for goods in short supply: sugar, shortening, meat, gasoline, coffee, and ration stamp books. Even when we had stamps, we waited until supplies were in the store. Anything made of metal disappeared from store shelves. No new cars, refrigerators, stoves were available. All factories were making war goods.

We had to buy heavy dark green shades as no lights were to be seen from the house. Wardens walked the street to see that everyone complied. Coastal communities feared invasion by spies.

In Hardscrabble, most of the young men joined the navy. Casualties were not published as that might aid the enemy, so one was alert to rumor, especially when a ship was lost. In Hardscrabble, no one could take a light to the privy. In Rockland, no lights were allowed at night. Imagine the difficulty of driving through that town. We did it one night after work, traveling from Bath to Orland to visit Don's father. Gas was hard to get so we saved stamps until we had enough to make the trip, a treasured occasion.

Planning meals involved studying your stamp book as well as your supplies, cash on hand, and the newspaper ads. We did weekly shopping and took our neighbor along. If I needed something during the week, I hauled our youngster in a cart and walked.

We were constantly hearing of the deaths of people we knew. A close friend died in the Bataan March. A close childhood friend who played with my sister, was graduated from Colby in geology, was immediately drafted, given quickie training, sent to the Far East, and was killed in a matter of days. I used to know the exact number. After that we hurt every time we saw his gold-star mother. He was their only child. A teacher friend lost her husband in the Italian invasion. One of Don's fellow workers lost his son in the German invasion. I had helped their family when the mother was recovering from surgery.

Josephine Hutchins Morey Stover lost her brother in a battle in the South

Pacific and thinks all wars are unnecessary, but I don't see how this one could have been avoided, though I've read of hindsight analysts explaining how it could have been. Russell Moore's twin brother was also killed in that war. We had been in the same zoology class at the University of Maine. Our brother-in-law was in the Marines and involved in the island-hopping in the Pacific. He lived but he suffered and his life was shortened by his experience.



Donald Bowden, U.S. Airforce Cadet, c. 1942. Photo courtesy of the Bowden family.

Don chose to leave a good job, labeled essential, at Bath Iron Works to join the Air Force. After he left, I chose to sell our house. (I did not feel equal to manning our coal furnace. I also knew that real estate would lose value as de-

mand for it decreased.) I found a place to live and a nursery school for our daughter (no small chore). I taught fifth grade for a year, then decided to follow Don while he was still in the states and I could do so. He was being trained as a gunner-mechanic and being sent from place to place. We'd get about enough saved up to go to the next place, when he'd be re-assigned. He went with his group but our daughter and I found our way by train or bus, usually after he had found temporary accommodations. We kept enough cash on hand to move back to Maine when that became necessary.

Whenever we moved, I first found care for my daughter, a job, and a place to live so our hotel stays were as short as possible. I made use of USO or government help when available. We lived in Decatur, Alabama; Biloxi, Mississippi; Liberal, Kansas; and San Antonio, Texas. In Biloxi, I taught in a government day care center and was able to have Sandra cared for there. From Biloxi, where Don had become proficient as an airplane mechanic, he was shipped to Laredo, TX, to be trained as an airplane gunner. Once there he found that housing and jobs were not available so advised us not to come there. Since my sister had moved to Florida where her husband was commercial fishing, she invited us there so we stayed with them. She took care of our daughter while I worked at a nearby lunch and soda counter. After Don received his gunner's wings and overseas shots, we were sure he would be shipped overseas. Instead, he was allowed a 10-day delay en route to Liberal, KS, so we met in Maine where we visited our parents. Again, he went ahead of me.

After he was established in his military assignments in Liberal, he was able to find a spare-time welding job off base, and an efficiency motel room for us, giving me the opportunity to care for our child. It was there we had a bad wind/rain storm which covered our floor with six inches of water. We were lucky as other tenants lost roofs. We were able to stay in bed until the water disappeared.

Don's next assignment was Randolph Field in San Antonio where he continued using his airplane mechanic skills. He found us a room in a motel a short bus ride away. Unfortunately, the job that I found was way across town at Kelly Field where I was a clerk-typist processing civilian records on an electric typewriter which could make six copies. I was able to find housing at a government trailer park which had a day care center for government employees' children. Except for the fact that it was a long bus trip for Don, it was satisfying for us to be among people who were in similar circumstances. We found everyone congenial and willing to help anyone who needed it. We learned to be grateful for each day we were alive and well. We knew we could not count on tomorrow. Don could be shipped overseas any time.

One day when we came out of our trailer to go to work, the woman in the next trailer came out and said that she had just heard on the radio about a big bomb that had been dropped on Japan. The story sounded like a figment of

someone's imagination to me, and I would not let myself believe it. My doubts were re-enforced when nobody mentioned it at work. What a surprise and relief to find it was true. Another bomb and the war was over. We had the possibilities of tomorrow! What a gift. We could plan.

My job extended to twelve hours a day as we processed the quitting civilians who had been frozen to their jobs during the war and were delighted at the opportunity to try something else. Even so, the government immediately closed the day care center so I had to find a private family to provide our daughter's care.

While we were in San Antonio, we saw many returning veterans. It was easy to recognize those who had been in prison. They were so ghastly tragic in appearance they stood out among well-fed people. A returning veteran who lived in our park was so full of hate, I worried about him. He had a son about Sandra's age and they often played together. That hate may have been useful during fighting but it was out of place with children.

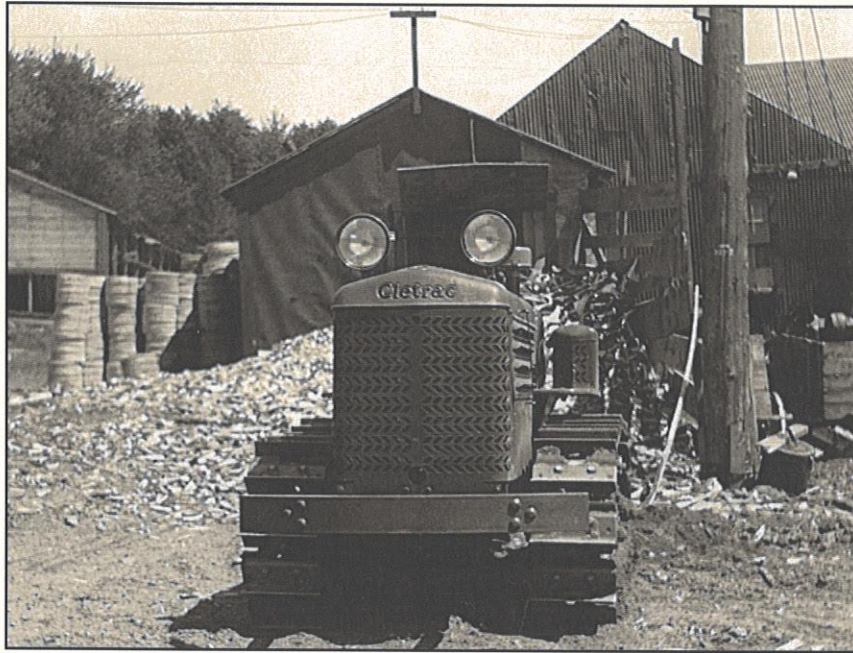
After the war ended, Don's duty assignment changed from repairing airplanes to being a cook, a job he grew to like. He continued in the same work when he was transferred to Enid, Oklahoma. Again, he had a delay en route so we were able to come home. Sandra and I flew home. In those days it was a twenty-four hour trip to Boston, and then we had to take a bus to Maine, but it was much quicker than a train would have been.

As we were sure Don would be mustered out early because of his length of service and his family situation, I stayed in Maine. Of course, the men who saw action had first preferences so it took a while. I used that time to help our daughter catch up to Maine school levels. As Texas didn't start children until they were six and Maine started them at five, we had some catching up to do.

I feel that those Americans who apologize for the bomb overlook what would have happened if our servicemen had had to invade Japan and what would have happened had the other side invented the bomb first.

I hope neither you nor yours have to go through a war experience.





Roy Sawyer's heading mill in the 1930s.

Orland Industry 1770–1995

Excerpts from a book by George R. Sawyer, March 1995

Orland's first road was laid out in 1771. Joseph Viles, from Milton Mass., built the first frame house in 1773. The first sawmill and gristmill was constructed at the Lower Falls of what they called Eastern River (in the vicinity of the present village dam) by Calvin Turner in 1773. The first recorded town meeting was held on March 21, 1774, well before formal incorporation in 1800. The first school building was erected in 1800.

In 1774, Robert Treat was appointed by the proprietors of Plantation #2 to run out lots along the Eastern River for settlement. He also built a sawmill at the Upper Falls in 1774. James Ginn moved down from Brewer to manage the mills until 1797. During this time, he also built two schooners and one brig near the mill.

July 16, 1792, citizens voted to build the first bridge over the Eastern (Narramissic) River and it was completed in 1793. An undocumented story is told that the bridge had to be dismantled when James Ginn brought one of his

schooners down the river.

In 1797, Robert Treat sold his mill, dam and privileges at the Upper Falls to John Lee of Castine. Lee proceeded to enlarge the saw mill and add a grist mill. Until 1816, he did an immense lumber business. Joseph Lee, John Lee's nephew, managed the mills from 1797 until 1807.

At a town meeting in April 1790, three men were elected to serve on a fish committee to supervise the harvesting of alewives during their spring "run" up Eastern River in search of their spawning ground. The alewife fishery continued until the recent depletion in the number of fish caught in the town trap led the committee to stop fishing for about five years. Limited fishing for alewives resumed in 1999 after improved fishways were put in to encourage survival of the run.

Joseph Lee appears to have been instrumental in the incorporation of the town in 1800 and he became the first town clerk in 1801.

Records of Orland's business and industrial progression from 1800 through 1836 seem to be lost. However, by 1836 many activities were in motion.

A poll tax of \$1 was applied to all males over 21 years of age. The economy was based on fishing, investing in sea-going vessels and water-powered mills. The majority of Orland citizens at this time subsisted off their farms.

Levi Booden (spelled Bowden in tax ledgers of later years) was taxed for eight acres of granite works at Hardscrabble Hill. Several townspeople held shares in this enterprise. By 1848 this operation was no longer in the tax records.

The Lock and Sluice Co. (taxed as a non-resident) operated locks at the Upper Falls as well as the Lower Falls on the Eastern River. They also were taxed for a sawmill, grist mill, dam and privileges at "Great Works." The exact location of this facility is not known but it might have been on the Eastern River or beyond. Also they were in control of mills at the Upper and Lower Falls. The Lock and Sluice Co. was taxed at various times for these and other properties until 1904.

For a time the locks were used for harvest of alewives and other fish. Horatio Mason held shares in this company as well as operating three mills on the stream running from Toddy Pond to Alamoosook Lake.

Horatio Mason, in the late 1700s, purchased land and built a mill on a portion of it adjacent to Toddy Brook. His son, born in 1813, also constructed a mill at the brook and his son-in-law set up a woodworking shop.

L. Philips was assessed for three-quarters ownership in a mill located at Philips' Cove. This mill was likely situated where the brook that runs out of the Great Heath flows into the Penobscot River. At one time ships were docked at a wharf in the vicinity of this mill to take on lumber, bricks and granite. Locally kiln-dried bricks can be seen to this day strewn along the shoreline. Parts of the wharf moorings are still intact. Stones used to construct the mill dam, as well as

the mill foundations, more than likely came from the Hardscrabble quarries. After 1836, this mill did not appear in the tax ledgers for a number of years.

Rufus Buck was two-thirds owner and Nathaniel Harriman was one-third owner of the Meadow Brook Mill close to Alamoosook Lake. A reserve supply of water was dammed up west of the mill. A few years ago, Reynold Soper built a model of the type of machine used at this site and donated it to the Orland Historical Society where it is on display.

John Buck followed Rufus Buck in sharing ownership of the Meadow Brook Mill (at different times with different partners). At about 1873, Edward Buck became owner of this mill until its closure in 1912. This mill produced long lumber, shingles, laths and barrel staves. The (so-called) sluice way on a part of Meadow Brook between Rte. 1 and the Gilpin Road is believed to have been used to float logs around an area of rapids.

Non-resident Thomas Swazey Co. was taxed for a lumber mill, lath mill, dam and privileges at Dead River rapids. This was to become a major mill complex.

Some citizens were investing in shares in other people's farms, wood lots, stores, mills, etc. Another popular investment was to buy shares in schooners, barques and brigs. Orlanders, being frugal Yankees, did not put all their money on the fortunes of any one ship. They invested a small amount in two or three vessels; so if one was lost at sea, maybe the others would survive to give them a return on their venture. Between 1836-1886, well over 200 schooners, barques and brigs were listed in the tax records as being sources of investments by the people of Orland.

1838—Jonathan Partridge and Daniel Harriman were each taxed for a wharf and privileges on the Eastern River. Richard Hopkins was levied a tax on two sets of fish wharves, fish stores and privileges. Activity escalated toward fish stores and flakes reaching a peak in 1854, when 15 townspeople were operating the same. This trend gradually decreased until, by 1883, only two fish stores were on the books and five wharf privileges were issued.

1848—Proprietors of Orland (taxed as non-resident) arrived on the scene. They appeared to be a land company of some kind. The tax records show that the Proprietors of Orland bought and sold property of any type that would turn a dollar. This enterprise apparently did well financially as it survived until 1939 or 1940.

1850—Brown and Saunders set up a lumber mill, grist mill, and lath mill at the Eastern River. The operation lasted two years.

1851—Snow and Ginn paid taxes on mill activities at "Great Works," but by 1852 they were gone. Sewall Swazey at the Dead River Mill had expanded to two long lumber mills, a lath mill, a grist mill and boat landing. Also at this site, he was assessed for a store, a blacksmith shop, big house and barn, farm animals,

12 oxen plus 2 pair of horses. Scattered among the softwood trees on the east side of the rapids were log cabins to house his woodsmen and mill workers.

1852—Samuel Brown was recorded as having taken over the former Horatio Mason mills at Toddy Pond Brook as well as the Upper Falls mills. He was taxed on them for the next five years. Others in production were at: Meadow Brook, Dead River, and Lower Falls.

1853—The Lock and Sluice Co., in addition to the Lower Falls mill, was noted as having holdings and privileges at "Hancock Mills." The location of this mill was not recorded nor was it referred to again. The so-called "Dodge Mill" is another case of an unknown locale. John Swazey was credited with one-half ownership in this enterprise. E. Dodge and W. Dodge were each taxed for one-fourth ownership. This three-way partnership continued until 1878.

1857—The trend shifted to investing in bank stocks as well as shares in mills, stores and seagoing vessels.

Besides seven general stores serving Orland citizens, there was a tin shop, a cooper shop and a salt store in the village. Raw material for the cooper shop was supplied by the Meadow Brook mill. Four blacksmith shops and an ice house also provided services to the public.

1861—J.A. Buck had competition on his cooper shop and salt store. A.P. Emerson (in business as Emerson and Co.) also paid taxes on a cooper shop and salt store as well as on a shop at a shipyard, an ice house, a general store, a wharf and privileges and on the "Granite Ledges."

1863—S.P. Brown and N. Walker were assessed for the former Horatio Mason mills. Fish weir privileges were taxed for the first time. Charles Partridge was the only citizen involved in this endeavor. The poll tax was increased to \$2. Various types of mills were operating at seven locations.

1864—Ship timbers were increasingly being called for by ship builders, perhaps due to the demand for vessels to replace ships sunk by Confederate privateers. Orland saw mills were eager to provide some of this material. A. Hayford operated one of the H. Mason mills that for a time was taxed to the Samuel Keyes estate. Hayford also opened a store believed to have been in the building (still standing) opposite the Toddy Pond dam on the west side of the stream. This place was involved in many enterprises and was owned by Harvey Snow in later years.

Snow was proprietor of the Mill Brook Inn (former Hayford store building) from the early 1940s until the middle 1950s. The East Orland Post Office was located in this structure for a number of years with Ethel Snow as Postmaster. At some time between when Hayford or Snow occupied the building, a shirt factory there employed a number of local people.

A man by the name of Dorr, who was the manager, went broke and disappeared one dark night, owing money to his employees. Dorr, it seems, had fled to Boston and went to work for "Raymonds" (a clothing establishment). He saved

his money and eventually returned to Orland to pay those to whom he owed wages. To atone for his actions, Dorr offered a job to any young man from Orland going to college in Boston.

East Orland, during this era, was known locally as Hayford's Mill. E. Partridge operated a livery stable and stage service in Orland village. There were two ice houses—one owned by shareholders, the other by B. Saunders.

1865—Vinal Hooper went into partnership with A. Hayford at the former H. Mason mills.

1866—A.W. Trussell and Freeman Sparks were operating the Philips Cove Mill. Mills at Meadow Brook, Dead River, the Dodge Mill and the Lock and Sluice Co. mills were also taxed. J. McKenney and E. Partridge were the first to be taxed for their blacksmith shops. The town poll tax was increased to \$3.

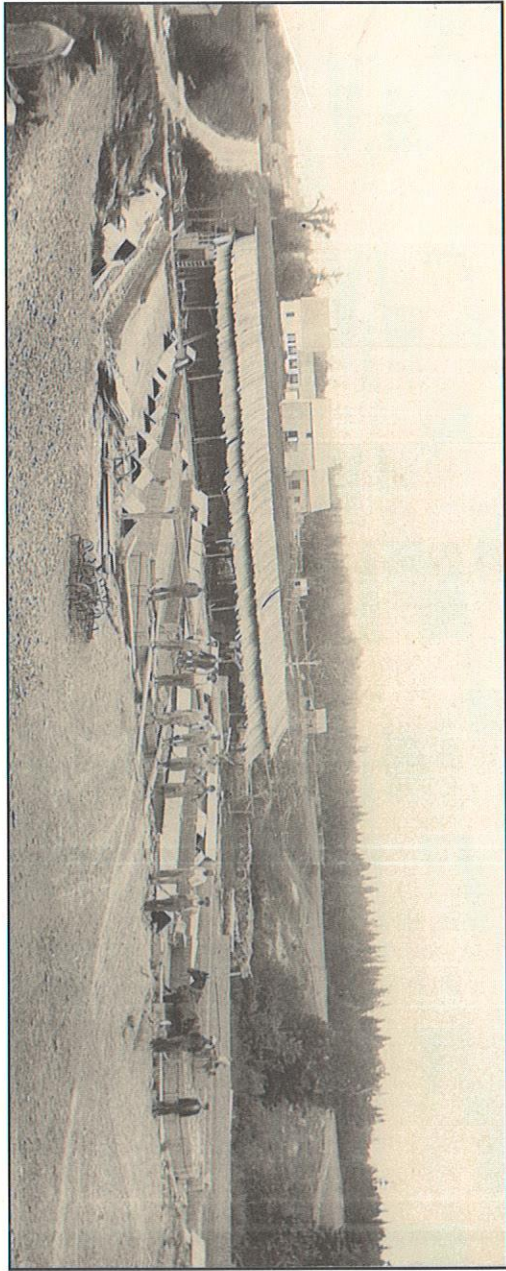
1867—There were no changes in lumber mill ownership. The Hancock Woolen Mill appeared on the scene and was to be the subject of much controversy. This steam-powered factory was set up on the north side of the Eastern River. A.P. Emerson was initially to have been exempt from taxes for a period of 10 years because of a law enacted by the State Legislature in 1864 to induce investment in the production of material for the Civil War effort.

Emerson commenced building the factory and setting up the steam plant in 1866. He did not get the financial support expected from the townspeople. For some reason, shares in the woolen factory did not appeal to the rank and file. Emerson decided to proceed, with the help of his sons, and \$30,000 of his own money. Equipment for two sets of wool working machines was purchased in March and April of 1870. Installation was completed in June and the factory began operations July 10. The factory operated for four years and 11 months, followed by two years, three months idle before it burned October 29, 1877.

The new board of assessors disagreed with Emerson concerning the expiration date of his tax exemption. A.P. Emerson composed a letter of a caustic nature appealing to the taxpayers of Orland. However, for a number of years after the mill was razed by fire, A.P. Emerson was taxed for a factory lot.

1868—Taxes were collected on eight general stores, three fish stores and wharves, an ice house, a cooper shop, a salt store and a tin shop, to name a few of the enterprises. Various types of mills were thriving at eight different locations. A lumber and stave mill (believed to have been located at North Orland) was started up by Isaiah and Isaac Richardson. The Proprietors of Orland continued to increase their land holdings.

1869—F. Gross and N. Powers were partners in the first brickyard to be recorded in the tax ledger. Manufacturing bricks evolved into an industry of one or two yards in the 1870s and peaked out with 12 yards in 1891. People operating kilns in 1891 were: T. O. Saunders, Fremont Patten, Amos Orcutt, Joseph Bray, Andrew Ginn, A.W. & A. B. Hutchins, A. P. Harriman, Edgar Leach, Fred Leach



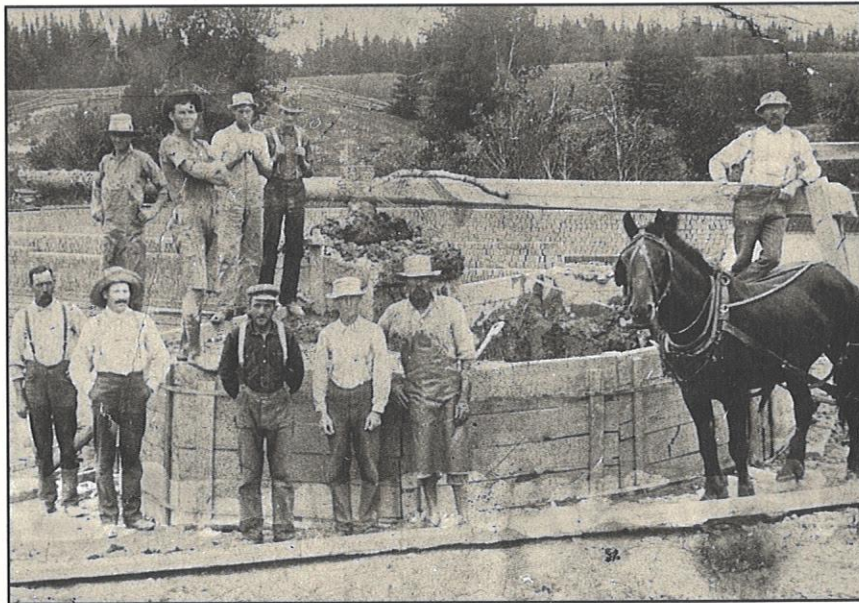
Hutchins brick yard, Casine Road.

Photo courtesy of Gross family.

and Clifton Sparks. Orland bricks were said to be a favorite for the construction of buildings, especially in Boston, because the composition of the clay along the shoreline of the Orland River resulted in a material that was particularly resistant to cold and frost heave.

By 1910, three yards had survived: F. M. Gross, A.W. & A.B. Hutchins and Wendell Leach. These were the dominant names in brick production for the next few decades. F. B. Gross and Son closed out this once thriving enterprise at about 1948 or 1949.

At some point in time a proposal was made for a railroad line to be extended from Bucksport to Orland to Blue Hill to Ellsworth. Surveys were made but the plan stalled. As revealed on a map of Orland taken from *Colby's Atlas of Hancock County, Maine* in 1881, the railroad bed was to follow the Eastern Channel of the Penobscot River, cut across Leach's Point, then follow the Eastern River from Orland village to Alamoosook on the north side. From there it would cross Dead River about where the present Randall's Bridge is situated. Following the eastern side of Alamoosook Lake, the railroad line was to go as far as Toddy Brook and then cross over to the west side of Toddy Pond. The track



A.W. and A.B. Hutchins brick yard, 1910. From left, top: Ed Blodgett, Dean Gray, Will Leach, Irving Leach, Bert Hutchins; below: Homer Hutchins, Gilbert Hutchins, Les Sweet, Willie Hutchins, Fred Bowden. Photo courtesy of Gross family.

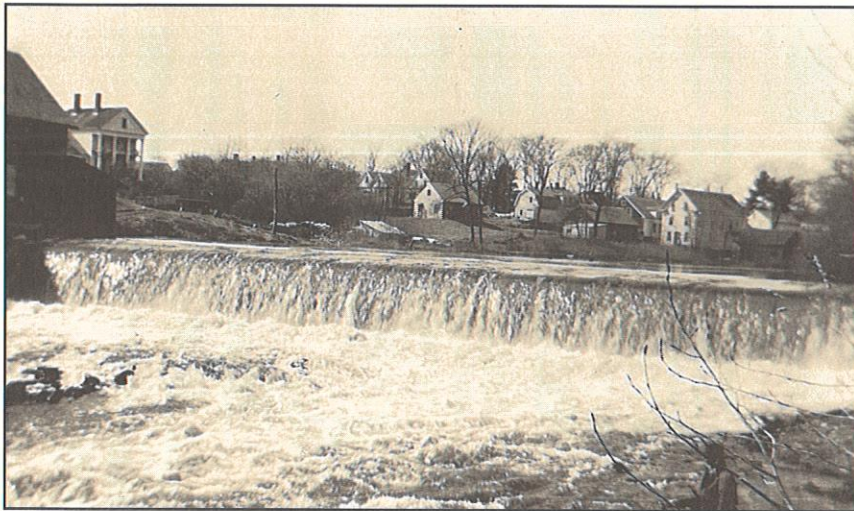
would then proceed to Blue Hill, from there onward to Ellsworth. By the railroad's windings through Orland it could have served many of the sawmills.

1870—Some citizens were taxed on shares owned in the Methodist Church and Parsonage. This is first and only reference to a tax being levied on property of this kind.

1871—Mills were operating under the same ownership as the previous few years: John A. Buck, John Buck Jr., A. P. Emerson and, especially, Isaac Partridge. Partridge bought and sold real estate, invested money in a bank, held shares in mills and schooners or other men's property. In 1871, Partridge was the largest landholder and investor in town with 16 farms, buildings and wood lots, shares in six schooners and in the Bucksport Bank. He paid taxes on interest earned with money deposited in that bank.

1873—The Swazey Mill at Dead River under the direction of Thomas Swazey was greatly downsized from its heyday in the 1850s. In 1877, this facility was taxed to the Swazey estate until Dennis Swazey took over in 1880. He managed the mill until it shut down in 1912.

1875—Thomas Mason dug a canal (sluiceway) from Toddy Pond Brook to Gully Brook. Apparently he did this because there was no more room for another dam at Toddy Brook. The sluice was started at a point on the lower section of the stream where the terrain levels out and water could not be controlled. This manageable flow of water, along with the Gully Brook supply, served him well. It proved to be an ideal situation for a mill set up.



Falls at the dam in Orland Village

1877—The Proprietors of Orland have added to their other holdings a granite quarry at Hardscrabble Hill. The Trussell and Sparks estate was taxed for a dam and privileges at Philips Cove in 1878 and continued to be taxed until Isaac Partridge took control 1885 through 1890. This mill did not appear on the records after 1891.

1879—The poll tax was reduced to \$2.50. Taylor and Gray operated a woolen factory and store at Toddy Pond for one year. The Hayford estate was taxed for a mill and store at Toddy Pond until 1883.

1880—Toddy Brook was beset by the Mason boys, their mills and other enterprises. George Mason had a shingle mill, lumber mill, heading mill, flour mill or grist mill and a pump manufacturing shop. Frank and Augustin each were taxed for a cooper shop. One cooperage, presumably Frank's, was located beside the road between the Ralph Lally place and The Fish Hatchery. Augustin (Gus) also operated a spinning jack and, along with Samuel, ran a carding mill and machine shop. Samuel also was taxed for a foundry and, in later years, he set up a spool mill. Thomas Mason, at his mills on or below the sluice way, was sawing out box boards or shooks, shingles, staves and long lumber.

By 1908, only Frank and Gus were active on the Toddy Pond Mills. When the water rights were sold along the stream in the late 1920s, Gus continued to operate a woolen mill until his retirement in the early 1930s.

1885—Mrs. Frank Jordan was taxed on 10 shares in the Bangor and Bar Harbor Steamboat Co. until 1897. By this time, few people were investing in farm shares and wood lots. Instead, they put their money into schooner voyages. Fifteen citizens were taxed on shares in 30 vessels. Ten active stores were in the records.

At some time during the progression of Orland enterprises, three charcoal kilns operated in the vicinity of the former Brooks Grant place. This writer can recall viewing these abandoned ovens sometime in the 1960s. One or two of them are believed to have been damaged or destroyed since that time. No reference to them could be found in the tax records or in the Maine Business Registers.

1890—Tilden Wardwell (Horatio Mason's son-in-law) had set up a wood-working shop in conjunction with the Masons' mills. Wardwell's venture flourished until its closure in 1897.

Walter Ingalls was taxed for 30 cords of shingle wood although there is no record of his having any mill machinery. Orland had 12 general stores, two flour stores, a printing press, two paint shops, three blacksmith shops, one livery stable and three brick yards. The Narramissic River Ice Co., (C.W. Coffin, Pres.) had an ice house at either the Upper or Lower falls

1891—J. S. Condon apparently bought out the Narramissic River Ice Company. George Mason was taxed on an inventory of 10,000 bd. feet of logs, 40

cords of stove wood, 15,000 bd. feet of softwood lumber, 20,000 bd. feet of hardwood lumber, 1,500 pair of barrel heads and 100,000 shingles. Thomas Mason was levied a tax on 600 cords of box wood along with his mills. The majority of lumber coming from the Dead River Mill was sawed from hemlock logs.

Thomas Nicolson was taxed for a fish drum. At about this time or perhaps later, Ginn and White were sawing shingles at a water-powered mill in North Orland.

1893—Dog owners, for the first time, were taxed on their animals. Tilden Wardwell, at his woodworking mill, paid taxes on an inventory of 2,000 feet of ladder poles. Armand and Bisset were quarrying granite, possibly at the former Levi Booden (Bowden) stone pit at Hardscrabble. Ernest Leeman was assembling barrels—maybe at the former J. A. Buck cooperage. His endeavor was to last for four years.

1895—Armand and Bisset paid taxes on an inventory of paving stones and remained in business until 1902. John Davis, a newcomer, began cutting granite on the John Marks lot. Brickyards were down to six.

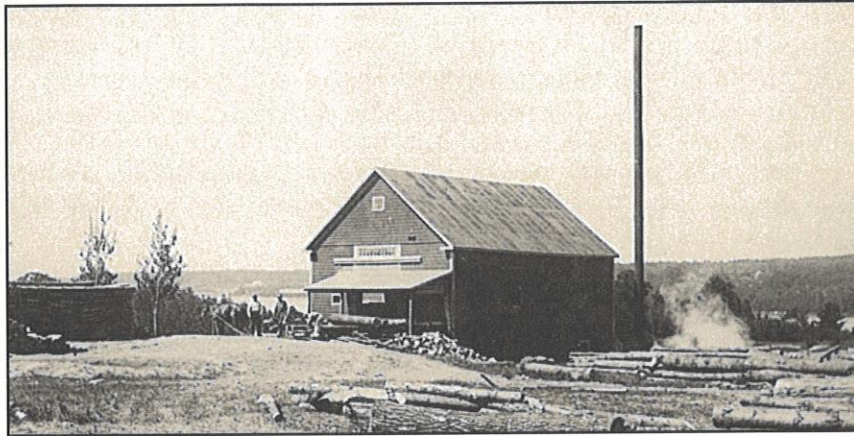
Augustin, Samuel, George and Thomas F. Mason were going strong at the Toddy Brook and sluice mills. Frank Mason was assembling barrels at his cooper shop. Dennis Swazey was still sawing hemlock logs at Dead River. Edward Buck was holding on at Meadow Brook. The Lock and Sluice Co. had its mills operating as in the past at the Upper and Lower Falls. The heirs of Julia Emerson were taxed on a sail loft and wharf. The Proprietors of Orland were still speculating in Orland properties.

1899—As far as industry was concerned, little had changed during the last three years. Ernest Sugden was elected town clerk and was to serve for over 50 consecutive years. In a *Bangor Daily News* article written in 1954, E. O. Sugden (at 83 years of age) recalled 55 years as town clerk. When he “first took office there were six stores in the village. Five ships fishing the Grand Banks used Orland as their home port. There were seven sawmills and eight brickyards in various parts of town.”

Seth Hutchins took over the Lower Falls Mills formerly under the control of the Lock and Sluice Company. They did, however, maintain their holdings at the Upper Falls. The Sunshine Sewing Club paid a tax on a hall at East Orland until they disbanded in 1906.

1904—The Lock and Sluice Co. sold their mills at the Upper Falls, along with their other holdings, and then dissolved the corporation. Fickett and Witham now owned the Upper Falls facility. Brickyards were down to three active sites. John Davis was working the only quarry and would do so until 1916.

1906—New products subject to taxation started to appear in the tax ledgers and reflected a change in the way Orlanders were to do their work and live their lives. Taxes were assessed for the first time on four gasoline engines, one riding



Bray's saw mill, Castine Road, c. 1900

gallery (merry-go-around?) and one gasoline launch.

1907—A resident paid taxes on shares owned in the Verona Land Company. A.H. & Wm. Shaw obtained dam privileges at Toddy Pond and built a water-powered electric plant to the east of the Thomas Mason mill. A.H. Shaw also paid taxes on privileges at the falls (unidentified location) until 1913. The former Fickett and Witham mill at the Upper Falls was taxed to J. Witham until 1909.

Joseph Bray started up a saw mill on the Castine Road between the village and Hardscrabble Hill. Bray was related to the Toddy Brook Masons. Russell Harriman was very helpful in relating his recollections of events at the Masons' mills. When they needed machinery or equipment, the Masons could easily manufacture it in their foundry, machine shop or wood working mill. Russell's father, Everett Harriman, worked for a time at Augustin Mason's machine shop. When Joseph Bray set up his mill, Everett went to work for him. With his mechanical aptitude, Everett was of great assistance in making pieces of equipment.

1911—Operating mills were: Lower Falls—Seth Hutchins; Meadow Brook—Edward Buck; the Joseph Bray mill—Dead River; Dennis Swazey—Upper Falls; J.E. Witham—Toddy Brook; Augustin Mason and Frank Mason—cooper shop. The Thomas Mason heirs were assessed for land on the north side of the stream but not on a mill. Albert Shaw was taxed for a dam and privileges. Penobscot Bay Electric Co. bought the A.H. & Wm. Shaw electric plant and Toddy Pond privileges. George Randall was the only weir keeper. Through the many years up to this point one person, sometimes more, paid a tax to the town for weir privileges. Randall, and his heirs after him, was the only one to be taxed on a weir from 1911 to 1940.

1912—Two mills have been phased out—the Dead River mill and the Meadow Brook mill. Wm. Wentworth was levied a tax on a mill at Toddy Pond until 1915. In 1916 the Wentworth mill was taxed to J. E. Witham and Co. and, from 1917 through 1919, to George Whitaker. Wentworth was again in control of his Toddy Pond mill from 1920 through 1926.

1915—H.E. Dunbar & Co. established a heading and lumber mill at Toddy Pond at the site of the present boat launching area. J.E. Soper had set up a mill in the Upper Falls region.

1917—Automobiles were taxed for the first time. One of J.A. Buck's vacant stores was used for a "picture hall." Austin Buck was taxed for a "picture machine." This source of entertainment for the townspeople was to last for 10 years. Penobscot Bay Electric Company, besides machinery and land at its plant, was assessed for four miles of pipeline at \$5 per mile, as well as for the Samuel Mason homestead.

1919—The following mills were in production: Toddy Brook (Gus Mason); Upper Falls (J.E. Soper & Co.); Lower Falls (Seth Hutchins); Toddy Pond (H.E. Dunbar & Co.); Wm. Wentworth mill (George Whitaker); John Bray Mill (final year of production); Frank Mason (cooper shop). Penobscot Bay Electric Co. added nine and one-half miles of "pole lines" at \$5 per mile. They also acquired the former A. Shaw holdings of a dam and privileges at the falls.

1920—Patten and Woodbridge were taxed on a mill this year, but never again. This year saw the end of the granite quarry operations. Thomas Nickerson was levied a tax on a wharf, buildings and fish yard under the heading of The Nickerson Fish Company. This company prevailed until the late 1950s.

1923-24—The Temple Association (Rising Sun Lodge # 71) was now the owner of the former J.A. Buck building situated at the west end of the village bridge. New mill owners included Raymond Dorr who had a gasoline engine and mill machinery, Ralph Woodbridge who had a portable mill and W.S. Gross who also owned a portable mill. Dorr survived eight years at an unknown location; Gross lasted two years; Woodbridge one year. There were five active brick yards in 1924 and but one in 1927. One hundred twenty four automobiles were taxed in 1924.

1926—Eighteen radios were taxed for the first time.

1927—Standard Gas had six gasoline pumps and tanks distributed throughout the town. Thornell Lumber Co. and G.W. Evans were each taxed for operating a mill in 1927 only. W. Ingalls was in the ledger, as a mill owner, during the years 1927 and 1928.

1929—There were active mills at six locations. Central Maine Power Co. bought out Penobscot Bay Electric

1930—The Maine Seaboard Paper Company commenced buying up water rights and property along the Narramissic River and elsewhere. Standard Oil of

New York, Gulf Refining Co. and The Penobscot Bay Oil Co. paid taxes on gasoline tanks and pumps.

1931—Seaboard Paper Co. had by now secured ownership of the mills, dams and privileges at the Upper and Lower Falls. The machinery was removed and the mill buildings were dismantled at the Seth Hutchins and J.E. Witham mills. John Soper held out for another two or three years. Vernon Dorr, at his East Orland residence, sawed shingles for the next five years. Daniel Rogers was taxed for a portable mill, this year only. The Pine Shore Park Inc. rented tourist cabins at the site of the present Pine Shore Motel but was no longer on the ledger after 1940. Seaboard Paper purchased property from the Proprietors of Orland, including their Fish Point holdings. Other items on record as being assessed to the paper company were a dam, pumping station, machinery and aqueduct (pipeline) at Alamoosook Lake; water rights along what is called Orland River (once known as Eastern River).

1933—Ralph Friend started a business called the Eastern Maine Well Drilling Company. Harvey Snow opened the Mill Brook Inn, said to have been in a building near the Toddy Pond dam. The East Orland Post Office was for a time housed in this structure. One of the Mason's houses (possibly the Gus Mason place) was the site of the East Orland Laundry in the 1930s or 40s.

1936—At this time there were but two active mills in Orland. H.E. Dunbar and Co. was sawing long lumber and heading. Vernon Dorr was sawing shingles.



Herman Dorr.

Hutchins family collection

A tourist camp and mini animal park called the Whip-o-will was located at about where the present Bucksport Area Bowling Center is situated. One of Whip-o-will's attractions was a cage next to the highway enclosing a live black bear. Sewall Ginn's blacksmith shop became a fixture in the village for many years. George Clark delivered ice. E.O. Sugden, along with his duties as town clerk, repaired watches, was the town librarian with more than 400 books, was a notary public, land surveyor, insurance agent, and served as selectman at different times.

Herman Dorr rented space for a store on the ground floor of the Masonic building until 1952. The U.S. Fish Hatchery complex was put into service and is functioning to this day. A bus and coach line was formed in Orland to carry passengers from Bucksport to Castine via Orland and to Penobscot via East Orland. It apparently did not survive beyond 1940 or so. George Whitaker was taxed for a number of years on an automobile body manufacturing shop.

1941—H. E. Dunbar, the only mill owner in town ceased operation in 1942 or 43. Central Maine Power Co. had 20 miles of electric power lines strung in Orland. F.B. Gross and Son were still producing bricks. Store keepers in the village were Herman Dorr and A.F. Snowman. John Soper kept a store on Orland Hill and W.J. Willins had a store in East Orland. Harvey Snow was receiving guests at the Mill Brook Inn.



Roy Sawyer, right, and Frank Miles at Sawyer's heading mill.

1946—Two sawmills were again in operation. Russell Johnson's probably was located on the so-called Lower Falls Road. Allie (Roy) Sawyer purchased the former H.E Dunbar mill and was sawing out long lumber and barrel heads. This was a flourishing enterprise until an October 1953 fire destroyed the mill buildings and much of the machinery. After a frantic search for "heading" equipment and salvaging what could be used again, another building was erected and mill components were installed. In May 1954, the Sawyer Mill was again producing long lumber and barrel heads. Barrel staves were added to the material going on the market. Due to changes in the way products were being transported, and the fact that barrels were not in the demand they once were, the call for "heads" gradually diminished. Potatoes, apples, fish, lobsters and such were mostly shipped in refrigerated trucks. The practice of packing these items in barrels with ice was becoming obsolete. Larger lumber mills proved to be difficult to compete with, and so the Sawyer mill was forced to close its doors in 1957. The machinery was removed and sold. The State eventually acquired the mill lot on Toddy Pond and converted it into a public boat landing.

1946—Warren Lanpher was taxed for a time on a dairy. Sadie and Laura's Lunch opened to the public in 1953 and was located at the site of the present Duffy's Restaurant. During the middle 1940s, Marshall Harriman had an ice house on the shore of Heart Pond and harvested ice from the pond to fill it. There were not many new ventures over the next few years.

1960—Otto Soper had a mill in which he sawed oak into parts for lobster traps. Ozro Stockbridge had a gasoline-powered backyard sawmill, as did Warren Lanpher. The bulk of their work was custom sawing someone else's logs. Also there was the Conary mill on the Surry Road. The Thurston Co. boat builders set up shop in Orland Village in 1967. The Narramissic Corp., also boat builders, entered the picture in 1975. Some other 1960s ventures were: IGA Super Market, Chandler's Cabinet Shop, Wardwell's Ready Mix, Orland Garden Center, Jed Prouty Lodge (now Alamoosook Lodge) and Anderson's Restaurant (now Duffy's).

1970s—A few (but no means all) of the undertakings by some citizens to establish themselves in their own type of business were gun shops, boat building, campgrounds, saw sharpening, frozen blueberry plant, and several stores.

Operating in Orland in 1995 are lumber and shingle mills at H.O.M.E. Ray Merrill has a set-up for custom sawing long lumber.

Sources of information: Orland tax records from 1836 to 1995, Maine Business Directories, interviews with numerous town residents.



Leaches Point (c. 1908) as Remembered by Lena Leach in 1991

Proceeding along the road on the west side of the point: E = East side of the road; W = West side of the road indicated to show location of the residence.

W Hopkins, Herbert; wife Hazel Grey and son Herbert, Jr. Their home was on the west side of what is now the IGA, now Bucksport True Value Hardware Store parking lot.

E Small, Etta and son, Harry, and wife Laura Leach Small, children George and Florence.

E Peavey, Will and Olive Harriman and Will Townsend.

W Hopkins, Alpheus.

W Harriman, Orrin, wife Mary and son, Irvin.

W Morse, Cynthia and son, Arthur.

E Leach, Hannah and daughter, Effie Rideout, and her children Marion and Maynard.

E Down the lane from Hannah Leach: Dorr, Charles, wife Nettie Hopkins, and sons Lee and Raymond.

W Hopkins, Calvin and Rose Soper Hopkins, daughters Lillian, Daisy and Mary.

W Brewster, Joseph, his wife and daughter, Lillian. House set off the road on the west side bank.

W Snowman, Isaac and wife, Augusta Buker; sons Thurman, (married and away) and Edgar. House located at end of a long land near river.

W Bowden, Christopher and his wife, Jane.

E Ames, Dennis, and further in on the lane, James Ames and housekeeper, Lizzie Brown. Later Mrs. Dennis Ames and Lizzie and Dell lived there.

W Ripley, Alzada Abbott; children Harvey, Mary (Mayme), and Austin. Older children married and away. House located down a lane toward the river.

W Bowden, Willis and Hannah and their daughter Agnes (Addie) and a son, Louis, at home. Addie married Chester Rose and had Fred, Ina, Anne, Martha (Matt) and another. It may be that Agnes and Louis were grandchildren to Willis and Hannah.

E Rose, Chester.

W Bowden, John, wife of Cad or maybe Clara Hutchings, children: Ben, Shirley, Maria and Harry at home. Three older away and married.

E "An old ghost house" owned by Elison Abbott.

E Abbott, Moses. House at end of land going east toward the river.

E Leach, Decatur and Jane; son, Ira Leach and wife Marion Snowman and son, Gerald.

End of Point: Leach, Lizzie Hutchings and son, Wendell and wife Winnifred Snowman; daughters Lowena and Alice. There was a pants factory at the very end of the point. Houses from the corner heading toward Long Hill and going toward Main Road.

E Soper, Charles and Harriet Snowman Soper; children Perle, Frank and Vivian.

E Ames, Conrad and wife Rose Sawyer Ames and their children Ethel (Moore), Frank, Mildred (Moore) and Hazel. Their house was down the lane beyond the cemetery.

Going back to the Long Hill Road we go past the school house, down over Long Hill and up a small hill which brings us to:

W Sparrow, Flora the widow of Ross or Roscoe Sparrow.

E Leach, Edgar and wife Abigail Gross and son, William A. and his wife, Katherine York, and their children, Gertrude, Lena, William E. and Elwell. Their house was down a land leading east and connecting to a footpath to the village.

E Brown, Mary Hopkins and son, Melvin R., and stepson, Charles, and Eva Hopkins Brown. House on a land to east.

W Peavey, Asa and wife, Ann.

W Crosby, Joseph and wife, Carrie (Gross); children, Grace at home, Walter and Alice away.

W Connor, Deborah and sister, Maria Higgins.

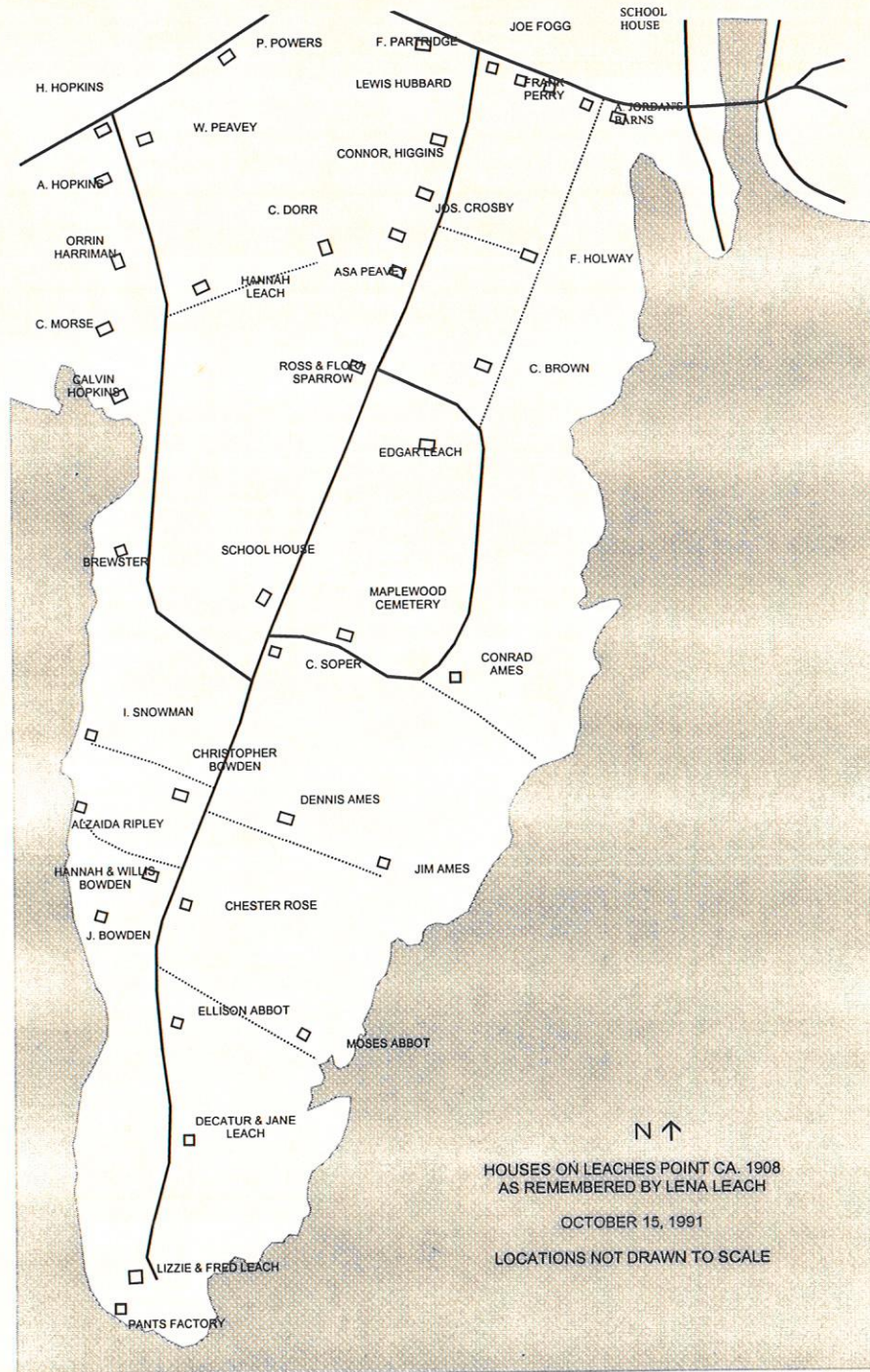
E Holway, Fred and wife, Arwilda (Ordway); children: Sam, Beatrice, Frank. House on a lane to the east.

W Hubbard, Lewis and wife, Lilla and her children Clara and Gertrude by former husband (Churchill).

Back to the corner where we began and facing the Main Road beyond the house of Harry Small: Powers, Philip; Partridge, Fred and wife and children Lillian, Kathryn and Kenneth—house set in corner of road to village and south on the Point's east side; Fogg, Joe and Arvilla; Perry, Naomi, Frank and Methe Perry and daughters, Lena and Naomi; school house, referred to as "under the hill school;" Two big hay barns which belonged to Andrew Jordan.



Map on next page



Brickmaking in Orland

By Stuart M. Gross

In Colonial days a few waterstruck brickyards were established along the Maine coast. By the middle of the nineteenth century, hundreds of such brickyards were scattered throughout Maine: 17 in Brewer, 12 in Orland and eight in Penobscot, for example. They were, however, more numerous near the larger cities and especially along the many coastal rivers and bays, since water transport gave them cheap, dependable access to all the cities of the Eastern Seaboard. Between 1825 and 1935 many million first-rate bricks were manufactured annually in Maine, with a large percentage sent to Boston, New York and Philadelphia.

In the winter, crews were kept busy cutting thousands of cords of spruce and fir needed for the burning. Some yards lasted only a few years; others were in production for more than a century. This year-round industry provided work for thousands of men. Records are so fragmentary or nonexistent, it is impossible to make accurate statements about more than a few, but they were all nearly identical. So I will attempt to describe the one which my ancestors ran for several generations and where my brothers and I worked in the 1920s.

In our yard, as in all others, the culmination of a long summer's work was the 10-day burning period, usually in September, when a good burn made things look pretty rosy and a poor one often brought the owner to the brink of bankruptcy. This period, regardless of outcome, was, in most cases, the merriest social period of the year. With the large flat yard already cleared for the winter, a huge crowd gathered nightly for dancing, game-playing and courting. Whatever was in season was roasted or baked in the fires and hot sand surrounding the kiln.

Gross family history

Joseph Gross came to where Bucksport now stands in 1763, but, needing more elbow room, moved in 1764 to the east shore of the present Orland River, thus becoming the first white settler and founder of the town of Orland, where he died in 1807. A gunsmith by trade, he first served in His Majesty's Service, later joining the Colonial forces stationed at Fort Pownall. In 1812, news that the British were marching from Castine to Bucksport, burning houses and foraging as they advanced, reached the settlers along Orland River, who took to the woods and cleared small farms in Gilpin nearly two miles eastward.

Some were not satisfied with the generally swampy land there and moved on to Calftown where the land was higher. Joseph's wife and seven children stayed in Gilpin. His youngest son, John, married Rachael Lawrence of Glasgow, Scotland. Her father had been with the British garrison at Castine and returned after

the war as a settler.

Their fourth child, Sawyer, b. 1805, grew up in Gilpin, was short, heavy-set and powerful. In 1827 he married Abigail Viles of Penobscot. With little to do in Gilpin, Sawyer drank and brawled more than his family liked. Soon after 1850, three of his 12 children, Frederic, Francis and Daniel, decided to purchase a tract of land on the Orland River, set up a brickyard and bring their father out to manage it while still pursuing their own careers.

Capt. Francis fell from a ship's bowsprit in Long Island Sound and drowned after swimming for six hours while the ship was attempting to come about and rescue him in the strong wind.

Capt. Daniel enlisted in the U.S. Navy in the Civil War and died of yellow fever in Key West.

Fred B., who had captained ships running from New York to the West Indies, walked from Orland to Belfast to enlist in 1861, but a large bunch on his chest resulting from a wild attempt to pry a loaded ox sled over a stump in the snow, caused him to be turned down. The medical examiner said his heart was injured. He died at 96 in 1931.

Fred B. was left to manage the growing brick business with his father Sawyer, who by then had "gotten religion" and led an almost exemplary life preaching at many camp meetings. Fred B. married Joan Cooke Smith of Provincetown, Mass., my grandmother. They had three daughters and one son, Fred Murray, who fell heir to running the brickyard and a fish-drying business which had been added at some point. My brother Ted, b. 1902, can remember when the fish-drying business was being phased out. I, Stuart, born seven years later, can only recall helping our blind grandfather, then nearly 80, laboriously tear down one of the picklers to make room for shipping brick from the upper and better wharf.

My father, Fred M., married Jennie Mason of East Orland, had three sons, Frederic (Ted), Stuart and Lawrence (Kit), all of whom worked in the brickyard many summers.

Indoor working conditions and other factors made us decide to seek other careers. Conditions became so unfavorable throughout Maine that all but about four modified waterstruck brickyards had closed by the 1960s.

Hard work

The work was hard and exacting. Each of the 10- to 12-man crews had to move about 21 tons, or the equivalent, of clay or bricks each five-hour half-day. In the '20s, we worked 10-hour days, six days weekly for \$15, getting off a half hour early on Saturdays. My grandfather told me that when he was young, workers received 65 cents for working 12- to 14-hour days.

Much of the work was stint work; the striking crew of four stopped when 7,000 bricks were lying in the sun, often after just over three hours. Whenever it

happened that one man could hack (hake) or pile up 7,000 bricks by himself, he, too, could quit. I set a record in our yard, hacking 7,000 bricks in two hours and 10 minutes one afternoon, anxious to get ready for an early date.

During the noon hour, often long because of the stint work, we used to swim in the river and pitch pennies. Not much money was lost or won, but lots of fun and excitement resulted.

Tricks and trade

We also bet "Old Nicks" on myriad trivial matters. At one time when Dean Gray was on the night shift, wheeling wood to the burners, he was owed a whole box of "Old Nicks" by Kermit Gray and another by Ted and Willie Bowden.

They all promised to leave them in a certain spot for him to enjoy during the night. Kermit left a box as agreed, but Ted and Willie unwrapped all the bars in their box, carefully whittled chunks of clay to replace them, and left this box on top, distributing the real candy to themselves and the rest of the day crew. Towards midnight Dean said, "Guess I'll have an Old Nick." In the semi-darkness Dean pulled out the first wrapper, tore it off and bit hard into the piece of whittled clay.

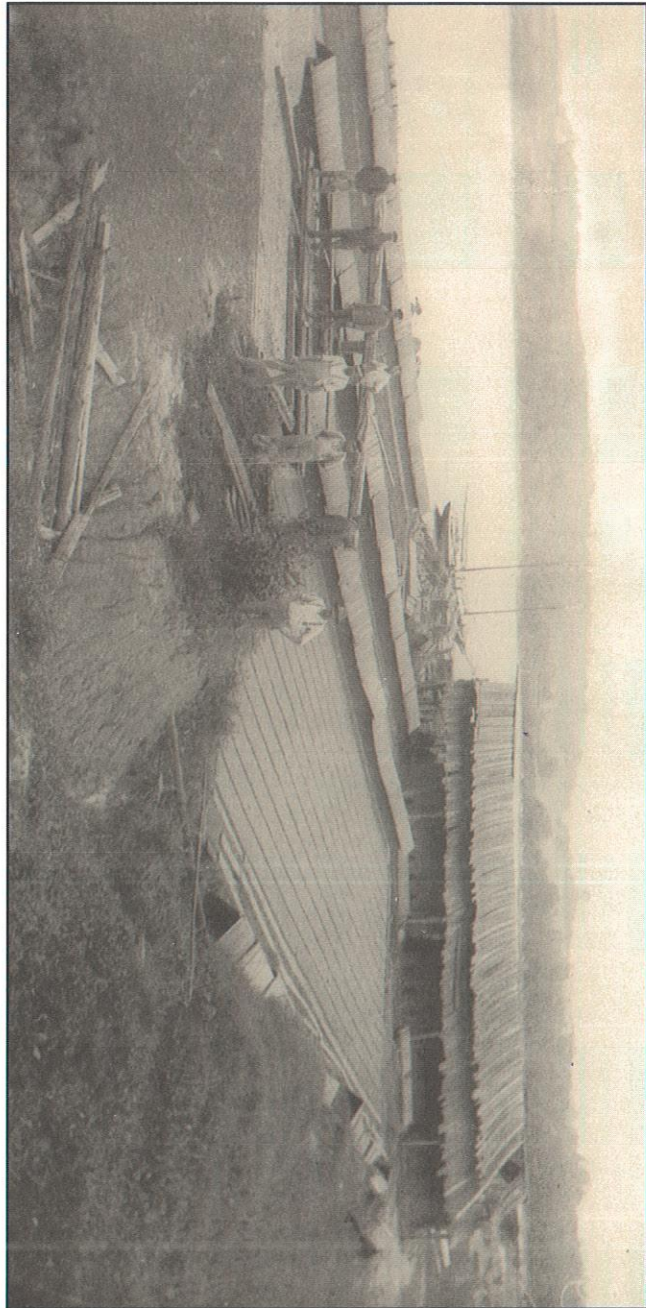
The most prestigious workers were the head burners, venerable men with long experience, too old to work actively all summer, but seasoned and still able to handle light cordwood. They liked to pick up a little extra money at the highest wages paid in the yard every fall as well as to demonstrate their expertise and keep track of the other old-timers who went from one yard to another during burning time.

Sewall Harriman, who lived up the road half way to the village, was perhaps a bit crankier than most and insisted on working the day shift. Ted, working at night one year, was well aware of his disposition. Ted used to keep a shotgun down at the kiln to shoot at crows in the early morning. At dawn one day when he went up across the Castine Road to get a fresh pail of water, he saw and shot a skunk, took it by one hind leg with his gloved hand and placed it under the woodpile just before Sewall came on duty at six.

Sewall, who worked for 12 hours bending over the woodpile every few minutes in his rounds, with his sensitive nose barely two feet away from the skunk, passed a day of horrors, uttering a string of unquotable epithets.

When I was still too young to take part in the dancing or the work, I used to spend the evenings listening to the burners chat and swap stories.

Freem Patten, our next door neighbor, was the night head burner and I knew him well, I thought. Late one chilly evening Freem said, "Wouldn't it be nice to have some fresh corn to roast. Stuart, if you dare to, I'll tell you where to find a gunny sack in the ell of my house. You can creep in and get it, fill it up in Dean's corn patch and we'll have enough corn for all night."



Gross brickyard, Castine Road, just past Gilpin on the Orland River. Gross family collection

Now Dean was rather impecunious, and I didn't want to take his corn, even though Freem thought it would be a big joke; but at 10 I didn't want to seem afraid in front of the whole night crew, so, making a quick but difficult decision, I started out, got the gunny sack without waking Freem's wife and went up around his barn, planning to sneak down across Arthur Farnham's back yard and fill the sack from the gully side so Dean wouldn't see me.

However, man proposes and God disposes. When I rounded the corner, right behind Freem's barn, there was his corn patch glistening in the moonlight. Now things were really getting interesting and complicated. What if I should strip Freem's patch instead of Dean's, take it back and see what would happen? The idea was intriguing. Just after six, in just a few hours, Freem would come home, take a bucket out to his pump at the edge of the corn patch and start watering his cattle. He and my father were old friends and the responsibility for burning the kiln well was in his hands for 12 hours every night.

After making many mental calculations, I filled the sack with Freem's corn and shouldered it back to the yard.

Freem was ecstatic. "That's going to be good, boy. Somebody else's corn always tastes better, don't it?"

Freem smacked his lips but I shuddered, too scared to enjoy the corn or go home. When it started to get light, I slipped into bed but not to sleep. Soon I heard Father go out to the tie-up for milking. I got up and waited for breakfast but spent most of the day wandering around in the woods, worrying something awful.

That evening I had to learn my fate, which was up to Freem. His face was inscrutable but I managed to force myself over to where he stood and waited. "Stuart," he said, "think you could rustle up some apples somewhere so's we could bake them tonight?"

Shipping bricks

The two-masters that now take tourists out of Camden on weekly excursions used to be kept busy carrying bricks. When business was a little dull, an enterprising captain would take a load of bricks on commission and sail down the coast, hoping to sell at a figure high enough to make a small profit. Whatever he could get above the \$15 a thousand or so he had agreed to pay the seller was his.

Capt. Fred Hutchins, skipper of the *Fannie Hall*, once took such a load from grandfather's yard. Shortly before, he had fallen 75 feet from his topmast, landed on a grindstone on top of his deckload of laths, breaking it to pieces and cutting one cheek a little. He loaded up with 100,000 bricks, sailed to Boston, found a customer and tied up to the dock.

Tallies were kept by the discharging crew and by the longshoremen. At the end of the first day, there was a discrepancy of several thousand between them

so, after dark, Capt. Fred sent his crew ashore and had them lug a lot of brick back aboard. This continued every night during the discharging. A few days later, Capt. Fred handed Grandfather a check for 110,000 bricks. "My gracious, Fred," said my scrupulously honest grandfather, "your ship will not carry over 100,000 brick."

"Well, this time she did," said Capt. Fred dryly.

Making bricks

A waterstruck brickyard needs the following as close together as possible: (1) a dependable supply of fresh water, (2) an abundant deposit of clay, (3) a pit of clean, fine sand, (4) a naturally flat area at least 140 by just over 200 feet which could readily be made absolutely level for the yard and kilnground, (5) a source for around 800 cords of wood yearly, and (6) access to some form of transportation.

Until after the First World War, bay coasters furnished the cheapest and most satisfactory means.

All topsoil had to be removed from the claybank, which must slope gently so heavy rains would not leave any pools or boggy spots. The cutter, a large steel-shod plane with a seat for the driver of its two-horse team directly above the cutting knife—his added weight making it perform more evenly—went back and forth across the bank until it was covered by a layer of flat chunks about an inch thick. The knife had perpendicular rods attached to it so that the sheet of clay would be well broken up. Once the chunks were completely dry, they were scraped into long windrows ready to be carried to the tread and soaked. Wet clay will not take up water evenly, if at all.

The tread, a semicircular, watertight pound, four feet deep and 16 feet in diameter, was filled almost to the brim with this dried clay and the water was turned on. But even dry clay resists absorbing water so somebody had to keep making holes in it routinely with a long pointed wooden pole until it was soaked just right.

In the center of the straight front of the tread, the machine, a four by four foot square box over 16 feet high, was inserted projecting two feet into the tread and an equal distance outwards toward the yard. A large round post, bristling with iron rods and with a three-inch high piece of flat iron shaped like a reverse S affixed to the bottom, both mixed the clay and forced it outward into the box above the mold.

This "crab" was powered by a long sweep (beam) fastened to the top with its ends projecting beyond the tread, so that a horse with its whiffletree hooked to a stout plank coming down from the larger end of the sweep could walk round and round the tread in a treadmill fashion, being led in a circle by a lead rope tied

to its halter and to the outer end of a lead-pole that came out from the sweep just in front of it.

Each striker had to keep the sweephorse synchronized with his needs, but we had one wonderful mare, June, who quickly learned to take 13 steps and pause between each moldful. She also knew when the seventh row of 1,000 bricks was finished, then stopped entirely and waited to be taken to the stable.

The shoveler had to keep the six-foot high machine filled with clay, adding dried clay if the mix was too wet and water if too dry. An inner press with clappered vents for letting in air when it was rising moved up and down inside a three-sided outer box bolted to the machine above a fixed iron mold for six bricks. A carriage holding the wooden mold moved in and out underneath. Each section of the iron mold started with a thin edge at the top which tapered inwards at the bottom fitting exactly over the sections of the wooden mold below, the clay being slightly further compressed by this tapering.

To strike a moldful of bricks, the striker first took a mold with an unattached slide (board) held firmly against it and sozzled them in a box of muddy water at his right, the mold and slide now forming six airtight compartments. This combination was inserted into its niche in the movable carriage which ran on iron wheels and tracks and was fastened to a windlass, the push on a long hand brake rolling it directly under the iron mold. Then the striker jumped on a treadle linked to two iron rods which pulled the tightly fitting inner box down with a jerk, forcing the soft clay which the reverse S bar had forced in below it when it was raised, down through the iron mold and filling the wooden one, thereby "striking" the brick.

The striker, barefooted and scantily dressed, with his legs and chest protected by a waterproof apron called a barvel, had to calculate his jump carefully—the treadle was dripping, his feet were muddy and wet and a slip would land him in the watery drain below the machine. When he pulled on the brake and the carriage came out—a sheet of iron now preventing clay from dropping through the iron mold—he grasped the mold and slide, placing them on the two-wheeled hand truck at his side, repeating the process five times until his hand truck was loaded. A freshly-molded brick was eight and one-half inches long, four and one-fourth wide and slightly over two thick. Next the striker hurried down the yard to where the row was being formed while his fellow worker was at the machine.

These half-clad workers were easy prey for the millions of midges which appeared whenever there was no breeze, so a smudge pot containing burning wood and rockweed had to be placed to windward of the strikers by the looter, who also had to find time to bring pails full of fresh drinking water from a distant spring.

Before the first bricks were put down, the looter had carefully drawn his

loot, a flat piece of iron about 30 inches long and four wide attached to a wooden handle, along the yard, making it absolutely level. Once two or three truckloads of bricks were down, he had to sprinkle sand over the row using a large sieve. If this was not done, the top side of the bricks dried so much faster than the bottom that most of them cracked badly.

Taking the slide and mold with six dripping wet bricks in it and placing it upside down on the yard was a tricky operation. It weighed about 40 pounds and had to be flipped over with one's fingertips just before it reached the yard. Just as contact was made, the slide, now on top and holding the brick from dropping out by airtight suction, was drawn back a trifle allowing air to enter and the mold to be raised without disturbing the soft glistening brick. Enough sand had spilled over the sides and stuck on the bottom so each brick had a sandy exterior much preferred by masons because it made their cement adhere better. No sand was allowed to touch the clay up to this point, however, because it would have quickly worn out the wooden molds.

After the brick had dried enough—usually one good drying day—so the lower edge would not be rounded, they were turned on edge to make them dry faster. When, after several more hours, they could be picked up, two in each hand, without leaving any fingerprints, they were ready for hacking (haking), being piled up four feet high on two-inch planks to protect the bottom ones from rain and water, always with thumb and finger spaces between each two to allow air circulation to hasten drying. For the first time since striking, they could now be protected from rain by placing hounds over them. Hounds were temporary roofs made of half-inch boards nailed to one 2 x 2 at the top, which gave them a 45° angle and with two other 2 x 2s near the bottom extending a few inches to form handles. Any time rain threatened day or night or on Sunday, we had to rush down and cover the hacks.

In May the yard had been prepared and smoothed by spanking. After wetting it evenly, a long plank was placed on it and two workmen advanced from each end pounding the plank with large wooden mauls, met in the center and backed away, still pounding to the ends of the plank. Then the plank was turned over, slightly overlapping its former position, and the spanking was continued. What appeared like a huge clay tennis court about 140 feet square resulted, so firm that a hard thundershower could not erode or undermine it. After the bricks in the hacks had dried for a week or more—depending upon the weather—they were ready to be wheeled in to the kilnground over two-inch planks.

The kilnground was separated from the yard by about 20 feet, allowing space for a roadway to supply the wood for burning, a low pile of wood in front of the kiln and a walkway between. The kilnground was 44 feet wide and perhaps 150 feet long, raised a foot above its surroundings and entirely covered with hard burned bricks.

ORLAND SHIPYARDS 1794—1876

BY GEORGE SAWYER

Robert Treat, in 1774 surveyed lots along the Eastern (Orland) River for settlement and built a saw mill at the Upper Falls that same year. James Ginn came down from Brewer to manage the mill until 1797. At this location he built two schooners and one brig, beginning a six-year ship-building period.

The citizens of Plantation #2 (Orland) voted July 16, 1792, to build the first bridge at the village across Eastern River. A tale has been handed down that the bridge had to be dismantled when James Ginn brought one of his schooners down river. The records of this time in Orland's ship building history are skimpy at best. Among those known to have been constructed early on are: the schooner *Peggy*, 8 ft. depth, built 1794 at the Upper Falls. The ship *Hiram*, of 342 tons, was the fourth largest vessel built in Orland. The *Hiram* was built for William Whitney of Castine. Since she had a 17 ft. depth, it is unlikely that she was launched at the Upper Falls. Built in 1796, no record can be found to reveal who built the *Hiram*. The brig *Orland*, launched in 1798, was the product of a joint effort by James Ginn and Joseph Lee. This brig was the last vessel built by Ginn before he moved to Bucksport. Lee then became Orland's leading and most consistent ship builder over the next two decades.

The shipyard or yards after the James Ginn years were situated below the Lower Falls but nothing can be found as to the exact location. Between 1820 and 1848, one vessel a year slid down the ways with the exception of 1845 when two ships were built. Two and as many as four vessels a year were constructed between 1849 and 1860. One schooner was launched in 1861, and likely because of a manpower shortage due to the Civil War, there was no activity until 1865 when the yards resumed operations to put out a brig and a schooner. After a slack period in 1866 one vessel was built each year in 1867-69-71-74-76.

The Partridge family—Henry, George, Isaac, Washington, Jonathan, Joseph and Charles—held sway over Orland ship building from 1835 to 1850. Another prominent name in the final years of that industry was John Buck of Orland. The Schooner *Hunter*, the last vessel to be launched in Orland was built by John A. Buck, son of John Buck. Fifty-nine vessels were built in Orland ship yards, 44 schooners, eight brigs, three barks, two ships and two sloops. The most productive years were 1853, 1854 and 1857 with four vessels per year.

Some-items of interest:

The *Fanny Fosdick*, a full rigged ship with a depth of 16 ft., was the largest vessel launched at an Orland ship yard. She was completed in 1854, under contract for Hiram and G.W. Berry from Rockland. Hiram Berry, during the Civil War, rose to the rank of Major General and was killed by a sharpshooter May 3, 1863, at Chancellorsville, VA.

The schooner *Peuinian*, built in 1845 for Sewall Swazey of Bucksport, was said to be the “homeliest vessel ever built” in this part of the world. It was rebuilt at Bucksport in 1864.

The brig *Adeline P. Fluker*, built in 1855 by five members of the Partridge family, was under the command of several Orland sea captains. Ira Partridge was Master for a time; another was Captain John K. Crosby (see page).

James C. Hutchings, born 1848 in Orland, was Master of the schooner *Olive Haywood*, built by John Buck in 1860. Hutchings was Master of two other Buck vessels: the schooner *Sarah Hill*, built in 1859 and the schooner *Hunter*. Captain Hutchings sailed on four vessels belonging to Tom Nicholson, a Bucksport fish merchant. Hutchings had a lengthy career aboard ship. He served as master of 46 vessels from 1868 to 1922. In the 1880s he moved to Winterport to ship out of that town where he was owner or part owner of 21 little ships—mostly two-masted vessels.



Capt. Charles H. Saunders and wife Josie of Ripogonus which carried coal from Norfolk, Virginia, to Searsport for GNP Co. for many years. Gross family collection

Orland Deep Sea Fisheries

By George R. Sawyer

In 1790 Orland had a population of 240 people, which increased to 1,579 over the next 60 years. Bucksport, Orland, Belfast, Castine and several other port towns in the "down-east" district doubled in population from 1820 to 1850, which can be attributed to increased activity in the Maine fishing industry. A federal fishing bounty was established in 1790 to subsidize cod fishermen. The law provided an annual payment to those involved to offset the hefty import tax on salt used to preserve fish. This bounty enabled the smaller boat owners to compete. It was paid to all fishermen involved in deep water fishing at least four months of the year and was based on vessel tonnage. The owners received 3/8 of the allowance and the crew divided the rest. Between 1820 and 1857, \$4 million was paid out in bounty money, and Orland received a part of it. It was also common practice for crewmen as well as small investors to hold shares in a vessel's profit per voyage. The investment could be made in full shares or fractions of shares, as small as 1/16th.

By 1825 Orland was heavily involved in fishing the Grand Banks for cod, mostly by hand line. For a time Orland, Bucksport and Castine were leaders in the Banks fisheries. Between 1850 and 1860, during the months of July through November, 125 schooners put out from the Penobscot Bay region and 100 of them came from those three ports. The zenith was reached in 1861 when vessels sent out east of Rockland accounted for 61,000 of 93,000 ship tonnage.

During the off season, the fishing schooners were converted to coastal traders, some going as far as the West Indies loaded with fish packed in barrels, lumber, etc. Sugar, molasses and rum were brought back. In the pre-Civil War period fish, ice, lumber, lime, granite, bricks and other goods were shipped to the Middle Atlantic and Southern states. On the return trip a cargo of coal, cotton, and various merchandise would fill the ship's hold.

Things changed drastically after the Civil War. The conflict and its after effects were one of the main causes of the decline in fishing fleets. Removal of the bounty meant only bigger outfits could keep up with the rising cost of material. A federal excise tax on vessel hulls, masts, blockery, sails, along with higher insurance and the like, meant the end of deep water fishing as it used to be.

The mid 1850s to mid 1870s were prosperous times for Orland. Twenty-six vessels were launched at local shipyards over those two decades. Most were built for, and by, townspeople for fishing the Banks and the coastal trade. Numerous Orland sawmills put out ship timbers, barrel staves and barrel heads, shingles, lumber, shooks, etc., for shipbuilding and the fishing industry. Cooper shops assembled barrels, mainly for fish storage. Salt stores, sail lofts, a tin shop, blacksmith shops and marine suppliers were among the many others interwoven into

the network of people and services that relied on fishing, be it at the Grand banks or in the Eastern and Penobscot Rivers. The 1860 Orland census lists 81 mariners, four ship builders, nine ship carpenters, three sail makers and two ship caulkers. Between 1836 and 1886 shares in more than 200 vessels were recorded as sources of investment by some of the townspeople.

Sea captains, seamen, and mill workers were flocking to town from such places as Cranberry Isles, Cutler, Mount Desert, Brooksville, etc. Recognizing the economic potential at Orland during that time, two sons of Hannibal Hamlin, Charles and Cyrus, opened an attorneys' office in 1858. There were two hotels in town, Carleton House on the Lower Falls road and Mill House on Fish Point. Two physicians, a drug store, paint shop, ice house and three churches gave further evidence of the prosperity while the fishing industry was in sway.

The launching of the Schooner *Hunter* in 1876 signaled the beginning of the end of Orland's hey-day in the Grand Banks fisheries. Not only did the era of Orland ship building cease to exist, but the occupations related to it and deep water fishing gradually faded away. A few vessels went to the Banks on into the early 1900s, but the economy was shifting to other endeavors and Orland adapted to it.

E.O. Sugden, at 83, in speaking of 55 years as town clerk, remembered when he first took office (1898) there were six stores in the village, five ships fishing the Grand Banks using Orland as their home port, seven sawmills and eight brick yards in various parts of town.

There was, however, a down side to fishing the Grand Banks or any other sea-going venture. No enterprise at that time took such a toll on property and human life. Many fishing schooners and men were lost when caught up in a severe storm, and Orland contributed her share. There were men who survived the Civil War only to be doomed at sea. In 1884, 21 vessels and 134 lives were lost from the Penobscot District. An example of hazards associated with a seaman's occupation can be demonstrated by the schooner *W.T. Emerson*. Built at Orland in 1860 for Aaron P. Emerson, she was caught in a severe gale at the Grand Banks. The mast and sails were brought nearly level with the water but the vessel survived with only one man swept overboard. In 1908 she was still afloat and plying the trade routes. All vessels built in Orland between 1861 and 1876 were lost at sea either at the Banks or elsewhere.

Fishing Penobscot and Eastern rivers

Early Orland settlers were aware of how important fishing was to the community. Following are a few extracts from town meeting minutes that reveal a concern for the future of the resource.

March 26, 1792—voted in a fish committee of three, John Gross, Thomas Partridge and Joseph Viles.

April 1, 1805—annual meeting—A committee was voted to petition the General Court for the grant for shad and alewives, in Orland, be a town privilege. The proceeds to be appropriated for the schools.

1817—The voters agreed to refund to Horatio Mason the town's part of a fine for not having a fish-way by his mills (stream from Toddy Pond to Alamoosook Lake).

Dec. 1826—voted that a committee of three petition the Legislature to pass an act authorizing fishways to be opened through all obstructions on Eastern (Orland) River and its branches within the town of Orland and repeal an act passed at the last Legislature establishing the lock at Great Works, so-called, as a fishway. (Outlet of Alamoosook Lake).

May 2, 1833—Robert Cotton was appointed fish warden by the selectmen for the ensuing year and assigned to him the particular examination of the waters from the Great Works Mill in Eastern River to the Penobscot town line.

Aside from harvesting alewives and shad in the Eastern River, perhaps by dipping at the falls in the early days, they were taken by means of weirs strung all the way from the Hardscrabble shore to the vicinity of the Lower Falls. After the alewives were done running, salmon were taken as they made their journey to spawning grounds. Smelts were harvested in the winter and early spring. Eventually regulations were set up to control over-fishing.

A report of the Commissioners of Fisheries and Game of the State of Maine, 1868, reveals the situation along the Penobscot and Eastern Rivers at that time:

"The Eastern River in Orland is obstructed by four dams. There are no fishways and the fish are carried past the dams by locking them through. Only alewives, however, will enter the locks. Suitable fishways might be constructed, for less than \$1000, which would enable alewives (and other species) to move more freely. The branch of the Penobscot into which the Eastern River empties, between Verona and Orland, however, is much encumbered with weirs."

The weirs were built as early as possible in the spring and were stripped by August. A few were half tide weirs some others were shoal weirs built at low water mark. The majority, however, were deep weirs built at a depth of 8 to 25 feet at low water. The law regulating the weirs along the river required that they be stripped by July 15, but it did not apply to those below Verona, which could be fished until the middle of August.

Along the shore from Castine to Orland the average yearly catch of salmon was 50. Above Bucksport 30 was about average per weir. The catch of shad was more or less the same as salmon. It was agreed that the catch of salmon, in 1868, was approximately one-half the number taken 25 years previously, although better than in 1861. Alewives were caught mainly on the East side of the bay and in the Eastern River thoroughfare. Close observers were of the opinion that ale-

wives breed only in ponds draining into Eastern (Orland) River since few can scale the dams on the main river (Penobscot).

Salmon were taken, in a reduced number of weirs, until the 1940s. It seemed as if the salmon were nearly depleted, not necessarily caused by over fishing. The environment of the river changed over the years—partly the result of industrial and residential run-off. The scarcity of fish alerted the people that something must be done. Laws were enacted and the people were educated and, although it has taken time, an improvement in water quality has resulted in a gradual increase in salmon heading for spawning grounds.

The last smelt net in the lower Penobscot River, was pulled in 1976. Shad were long gone. Alewives continued to arrive every spring and were trapped in the town weir just below the dam in the village. Gradually over the years weir fishing in the river disappeared with the exception of one set just off Fish Point. For a number of years alewives were caught in this trap to be smoked (an Orland delicacy for many, many years).

Alewives were given a chance, periodically, to enter the fishway while the weirs were closed. The fishways at both dams were, for the most part, well maintained. Still, fewer and fewer fish were taken. In the early 1990s it was decided that taking alewives in Orland River must stop to give the fish a chance to increase in numbers. The alewife fishing moratorium lasted until 1999.

The June 3, 1937, *Bangor Daily News* contained an article written by Henry Buxton about a talk he had with Dean Gray, age 64, of Orland. Following are a few highlights:

“Dean was born September 7, 1873, the son of George H. Gray. George was a lobster and weir fisherman who drowned, at 63, when his boat upset taking a load of brush to his weir. Dean remembered when schooners left Orland for the Grand Banks. Each vessel had a crew of 12 to 16 men and returned with tons of salt cod for the nine fish yards in town. There were nine brickyards in Orland. Dean worked in Bert Hutchins’ yard for 17 years and for Fred Gross 10 years after that. When he wasn’t making bricks, he worked in Fred’s fish yard. Dean recalled when there were plenty of lobsters in the river. His father had 15 traps and averaged 150 lobsters to the haul. He sold the biggest ones for 10¢ apiece and gave the small ones away. Those days, Dean mused, are gone forever. Nowadays a man with 150 traps in the same water would be lucky to catch 20 lobsters when he pulled his traps.

Dean did concede that there was still good weir fishing in the river. He expected to catch 20,000 alewives (in 1937) and was getting \$1.50 a hundred.”



Smelt Fishing on the Lower Penobscot River

By Donald Bowden

At the turn of the century smelt fishing was about the only source of winter income for many families on Verona Island and in Hardscrabble. It was hard, cold, and dangerous work, but no different than many other jobs which men were obliged to do to earn a living. There were more men on Verona Island who relied on smelt fishing than there were in Hardscrabble. There were quite a few winter jobs in Hardscrabble, which consisted mostly of cutting kiln wood for the several brickyards in the area. While on Verona Island, particularly at the foot, there were no jobs other than smelt fishing. At the head of the Island, across the river from Bucksport there were a lot of jobs, especially for those within walking distance of the town of Bucksport. Bucksport had a lot of winter work in its many stores and industry.

I don't think anyone really knows when fishing for smelts first began in the area, or how they were caught for that matter. It is reasonable to assume, however, that they were caught with the hands when they came up the shallow brooks to spawn in early spring; the same way we do today.

As far as I know there is no record as to when the settlers first began to fish for smelts. I have no idea as to when bag nets came upon the scene either, but it must have been before the Civil War. They were a great boon to the smelting industry, making large catches possible for a good profit. It was the bag nets that created the big smelting industry that flourished so long on the Lower Penobscot River, and lasted three generations.

When Milton Hopkins fished he kept a daily log, jotting down the catch, temperature, kind of day, and any items that might be of interest. Below are excerpts from his log.

April 11, 1976—set two nets on the ebb tide caught 45 lbs.

April 13, 1976—set two nets on the ebb tide caught 500 lbs. and some alewives. (This was the last smelt net to be pulled on the Lower Penobscot River.)

Entry date missing— Kenneth and Ivan Bridges agreed to help me for a couple of days. We pulled tonight. It was dark, no moon. Ivan slipped or tripped and fell overboard. Tide was running down very hard, could not see him in the dark, just a glimpse now and then. He can't swim and we thought we would lose him. Finally Kenneth grabbed him by the shirt and hung on until I could get him by the arm and we rolled him into the boat. Took him right into camp where there was a good fire. Next day he was all right.

In Hardscrabble, only three or four families fished for smelts, while on

Verona Island, six or more families engaged in the business. In Hardscrabble Darling Bowden and his two sons, Avery and Rodney, fished the shore of their property. Darling was a good fisherman who had a natural loud voice, especially when he got upset. On the river, you could hear him talking and cussing for a mile and a-half. He owned a motor boat that ran on naphtha, which proved at times very difficult to start. In fact, sometimes impossible to start. When this happened he would address the boat in no uncertain terms using a carefully chosen selection of cuss words, a mixed variety, and never using the same one twice. His voice during these spiels was always at its highest pitch and everyone who lived within a half mile of the river knew that Darling's naphtha-boat was giving him problems.

George Bowden fished off his property located a short distance below Darling. His eldest son, Leon, helped him sometimes, and at other times he would try to get someone to come in as partner. George liked to play cards; so whoever came in as partner was usually a card player. Their favorite card games were draw poker and 500, so it was quite possible that the partner could end up losing his share in a poker game.

William (Bill) Deans fished for smelts off his property just below George Bowden. Bill Deans did not fish in the winter. Bill fished smelts differently from any of the other fishermen, although anyone who built a salmon weir could have fished smelts the same way, but none of them chose to do so. Bill would set his salmon weir very early in the spring, install his larger mesh salmon netting, and then hang the small mesh smelt net inside the salmon net. He would fish smelts for as long as they would run, usually until the first or second week of May, then roll up the smelt netting tie it to the topping poles and fish for alewives and salmon until the season closed on July 15. Then at his leisure he would take off all the netting, pull the weir and store everything for next year.



Postcard — U.S. Fish Hatchery, East Orland, Maine

Craig Brook National Fish Hatchery

Atlantic Salmon were abundant in the free-flowing coastal rivers of colonial New England. By the Civil War period, dam building for water power and navigation to serve the industrialization of a young America, combined with many years of commercial overfishing, had reduced salmon to only a few populations in some Maine rivers.

In 1864 the State of New Hampshire invited neighboring states to join in creating a commission to improve inland fisheries, including Atlantic salmon. By 1866, Maine, Massachusetts, Vermont, and several other states had joined together and, one year later, salmon eggs were imported from Canada to state and private fish hatcheries to reestablish salmon in several rivers.

In 1870, the commission, not wishing to be dependent on salmon stocks so far removed from the rivers they were stocking, asked Charles Atkins, the Commissioner from Maine, to seek a suitable site for obtaining salmon eggs.

Hatchery Evolves

The first attempt at capturing wild salmon in the tidal portion of rivers and holding them in fresh water until spawning months later was made by Commissioner Charles Atkins in 1871. He purchased live salmon from Penobscot River trap fishermen and transported them to Craigs Brook Pond to hold them until spawning in the late autumn. This first attempt ended in failure as nearly all the captured adult salmon died before spawning.

Atkins continued experimenting with different holding ponds and methods

of handling the adult salmon. He developed a floating "salmon car," which consisted of a boat with holes drilled through the hull, to transport the adult salmon safely. New ponds built at the mouth of Craigs Brook on Alamoosook Lake and at nearby Dead Brook proved suitable for holding captured adult salmon.

In November of 1871, the 18 surviving adults were spawned and produced 72,300 eggs. The eggs were incubated in the basement of an old mill at the mouth of the Craigs Pond Brook for about a month, then were packed in moss and taken to state hatcheries in Massachusetts, Maine and Connecticut. This was the beginning of the use of native U.S. Atlantic salmon stocks in the restoration of the species.

It was also in 1871 that the U.S. Congress established a Commissioner of Fish and Fisheries "to investigate the decrease in the food-fishes of the coasts and lakes of the United States and the best methods to restore and maintain these fisheries." In 1872, the new U.S. Commissioner joined in the efforts of the states to "enlarge the hatchery operations of Charles G. Atkins."

Hatchery operations were moved from Craigs Pond Brook to a small pond near Bucksport. The Bucksport hatchery was supplied with trapped adult salmon which were hauled by "salmon boats" up the Penobscot River to Bucksport. From Bucksport, they were transported a short distance overland to the hatchery pond in horse-drawn, 90-gallon wooden tank wagons built for the purpose. The Bucksport hatchery produced and shipped several million eggs over the next few years.

In 1875, the cooperating states and the U.S. Fish Commissioner decided to suspend operations until the results of past efforts could be evaluated, based on returns from salmon produced by the stocking efforts. The results were positive and, over the next several years, salmon runs increased significantly. In 1879, Atkins was instructed to commence salmon egg production once again.

For a number of reasons, the Bucksport site for holding salmon was abandoned in favor of the original Dead Brook. The eggs were incubated two miles away at Craigs Brook Pond, where many improvements were made by Charles Atkins. The old mill was equipped with wooden troughs and a 1,600-foot long wooden aqueduct was constructed to bring in colder water to the incubating eggs.

The hatchery in East Orland continued to be operated jointly year-to-year by various states and the U.S. Commission of Fish and Fisheries through 1888. Eggs shipped from the hatchery had not only reestablished significant runs in the Merrimack and Connecticut Rivers, but had created salmon runs where they had never existed in the Susquehanna, Delaware, and Hudson Rivers.

Federal Hatchery Established

March 2, 1889, the U.S. Congress appropriated funds "for the purchase of ground, construction of buildings and ponds, and the purchase of equipment of

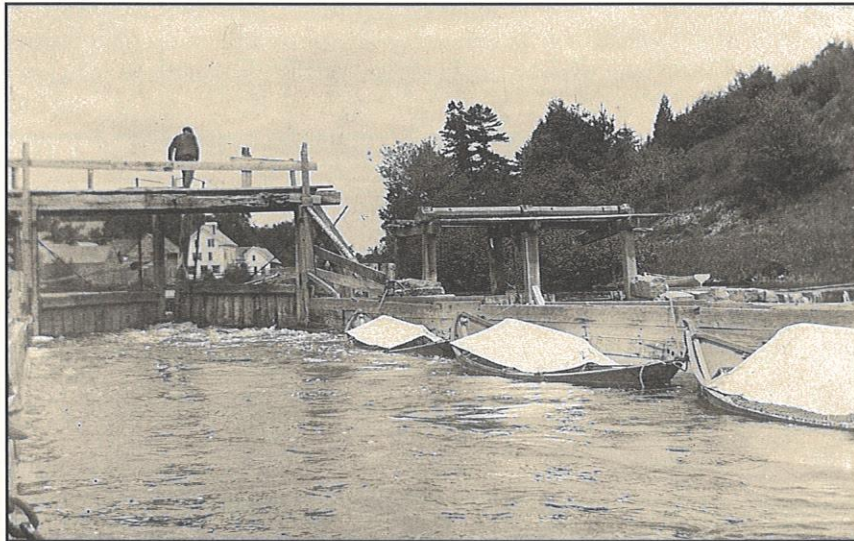
fish hatchery and rearing stations” that included Craig Brook. The 135-acre property located in East Orland was acquired by the United States on September 4, 1889, from Thomas Partridge for the grand sum of \$2,000.

Construction started immediately on several utility buildings, quarters for the superintendent, a timber dam at Craigs Pond, and a stone dam with an aqueduct on Craigs Brook, several ponds, and 100 outdoor troughs.

That year, 1.9 million Atlantic salmon eggs were incubated at the new Federal hatchery. A decision was also made that, starting in 1890, increased emphasis would be given to raising Atlantic salmon fry and fingerlings for stocking rather than concentrating primarily on producing eggs for shipment to other fish hatcheries.

The new focus of purpose for the hatchery required producing food for the young fish. One of the new buildings was a 24 by 50-foot structure called a “fly house.” Its purpose was to produce the great quantities of maggots needed to provide live food for young fish. Duty in the “fly house” usually fell to a new employee or to one whose recent job performance was found wanting by the hatchery superintendent.

Construction continued over the next few years. In addition to the water control devices and fish rearing facilities, a blacksmith shop, wood shed, hatchery building and ice house were built. Of these, only the ice house still remains today and is in use for incubating eggs.



Salmon boats at river locks, Orland Village.

Several Species Raised at Craig Brook

The primary purpose for which the Craig Brook National Fish Hatchery came into existence and still operates on today is to restore Atlantic salmon.

However, over the first century of operation, a number of different species were reared at Craig Brook. Landlocked salmon have often been produced for inland stocking since the 1880s. The eggs of local brook trout were brought into Craig Brook hatchery as early as 1888. The following year, eggs of some exotic species were imported including saibling, Loch Leven (brown) trout, and Swiss lake trout. Atlantic salmon remained the dominant species until the 1920s.

In the early 1920s, a few million eggs from the humpback salmon of the Pacific Northwest, along with landlocked salmon and brook trout, replaced the Atlantic salmon. By 1927, the lack of Atlantic salmon fish eggs resulted in brook trout being the primary species produced at Craig Brook. Atlantic salmon production resumed in 1939.

During the 1940s, the relative scarcity of Atlantic salmon eggs continued to limit production of that species and encouraged experimentation with other species such as the Pacific silver salmon or coho.

Today and for the past few decades, the mission of the Craig Brook National Fish Hatchery is as it was at its founding more than 100 years ago—to restore Atlantic salmon to our rivers.

In 1889, Craig Brook Hatchery produced 1.9 million eggs, of which only 247,000 were retained for rearing and release in Maine rivers. In 1989, the hatchery started its second century by producing about 2.3 million Atlantic salmon eggs, all of which were retained and dedicated to the restoration of salmon in Maine rivers.

—Courtesy of Craig Brook National Fish Hatchery, 1999, Jerry Marancik



John Foster Soper, grandfather to the boys, Joseph Eldridge Soper and Herbert Melvin Soper, with dog "Yeller Jim," probably 1897.

Orland Review

[Compiled by Doris Hutchins from news shorts in area newspapers 1875 to 1984 and from scrapbooks kept by local women. Selected for this book by Penny Jo Ames.]

BUCKSPORT EAGLE 1875

George F. Googins, stagedriver between Bucksport and Blue Hill, is driving a "spike team," 3 horses being used to haul it. It accommodates 17 passengers, 9 inside, 6 on top, and 2 with the driver.

BUCKSPORT HERALD 1897

Bernice Mason is doing quite well and leads the Orland girls in trying to win the Eagle's Great Bicycle Contest. She has, as of May 6, 1763 votes.

The old folks concert is to be given in Orland, Wednesday, May 12.

Charles F. Dorr put on his new public carriage Saturday.

A gentleman in town has decorated a U.S. postal card with 2,200 words written in pen and ink. How's that?

BUCKSPORT HERALD 1898

Lester P. Gilley of Bucksport and Martha McKenney of Orland were married at the home of the bride's parents. Mrs. Gilley is the only daughter of W.J. McKenney, one of Orland's prominent citizens, and the groom is the son of Capt. and Mrs. J.H. Gilley of the Summer & Winter Hotel.

Mysterious Disappearance—Mrs. Sarah Ware has not been seen for two weeks. No clue to her whereabouts.



*East Orland
friends—
Seated: Annie
Hopkins
Blaisdell with
Kathryn
McVeigh
(Rosamond
Scott Dow's
mother) on
her lap.
Standing:
Ethel
Blaisdell
Snow*

A happy event—the wedding of Walter Hutchings and Mrs. Alice Winifred Little was performed by J. Sewell Condon at the home of the bride on the Falls Road. Attendants were Blance Phipps and Blanche Hutchings, Mr. Pearl Gray of Prospect and Colon Ginn of Orland.

There were the usual large attendance at Orland Fair on Sept. 28. Mr. Saulsbury's merry-go-round added a gala feature. Merry dancing in the exhibition hall was the finale of the day.

Capt. Seth R. Hutchins has received the rollers to his grist mill which have been away to be newly corrugated and now it is running better than ever.

Schooner *Fannie Hall*, Capt. Hutchings, loaded with lumber anchored in the thoroughfare Saturday during the storm.

Annie S. Grindle of Blue Hill is spending a few weeks with F. Ethel Blaisdell.

It is now six weeks since Sarah Ware stepped out of the of the little store up on Center St., and four weeks since her dead body was found far up the lonely Miles Lane, and the mystery is as dark and deep as ever.

Capt. S. R. Hutchins has commenced on the foundation of a mill 24 by 41 feet in size, close to the dam and above the grist mill. He intends putting in a circular saw for long lumber, a planer and such other machinery as will seem of the most use.

BUCKSPORT HERALD 1899

Business has commenced at the fish yard of Fred Gross, with the arrival of the Sedgwick Grand Bankers *Laurel* and *Irving Leslie*. There will be lots of work to do there until snow flies.

Mr. Wood of North Orland has rented the shop owned by Allard Staples in this village. He will carry on the blacksmith business.

School commenced Monday, May 1. Hill district, Miss Gerrish of Brownville; Village, Grace Ginn; East Orland, Mary E. Gibbs; Front Ridge, Flora B. Hutchins; Back Ridge, Mrs. Florence Johnson; Higgins Corner, Maggie Rowell; North Orland, Hattie Soper; Ginn district, Winifred Gray; Cranes Corner, Frances A. Hodgdon; Hardscabble, Linda Snowman.

A little daughter arrived at the home of Mr. and Mrs. Arthur Soper on Wednesday, May 3.

Olive, the three year old daughter of Capt. and Mrs. F.P. Hutchins, who has been very ill, is improving.

There will be a dance at Soper's Grove Saturday evening Sept. 16.

Lost, strayed or stolen, a new steel bridge. Any particulars regarding this article will be most thankfully received by the citizens of Orland. In case it is found, no questions will be asked.

Sept. 20—A horse race came off here Tuesday afternoon the like of which is seldom seen. Three old farm horses were entered which had neither pedigree nor training and no one ever had a hint that either or them were fast. The owners were Will N. Everett, A. Will Soper and Capt. Loring G. Emerson, the latter's horse being driven by F.H. Wood. They came hitched up to a variety of vehicles. Everett had a Concord wagon, Soper a gig, and Wood a sulky. The track was a section of the Castine road about a mile in length, from J.A. Cotton's to Capt. Oliver P. Dorr's, slightly up grade and well dusted with from two to six inches of the finest quality of Orland dust.

It was astonishing what an interest was taken in this amusing affair. Long before the time appointed hundreds of spectators lined the track from end to end, roosting on fences and stone walls, and occupying every available point of view. Had the horses been in the 2.20 class instead of the 6.30 class, more interest could not have been shown.

The first heat was ruled out, as only Everett and Soper got away. Soper came in first and Everett a close second. About one half hour later Wood came under the wire. He said when they scored the cow bell, called a recall and he went back, but it is surmised that not being acquainted with the track and getting bewildered in the cloud of dust being kicked up by the other horses, he had unconsciously got headed towards Morse's Cove.

In the next heat they got a sure send off and Everett with the Concord wagon came in ahead with Soper a close second and Wood just behind.

H. Rufus Googins of Bucksport with a buckboard party was in North Orland a short time ago. I tell you the ducks, if nothing else, have to look out for themselves when Rufus comes to town.

BUCKSPORT HERALD 1900

Tom Dorr has the honor exhibiting the first May flowers this year. April 16th he picked a number in full bloom.

Mrs. Tan Holt was the first lady to invite friends to a dandelion green dinner with greens dug near her house.

Simeon B. Higgins the famous bear hunter is dead. Orland's Odd Character known as Uncle Sim[his last illness was of only three days duration]. He lived all his life in the same little house; he was 88 years old.

BANGOR SEMI WEEKLY NEWS

(*New York Telegraph*) 1900

Fishing for Porcupine—People who pretend to know say that there is no other place in the world where porcupine fishing is followed as a regular sport except by the boys who live around Craige's Pond in the town of Orland, Hancock Co., Maine.

The boys catch trout and landlocked salmon in the pond, pickerel in the outlet and rabbits in the swamp and coon in the hollow but up on the mountain they go fishing for porcupine or haidgehogs.

The hills about Craige's pond abound in immense boulders and deep fissures forming many caverns which are the favorite retreats for porcupines. The farmers' boys who set out on a porcupine fishing excursion take along a stout line, usually a codline or a section of the family clothesline. For bait they may use a carrot, a piece of salt pork. The line is supplied with stout fish hooks, a number of them then a good place is found.

The baited hooks are carefully thrust as far down the entrance (of the cavern) as possible and the angler seats himself comfortably and waits for a bite. In a short time one and sometimes more will come out and after a brief sniff will commence to gulp it down; a general free flight will ensue if they get hooked; to drag them within clubbing distance is easy. That's how it is done.

BANGOR DAILY COMMERCIAL 1916

North Orland—Herman Gray of Dedham is moving his family into the Martin Alley house. Enos Ginn, who is on a furlough from the Navy, was visiting friends here Sunday.

BANGOR DAILY NEWS 1917

155 Americans Killed by U-Boats – March 28, 1915 the *Falabawas* sunk 1; April 30 *The Gulflight* 3; May 7 the *Lusitania* 114; Aug. 19 the *Arabic* 2; Sept. 4 *The Hesperian* 1; Nov. 6 the *Ancona* 27; Dec. 30 the *Persie* 1.

The schooner *Charles D. Loveland*, Capt. Charles Saunders of Orland, arrived in Bucksport from Bluefields, Nic.

BANGOR DAILY NEWS 1921

Mrs. Winfield Gross of Orland left Saturday for Machias to join Mr. Gross, who is shipping Christmas trees from there.

Louise S. Vaughn of Brockton, Mass. and Fred L. Blake of East Orland were married Nov. 13 by Rev. Walter Cass.



*Stuart Gross was still quite a walker well into his 80s; Shown here c. 1995 on a hike up his beloved mountain with member of Great Pond Mountain Conservation Trust. File photo from *The Enterprise**

The Ladies Aid Society gave a most enjoyable social at Alamoosook Grange Hall. Participants Mrs. George White, Mrs. Alice Gibbs, Mrs. Ettie Dunbar, Mrs. Agnes Forsythe, Mrs. Maude Dorr and Miss Beryl Dorr sold homemade candy.

Charlie Chaplin Painfully Burned, Los Angeles, May 10—Charles Chaplin was painfully but not seriously burned at his motion picture studio today when he fell over an acetylene blow torch, which was part of the set in which he was working. His trousers caught fire and he was burned from ankles to waist.

B.J. Bray and Miss Olive Burke have returned to Amesbury, Mass., after having spent three months at the home of Mr. Bray's brother Frank Bray in Orland.

FROM 1920s AND '30s SCRAPBOOK OF ETTA AND BESSIE DUNBAR

MARRIAGES

Norwood Eldridge of Orland and Gladys Leach of Penobscot 1926.

Russell Bray Harriman and Miss Lorraine Hilda Randall, both of Orland 1926.

Frank Soper of Orland and Eva L. Carter 1923.

LOCALS

Marian Gibbs has a position in the office of Orono Pulp and Paper Co., Bangor.

Carrie Jordan is ill and staying with her granddaughter, Mrs. Percy Bowden.

NEWS

1921—A Keen Loss for East Orland—Schoolhouse burned with contents. Teacher loses valued property.

1925—Under the work of Irving Saunders the Orland Three-Quarter Century Club has reached a goodly number. The following are eligible for membership (42 names and birthdates are listed). Caroline Soper has the distinction of being the oldest person in town. Orland is very proud of its list.

1927—A basketball team known as the Orland Snappy Five has been organized by some of the students at the E.M.C.S. from this town, including A.G. Page, Manager; Kenneth White, Clyde Dorr, Delmont Smith and Oscar Saunders with John Ames and Boyd Marks for substitutes. This team would like to arrange games with prep schools or town teams. Through the generosity of Frank I. Dorr, an Orland boy and now the owner of Raymond stores in Boston, the boys were presented with uniforms of green and white, also complete sets of shin guards and the boys are much pleased with them.

1927—Sept. 4, Stuart Gross left Sunday to walk to California. His friends wish him good luck and a safe arrival. The Universalist Church has been sold to Raymond Bowden. People in this vicinity are sorry to see it torn down.

1928—New Dance Pavilion Opens at Orland—The Gypsy Pavilion is situated on the road between Bucksport and Orland and is located in one of Maine's most beautiful spots. McGuire's Sax Band will play the opening night and needs little introduction, having played in this part of the state for the last six seasons

and has quite a large following.

1931—Where to Go Fishing in Maine: Pine Shore Camps, East Orland Maine. H.A. Snow Proprietor.

1931—Waldo Hancock Bridge Completed. After one year of operation it showed a profit of \$8,000.

1931—Orland man, 81, gets job as Ford Museum doorman. Frank "Pop" Staples is laughing at "old man Depression." He has a job as greeter at the Sudbury Wayside Inn. He did not solicit the job, he says it "Just Popped." Pop's pleasing countenance, sturdy frame, booming voice and contagious laugh all belie his 81 years. And they are a big asset for his job. As he greets folks with "glad to see ye. How are ye? Make yourselves at home."

1931—Bangor Men Make Record Catch at Toddy Pond; Get 45 lbs. of Togue in 2 Hours.

1932—Friends of George E. Saunders are pleased to learn he had been appointed Postmaster. Mr. Saunders has purchased of Mrs. W.H. Hutchins the Post Office Building. He will build an apartment over the office and live there.



The Gray triplets, Kenneth, Kelsey and Kermit. (Photo page 100 shows them a young men.) Nancy Wasson collection

1932—Ernest O. Sugden elected as Orland First Selectman. Appropriations of \$19,226 include \$5,500 for Public Schools.

1932—Victory Grange met in an all day session Saturday for the installation of officers. The officers are listed in poetry, Leslie Johnson, Lida Nicherson, Arthur Gross, Ralph Doyle, Fred Clair, Etta Moore, Linnie Davis, Laura Munster, Erastus Ware, Doris Johnson, Laura Doyle, Dora Gross, Katherine Clair, Gladys Moore.

1932—Five Mile Corners Highway Started—Verona Bridge Opened to traffic for the first time on Monday, May 23, 1932.

1933—May, Fire destroys most of Ellsworth. Norman Moore confesses starting conflagration. Old Friends Write Many From Far Away to Help Officer. R. J. Goodwin was the Chief Engineer of the Ellsworth Fire Department and published a thank you to all the companies which fought the fire, without which the damage would have been much greater. These companies were Bangor, Old Town, Bucksport, Belfast, Southwest Harbor, Brewer, Northeast Harbor, Blue Hill. The Bar Harbor pumper broke down.

1934—Orland Schoolhouse Bone of Contention—The selectmen of Orland won the first skirmish in the battle over the Dunbar corner schoolhouse. At town meeting it was voted to move the school to East Orland and the building was put on skids. However, before it started on its travels Homer H. Dunbar obtained a restraining order. A hearing before Justice Dunn caused the restraining order to be rescinded. It was moved and opened for the spring term March 12, 1934.

1934—Friends of Mrs. Ella Ames of Orland gave her a surprise party in honor of her 86th birthday. Mrs. Ames was presented with a basket of good things and many other gifts. She is the oldest member of the Ladies Aid Society of the Orland Methodist Church, in the work of which she takes a keen interest.

1934—Feb., Penobscot Bay Islands cut off from supplies. Ice blockade brings halt to all navigation. Plane hired to bring food and mail to communities. Steamer *Cornish* at Fort Point. Icebreakers fail to make much headway in freeing ports

1935—Three Highest Officers of Maine Masonic Lodge Look Alike and Talk Alike—They're Triplets.

1935—Jan. 1, 10 Inches of Snow Fall, Wind Cause Huge Drifts. Blizzard pulls Schooner *Bertha A* under water with her moorings. Ice harvesting which was to have begun Monday was delayed by unfavorable weather.

1938—Those who did not complete the set of stamps during National Wild Life Restoration Week, March 20-26, may obtain them by applying to Mrs. Harvey Snow.

FROM SCRAPBOOKS KEPT BY BERNICE SAUNDERS

MAINE GIRL MAKES DEBUT IN GRAND OPERA

Helen Yorke Sings Her Favorite Role in *La Bohème*

She played Musetta and said of the part, "I'm a little spitfire in this part, you know. I have a lot of fun kicking up my heels at the audience and they like it. Everyone likes Musetta." She sang with the Chicago Opera Company.

Mrs. Ina Patten Sullivan, Hollywood bit player and Maine songwriter, will play a small part in *Stardust*, a musical comedy to be produced at the Orland Town Hall. Frances Soper of Orland is playing the leading feminine role and her fine voice and dramatic ability are well-suited to the part. Donald Bowden has the chief male part. Others in the he cast are Doris Dorr, Robert Wardwell, Celand Hopkins of Franklin, Mrs. and Mrs. Leland Perrigo, Ina Patten Sullivan, Leah Page, Una Wardwell, Josephine Hutchins, Gertrude York, Robert and Russell Moore, Eloise Pierce, Mrs. Rose Moore as pianist. Bert Hendrickson is general chairman for the production.

Killed in action over Elba Island, March 15, 1944, Robert Moore of Orland. Killed on Peleliu Island, Sept. 16, 1944, Charles G. Hutchins of Orland. Lost with the *American Leader* in Sept. 1942, Marshall R. Soper of Orland. In the attack of Pearl Harbor, the Japanese used 105 planes. The following Navy ships were lost or damaged: Battleships *Arizona*, *Oklahoma*, *California*, *Nevada*, *West Virginia*; Destroyers *Shaw*, *Cassin* and *Downes*; Minelayer *Ogala*; Target Ship *Utah*.

During 1937 Henry Buxton published many of his interviews with people of Maine and several Orland people were represented.

Mrs. Ella Ames said she is grateful the world has outgrown tallow candles, buggies and spinning wheels and has substituted them for electric lights, automobiles and other modern improvements. She was considered a Modernist at 89.

Enos Ginn in Navy 30 years saw action in Spanish American Hostilities and in World War I and II. He was born in Happytown, called by that name he said because two opposing factions there that were always having a happy row.

Glen Keyes was described as a Smithy on Wheels. He had converted a passenger car into a traveling smithy, complete with forge, anvil and all other necessary things to the trade.

Dean Gray recalled the days when 10 Orland schooners brought cod from

the Grand Banks and nine Orland brick yards made brick for Boston contractors.

East Orland Archaeologist believed Eskimos preceded earliest Indians in Maine. C. Rowland Mitchell has discovered evidence in old shell heaps that Thule Tribe of Eskimos, now extinct, once inhabited the coast of Maine.

Orland man Keith B. Soper witnessed bombardment of Woosung. He was quartermaster on *S.S. President Lincoln* when Japanese used the American vessel as a shield during attack on Woosung.

Oliver Hudson Kelley, founder of the Grange, once lived in Orland and had a printing business. Linnie Keyes wrote a long piece about his life and the start of the Grange Movement.

1946—Edgar Meade, Robert Wardwell and William Leach. The catch being told about in the article was 250 bushels [of fish].

1952—The Matrimonial success of Bucksport's Bachelor Ball is anybody's guess but more than 250 people bachelors of both sexes and plenty of married couples had a good time. The ball was held to raise funds to send Bucksport's senior class to Washington in June. Most eligible bachelor was Frederick J. Martin of Orono, a 30 year old insurance man, while Miss June Wight, 26, demonstrator and part-time printer, was named most eligible bachelor girl. Don Wardwell of Orland was chosen most bashful bachelor. Cupid for the evening was 6 year old Peter Harvey. Dressed in bow and arrow, wings and very little else, the lad sang two novelty songs from the stage.

1952—Joan Carol Johnson chosen 1952 Cherry Blossom Princess. She will represent Maine in Washington, D.C. at the Cherry Blossom Festival.

1956—A 25th wedding anniversary for Mr. and Mrs. Arthur L. Farnham. A 25th wedding anniversary for Mr. and Mrs. Neil Churchill at the Narramissic Grange Hall.

1961—Orland loses one of its finest. Ernest O. Sugden, Clerk for 64 years will long be missed. He was 91.

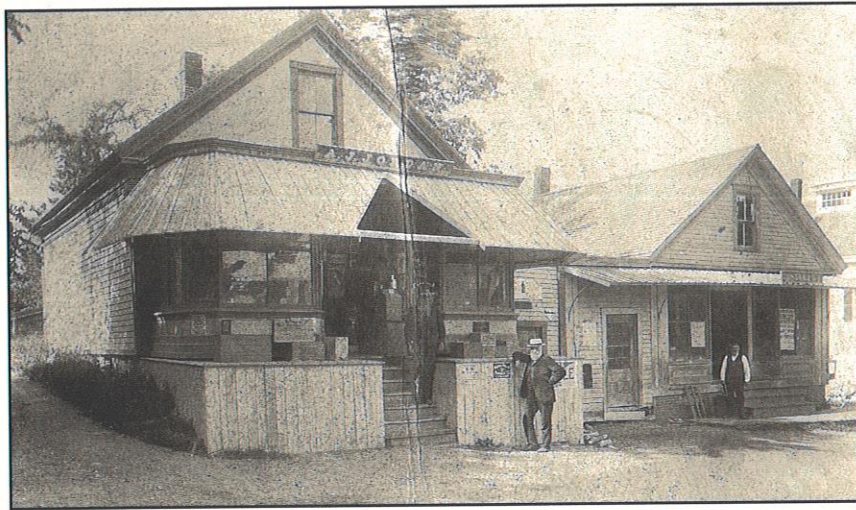
1969—On July 20, the first man landed on the moon and Orland people watched the event on television.

1984—In 1950, Orland took the step from 5 local schools to the more modern system of one consolidated school. A nice new building was opened that fall, having been built in great part by volunteer labor to hold the costs down. By 1958, another piece had to be added to accommodate our growing school population. And now in 1984, we expect to break ground for another addition to the school.

1966—A group of 21 people met to form a historical society for this town. The date was April, 1966. By October, 1967, we had obtained a building and were on our way properly incorporated. Many people donated things of the past and pictures to our museum and continue to do so. Besides our dues, we hold one fundraising event in August each year. We have had many visitors in these years from all parts of the state and nearly all sections of the country. We offer programs to enrich the lives of our fellow townspeople.

1970—June 11, Homeworkers Organized for More Employment. H.O.M.E. was incorporated with headquarters at Isaac Dorr's old home. In the years since that time, many buildings and programs have been added on that sight.

1976—The Nation's Bicentennial Year. Orland's chairman was Frances Soper. The day at Orland was a time to remember, the *Bucksport Free Press* said. The largest gathering of people in the last century to convene in Orland came to celebrate the Bicentennial. It began with an art show and brunch. The Orland Historical Society Museum was open all day. At eleven o'clock, there was a parade that will never be outdone by a town of its size. It was led by the "Spirit of '76." The raft race on Orland River was a comic relief and much enjoyed. At 5 o'clock, a church supper was served in spite of that fact the ladies had not planned for a large crowd and many had to be turned away.



From Isadora Gray: Orland Post Office – John Ames and Andrew Jordan's Apothecary Shop. Jordan on steps of shop, Ames in front of post office, Capt. Emerson on roadside. Orland Village. Undated.

To top off the festivities at 8 o'clock there was a ball at the Fire Department to the music of Marvin Gray, and his friends across the road enjoyed live music performed to their liking. The same feeling of patriotism which was felt across the country was also present in the little Town of Orland.

1980—At Town Meeting it was voted to restore the old Town Hall and, since plans were already made, work soon began. By August, the old primary school had been torn down, the foundation was complete and the Town Hall moved over onto the new foundation. The work was completed in early 1981 and a full day of Open House was held and very well attended. Since that time, the building has seen busy times, with scout meetings, school functions, Town Meetings and regular Selectmen's meetings. The attendance at all of these functions has been dramatic in its increase since the Town Hall was restored.

1984—At Orland Field Day, June 30, the opening event was the dedication of the Veterans Monument placed on the grounds of the Town Hall and a Flag Pole with Old Glory proudly flying over it. The speeches were short but the spirit of continuing to remember those who had served their country was present as it should be. Orland Field Day has become an annual event since Bicentennial Day and is still just as popular. It is sponsored by the Orland Fire Department, a dedicated and active group of volunteers.

BANGOR DAILY NEWS

1984—July 4, Oldest sailing ship makes last trip up Penobscot River to Bangor. The oldest continuously sailing vessel in the U.S. made the trip up the Penobscot with a dozen other windjammers in a 150th birthday salute to Bangor. The new Bangor-Brewer bridge will close off tall ship traffic, which needs a clearance of at least 84 feet.

The *Stephen Taber* which hails from Camden and is captained by Ken and Ellen Barnes drifted slowing up the river under four sails. Just as in 1871 when it first went to sea in Clyde, N.Y., the *Stephen Taber* relies on the will of the wind.

Capt. Fred Wood's wife Lu, who traveled up to Bangor with him many times on the *Stephen Taber*, boarded at Bucksport dock Tuesday for the vessel's final run to the Queen City. Mrs. Eaton (she remarried after Wood's death), who lives in Orland and will be 90 years old this year, was cheered by the crowd on the public wharf as she sat smartly in *Taber's* yawl riding out to the anchored vessel. She wore a ruffled red, white and blue dress printed with liberty bells she made herself, a red Armstrong Tire baseball cap and she carried a bouquet of daisies and buttercups that she tossed upon the waters at Rooster Rock.

The flowers, she said, are for my granddaughter who died of cancer. She always wanted powerful bad to ride the *Stephen Taber*. With Mrs. Eaton was Bill Leach, who was her husband's first mate.

ORLAND VILLAGE MAP

undated

Reference

1. W.F. Buck's Meat Shop
2. J.C. Saunders' Shop
3. B.C. Saunders Est
4. J. Partridge (A.P. Dorr's Paint Sh)
5. H. Pinkham
- 6.-7. L.A. Buck {A.R. Buck's Store}
8. O.B. Trott's Store
9. A.J. Jordan's Drug Store
10. Mrs. White
11. O.B. Trott
12. E.I. Partridge
13. Post Office& G.H. Condon's Store
14. Power's & Emerson's Store
15. J.A. Buck (J.S. Condon & Co.'s Store)
16. Trott & Door (E. Buck's Store)



Early Census Information

- 1764—First settlement made in Plantation No. 2, now Orland.
- 1771—First road in the Town laid out by John Hancock and Samuel Craige.
- 1773—First saw and grist mill built at Lower Falls by Calvin Turner.
- 1774—Robert Treat, who had been appointed agent for the Plantation Proprietors runs out lots at the Upper Falls in Eastern River and begins construction of a saw mill there.
- 1775—January 12, Timothy Clement, Mrs. Mary Clement, his wife, and Jona Herod when coming from Upper Falls in Eastern River were overturned in the boat and all drowned. They had been attending Samuel Soper's wife's funeral and she had died giving birth to twins.
- 1775—Men of Plantations No. 1 & 2 (now Bucksport and Orland) formed themselves into military and chose a committee of safety.
- 1788—Settlers' lots surveyed by Jacob Sherburne.
- 1790—Population of Plantation No. 2, 290 souls.
- 1792—March 26, Plantation No. 2 organized, separated from Bucksport, with Jacob Sherburne, clerk; Samuel Soper, moderator; J. Sherburne, Samuel Keyes and Caleb Merrill, assessors; John Hancock, treasurer.
- 1793—Second division of lots surveyed by J. Sherburne. First bridge erected across Eastern River.
- 1794—First county road through the Plantation
- 1800—February 21, Plantation No. 2 Incorporated into Orland. Organization meeting held at Joseph Lee, Clerk, Mar. 31st.
- 1800—First school erected; used also for town and religious services.
- 1819—December, survey completed by J. Sherburne.
- 1861–1865—167 enlistments on Quotas of Orland

—Information contained in Census of Orland, 1907,
summarized by Penny Jo Ames.

GEORGE SAWYER'S LIST OF ORLAND BUSINESSES

Time and space prohibits naming all stores, shops and places of business. Although some of these ventures failed, many of them moved on into the new century. I have compiled this slate of offerings for 1995.

F.L. Davis, General Contractor	S.E.S. C.O.M. Communications
Narramissic Valley Greenhouse	A.G. Smith Builders
Sign of the Amiable Pig Bed & Breakfast	Independent Auto Salvage
Warren Associates Insurance	We-Store Self Storage
Thomas Mason House Bed & Breakfast	Bishop's Auto Body Shop
Freshwater Stone and Brick Work	E.B.S. Building Supplies
Barber Shop	Bucksport Veterinary Hospital
Millie and Brian Trott's	Irving Gas Pumps
The Gadabout New and Used Shop	MacDonald's Auto Sales
The Love Bug Antiques, Flea market Outlet Store	Eastman's Garage
The Butterfly Shop	Bucksport Area Bowling Center
Down East Decoys	Tracy's Karate
The Big Apple Food Store	Cliff's Auto Body
J&J Contractors	Ultimate Image Hair Styling
Arbo's Welding &-Radiator Repair	Pro Auto Center Used Car Annex
Laidlaw Transit Corp.	Powder Horn, Gun Shop
Blueberry Patch Gift Shop	Orland Electric
Shirley Electric	Allen's Blueberry Plant
Rocky Ridge Perennials	Shady Oaks Campground
Little John's Take Out	Trott's Cabinet Shop
Katchall Trading Post	Balsam Cove Campground
East Orland Antique Mall	Clement's Sludge Disposal
B.C. Burke's Auto Sales	Whispering Pines Campground
Toddy Lakeside Cabins	Robert Wardwell & Sons, contractors
The Stamp Act, Miniature Dolls etc.	Eastern Maine Model Railroad Club
East Orland Country Store & Post Office	Carl Hanscom Construction
East Orland Redemption Center & Store	Robert Wardwell Construction & Trucking
Orland Saw Shop	Conary Brothers Construction
Small Engine Repair, Russell Soper	H.O.M.E. Cobbler Shop
Forget-Me-Not Shop	Flea Market
	Woodworking shop
	Maine Craft Shop
	Food Co-op
	Grain Sales

MEMORIES STIRRED BY STUART GROSS

BY JOEL F. PERRIGO

Stuart Gross' interesting photo of Orland's Castine Road in earlier years with the house of George W. Stover and his wife Delia Harriman in the background brings to mind many fond memories. I was born a mile or so north on the Leach farm in 1934, just beyond the Bray District School. My grandfather, Harold Leach, and great aunt Rose Hutchings Moore, both attended that school in 1895. I have photos of two school years of that period with Willie Hutchings, Eva Gross, Willie Gott, Ralph Gott, Millie Bray, Willie Marks, Albea Snowman, Carrie Snowman and Roy Bray posing in their Sunday dress.

Artemus Hutchings and his brother, Asher B., started a brickyard sometime after the Civil War, and it continued in operation into the 1920s. Artemus had one son, Roland, whose life I do not know, but it is apparent he did not remain in the area. Asher, who was an Orland selectman in 1885, married Clara M. Snowman and that marriage produced three children. James G. Hutchings was a physician by the year 1907 and set up his practice in Camden, Maine.

Wilbury O. moved from the area after college. I believe he was an engineer and an accomplished painter. The last time I saw Wilbury was about 1975.

Rose Hutchings married the brother of my grandmother, Ralph Moore. One son, Robert, was killed in action during WWII. Russell Moore recently passed away and leaves two daughters in the Bucksport area.

Artemus and Asher had no known relatives who evidenced any desire to continue the family business. Either this lack of family interest in brickmaking or economic conditions resulted in the demise of the business. I do know that Aunt Rose Moore and Russell donated material to the Orland Historical Society that may contain evidence of the actual dates that the brickyard was operational.

Stuart Gross and I have something in common. I also attended the Cranes Corner School, played baseball in the Fred B. Gross brickyard and own property on the Mast Hill road adjacent to Bucksport's Hancock Pond.

P.S. My cousin Bernice Saunders will verify my existence.

Orland

BY BOYD MARKS, JULY 1984

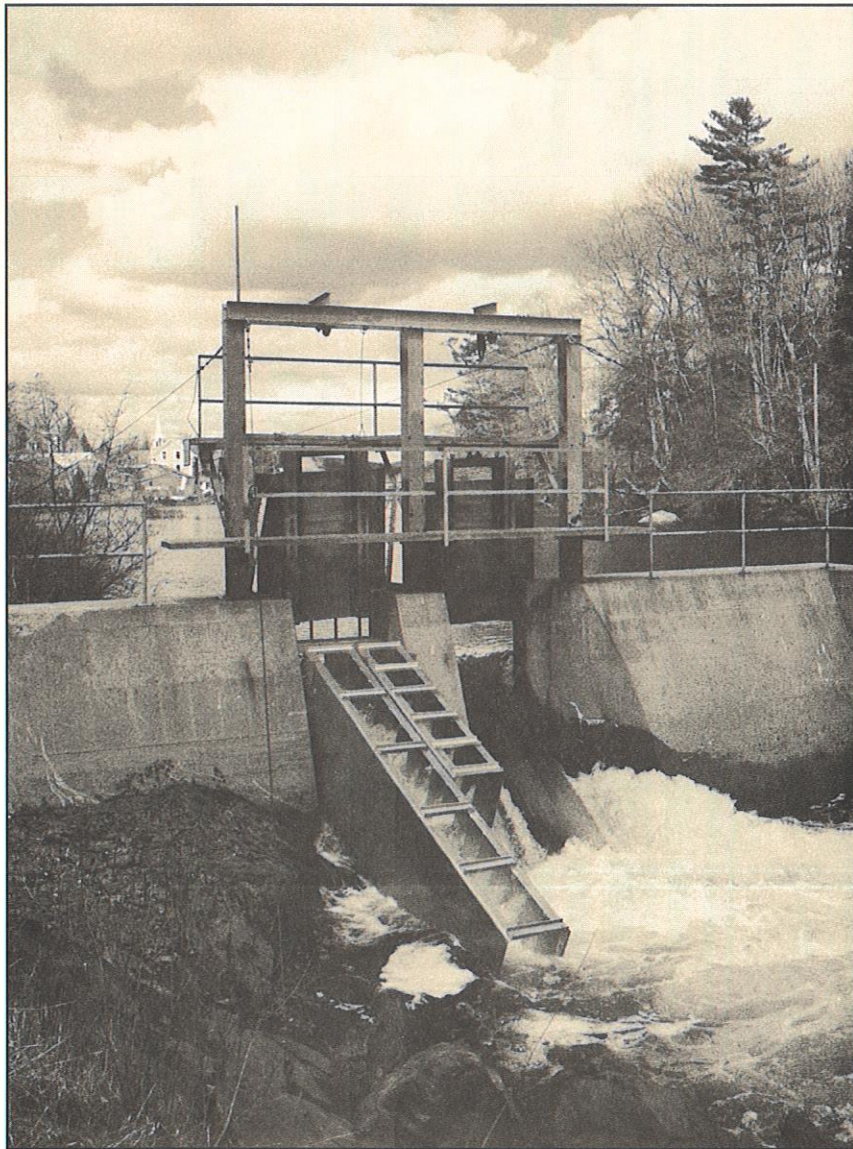
I wasn't born in this wonderful town
But it's always been home to me.
Travel the land or travel the sea
But you will never find a better place to be.

It's hills, mountains, lakes and streams
There's no better place for a child to be.
It's the growing up years when they develop
When habits are formed and courses set.

It's they who will keep it alive
There has to be changes so it can survive.
Think of all the hard work
That our forefathers did
And the changes there has been
Since their wonderful days.

We fuss and fume at conditions today
But can one of truthfully say?
I would like to go back to Grandfather's day.
Let us remember our youthful days
Let someone else worry about today.

*Printed in tribute to Boyd "Pappy" Marks, Selectman for the Town
of Orland for 15 years. 1986 Orland Town Report*



Fish ladder for alewives at the Orland River Dam, 2000

S. Bray photo

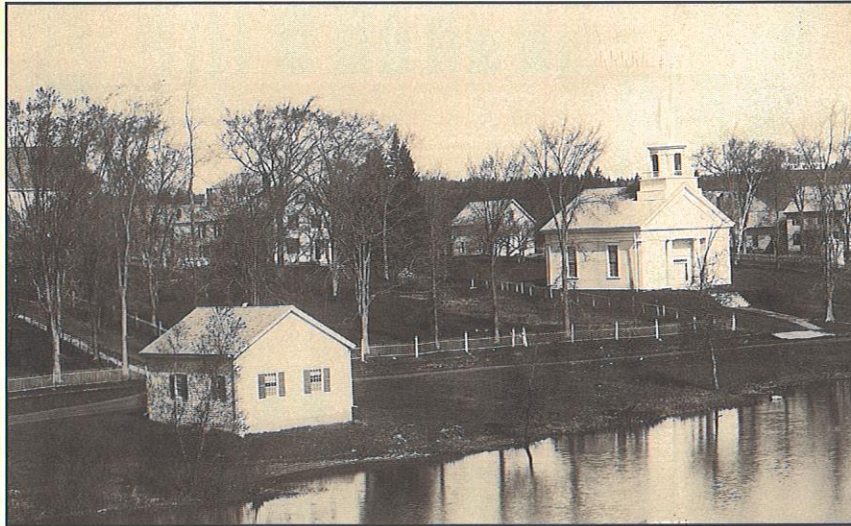
Orland

MINNIE BOWDEN

MAY 15, 2000

As the oar extends the arm
so the Orland person
seeks to extend the self
by making do, doing without,
seeing possibilities.
The forest becomes
a woodlot, pasture, garden.
Clay becomes brick;
granite becomes
cobblestones, cornerstones.
Rivers, lakes, brooks
provide power
for sawmills, gristmills,
machine shop, and woolen mill;
provide protein for strength,
funds to build a school,
path and peace for tankers, vacationers.

Beauty, enduring or fleeting,
surrounds the Orland resident or visitor,
comforts those returning from the heat
of the Bucksport paper mill,
eases the trials of retirement,
infiltrates mind and heart
intensifying ties to Orland.



Post card of Orland Village, 1911

The River

BY CLARINE COFFIN GRENFELL

Tena sits by her window to welcome the coming day,
Watches black ripples carry the night away
Under the bridge, over falls, to the waiting Bay...
Sees the hovering eagle dive for his morning prey,
Rise with the squirming fish, vanish into the gray...
Sees pond lilies open white petals, a bold blue jay...
Swooping low, soaring high, gulls fly up from the Bay to play,
Wings carving white circles against the pink dawn of day...
Tena folds her hands, bows her white head to pray:

“Thank you, God, for the gift of another summer day,
For the eagle feeding its young, the gulls at play...
The water lilies’ sweet scent, the blue of the jay,
Most of all, for the river that carries trouble away,
Day after day carries all our troubles away
Under the bridge, over falls, to the waiting Bay...

"You know, Lord, the times I've prayed for Your blessing, Your 'Yea,'
Pleaded and begged, 'Let it be!' yet you answered 'Nay!'
Or cried, 'Lord, take this heavy burden away!'
But You said, 'Bear it, Tena, Here's strength for another day!'
The river has borne all the Yea's, all the Nay's far away,
For ninety-eight years borne fears and tears far away...

"Now for courage to face this day, dear Lord, I pray...
To bear with grace old age, the body's decay,
The aches and pains of this old, old body of clay...
"I give thanks for Your tall white steeple across the way,
For comrades who've shared the long journey, the work, the play...
Bless all those I love, whether near or far away,
And bless the river that takes tribulation away...
The faithful river that flows every night, every day
Under the bridge, over falls, to the waiting Bay..."

Tena feels on her folded hands the sun's warm ray,
Whispers 'Amen, Lord,' rises slowly to face the day...
Rises slowly, stands stalwart to face, come what may, a new day...

Written in 1999. Forestine Grey, oldest and dearly loved member of the Orland United Methodist Church, has lived almost all her life in the white house across from the church a few feet from the Narramissic—the mile-long outlet from Alamoosook Lake into Penobscot Bay, which, as E.B. White writes in his famous essay "Homecoming" "...flows through Orland every day."

One Day in Spring

BY DAVID DAVIS, APRIL, A. D. 2000

A call from Orland School: "Is this the day?"
I look out the window – an in-and-out April day,
But silk flowers I knew had faded,
The green of Christmas wreaths lashed to stone markers
long gone, a faded brown,
while young hands, strong legs are waiting to help –
"Yes, come on down! This is the day!"

Soon a yellow bus pulls up at Oak Grove burying ground.
Boys and girls tumble out...a few teachers.
Questions asked...directions given...
but half were here last year.
My tractor tugs a wagon up and down the narrow roads.
Old wreaths, bedraggled ribbons fly on the springtime breeze.
Ringtoss now –the well-remembered game, each wagon post a target.
Who'll be king this year? Who queen? Crown them with wreaths! Ta da!

Laughter. . . strong legs run in and out
among the silent markers.
Willing hands throw winter's refuse into the wagon.
"Look!" someone cries. "An osprey!"
All stop to watch, hoping he'll dive,
but the great bird hovers, almost motionless,
over sparkling waters of the Narramissic.
Then from bare maples a staccato call erupts.
Yellow-bellied sapsucker makes his spring announcement!

Suddenly, the spring rite nearly finished,
an unexpected silence,
fresh flowers, a neatly tended plot. . .
We pause to read the marker—
the name, a well-remembered friend, known to us all.

Quietly now we finish our task.
The tractor, dragging the laden wagon,
chugs down the last avenue.
"Thank you, all!"

“No. Thank you. . . We had fun. . . See you next year, Mr. Davis!”
Bemused, I watch our children skip
down Narramissic Drive toward the yellow bus,
hand-n-hand. . . on an April day. . .
in Orland, Maine. . .



*Orland Consolidated School students righting a fallen
headstone, April 28, 2000*

Photo courtesy of OCS



Front cover drawing of the church in the village by Anne Paige of Orland, c. 1976.