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Head of the bay



HEAD OF THE BAY

The history of a town and of its people should ever have an interest for its citizens, and for all who are descended from those who shaped its course in education, in religion and in civic and social morality. Such history is a beacon light that points to wisdom's ways . . .

The town of Blue Hill was particularly fortunate in the character of its first settlers, in their regard for the welfare of themselves and their children in matters pertaining to education, moral and religious training, and in the early establishment of church and schools . . .

Let their story be often told, and be kept in perpetual remembrance; let their sacrifices and self-denials be themes for conversation and be celebrated in song for the edification and instruction of the present and future generations, and let their names be emblazoned upon the local rolls of fame.

R. G. F. CANDAGE

✓



HEAD OF THE BAY



Blue Hill Village is nestled among tall maples, pines and elms at the head of Blue Hill Bay—in the shadow of the lonely Blue Hill Mountain. Entering the town by any of the mountain roads, the visitor glimpses first the tall white steeples of the two lovely colonial churches rising through the trees, then the clustering white houses and the island-dotted, landlocked bay, and, finally, the hills of Mount Desert rising far away. This panorama of beauty and peace is very close to the hearts of all those who dearly love the little village and its long eventful history.

**Sketches and Pictures of
Blue Hill, Maine**

1762 - 1952 by ANNIE L. CLOUGH

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THESE SKETCHES HAVE BEEN GATHERED TOGETHER WITH THE HOPE OF preserving and bringing before the people some of the interesting facts and stories of the settlement and development of Blue Hill. I am greatly indebted to the many friends who provided me with necessary information — especially to Josie Barker for historical papers and photographs; Ralph Duffy for the mapping of Long Island; Frank Snow, Captain Ralph Long, Mrs. Fred Cousins, Mrs. Nettie E. Gray, Mrs. John Wood, Miss Esther Wood and Mr. and Mrs. E. E. Conary for the many facts they provided from memory; Gale M. Hinckley for photographs; Mrs. John Rogerson for drawing on page 1; Mr. and Mrs. Charles H. Clough, Jr., for editing the initial manuscript; Florence Morse and Nila E. Slaven for typing; the Churches, Library, and Town and Hancock County Agricultural Societies for permission to use their records; and, finally, to Roland M. Howard for his assistance in compiling these sketches as well as for the use of his file of *The Ellsworth American*.

Much of the information and most of the quotations have been taken from *Historical Sketches of Bluehill* by R. G. F. Candage and *Sketches of the Early Settlers of Bluehill* by Byron W. Darling, both grandsons of the first settlers.

ANNIE L. CLOUGH

March 15th, 1952

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This photograph of Blue Hill was probably taken from the steeple of the Baptist Church some time before 1860. The old Town Hall (with Gothic windows) stands across the street. Back of it — to the right — are buildings on Main Street; to the left is the Town Wharf with a ship on the ways. The building to the right of the ship is the old canning factory. The Reuben Dodge Farm is shown in the right background.

FIRST SETTLERS

IN JANUARY OF 1762, TEN YEARS AFTER THE PROVINCE OF MAINE BECAME part of the Massachusetts Commonwealth, some 360 men of Andover and its neighboring towns signed a petition requesting permission to settle on a tract of land in the former Province of Maine, between the holdings of "the Heirs of the Late Honourable Brigadier General Waldo and the River Passamaquade." That same year, 1762, the House of Representatives made a formal grant to the petitioners of "six townships of Land . . . of six miles square" provided that within six years they "settle each Township with sixty good Protestant Families and build sixty Houses, none to be less than Eighteen Feet Square, and Seven Feet Stud; and clear and cultivate five acres of Land on each Share fit for Tillage or Mowing; and that they build in each Township a suitable Meeting-house for the public worship of God, and Settle a Learned Protestant Minister, and make Provision for his comfortable and honourable Support." Further terms of the grant stated that four shares of the land be reserved — "one for the first settled or ordained Minister, his Heirs and Assigns forever, one for the use of the Minister, one to and for the use of Harvard College in Cambridge, and one for the use of a school forever." Finally, it specified that "if any of the Grantees or Proprietors . . . shall neglect within . . . six years . . . to perform according to . . . (these) Articles . . . his whole Right or Share Shall be entirely forfeited and enure to the Use of this Province."

In April, 1762, empowered by this charter, Joseph Wood and John Roundy sailed up Blue Hill Bay in search of a homesite. Although their names were not among these of the 360 original petitioners, the House of Representatives had directed that new grantees be admitted "in ye room of such Persons contained in ye Lists aforesaid, who shall neglect to appear by themselves or others in their Behalf." They landed on what is now known as Mill Island (between The Falls and the smaller outlet to the Salt Pond) and built two log cabins there, but returned to Andover when winter approached. The following spring, the two came back to the Maine wilderness, each bringing a wife and six small children.

Other petitioners and their families soon followed so that the conditions of the grant would be met. Sturdy, valiant, and honorable men, they raised large families, worked hard, and lived to a good old age. Some settlers' names have come down to us more distinctly than others — because of their activity in shaping Blue Hill or because of their numerous offspring. (Ezekiel Osgood had 12 children, 63 grandchildren, and 116 great-grandchildren — according to an *incomplete* count.) Among the best-remembered are the following, listed in order of settlement:

1762 JOSEPH WOOD, the founder of the town, who married Ruth Haskell in 1741 and by her had ten children. He died in 1813, aged 93 years, and she in 1814, aged 92.

1762 JOHN ROUNDY, first town clerk, a selectman, and a member of the Committee of Safety during the Revolutionary War. He married Elizabeth Rea in 1747 and by her had nine children. He died in 1799, aged 73 years, while she lived until 1820 and the age of 92.

1763 JONATHAN DARLING, JR., who had been a soldier in the French War. He married Hannah, only daughter of Nicholas Holt (probably at Andover at the end of his first year at Blue Hill), and by her had nine children. Jonathan Darling settled first at The Falls but later built a house at Darling's Point (now called Sculpin Point). He died at the age of 87 (1828), and his wife in 1826, aged 85.

1764 COL. NATHAN PARKER, also a soldier in the French War, whose marriage in 1764 to Mary, daughter of Joseph Wood, was the first to be celebrated at Blue Hill. They had ten children. He died, aged 70 years, in 1819; she, aged 58, in 1806.

1765 PETER PARKER, brother of Nathan Parker, who married Phoebe Marble in 1766. They had eleven children, one of whom, Isaac (the eighth child), cleared and cultivated the land which has come to be known as Parker Point.

1765 THOMAS COGGIN was married to Lydia Obear in 1755 and by her had six children. He died in 1821, aged 87 years; she in 1799, aged 44.

1765 EZEKIEL OSCOOD was married to Mary Barker in 1746. Of their twelve children, one son, Christopher, who served in the Revolutionary War fought at the Battle of Bunker Hill.

1765 JOHN PETERS married widow Mary (Dyer) Cushing in 1770 and by her had twelve children. His house was built on Peters' Point on the Inner Bay, near where stands the brick house owned by Mrs. Linus Coggan. John Peters, with the assistance of his son James, surveyed the township and made a plan of it. Many later deeds make reference to the "Peters Plan." He died in 1821, aged 80 years; his wife in 1826, aged 76.

1765 NICHOLAS HOLT, who as a town officer for many years and also an innkeeper, was the foremost man in Blue Hill at an early date. He was married first to Hannah Osgood by whom he had two children, and, after her death in 1744, to Lois Phelps by whom he had three. He died in 1798, aged 82 years.

There is an amusing story about Nicholas Holt courting ("sparking") the girl who became his second wife. Tired from a long day's work, he fell asleep while the young lady was on his lap. Cautiously, she rose, put the old-fashioned up-and-down churn on his lap, and retired. Soon after, he proposed a horseback ride; she, delighted, consented, and they were off, chatting

together. Before long, he stopped at a stump by the side of the path and said: "I think there is some trouble about the saddle girth. Now will you please step off till I see what the matter is." When she was safely on the stump, he whipped up his horse and exclaimed: "You can go home now and ride your churn, ye may, by George!"

Nicholas Holt, Jr., also a leading citizen, was for many years a colonel in the militia and Justice of the Peace. According to legend, he married more people and acknowledged more deeds and legal documents over a twenty-year period than all other justices east of the Penobscot River. Jeremiah Thorndike Holt, grandson of Nicholas senior, built the lovely colonial house next to the present Pendleton House in 1820. This house has a very fine old doorway, and the original fence still encloses the front yard.

1766 JAMES CANDAGE came to Blue Hill from Beverly with his wife, Elizabeth, and five children. One more child was born after their settlement. James Candage was supposed to have been 50 years old at the time of his death in 1788, but, since his son James was 35, he was undoubtedly older.

Rufus G. F. Candage, grandson of James, sea captain, and selectman of Brookline, Mass., compiled much of the early history of Blue Hill.

1766 JAMES DAY married Betty, daughter of James Candage, in 1775 and by her had sixteen children. He died at the age of 51 in 1802. His widow married Caleb Merrill by whom she had one son.

1766 JONATHAN DAY, of whom relatively little is known. He and his wife, Elizabeth, were original members of the church at Blue Hill. He died in 1807, aged 63 years.

1766 EBENEZER HINCKLEY was born in Brunswick, Maine, in 1733 and served as a soldier in the French War. He married Susannah Brown in 1754. In March 1776, he was found frozen to death on Long Island, where he and James Candage (senior) had built and operated a saw mill.

Ebenezer Hinckley's son Nehemiah walked from West Point to Blue Hill after being discharged from the Revolutionary Army. He married Edith, daughter of Joseph Wood, the third child born in Blue Hill. On August 3, 1861, Edith Hinckley dined with 111 of her descendants. She died two years later, when she was more than 97 years old.

1768 JOSHUA HORTON, from Cape Elizabeth, was the first treasurer of Blue Hill. He was married to Annor Dyer by whom he had nine children. He died in 1814, aged 72 years; his wife at 68 in the same year.

1768 MOSES CARLETON was born in Andover in 1760 and came to Blue Hill as a child. He and his brothers, Edward, Dudley, and David, settled in the south part of the town and built Carleton Mills, where they did a big lumbering business, on the Salt Pond. Moses Carleton married Mary Webster in 1783 and by her had twelve children. He died in 1838, aged 78 years; she at 89 in 1857.

1774 BENJAMIN FRIEND was the donor of land for the South Blue Hill Cemetery. He married Martha Dodge who bore him eleven children. He died in 1807, aged 63 years; his wife at 76 in 1829.

1784 JONAH DODGE came to Blue Hill as a widower, aged 73, with eleven children by two marriages. He died in 1788. His youngest son, Reuben, who was town clerk for twenty-four years and selectman for thirty-one, built the house still standing near the village on the Parker Point road. The spring on Dodge property, which is renowned for its fine water, is used by people for miles around. (Mr. Robert Adams stipulated in his will that the present fountain be erected there.)

1790 ASA CLOUGH, SR., came from Haverhill, Mass., with his bride, Abigail Pecker. Ten children were born to them in Blue Hill. He died, aged 87 years, in 1851; his wife in 1854, aged 88.

1791 THEODORE STEVENS was the blacksmith of the village for many years. He came to Blue Hill from Andover one year after his marriage to Dorcas Osgood (probably the daughter of Jacob Osgood), and by her had seven children. After his death in 1820 (aged 57), his son, Varnum, and later his grandsons, Frederick and John, carried on the family business. Dorcas Stevens died in 1832, aged 69 years.

1792 GEORGE STEVENS, Theodore's brother, married Ezekiel Osgood's daughter, Dorcas, at Blue Hill in 1800. After her death in 1847, he married Mary Ann Haskell, and, childless, adopted two boys. These children died at an early age. George Stevens built a saw mill on the Mill Brook and also established a shipyard at the head of the bay (with a dock from which to ship his lumber) where several vessels were built. Later, he bought a carding and fulling mill on the Mill Stream, which had been built and operated by Samuel Gibson. He also built and ran a successful mill for spinning cotton yarns. He accumulated what was, for his time, a large fortune before his death in 1852, aged 78 years.

1795 AMOS ALLEN was born in Sedgwick, Maine, in 1772. He married Joanna Herrick (of Sedgwick) in 1793, and by her had ten children. A man of forceful character and widespread influence, he was a Baptist preacher, a farmer, a miller, and a ship owner, in addition to representing the town in the State Legislature from 1820 to 1823 and again in 1842. His last election was due largely to the general understanding that he favored the building of a bridge across The Falls; but at the Legislature, he not only arrayed himself against the bridge charter, but openly ridiculed it. As the result of his actions, he failed to be re-elected.

Other early settlers who came to Blue Hill up to the beginning of the nineteenth century were Simeon Burnham, James Carter, Jonathan Clay,

John Clough, Jeremiah Colburn, Nathaniel Cushing, Jr., Elisha Dodge, Jonathan and Nathan Ellis, Daniel Faulkner, Rev. Jonathan Fisher, Ebenezer Floyd, Reuben Gray, David and John Green, John Grindle, Freeman Hardin, Philip and Seth Hewins, Obed Johnson, Seth Kimball, Samuel Knowles, Caleb Merrill, Samuel Morse, Atherton and John Oakes, Joseph Osgood, Robert Parker, Phinchas Pillsbury, James Savage, Edward Sinclair, Samuel Stetson, Jeremiah Stover, Dr. Nathan Tenney, Spencer Treworgy, Andrew Witham, George Bowers Wright, and Joseph Wood (no relation to the first settler).

The following surnames of early settlers are still extant in the village: Allen, Candage, Carter, Clay, Clough, Cushing, Day, Dodge, Friend, Gray, Green, Grindle, Hinckley, Horton, Johnson, Merrill, Morse, Osgood, Parker, Stover, Treworgy, Witham, and Wood.

Many of the early settlers are buried in the graveyard on Union Street, just above the Rowantrees Kiln. Pines, oaks, and alders now obscure it from the road, but the granite blocks and iron posts which were part of the original fence are still standing. Jonah Dodge, who died in March, 1788, was buried here "near the old Indian camping ground," and according to earlier record it had been voted "To spend two days for to clear and to fence the burying ground." Some of the settlers, Joseph Wood, John Peters, Nicholas Holt, Theodore Stevens, and Rev. Jonathan Fisher among them, have impressive granite monuments; but most of the graves, including those of prominent citizens and officers of the settlement, are marked by simple granite slabs.

A later burying ground, called Seaside Cemetery and first used in 1833, is located on a point on the north side of the inner bay. About forty years ago, Ellen A. Slaven gave the fine granite gate and iron fence on the street side of this cemetery. These lots have almost all been taken now, and land for a new cemetery has been purchased at North Blue Hill.

The Blue Hill area was "Plantation No. 5" of the six townships granted in 1762 by the Massachusetts House of Representatives. However, it was called North Andover for five years, until the first town meeting (March 2, 1767) when the settlers voted to name the town New Port. At this same meeting they elected a town clerk, selectmen, and committeemen, and voted "that if any one eut on any one's lot that is laid out, without lieense, he shall lose his labor and stuff," and "that if any one shall find lumber on their lot they shall carry it off."

A later record, dated "April 6, 1767" at New Port, tells that "At a Meeting of the Freeholders of the Town, Nicholas Holt was chosen Moderator, Voted that they would have their Lots put on Record and who they Lay a Gainst." The spelling of the town name had changed to Newport by 1769, when

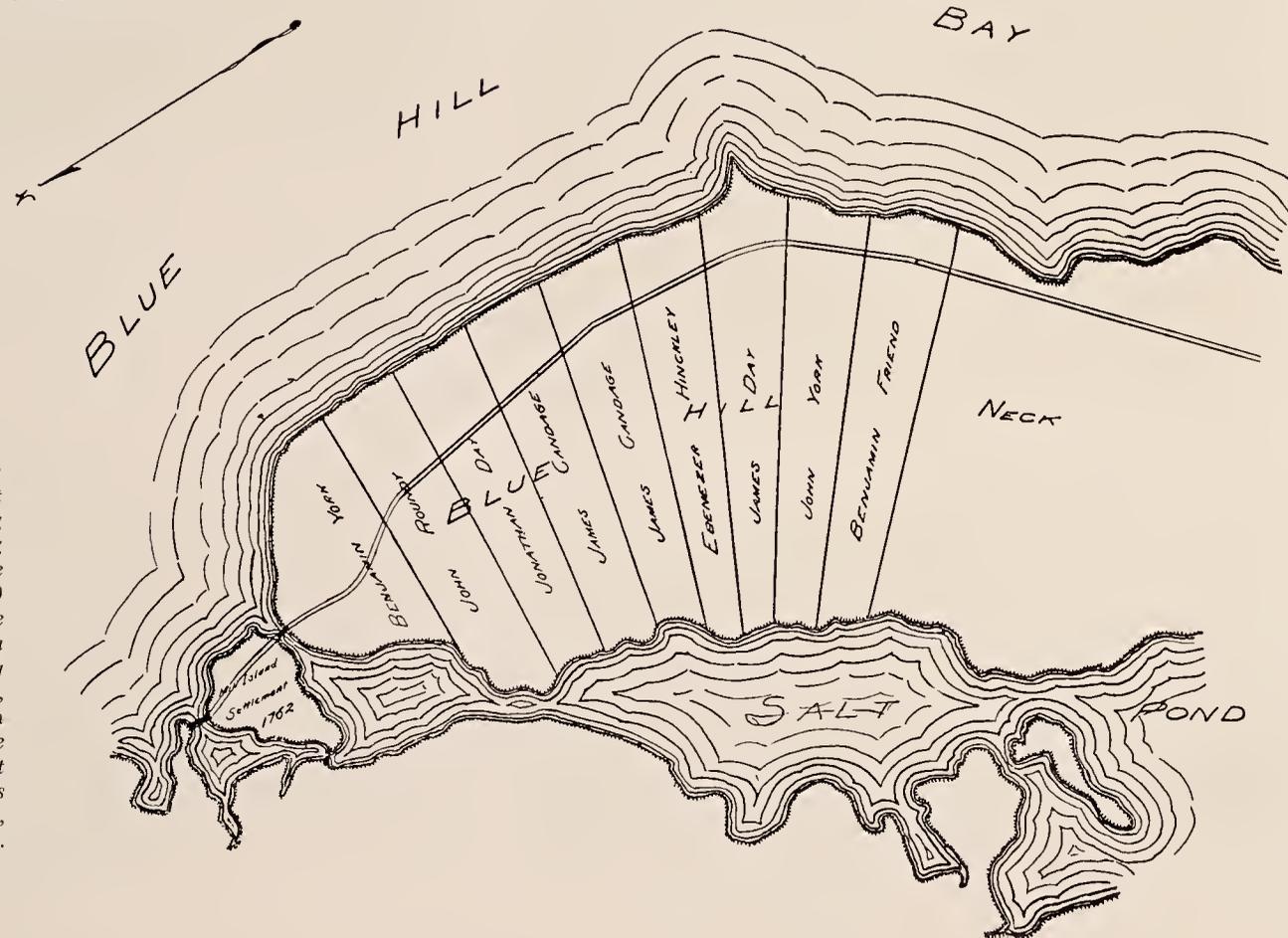
the land allotments (mapped below) were finally recorded; but, in 1778, John Peters was sent to petition the "General Court" to have the town called Bluehill.

Over the years there has developed a good deal of controversy in regard to the spelling of the town's name. Records show that in early days the one-word spelling was generally employed; more recently, the two-word spelling has come into general favor. The town's corporate charter, enacted January 30, 1789, not only answers the spelling question, but also sheds light on how the controversy arose. Its first paragraph reads:

"An Act to incorporate a plantation on the east side of Penobscott river, in the County of Lincoln, called Township number five, on blue hill bay, into a Town by the name of 'Blue Hill.'"

It will be noted that "blue hill bay" is not capitalized, but that the name of the town is written as two words, both capitalized. In the body of the charter, the town name appears as "Blue hill," however, and to slip from that form to the one word, "Bluehill," was a logical step for early residents — to whom, as will be noted above, form and capitalization apparently meant little.

"Then the Neck of Land in this Township, (was) Laid out into Eighty Acre Lots, Beginning at the . . . Falls and running from thence upon the Shore Southward about 150 Rods to a Spring and from thence across the Neck such a course as shall Give Eighty Acres upon the end of the Neck, this Lot of Land then being in the Quiet and Peaceable Possession and Enjoyment of Benjamin York of this town . . ." Town Records, November 1, 1769.





ABOVE: *The old Tide Mill Bridge. The house at the right, which was built by Benjamin Clay in 1833, was torn down fifteen or twenty years ago. In the background, a ship is loading with lumber in the Cove.* BOTTOM LEFT: *The Iron Bridge over the Falls, looking north. The photograph was taken at Capt. R. G. F. Candage's picnic in 1886.* TOP LEFT: *The present cement bridge over the Falls, looking north. The house in the background is "Wakonda."*



In 1897, James R. Long wrote: "The inhabitants of Bluehill Neck, by reason of a large pond called Salt Pond dividing the town, entered Sedgwick around the pond . . . (to reach) Bluehill, or came to town by water in boats. Thus they labored under a very great disadvantage by going eight or ten miles to gain one. But there were push and pluck in those men. They addressed themselves to the legislature, obtained a grant (I. Carter and O. Eaton held the grant) to bridge the tide water, and in 1852 they carried a wooden bridge across the falls, so called, by individual enterprise. It is said, but no record appears, that the town gave \$1,000. I learn that about 1867 the town voted to raise \$1,000 towards carrying across a second bridge. In September, 1883, the town voted to close a contract to carry an iron bridge (the first to be built in Hancock County) across in the same place."

The early wood structures were carried away by the tide, ice, and wind, but the original granite piers were used as the substructure of the iron bridge. The present cement bridge was built in 1926.

BLUE HILL'S CHARTER SPECIFIES THAT THE SETTLERS "BUILD A SUITABLE Meeting-house for the public worship of God, and Settle a Learned Protestant Minister, and make Provision for his comfortable and honourable Support" within a period of six years. Although in 1768 the settlers voted "to raise money to hire a person for to preach the gospel to us and for to pay his board," we know that Blue Hill was without a settled minister for the next twenty-six years. According to a letter addressed to the Massachusetts Senate and House of Representatives in 1785, however, the settlers had "hired Preaching Every Summer for seventeen years," and this was apparently sufficient to satisfy the charter terms.

The same letter tells us that they had "built a Suitable house for Public Worship," but the exact location of this building is unknown. Town records indicate that it was built in the Tide Mill district, however, and mention meetings that were held there and repairs made to it over a period of years. The earliest recorded date for the use of this building is May 3, 1772, when a town meeting took place in it. Some months later, the First Congregational Church of Blue Hill was formed (the first to be organized east of the Penobscot Bay and the twenty-fourth in the state), and on October 7, 1772, the Reverend Daniel Little of Wells, Maine, preached there to fourteen members, eight men and the wives of six of them. The confession of faith and covenant ended in the prayer: "Now may the gracious and glorious covenant-keeping God forgive us all our offences, assist us and bless us in this our covenant and accept us now and forever in Jesus Christ, Our Lord. Amen."

As the settlement enlarged in numbers and extended to the head of the bay, the need was felt for a larger and more central meeting house. "At that time," R. G. F. Candage writes of the late eighteenth century, "the town was the parish and the parish was the town, and all action . . . had to be taken in open town meeting." Between 1790 and 1792 town meetings considered the location of the new meeting house and named a committee to procure materials for its construction. In April of the latter year, the location was agreed on—the north side of Main Street at the top of Tenney Hill. Earlier, Blue Hill had voted that "a hundred pounds shall be raised on the town for purposes of building the meeting house," which was to be fifty feet long and forty feet wide. Now, plans were made for framing, boarding, and shingling the building. The selectmen were empowered "to hire a Master workman on as reasonable terms as they can be paid out of the Town treasury," and to "divide the town into Classes," each of which would send their proportion of men to work on the building. The master workman, we learn, was to "mark the men deficient as to time and labor and the Class to



The Congregational Church was built in 1842-43. In the foreground of this 1886 photograph are Alice Shaw (right) and Miriam Stevens.

The CONGREGATIONAL CHURCH

which . . . (such men belong) shall be obliged to make good such deficiency." On the more agreeable side, the town voted one month later "to procure one barrel of rum, also molasses and sugar sufficient for framing and raising the meeting house."

Construction of the Meeting House began in May, 1792, and lasted almost ten years. (There was no formal dedication to fix the date of completion.) Inside, the arrangements were similar to those of the Old South Church in Boston — square pews, galleries, and a high pulpit with a sounding board suspended above. The floor pews were sold at public vendue in September, 1797, but gallery pews were not sold until 1800.

In 1821, John Peters presented the town with a Paul Revere bell, and a tower and steeple (the gifts of Reuben Dodge) were added to the east end of the meeting house to accommodate it. The bell, which rang for the first time to celebrate the donor's eightieth birthday, tolled only one week later for his death.

In January of 1842, the meeting house which represented so many years of labor and sacrifice by Blue Hill's inhabitants was burned to the ground. It was another year before a new building was constructed to house the Congregational parish, and in the interim the town voted to divorce church and state. Earlier, every taxpayer had automatically contributed to the sup-

port of the Congregational Church. In 1842, however, one inhabitant of the town refused to pay the church tax assessed against him. This man was jailed at Ellsworth for a month, and the ensuing disturbance led to the church and state division. It was then that the First Congregational Parish met, elected its own officers, and opened new books. From that time, church funds have been raised by means of voluntary subscription, contributions and donations.

The present First Congregational Church of Blue Hill was dedicated in January, 1843. Land had been given by Reuben Dodge, and the builder was Thomas M. Lord of Blue Hill. The perfectly proportioned Greek plan came from Bangor and is credited to B. J. Deane. Labor and materials were, for the most part, contributed by members of the parish. The bell is a recasting of the old Paul Revere bell which fell and broke when the old meeting house was burned.

By the 1890s, the interior walls of the building were found to be in poor condition — probably as the result of age, leaks in the roof, and dampness. Plans of the auditorium were sent to Boston to George Clough, who, with the aid of the artist, Pennell, designed the present decoration and reinforced the ceiling and side walls.

The Eastern Steamship Company generously shipped the men and mate-

RIGHT: The Jonathan Fisher Homestead, now owned (and recently repaired) by the minister's great-great-granddaughter, Miss Ethelwynne Hinckley. Jonathan Fisher's grandson (seated left) and two great-grandchildren are shown in the photograph.

LEFT: Interior of the Congregational Church as it looks today.



rials for this work free of charge; church members lodged and boarded the men, and the ladies of the Sewing Circle provided the needed money.

More recently, in 1948, the church needed further repair work — replacement of timbers under the basement floor and reinforcement for the granite foundation which had heaved. Again, funds were raised by the efforts of church workers and generous friends.

The records of the Congregational Church show that at least twelve clergymen preached at Blue Hill before the arrival of Jonathan Fisher, the town's first settled minister. Father Fisher, as he was known locally, came to Blue Hill as a summer pastor on June 17, 1794. In the following year, during his second summer pastorate, he was given a call to the parish, and he was ordained in an open field in the village on July 1, 1796. Mary Ellen Chase, in her book *Jonathan Fisher, Maine Parson*, has told so eloquently of Blue Hill's first settled minister that little need be said in these brief sketches.

Parson Fisher, a Harvard graduate, faithfully preached the Gospel of Christ for forty-one years, and at the same time displayed unusual talents in the fields of painting (portrait, landscape, and sign), wood engraving, writing of poetry and prose, science, mathematics, surveying, and farm management. The father of a large family, it was his custom to rise at five, build the fires, lay the breakfast table, and then to study Greek until breakfast was served at six. He walked countless miles to call once each year on every family in the town, collecting the children to recite the catechism which he had previously left at the house. (He is, in fact, known to have often walked the nine miles to Sedgwick to confer with Rev. Daniel Merrill; and he is also known to have walked thirty-six miles to Bangor, where he was trustee of the Theological Seminary.)

Byron Darling, who was one of his parishioners, later wrote of him: "He was a stern, firm, unflinching man, a devoted self-sacrificing Christian whose example of Christian and industrious and frugal habits it would be well for all to imitate When I appeared before him and Vespasian Ellis to be examined as a school teacher how glad I was when he said 'that will do, I will now give you some advice, which is this, Be mild but firm.'"

In compensation for settlement in Blue Hill, Father Fisher received title to the minister's lot of 300 acres of wild woodland, a barn which measured forty by twenty feet, and \$200 in cash. (This barn, which was built in 1796 at a cost of \$147 is still standing.) As annual salary, he received \$200, the cutting and hauling of fifteen cords of wood, and the clearing of five acres of land.

In 1837, Father Fisher's failing health led him to retire from the pastorate after forty-one years of service. Ten years later he died, leaving behind him a host of objects and accomplishments which still testify to his prodigious

activity — his house and buildings, which he planned and helped to construct; his paintings, including the four self-portraits done for his daughters; his library, which represented fluent reading in five languages; the clock with wooden works built for his Blue Hill house; and the sermons and letters carefully transcribed in a unique shorthand developed for his use when he was in college — to name but a few.

He is buried in the old cemetery on Union Street, beneath a tall granite monument engraved with the words "Know Thyself," erected by the town to his memory.

On August 27, 1922, the Congregational Church celebrated the 150th anniversary of its founding. The high point of several meetings at which papers on the early Blue Hill churches were presented was Henry T. Fowler's reading of a poem by Henry F. Krehbiel which told of the history of the town, the building of the church, and the story of the Paul Revere Bell. Music for the meetings was provided by a string quartet made up of Mr. Franz Kneisel's students; and the reading was interspersed with solos and string obbligatos. When the story of the bell was told, Mr. Krehbiel tolled the bell in time with the music. Dr. John J. Martin, the officiating summer pastor who arranged the meetings, was assisted by the Baptist minister, Rev. Wayne R. Robinson.



Jonathan Fisher's bookplate for the church library.



The BAPTIST CHURCH

IN 1793, REV. DANIEL MERRILL WAS ORDAINED AT THE NEWLY-ORGANIZED Congregational Church in Sedgwick. Soon after the religious revival of 1799, when many in this area joined the churches, however, Rev. Merrill changed his belief as to the ordinance of baptism; and in 1805, he and most of his church members were baptized by immersion. Rev. Merrill was then re-ordained and installed as pastor of a newly-formed Baptist Church — holding services in the same building as before.

Rev. Merrill's influence was widespread in this part of Maine. Following his re-ordination, twenty-eight members of the First Congregational Church of Blue Hill withdrew, dissatisfied with the ordinance of baptism; and nineteen, thirteen men and six women, formed a local Baptist organization. Continued secession from the Congregational Church brought the Baptist membership to forty-seven within a few years. The new organization held meetings in houses, barns, and fields until October, 1816, when it was decided that a meeting house should be built at the "Head of the Bay between the homes of Isaac and Daniel Osgood."

Thus, the present building was started in 1817; and it was partly finished, with single board floors and planks for seats, for the Lincoln County Association held here that year. Further work gave the church two stories, a high pulpit, box pews, and the framework for galleries on two sides and one end; and in 1856, the building was remodelled to its present state by Thomas Lord. The bell was installed in 1858 — the gift of the Ladies' Sewing Circle — and the chapel was built in 1880. The present oak pews replaced the earlier white ones in 1928.

In the years following its organization, the Baptist Church in Blue Hill was responsible for the formation of three "daughter churches" — at South Blue Hill in 1825, at Penobscot in 1878, and at East Blue Hill in 1880.



TOP LEFT: *The Baptist Church as it looks today.* RIGHT: *The Baptist Church interior. The building, which dates from 1817, was remodelled in 1856 by Thomas Lord.*

THE ORIGINAL BLUE HILL ACADEMY CAME INTO BEING as the direct result of an Act of Incorporation passed by the General Court of Massachusetts (of which Maine was then a part), March 8, 1803. Of the thirty-two successful petitioners responsible for this action, the one best remembered today is the Rev. Jonathan Fisher.

The earliest Academy building was a square wooden structure, thirty-eight feet long and thirty feet wide, which was sold for ninety dollars in 1832 and moved into the village. There it served as a store for A. H. Dresser until it was destroyed by fire twenty-five or thirty years later. The brick building which replaced it in 1833 (the Legion Hall of today) housed the Blue Hill Academy for the following sixty-five years.

In 1898, a new Academy building was constructed on the George Stevens property on Union Street. Mr. Stevens, who died May 1, 1852, had served for many years as an Academy trustee. A highly successful businessman and a devout Baptist, his opinions were often at variance with those of the predominantly Congregational Academy board. His will left the major part of his estate, including his homestead and home lot, in the care of a self-perpetuating body of five trustees — to be used for the establishment of an academy when such a step seemed advisable. In accordance with his wishes, the George Stevens Academy of Blue Hill was incorporated in 1891, and its building was constructed, as noted above, in 1898.

After 1898, a school was operated in the new George Stevens building, but in conjunction with the older Blue Hill Academy. Under this arrangement, the latter paid rent to the former, and the school was administered jointly. Informally, it was known as Blue Hill-George Stevens Academy until 1943, when the two organizations were legally merged by an Act of Legislature and their endowment funds were combined.



TOP RIGHT: *The old Blue Hill Academy, photographed between 1860 and 1870.*
LEFT: *The fan doorway of the George Stevens Homestead was reinstalled in its original place in 1952.*

BLUE HILL ACADEMY

twenty-five cents for a distance over 400 miles. A semi-weekly mail was started in 1871, when the name of the settlement was changed from McHard's to East Blue Hill. Town records show that this was the time when more settlers — lumbermen, farmers, and ship builders — took up lands in the locality.

In his birthday address, James Long also tells: "In my earliest remembrance, say from 1825 to 1830, but four families resided in this place — my father . . . Steven Conary, Leonard Carlton, and Asa Conary . . . The four families gained a livelihood by raising on wild land in summer what they could, running a mill spring and fall, (and) hunting and clamming in winter." About 1815, Joel Long built his two-story house on the west side of the brook, the bricks for the two ends supposedly having come from a small brickyard nearby. This is the only one of the four original houses now standing. Later, James Long added the ell and lived there with his father. (It is now occupied by James' granddaughter, Mrs. Frederick Cousins.) James Long and his brother, Joel Long, Jr., had a large brickyard where the present boatyard is located, and Joel, Jr., used bricks from this brickyard to build his home on the east side of the brook. (James Long's great-grandson, Mr. Maurice Cousins, lives in the lovely old house now.)

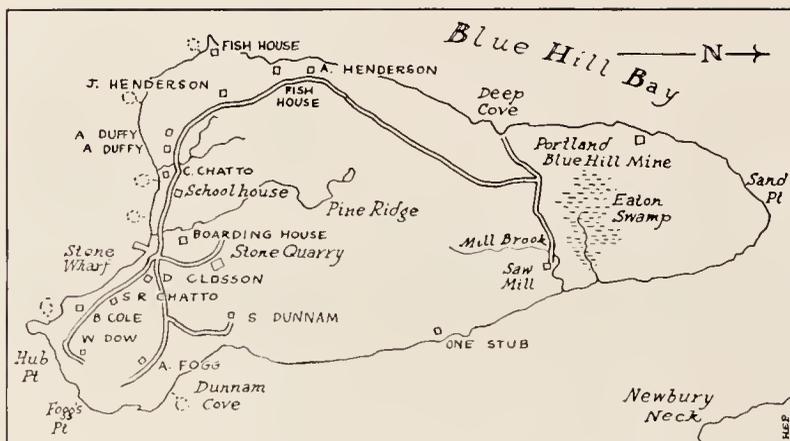
Among other old East Blue Hill houses is that built by John Curtis soon after the settlement of the village. This house, located on the hill above Curtis Cove, was recently bought and restored for a permanent home by Mr. Benjamin C. Vannah. The Frank Cousins house was built by Captain Francis Cousins, a ship builder with a shipyard east of the present boatyard. When the Captain bought land for his house of Abigail Friend Long, she remarked that he would probably build a little shack. This so infuriated Captain Cousins that he built the large two-story house with a widow's walk, now Dr. Albert Crawford's.

The first shipyard at East Blue Hill, belonging to Joel Long, Sr., was located north of the main bridge across McHard's Stream. At least five ships were built in the Long shipyard, and, later, at least two more East Blue Hill vessels were built by Captain Francis Cousins in his shipyard. One ship was built on the shores (now Camp's) then belonging to Phineas Cousins, the Captain's father. (Phineas had a farm on Morgan's Bay, and did some work on ships built at East Blue Hill; but his principal work as ship's carpenter was done at Surry and Ellsworth.) Since all of the East Blue Hill vessels were built on the north side of the bridge across McHard's Stream, it was necessary to take out a section of the bridge whenever one of them was launched.

TOP: House and barn on the north side of the bridge at East Blue Hill, built by Joel Long, Sr., about 1815. BOTTOM: House built about 1845 by Joel Long, Jr., — with brick from his own brickyard.



LONG ISLAND



This map is based on one made by Ralph Duffy, who was born on Long Island before the turn of the century, and whose family was the last to live there.

ALTHOUGH LONG ISLAND IS UNINHABITED TODAY, IT WAS ONCE WELL POPULATED. The first building erected there was a sawmill built by Ebenezer Hinckley and James Candage — on the east side of the island, opposite Deep Cove, sometime prior to 1776. On March 31, 1776, Ebenezer was found dead on the island, the inquest reading as follows: "This Day Being found the Body of one Ebenezer Hinckley Being Capt. on Long Island lately an inhabitant of Said Place and Being found Dead on Said Island it was thought Proper of the Inhabitants as there was no Coroner within Twenty Miles of Said Placc to Chuse Mr. John Roundy as a forc Man to Twelve jury Men then and there to Examine the Body and how Said Hinckley Came to his End Whereas Every and Each of them one thought that he perished with the Cold and Said jury has hereunto set our Hands. . . ."

Settlement on the south side of the island was made about twenty years later, when David and James Carter, Jr., built homes near the Sand Spit, directly opposite South Blue Hill. Here James raised a family of thirteen children, and David, seven children. R. G. F. Candage writes that they "raised their own corn and grain, cattle, sheep and swine for the use of their families, spun, wove and knit their clothing from wool of their sheep, and lived within their own resources." Still later, David Carter's son, John Pearce (born 1799), cleared farm land, built a house and barns, and raised a family of seven children in the same area.

The west side of the island was first settled about 1800, when James Day, Jr., cleared land and built a house (where he raised seven children) at Deep Cove — at that time a favorite place for catching cod, haddock, and hake. He was drowned near Newbury Neck at the age of seventy-five. Later settlements on the south and west side of the island were made by Francis and Isaac Grant (from Kennebec and Bath, Maine, respectively) and by Joshua, Charles, and John Chatteau from Deer Isle.

The earliest settler at the center of the island was Moses Friend, whose buildings on the ridge could be seen clearly from the mainland. By 1835, the farms of Uriah and Joseph Marks were located at the north end of the island — even then a favorite place for berrying and clamcakes.

The men who inhabited Long Island were farmers, fishermen, clam diggers, and boat builders. They sold bait which was used on the Grand Banks. Twenty-five or more weirs were located around Long Island shores, and sardines for canning and bait were shipped to all ports from Rockland east-

ward. The barrels in which the bait was packed were made at South Blue Hill by the Henderson brothers and a Mr. Herrick, coopers.

In the latter part of the nineteenth century the population of Long Island increased when a granite quarry belonging to Brown, Couch, and McAllister was opened at the south end. This quarry, which furnished stone for buildings as well as for paving blocks, closed about 1890, and the quarry equipment was shipped to Block Island. At that time, Long Island had a school for thirty or more children. Church services were held in the schoolhouse

BYRON DARLING DESCRIBES A MOOSE HUNT

ONE MORNING, "soon after Mr. (Daniel) Osgood . . . had completed his mill . . . he saw a large moose standing in the bushes less than ten rods from it. He at once returned to his house, took his trusty "King's arm" . . . and by a circuitous route, so as to delude the noble animal, he cautiously approached within the desired distance and fired at him . . .

"Mr. Osgood's customers had to wait for their grist that day, yet it was a day of rejoicing, for all felt well assured that they would get a piece of the meat, as selfishness was no part of Mr. Osgood's nature. . . .

"Not long after . . . Phin (Daniel Osgood's brother) was at Dan's house one morning in the autumn and while standing in the dooryard, with a light wind from the direction of the mountain, back or north of which . . . roamed the moose, the deer, the bear and the wolf, he began snuffing the air and said to Dan: "It seems to me I smell moose," whereupon Dan too began to snuff the air and said: "Yes, Phin, I too smell moose" . . . they were soon off; and as it was morning they had most of the day before them.

"They passed up the east side of the mountain and proceeded northward for a mile or more, when they discovered . . . signs . . . that there were moose not far from them . . .

"Now, I am not a moose hunter . . . yet from . . . what I have heard hunters say, these animals . . . have a chance for retreat well considered and maturely planned . . . (Their) crossing places (are) well understood and . . . a good hunter will soon find (them) out from experience . . .

"So it was arranged that Phin should cautiously remain on the trail, while Dan by a circuitous route should advance and lay in ambush at a crossing place, where both moose and deer often went when they changed their locality. . . . If Dan should hear Phin's trumpet he would know the moose was routed and was coming. He was secreted on the ground, close to the butt of a large tree, which has ever been considered the best place for safety in case of an attack by a moose.

once, and sometimes twice, each week, the ministers coming from the mainland. Mail was brought daily, except Sunday, from South Blue Hill — in a rowboat, and often by foot over the ice. (Among the mailmen were James Henderson and Ralph Duffy.)

About 1900, Ferdinand DeFilippo, an embezzler from an Italian bank in Boston, took refuge on Long Island with his wife, two daughters, and a nephew. He lived first on the eastern shore, but later built a house which could be seen clearly from South Blue Hill at the island's southwest end.

"It was then past noon and Dan began to fear in case the moose had been started that he had gone some other way, but in a short time he heard the blast of Phin's trumpet. . . . Presently (he) saw . . . a large bull moose leaping for dear life. With his wide spreading antlers he was, indeed, a dangerous looking animal to behold. But he happened to come quite near to Dan, and when abreast he fired at him. . . . He fell to the ground dead . . . and Dan . . . blew his trumpet with an extra blast. But Phin had heard the well known report of Dan's gun and hastened towards him. . . . Before the sun had set the meat was in quarters and by some withes hung up on the limbs of the trees.

"They were then two miles or more from their homes in the wilderness, into or out of which there were no roads or even a foot-path, and the darkness of the night coming on. But as they were persevering and courageous men they took the best observation they could and shaped their course homeward as best they might, not forgetting as they passed along to spot some trees as a guide to the meat the next day. Before bed-time they were safely with their families, where they found several neighbors waiting for their return. . . . In the hearts of all there were joy and gladness for their safe return and for the good luck attending them. The joyful tidings were soon all over the neighborhood, and arrangements were quickly made to bring the meat out of the woods, there being no lack for volunteers.

"Two men could carry a quarter strapped to a pole, by some withes, and in the same manner ten men could bring in the whole, including the hide and the head. As they took an early start, before night it was all safely at their homes, and invitations were sent out for all to meet at Dan's house the next day for a feast on moose meat, where a general distribution would be and was made."

Ellsworth American, April 21, 1887



The Library building, begun in 1938, was opened in 1940. It now houses a collection of about 15,000 books.

The BLUE HILL LIBRARY

WITH THE EXCEPTION OF ONE TWENTY-YEAR INTERIM, BLUE HILL HAS HAD its own library from the last years of the eighteenth century to the present. A notice dated October 24, 1796, gives evidence of an even older county library. This notice reads: "The Proprietors of the late Hancock Library residing in Blue Hill, being separated from the Proprietors of said Library residing in Sedgwick, are hereby notified that in consequence thereof, a Meeting will be held at the School on Beech Hill on Monday, the seventh day of November at ten o'clock in the forenoon for the purpose of forming themselves into a Society & passing such votes for regulating the same as they shall think proper."

At the meeting which followed this notice, Ebenezer Floyd was chosen as moderator and Reuben Dodge as proprietor's clerk, and the new society was duly formed. "We (forty-four citizens of the town are named here), wishing to become acquainted with the customs and manners of the world and every other useful knowledge, do hereby form ourselves into a Society by the name of the Blue Hill Library."

At the same time, the proprietors formulated rules to govern their activity, among which appear: "The Librarian shall deliver and receive the books intrusted to his care etc. All books belonging to the Society shall be numbered from one upwards. The name of the Library shall be wrote or printed in each book and the price thereof. Each right shall be subject to an annuity of twenty five cents. . . .

"Annuities and fines not paid within 6 months shall be doubled . . . 12 months trebled and so on in that proportion. Any person lending a Library book shall forfeit the price thereof; and if he neglect to return it forfeit his right. . . . Any person keeping a book more than 3 months shall pay 6 cents 1st week over, and for 2nd week 10 cents and so on in that proportion until he shall forfeit his right."

Additional fines were to be levied for damages — two cents per page for a drop of oil or tallow, five cents per leaf for leaves torn apart, two cents for each leaf turned down, twelve and one-half cents for writing or marking on a book, and three cents for warped covers. Books were to be called in for inspection about once a year, and persons refusing to pay their fines would be deprived the use of the Library. Of other financial matters, we learn that the librarian, who was authorized to exchange books "only on Saturday in the afternoon," received four dollars per year for his services.

Records of subsequent meetings indicate continued activity through the first quarter of the nineteenth century:

November 4, 1799: "Voted, that half the amount of the Library in gen-

eral shall consist of Divinity and the other half of History. . . . Voted, that the Select Committee procure a Bookcase for the Library."

November 3, 1800: "Voted, that the Proprietors of the Library be called The Proprietors of the Social Library of Blue Hill . . . (and that) Blue Hill Social Library shall be wrote or printed in each book with the price thereof."

November 29, 1814: "Directed the Treasurer to cause a catalogue of the books to be printed."

November 6, 1815: "That the whole amount of books belonging to said Library at the retail price, \$389.39½. Number of rights, seventy two (fourteen having been forfeited since 1796). Of the seventy two annuities which became due August last, forty nine only have been paid, twenty three unpaid of them, it is probable that twenty two only will be paid, as one right purchased by a British Officer last winter will probably be forfeited."

The sum of \$29.05 then in the treasury was to be used for the purchase of seven divinity books ("Bellamy's Works, Spring's Essays, Rev. Mr. Frey's Memoirs, Life of Mrs. Newell, Life of Fanny Woodbury, Life of Rev. George Whitefield, Solitude Sweetened") and an equal number of history books ("Morses' Universal Geography, Clarks Travels in the Holy Land, The Life & Memoirs of Major General Lee, The Life & Memoirs of General Moreau, Goldsmiths History of England — Two Volumes"). Several years later, we learn, the proprietors moved to exchange the "least useful" books for "others considered to be more interesting."

Prominent among the officers of the library were Reuben Dodge, Samuel Wood, Nathan Ellis, Matthew Ray, Israel Robinson, George Stevens, Andrew Witham, Jonah Holt, and Bushrod Hinckley. The location of the library room is never stated in the records. (The room may have been above J. T. Hinckley's store (later Leighton's plumbing shop), for we know that meetings of the proprietors were held there. Other meetings appear to have been held in the Beech Hill School House, the Meeting House, and several different stores.

In the succeeding years interest in the library appears to have waned. At the meeting of proprietors called by Peter Parker in 1849 it was voted that "the library be divided among the Proprietors . . . that a committee be selected to divide it into lots . . . that the choice of lots be set up at vendue among the Proprietors . . . (and) that the money arising from the sale after paying the debts of the Society be equally distributed among the members."

The ensuing twenty years found Blue Hill without any library. In 1868, however, at the request of subscribers and seven proprietors, a warrant was issued by Bushrod Hinckley to call a meeting for the purpose of organizing one. At this meeting, held November 28, 1868, it was voted that a new



ABOVE: The first Blue Hill Library bookplate, reproduced from the original block which Jonathan Fisher cut in 1796. This bookplate was probably discarded when the Society changed the name to the Ladies' Social Library.

BELOW: Jonathan Fisher's presentation plate, which he also designed and cut himself.



association "formed in pursuance of the Statutes of the State of Maine shall be known and called by the name and style of The Ladies' Social Library of Blue Hill. The officers shall be chosen annually on the first Monday in May by ballot. A President, Vice-President, Secretary and Treasurer and an Executive Committee of three. Any person may become a member by vote of corporation and by paying the sum of three dollars and signing the by-laws, each member paying fifty cents annually for the purchase of books and incidental expenses." The library was to be open on Thursday from one until three o'clock, and the librarian was to receive five dollars per annum for her services.

The first elected officers of the new library were: Mary Jane Clough, President; Carrie Dodge, Vice-President; Frances B. Hinckley, Secretary and Treasurer; Sarah F. Hinckley, Eliza Chase, and Kate Means, Executive Committee; and Sarah Fisher Hinckley, Librarian.

The records of The Ladies' Social Library make no mention of the location of the library room prior to 1889, when we learn the books were moved to a room over J. T. Hinckley's store. In October, 1892, a special meeting was called to determine if "the members of the Library are willing to have a reading room in connection with the Library," and the records show that "of the eleven votes cast ten were for and one against." (At this time there were 885 volumes in the library.) It was also voted (ten for, one against) "that we expend one half the money on hand for books, one half to put away for a fund called the building fund." In the following year it was moved "that they should raise money so as to expend the sum of fifty dollars for books and magazines . . . (and that) after expenses of the Library were paid all money remaining should be placed with the Library Building Fund." (The means of raising money is not stated in this case, but we know that three years earlier the treasury was enlarged by \$29.52 from the sale of ice cream.)

In the records of 1894 we read that "the Committee have examined the books and find them in good condition considering the large circulation of the past year. The smallest issue of books to a share was one, the largest seventy four. The number of books one thousand twenty eight. In conclusion we would fix your attention upon the fact that while we have the nucleus of a fine Library, we have no building. Let us strive to add a little year by year to the building fund and bear in mind that well read men and women

are seldom either law breakers or a public charge."

Despite this excellent argument, the library was not to have its own building for almost fifty years. However, at the meeting called in August, 1895, it was decided "after some talk that the members . . . would like for the sum of two hundred dollars, two rooms in the New Town Hall, to have and to hold, rent free, on the ground floor." Meanwhile, "Judge E. E. Chase offered us the use of his rooms over F. P. Merrill's store . . . until the room in the New Town Hall was completed." Later, the members voted to buy shelves from the Boston Shelving Company and "to hire thirty dollars of Julia Littlefield until May first 1897 without interest" to pay for them. A vote of thanks was extended to George H. Stover for the fine furniture presented by him for the new town hall library.

The library prospered at its new location. A card catalogue was suggested and made by Miss Adelaide Pearson in 1901. Books donated by "friends in the village and members of the summer colony" brought the total collection to 1,662 in 1903, when more shelves were installed to accommodate the additions. The salary of the librarian was increased to fifty dollars a year, and the rooms were opened Wednesday afternoons, Saturday afternoons, and Saturday evenings. A special juvenile department was installed "as we hope to win the children to a love of the Library."

It would be impossible to list all those who were active in the library during this period, but the names which stand out by virtue of repetition in the reports are those of Frances B. Hinckley, Lizzie Hinckley, Mabel Chase, Fosta Hinckley, Abbie Stover, Lena Snow, Carrie J. Lord, Emma Jean Mc-Howell, Sarah Hinckley, Mary Wescott, Alice Holt, and Eliza L. Herrick. Their efforts and others' brought the library to a point where it had a circulation of three thousand and more books than the room would hold by the time Anne Hinckley was appointed librarian in 1931.

Plans for a new building were not formulated, however, until 1934. The ardent instigator of the project was Miss Adelaide Pearson. Despite a lack of money, she campaigned for the new building and was joined by hundreds of friends. Aid was secured from the P.W.A. at the plea of Anne Hinckley, and the foundation for the new building was begun in December, 1938.

All helped with the construction — some with materials, some with labor, some with financial donations. The books were moved to the handsome new building in March, 1940.

THE NEED FOR A HOSPITAL IN THE BLUE HILL AREA HAD BEEN RECOGNIZED for some time before concrete plans for starting one were brought forth by Caroline A. Richards in 1920. A committee (Caroline A. Richards, Virginia H. Holden, Edith A. Farnsworth, and Dr. R. N. V. Bliss) formed at that time decided to lease for two years the two-and-one-half story house at "the head of the bay" on Water Street. This house, which had been built in 1831 by Thomas Coggin, is no longer standing. Its original fan doorway is preserved in the very much enlarged hospital building of today. The committee (as trustees) gave what funds were necessary until plans for continuous financial support of the hospital could be formulated.

From the beginning, the Coggin house cared for as many patients as its limited quarters would allow. Before the lease was up, Mrs. Richards bought the building, and The Blue Hill Memorial Hospital was incorporated on October 10, 1924. Somewhat later, an addition more than doubling the building's capacity was given by Gertrude Haskell in memory of her husband.

In 1929, a bad fire destroyed the original hospital building. The new part, which had been built by Mrs. Haskell, was badly damaged, but much of it was saved. What equipment could be rescued was moved to the Blue Hill Inn on Tenney Hill, and the hospital continued to function there. Rebuilding was started at once — restoring the old building and repairing the new. Mrs. Haskell generously built a much larger new ell, with a well-equipped operating room.

A neighboring house on the opposite side of the street (built by Robert P. Ewer, about 1846) was bought in 1931 by Mrs. Haskell and given to the hospital for a Nurse's Home. Another important gift, an up-to-date X-ray machine, was given by Mrs. Jane P. Chisholm and William P. Palmer, Jr., in memory of their father and mother.

From the time of its opening, the hospital has been under the supervision of Dr. Bliss. Through his able guidance and the efforts of a fine corps of nurses, it has benefited not only Blue Hill, but also surrounding towns and islands off our coast. Since income from patients is not sufficient for the support of the hospital, subscriptions, endowments, and material donations from villagers and summer friends have helped it to carry on.

The hospital building and the new ell as they look today.

BLUE HILL MEMORIAL HOSPITAL





A schooner at the Town Wharf at low tide. The shore in the middle foreground is the location of the George Stevens shipyard.

INDUSTRIES

OF THE MANY VARIED INDUSTRIES WHICH HAVE OCCUPIED BLUE HILL inhabitants, lumbering was probably the first to be practiced here on a major scale. In early days, it would be a common sight to see a half dozen vessels at anchor off shore receiving lumber for Boston and other ports. Cordwood and saw-logs from the interior were scowed from a landing at Long Cove on the Salt Pond to vessels loading below The Falls. More wood was hauled to the Neck shores each winter to await spring and summer loading; and, in the village, hundreds and thousands of cords of wood, hemlock bark, and other forest (and farm) products were piled on the town landing ready for shipment each year.

It was on this same town landing that Spofford and Robinson established potash works in 1790, when the town voted "That Messrs. Spofford & Robinson shall have the privilege of the land whereon their potash works stand . . . for twenty years, with the proviso that the Inhabitants of the Town shall not incur to the disadvantage of their business nor shall they incur any part of said Town landing to the disadvantage of the Inhabitants of said Town."

Many years later, between 1850 and the 1860s or 70s, there was a canning factory on the town landing. Local cattle were slaughtered for this factory, and some idea of its activity may be had from the fact that Benjamin Snow slaughtered 82 cattle in his barn in 1863. (It was this industry which brought William [or Billy] McHowell, a never-to-be-forgotten character, to Blue Hill. Among his outstanding peculiarities was the practice of painting his Leghorn hens' tail feathers bright red to distinguish them from neighbors' flocks. It was also his custom to remove the shoes from his horse when he left town for a day or so — to prevent his wife and daughter from "hitching up" to go driving.)

The first Blue Hill sawmill, the *Endeavor*, was built at the Tide Mills between Mill Island and the mainland in 1765. Its power principle was unusual; flood gates opened when the tide flowed in and closed when it flowed out — to form a dam to send the waters turning the mill wheel. In 1768, when a grist mill was built near the *Endeavor*, it was still possible for the entire Blue Hill population to gather around one table for the dedication.

Some years later (about 1810), John Peters built a sawmill by a stone dam on Peters' Brook. Logs which supplied this mill were largely cut and rafted from Long Island. Another Peters sawmill, built about one hundred yards upstream from the first, was supplied with logs from Peters' own back lots. Three other mills — the Carletons' on the south end of Salt Pond, one on the Mines Road on the outlet stream from Wood's Pond to Douglass

Pond, and one on the Mill Brook below the old wooden Main Street bridge — were operating in the early part of the nineteenth century.

The Mill Brook was an important and busy stream at that time — the Matthew Ray edge tool shop, the Curtis furniture factory, the Daniel Osgood grist mill, a threshing mill, stave mill, cooper shop, and George Stevens' carding and fulling mill were all located above the Main Street bridge. (George Stevens also operated a cotton mill — one of the first in the country — above the High Street bridge. Cotton warp produced there was in great demand and brought the princely sum of one dollar a pound.)

The carding mill was an essential part of the early Blue Hill scene. Byron Darling writes: "The early settlers soon learned the importance of raising sheep, both for food and clothing, and most of the farms . . . kept quite a number. On the old Darling farm in the days of my early manhood there were sixty to seventy. . . . After the sheep were washed and sheared the wool was picked by hand by women and children and taken to the mill to be carded. When the rolls were received, came the spinning and after that the weaving into cloth by the women."

As for transporting the wool, Byron Darling describes the construction of an interesting canoe or float. "They would select a straight grained pine, say from three to four feet in diameter, fell it, cut off a section from ten to fifteen feet long, then midway bore a hole halfway through, or more, put in some powder and split it in halve. Then with augers and axes and other tools they would dig it out, leaving a shell of the sides and bottom from two to three inches thick, and after taking off the bark and shaping the ends, as desired, they had a craft that would carry quite a large load, and which, as there were no carriages in those days, they found quite convenient to go to the mill. . . ."

SHIP BUILDING

Ship building, a continuously important Blue Hill industry, was carried on from 1792 until as late as 1891. Throughout these years many of the Blue Hill inhabitants worked at the various shipyards. According to tradition, their wages included a small *grog*, usually rum, which was served them each day at eleven o'clock. When my father was a boy he held the job of serving the daily *grog* at the shipyard where my grandfather, Asa Clough, Jr., worked as ship carpenter and master builder.

Most of the vessels built in Blue Hill yards were owned locally. Construction costs were customarily divided into sixteenths, and sixteen investors would buy shares for cash, goods, or labor. This investment procedure is

borne out by the following entry, which appears in my grandfather's ledger:

1846 The Barque Sarah E. Snow	
Cost of Hull	\$6490.00
Cost of 1/4	\$1622.50
Cost of 1/16	\$ 405.62
Paid on my part	\$ 383.15
Due twenty two dollars. 47 cents	

Ships were built in the Cove at the Tide Mills, along the shore of the Inner Bay, at East Blue Hill, and even on the shores of the Salt Pond. In the Cove, the Sinclairs built the schooner *Conquest*, the brig *Mentus*, the bark *Virginia*, and the ship *Tahmaroo*: Samuel Candage built the schooner *Kleber*; and John Cheever built the *Sarah Jackson*, the brig *Dellie*, and the brig *Equator*. (The names of the many other vessels built in the Cove by these builders are unknown.)

One of the most important yards in the Inner Bay was on the Reuben Dodge shore, where there was a large wharf. (This was reached by a cart road, running down from the village Main Street between the Congregational Church and the Asa Clough place. Dodge's Lane, as it was called, was the original road to the Dodge and Parker places.) Among vessels built in this yard were the barks *Antioch* and *R. G. W. Dodge*. Two other yards were located alongside the town wharf (one on either side). The George Stevens yard was on the bay shore just east of the Millbrook outlet, and another was established by John Peters in Peters' Cove in about 1812. In 1813, when Mr. Peters' first vessel was nearly completed, English officers from Castine (which they then held captive) seized her. Rather than have the boat confiscated or burned, Mr. Peters is said to have paid a large sum for ransom.

R. G. F. Candage has compiled a list of 119 vessels built in Blue Hill before 1891. Their managing owners in all but three cases were Blue Hill men. The list includes 77 schooners (ranging from 100 to 180 tons), 24 brigs (120 to 266 tons), 9 barks (196 to 595 tons), and 4 ships (250 to 498 tons). It must have been a fine sight to see these boats sailing out of the harbor — the full-rigged merchant ships with square sails on three masts, the barks with square rigs on two masts and fore-and-aft sails on the third mast, the brigs with two square-rigged masts. Many were commanded by Blue Hill captains, and many in the crews were Blue Hill boys.

The following list of Blue Hill vessels draws on Candage's list and on *Old Blue Hill Vessels*, a manuscript paper by Dr. Otis Littlefield.

- 1792 Schooner *Sally*. Vespasian Ellis, managing owner; 20.03 tons.
 1796 Schooner *Hancock*. Robert Parker, managing owner; 111.71 tons.
 1797 Schooner *Unicorn*. Jonathan Ellis, managing owner; 127 tons.
 1800 Ship *June*. Dudley Carleton, managing owner; 250 tons.
 This ship was built in Salt Pond. The date 1800 is approximate.
 1802 Schooner *Hannah*. John Allen, managing owner; 102 tons.
 1806 Schooner *Rising States*. Andrew Witham, man. owner; 128.42 tons.
 Schooner *Minerva*. Jedediah Holt, managing owner; 132.20 tons.
 1810 Schooner *Sally & Betsy*. Reuben Dodge, managing owner; 110.32 tons.
 1811 Schooner *Sally*. Nathan Ellis, managing owner; 140.42 tons.
 Schooner *Lady Washington*. Jedediah Holt, man. owner; 128.25 tons.
 Brig *Tern*. Andrew Witham, managing owner; 181.42 tons.
 1812 Sloop *Jewel*. John Peters, managing owner; 101.40 tons.
 1813 Schooner *Galleon*. Stephen Norton, managing owner; 261.16 tons.
 1816 Schooner *Orion*. Jonah Holt, managing owner, 147.93 tons.
 Sloop *Packet*. Elisha Allen, managing owner; 79.24 tons.
 1817 Schooner *Volant*. John Peters, managing owner. 121.33 tons.
 Schooner *George*. George Stevens, managing owner; 98.52 tons.

The Ocean Ranger, built in 1854. The painting is owned by Roland Howard.



- 1819 Schooner *Infant*. Ebenezer Carlton, managing owner; 111.13 tons.
 1820 Schooner *Eliza Holt*. Jonah Holt, managing owner; 118.33 tons.
 Schooner *Conquest*. Dudley Sinclair, managing owner; 99.75 tons.
 1822 Schooner *Champion*. Stephen Holt, managing owner. 134.87 tons.
 1823 Schooner *Hebrew*. Jeremiah T. Holt, managing owner; 153.67 tons.
 Schooner *Empress*. John Stevens, managing owner; 180.17 tons.
 1824 Schooner *Alert*. Otis Little, managing owner; 70.60 tons.
 1825 Schooner *Two Sisters*. Built by Joel Long, Sr., 70 tons.
 Schooner *Julia Ann*. Jeremiah T. Holt, managing owner; 113.46 tons.
 Schooner *Invincible*. Amos Allen, managing owner; 117.41 tons.
 Schooner *Brilliant*. Stephen Holt, managing owner; 126.64 tons.
 Brig *Mentor*. William Sinclair, managing owner; 171.75 tons.
 1826 Brig *Jasper*. Varnum Stevens II, managing owner. 235.77 tons.
 Schooner *George*. George Stevens, managing owner; 122.55 tons.
 Schooner *Conductor*. Stephen Norton, managing owner. 140.91 tons.
 Schooner *Kleber*. Jeremiah T. Holt, managing owner; 118.76 tons.
 1827 Schooner *Lygonia*. Lemuel Peters, managing owner; 147.38 tons.
 Schooner *Edward*. Nathan Ellis, managing owner; 115.68 tons.
 Collided with schooner *Caroline* of Frankfurt in a gale on White Head, May 13, 1849, when bound for Orland with a cargo of merchandise. Both vessels went ashore before they could be separated, and became total losses.
 Schooner *Grandee*. Andrew Witham, managing owner; 141.74 tons.
 Brig *Samaritan*. Stephen Holt, managing owner; 200.61 tons.
 Schooner *Mary*. Nathan Ellis, managing owner; 127.56 tons.
 1831 Brig *Osceola*. John Stevens, managing owner. 120.58 tons.
 1832 Schooner *Rushrod*. Samuel Smith, managing owner; 80.75 tons.
 Schooner *Gem*. Israel Chase, managing owner; 80.47 tons.
 Schooner *Fox*. Andrew A. Fisk, managing owner; 52.89 tons.
 1833 Schooner *Syrian*. Built by Joel Long, Sr., at East Blue Hill.
 Brig *Honduras*. William Hopkins, managing owner; 202.86 tons.
 Schooner *May Flower*. John Closson, managing owner; 103.64 tons.
 Schooner *Magnolia*. George Stevens, managing owner; 109.15 tons.
 This was the first vessel of fore-and-aft rig to have three masts built in this country. It was wrecked at the mouth of the Merrimac River about 1875. The *Magnolia*, which was owned in Blue Hill for most of her forty-odd years of successful life, was constructed by my grandfather, Asa Clough, Jr., Master Builder.

- 1833 Topsail Schooner *Syrian*. Joel Long, Sr., managing owner; 106.86 tons.
Built by Joel Long, Sr., at East Blue Hill.
Bark *Virginia*. William Sinclair, managing owner. 284.17 tons.
The *Virginia* foundered in the North Atlantic in a violent gale in December, 1842, while bound from Havana for Cowes with a cargo of sugar. The crew was saved by a passing vessel.
- 1834 Brig *Thomas M. Lyon*. Judah Chase, managing owner; 217.42 tons.
Under Captain Judah Chase, the vessel sailed from Havre, France, at the end of March, 1836. Thrown on her beam ends in a heavy gale off the Island of Jersey on March 28th, and was abandoned in a sinking condition. The crew was saved.
- 1835 Brig *Granite*. John Cheever, managing owner; 167.70 tons.
Schooner *Zodiac*. Jonah Holt, managing owner; 117.29 tons.
- 1836 Schooner *Marion*. John Cheever, managing owner; 110.39 tons.
Schooner *Codhook*. Israel Chase, managing owner; 86.56 tons.
Schooner *Regulator*. Jedediah Darling, managing owner; 130.77 tons.
Schooner *Purveyor*. Israel Chase, managing owner; 122.08 tons.
The *Purveyor* was wrecked on Great Round Shoals off Cape Cod in a gale in May, 1845. Only one of the crew was saved — Sabin Peters, of Blue Hill, who clung to the rigging and was rescued the second day after the disaster.
Schooner *Venus*. Joel Long, Sr., managing owner; 101.04 tons.
The *Venus* was built by Joel Long, Sr., at East Blue Hill.
- 1837 Schooner *Saint Leon*. Sivilian Babson, managing owner; 74.04 tons.
Schooner *Osceola*. Jonah Holt, managing owner; 124.07 tons.
Schooner *Susan Taylor*. Ebenezer Nave, managing owner; 104.37 tons.
Schooner *Maine*. John Cushing, managing owner; 174.32 tons.
- 1839 Schooner *Saint Cloud*. Giles J. Wood, managing owner; 36.64 tons.
Schooner *Acolian*. William H. Means, managing owner; 116.38 tons.
The *Acolian* capsized November 3, 1840, when bound for Georgetown, N. C., under Captain Means. The crew was saved by a vessel named the *Auburn*.
- 1840 Schooner *Robert Bruce (or Brace)*. John Closson, managing owner; 147.39 tons.
The vessel was wrecked on the Brigantine Shoals, when bound for Portsmouth from Philadelphia under Captain Morgan, in a gale on September 13, 1848. The crew was saved south of the Scituate Lighthouse.



The George Stevens, built in 1841. The painting is owned by the Herbert Stevens family of Medford, Mass.

- 1840 Schooner *Sparta*. Isaac Allen, managing owner. 100 tons.
The *Sparta* was built on the Salt Pond. The date 1840 is approximate.
- 1841 Ship *George Stevens*. Capt. John Cushing, man. owner; 498.33 tons.
This ship sailed in the Atlantic trade until 1849 or 1850, when she took freight and passengers to San Francisco. There she remained, and, according to Dr. Littlefield, "probably became real estate, as many other vessels did, by being beached and filled in around her on the waterfront of that city."
Boat *J. M. Banks*. Israel Sprague, managing owner; 12.98 tons.
Boat *Three Partners*. A. W. Eaton, managing owner; 7.84 tons.
- 1842 Brig *D. Randolph Martin*. Joel Long, Sr., man. owner. 169.03 tons.
This vessel, which was built at East Blue Hill by Joel Long, Sr., sailed from Rochelle, France, for Boston on November 14, 1843, and was never again heard of. Captain Anson Darling, his son, Francis, and the first mate, Robert Robertson, were all from Blue Hill.
- 1844 Brig *Alabama*. Jonah Holt, managing owner; 195.47 tons.
Brig *Lemuel Peters*. Spencer Treworgy, managing owner; 196.06 tons.
This vessel was wrecked on Hennigan Reef in 1851.
Ship *Tahmaroo*. William Sinclair, managing owner; 372.27 tons.
The *Tahmaroo*, after several years service in the Atlantic, took cargo and passengers (among them four Blue Hill boys and others

- 1844 from nearby towns) for San Francisco in 1849. Later she took passengers to Panama and to Valparaiso, returning to New Bedford in 1852. Just before the Civil War, she was sold, and it is said engaged in the slave trade until she disappeared.
- 1845 Schooner *J. Holt*. Jonah Holt, managing owner; 157.09 tons.
This vessel was abandoned at sea in a sinking condition on August 30, 1851. The crew was saved.
Schooner *Louisa*. Lemuel Peters, managing owner; 154.65 tons.
- 1846 Schooner *Belle*. Israel Chase, managing owner; 105.65 tons.
Schooner *Del Norte*. Jonah Holt, managing owner; 63.24 tons.
The *Del Norte*, under Captain J. Willard Friend, was driven ashore by a hurricane and wrecked in the Bay of Mexico in 1849.
Bark *Sarah Jackson*. John Cheever, managing owner; 198.56 tons.
Schooner *Elizabeth*. Joseph B. Thomas, managing owner; 67.20 tons.
Schooner *George Giluan*. Joel Long, Sr., managing owner; 65.26 tons.
This vessel was built at East Blue Hill by Joel Long, Sr.
Bark *Sarah E. Snow*. John Closson, managing owner; 196.07 tons.
Bound from New York for Galway, Ireland, under Captain Closson, the *Sarah E. Snow* was struck by a huge sea near Enniskia Island, Blackshod Bay, on January 24, 1847. Meltiah K. Chase was the only survivor.
- 1847 Schooner *John Snow*. John Gordon, managing owner; 135.39 tons.
- 1848 Brig *E. O. Holt*. F. A. Holt, managing owner; 171.23 tons.
Brig *Dellu*. John Cheever, managing owner; 175.08 tons.
Brig *Bride*. Alexander Fulton, managing owner; 157.15 tons.
On September 21, 1849, the *Bride* was bound from Boston for Mobile under Captain Meltiah K. Chase, with the Captain's Blue Hill bride, the former *Eliza Wescott*, on board. The vessel was thrown on her beam ends by a gale, but the masts were cut away, she righted, and was kept afloat for thirty-six hours. Mrs. Chase was lashed to the mast when a falling meteor revealed the wreck to the passing British Brig *Loyal*. All hands were rescued and landed at Bermuda.
Brig *J. Hinckley*. Joseph Hinckley, managing owner; 198.54 tons.
This vessel sailed from Blue Hill for Jacksonville, Fla., under Captain E. G. Parker on October 1, 1853. She was spoken to near her destination previous to the hurricane of October 19th, but was never after heard from.
- 1849 *Zavalla*. Jonah Holt, managing owner; 153.35 tons.
Schooner *Quadratus*. John Closson, managing owner; 132.55 tons.
- Schooner *Clara Norton*. R. G. W. Dodge, man. owner; 123.53 tons.
- 1850 Brig *Equator*. John Cheever, managing owner; 156.51 tons.
Bound for Valparaiso from Boston in 1851, the *Equator* was partially dismasted in a pampero. After repairs in Montevideo, she proceeded. In August, 1861, she was sold in Valparaiso, renamed "Nova Yong," and placed under the Chilean flag. Upon her second or third trip between Valparaiso and Maule, she struck the bar at Maule entrance and became a total loss.
Brig *Eliza Ann*. M. K. Chase, managing owner; 223.84 tons.
The *Eliza Ann* went ashore high and dry on the beach near Long Branch, N.J., in December, 1854.
Brig *Sarah Thorndike*. Jonah Holt, managing owner; 177.27 tons.
- 1851 Brig *Cosmopolite*. John G. Witham, managing owner; 140.82 tons.
Schooner *Meridian*. Giles F. Wood, managing owner; 131.54 tons.
The *Meridian* was built by Joel Long, Jr., at East Blue Hill.
- 1852 Schooner *Everglade*. Joseph Wescott, managing owner; 158.46 tons.
Bound from Turks Isle for Boston, the *Everglade* was wrecked on Hog Island on February 1, 1861. She was hauled from Newburyport at the time of her loss.
Schooner *Sea Bird*. 103 tons.
This vessel, which had a square top sail on her foremast, was built at East Blue Hill by Joel Long, Jr., and Phineas Cousins.
Schooner *Zicave*. Ezra Dodge, managing owner; 129.93 tons.
Schooner *Petite Lizzie*. F. A. Holt, managing owner; 155.06 tons.
Bound from Boston for Jacksonville, Fla., in ballast, the *Petite Lizzie* was dismasted in the hurricane of October 19th and abandoned. Her crew was saved by the bark *J. W. Brodie* and landed at New York.
Bark *Grand Turk*. Spencer Treworgy, managing owner; 282.36 tons.
- 1853 Bark *R. G. W. Dodge*. John W. Friend, managing owner; 306.19 tons.
This vessel was later sold to parties in France, when her name was changed to "Clarice."
Brig *John Stevens*. Spencer Treworgy, managing owner; 266.19 tons.
The *John Stevens* was wrecked on the beach near Jacksonville, Fla., on October 20, 1866, while bound from New York for that port.
Schooner *Julia Elizabeth*. L. Candage, managing owner; 104.55 tons.
- 1854 Ship *Ocean Ranger*. Spencer Treworgy, managing owner; 484.66 tons.
This vessel was sold in London in November, 1863.
Brig *Kineo*. Alvin G. Conary, managing owner; 185.25 tons.
The *Kineo* was built by Joel Long, Jr., and Phineas Cousins at

East Blue Hill. Bound for Norfolk, Va., with a cargo of stone, it went ashore about a mile south of the Scituat lighthouse in a dense fog on November 8, 1857. The crew was saved, but the vessel became a total wreck.

- 1855 Brig *Mira W. Holt*. Jonah Holt, managing owner; 263.29 tons.
Bark *Whistling Wind*. John Hawlin, managing owner; 349.60 tons.
On June 6, 1863, while bound from Philadelphia to New Orleans, the *Whistling Wind* was captured and burned at sea by a Confederate privateer.
Schooner *Annie Gardner*. R. G. W. Dodge, man. owner; 149.32 tons.
Schooner *Python*. A. O. Hale, managing owner; 93.09 tons.
- 1856 Schooner *Susan Friend*. William Hopkins, man. owner; 93.39 tons.
Schooner *Zealous*. Leonard Candage, managing owner; 140 tons.
Schooner *Minnehaha*. J. W. Friend, managing owner; 103.28 tons.
This vessel, which was built by Joel Long, Jr., at East Blue Hill, had a square top sail on the foremast.
- 1857 Bark *J. W. Friend*. J. W. Friend, managing owner; 399.36 tons.
Schooner *Fair Dealer*. Stephen Webber, managing owner; 85.40 tons.
- 1859 Bark *Antioch*. William H. Witherle, of Castine, managing owner; 595 tons.
The *Antioch* was sold first to Boston and then to San Francisco parties. She made the voyage from Boston around Cape Horn to San Francisco, and supposedly ended her days in Pacific coast trade.
Schooner *Belle*. Percy Rich, of Deer Isle, managing owner; 21.30 tons.
Schooner *Alma Odlin*. Nelson Franks, managing owner; 104.58 tons.
- 1860 Schooner *Massasoit*. M. K. Chase, managing owner; 51.51 tons.
- 1865 Bark *Oak Ridge*. R. G. W. Dodge, managing owner; 388 tons.
The *Oak Ridge* foundered at sea in a gale on August 2, 1867, while bound from Philadelphia for Boston. The crew was saved.
- 1867 Schooner *Louler Newton*. Albion P. Gray, man. owner; 127.65 tons.
- 1871 Schooner *Lion*. William L. Candage, managing owner; 36.76 tons.
- 1876 Schooner *Annie F. Collins*. Francis Cousins, man. owner; 63.55 tons.
This schooner with a centre board was built by Francis Cousins on Phineas Cousins' shores (now Camp's).
- 1890 Sloop *Albatross*. Managing owner unknown; 9.18 tons.
Schooner *Mary C. Stuart*. 204 tons.
This three-masted schooner was built by Francis Cousins at East Blue Hill.

- 1891 Schooner *Hazel Dell*. Francis Cousins, managing owner; 157.65 tons.
The *Hazel Dell* was built by Francis Cousins at East Blue Hill.

SEA CAPTAINS

Before the turn of the century, most local boys went to sea as sailors, and it has been said that they were more familiar with the Atlantic coast, the ports of Boston, New York, and New Orleans, the West Indies, and various European ports than they were with the interior of the State of Maine. The descendants of John Roundy, one of the two first settlers, are a case in point. His grandson, James Candage was a captain, and his great-grandson, Captain R. G. F. Candage, was a noted seaman who sailed many Blue Hill vessels. The latter was one of twelve children, seven of whom went to sea. Five of these died in foreign ports and one was lost at sea.

It is, in fact, usual to find one or two sea captains in any Blue Hill family history. Boys who became captains when they were no more than eighteen or twenty years of age sometimes sailed Blue Hill vessels around Cape Horn to the Pacific — as hazardous a voyage as any in the world. (Some of their exploits are cited in the list of Blue Hill vessels.) Captain John Warren Kane 3rd and Captain Frank Stevens, both of whom were active at the turn of the century, are perhaps the best remembered.

Captain John Warren Kane, 3rd

It was under Captain Kane that many of the older local men of today learned seamanship. Late in life, he sailed the schooner *Mildred May* in coastwise trade. He also sailed the sloop *Libra* among the islands in this region, selling the products of the Morrison Medical Company, and his crews were drawn largely from Blue Hill boys. In summers, during the days of the *Mildred May*, the entire town was customarily invited on picnic trips to Deep Cove on Long Island.

Earlier in life, the Captain had sailed to all the great ports of the world. The son of a sea captain, he knew every rope and spar on a ship when he was still a child, and his first voyage was made at the age of thirteen. At eighteen he took command of his first ship.

Two particularly hazardous exploits mark his career. In October, 1873, while sailing the brig *Fanny Keating*, he was wrecked in the Gulf of Mexico, and was rescued only after all on board had been lashed to the wreck for five days. Two years later, in February of 1885, he rescued the crew of twenty-five men of the English ship *Elmete*, in recognition of which Queen Victoria presented him with the handsomely inscribed silver cup now in the Blue Hill Public Library.

His seamanship was highly respected throughout this area. Once, when he was sailing the *Libra* around Mount Desert Island, he came to a draw-bridge with the wind blowing at gale force. The keeper refused to open the draw because of the dangerous high wind, but the Captain was adamant. "Who is it?" called the keeper. The answer "Captain Kane" came back together with some forceful seafaring words. The bridge opened at once, and the *Libra* shot through the draw like an arrow.

Captain Frank Stevens

Captain Frank Stevens, the second son of John Stevens, was a mariner for fifty-three years and a master for forty-seven of them. There is a special interest for me in writing of Captain Frank, my father's boyhood friend, since I used to spend many evenings in his home in Brooklyn listening to his colorful sea stories.

Born in Blue Hill in 1842, Frank Stevens made his first voyage when he was fourteen years old. He was probably not yet twenty when he served as mate on the Blue Hill vessel under Captain Moses Johnson of Blue Hill during the Civil War. As this ship left New York harbor on one occasion,

The John Stevens House on Main Street (now owned by Mrs. Thomas Wootten) as it looked in the 1880s. Ella Stover is seated left in George Clough's surrey, and Eugene Stevens holds his horse's reins at right. The bearded man is John Stevens; his son John stands beside him; and Mr. and Mrs. Sam Stevens sit beside the tree. The little girl in white is Annie L. Clough.



the captain remembered a forgotten jug of vinegar, and Mate Frank went ashore at Highland Light to retrieve it. He brought back with him some melons which he had stolen from a nearby field. Soon after leaving the port of New York, the ship was chased and overhauled by the Confederate ship *Alabama*. Captain Johnson put on full sail, but a shot soon came across the bow, and he hove to. A small boat was sent to the captured ship, and Captain Johnson was taken aboard the *Alabama* with his papers. The officer left in charge of the captured ship told the Mate to get whatever he wanted to keep before the ship was sunk. Frank Stevens put ten dollars in gold in his shoe; then, he put on a new suit of clothes, and over them an old suit. While the crew was being transferred to the *Alabama*, the officer spied the melons ripening in small hammocks swung on the booms of the ship. Aboard the *Alabama* the crew was searched, handcuffed, and chained to the deck. During the following days, Frank Stevens saw his melons go by him on silver platters to the *Alabama's* captain. (When he told the story later, he commented drily that "The way of a transgressor is hard.") After ten days, the majority of the prisoners were landed at Liverpool, England. Mate Stevens, with his new suit of clothes and ten dollars in gold was on the next ship to the United States.

In later years, Captain Stevens served as Senior Captain of the Ward Line. He was popular in Havana Harbor, and he recalled finding the docks lined with cheering crowds when his ship arrived two days late after surviving a bad hurricane. On the night of February 15, 1898, when the Battleship Maine blew up, *The City of Washington* under Captain Stevens was anchored in Havana Harbor. His boats were the first lowered to help the *Maine's* crew, rescuing many of the men as well as Captain Sigsbee. Captain Stevens also claimed that the Battle of Santiago was fought around him while he was towing a transport.

Trips from New York to Havana took him past the Lightship on Diamond Shoal. When weather permitted the Lightship to send out a small boat, Captain Stevens would soap the seams of a wooden box, fill it with the latest marine news and fresh vegetables, and drop it overboard for the men on post — a kindness which brought many letters of appreciation.

Captain Stevens died in Havana in 1909, and was later brought here for burial.

Other names of sea captains who played an active part in Blue Hill's nineteenth century maritime life are also well remembered. Among them are: R. G. F. Candage, Judah Chase, Melviah K. Chase, Daniel Clough, Rufus Clough, William Conary, Ezra Dodge, Merrill Dodge, Samuel Eaton, J. W. Friend, Samuel P. Holt, Samuel Johnson, Isaac Merrill, Stephen Norton, E. G. Parker, William Peters, William Sinclair, and Spencer Treworgy.



LEFT: View of the White Company dock, cutting sheds, and machine shop from the old Blue Hill Granite Company's shore. This land is now owned by John J. Mackin. RIGHT: One gallowanda which was used for hauling stone at the Collins or White Quarry is still in Blue Hill.

GRANITE QUARRIES

ABOUT THE YEAR 1768, JONATHAN DARLING, WHO HAD FIRST SETTLED AT The Falls, took up two lots of land on the north side of the bay, which included what came to be known first as Darling's Point and later as Sculpin Point. Numerous clam shells found here identify the Point as an ancient Indian camping ground, and, later, Penobscot and Old Town Indians had eight or ten camps in the same area for many years. Mr. Darling's grandson relates that one of the whales which were often seen in the Outer Bay would sometimes come into the Inner Bay, delighting the boys, who "stood on the rocks at the extreme point of the narrows so that they distinctly saw his eyes and the barnacles on his body."

Jonathan Darling cleared the land for a farm, built a house, and reared a family of four sons and five daughters. It was his son Jedediah (born in 1784) who was first to become extensively engaged in the granite business—on his father's land and elsewhere in Blue Hill. Byron Darling writes: "About the year 1816 he got out and shipped to Boston the first granite that was ever taken from Blue Hill. . . . In 1836 he with Messrs. Day and Pitchard got out and shipped 18 large cargoes of granite to be used in the Charlestown Navy Yard."

Later, Jedediah and his three sons furnished the granite for the Congregational Churches in Blue Hill and Ellsworth, as well as that for the Peters Block and many stores in Ellsworth. Byron Darling tells that they "got out, roughly rounded, and shipped eight columns for the Dutch Reformed Church in New York. These columns were twenty-eight feet long, four feet wide at the base, and three feet six inches at the top. They also shipped a large quantity of granite for a fort on Bedloes Island in New York," and, un-

der the firm name of J. Darling and Sons, "shipped eight ship loads of granite paving blocks for the streets of New Orleans."

By the middle of the nineteenth century, granite quarries extended from about a mile east of the Village all along the shore north to Morgan's Bay, and wherever ledges or boulders projected above the ground they were broken up into paving blocks. One of the large concerns was the White Granite Company, which had the wharf on the place now owned by the Maekins. The granite for this company and for the Blue Hill Granite Company (started by J. Darling; with a wharf on the site of the present Yacht Club) was taken from the north side of the road.

Among the big early contracts was that taken by Joseph T. Hinckley of the White Company together with Captain Joseph Wescott and his son George P. Wescott—for granite required for the construction of a bridge in St. Louis. "This stone," Byron Darling writes, "was shipped to New Orleans in large vessels." There, it was transferred to "flat boats and by steam tugs towed to St. Louis. Two of the vessels were lost on the way, but as they were insured and each piece of stone was numbered and an exact account kept, the lost pieces were duplicated." Quite a large quantity of nicely cut granite was also furnished by this firm for the Treasury building in Washington, D. C. Other stone was shipped to Boston, New York, Philadelphia, Portsmouth, Norfolk, Charleston, Pensacola, and New Orleans.

The Chase Granite Company was located about two miles east of the White Company. From this quarry, Melviah K. Chase and Henry B. Darling filled large contracts for granite used in the construction of city and county buildings in Philadelphia and in the Brookline (Mass.) town hall. This company was bought by Henry B. Slaven in about 1896. Under his management, the very large stone wharf was built—extending into deep water to accom-

moderate larger vessels. There was a railroad here, which took the granite from the quarries to the dock in flat cable cars. (In other yards, the stone was transported from the quarries to the cutting sheds and the docks on drags and sleds or gallmandas pulled by oxen. Sometimes two, three, or four yokes would be required to haul the heavy stones.) Stone taken from the Chase quarry at this time was used in the Holyoke Dam in Massachusetts.

Farther along the shore was the Eagle Quarry (opened by J. Darling), which was known to have excellent stone. This was on property now owned by Miss Delight Weston. At East Blue Hill, George W. Collins owned and operated the sizable Collins Granite Company, which supplied stone used in the construction of the "New York and Brooklyn Bridge" and the Pittsburgh Post Office. The company's polishing mill, still standing today, is used as a barn on the property which now belongs to Dr. Seth Milliken.

A polishing mill and large sheds for cutting granite were also located halfway up Green's Hill on the Ellsworth Road, on the north side of William M. Howard's house. (The quarry, which was farther east in the woods, was reached by a road near the Fair Crouds.) Among other jobs, Mr. Howard cut the Soldiers' Monument in the Blue Hill Seaside Cemetery and similar monuments for Ellsworth and Union, Maine, and Shirley, Massachusetts.



*The Blue Hill
Copper Mine
— once largest
and most
productive in
the area.*

COPPER MINES

Some time after the eastern part of Blue Hill was being quarried for granite, the western part was opened for copper. Copper mines had been discovered here by William Darling as early as 1876. Beginning in that year, several mines, among them the "Blue Hill Copper" and the "Douglass," were run in a modest way until William Stewart, who was widely accepted as a mining authority, came to Maine in the fall of 1879. His enthusiasm for the quality of the ore, the nearness of the harbor for shipping, and the abundance of timber in this locality started a major mining boom. Land in the already-developed section of Blue Hill sold at high rates, and local men as well as outside businessmen clamored to invest recklessly in what looked like a bonanza.

Although many pits were dug around the shore and one building, "The Cranger," was erected on the Parker Point road, most of the big developments were made two miles west of the Village — in the vicinity of the "Blue Hill Copper" and the "Douglass." Among the new mines were the "City of Boston," "Stover Hill Copper," "Corinna," "Norumbega Silver," "Young Heela," "Favorite," and the "Twin Lead." The last of these was marked by a very ornate shaft-house with a cupola surmounted by a weather-vane.

Mining engineers came in from the West, and workers migrated to Blue Hill from all parts of the country. Big boarding houses and little huts sprang up everywhere to accommodate them. The Fiske house, until that time a boarding house, was enlarged and called The Copper and Gold Exchange. The Brick Block built by Jonah Holt in 1835 (in which he had kept a ship chandlery store at the east end while his nephew, Frederic A. Holt, kept a store and post office in the other) was opened in 1880 as a spacious and handsomely-fitted mining exchange by William Darling, who now became known as "Colonel" Darling. A year later, the building was equipped as a fine hotel, with a large livery stable at the rear, and renamed the Pendleton House. With the boom at its peak, Colonel Darling planned to build two large new blocks in the Village — one, a new and elegant hotel, and the other to hold the offices of a bank. Only the granite foundation of the bank building was started, however, and on it the village blacksmith shop now stands.

Speculation ran rampant. Although warned of swindlers, people bought stock freely, counting on great returns. Blue Hill was "mining crazy," and the depression of 1880 failed to dampen local enthusiasm. But, by 1881, the foundations were shaking. In the face of an unstable copper market and poor local management, stocks began to fall. Throughout Maine mining operations were suspended, and of thirty-nine companies in Blue Hill, only six mines continued to work.

Later the same year, the situation improved when the price of copper rose. A steamboat wharf was built on the west side of the Inner Bay, where vessels came to load. Colonel Darling, who had retired suddenly somewhat earlier, now returned to public life. But despite a temporary prosperity the public distrusted the mining operations. In 1883, Captain Daniel Dunn, a capable Cornish miner with wide experience, came here from the West to manage the "Douglass." New equipment was installed, and market prospects were brighter. But it was too late; people were wary. It was all right to work in the mines in the winter, but in the spring there was work to be done on the farms, and in the summer there was haying.

The "Douglass," the only mine which had continued to operate and to ship refined copper closed — probably in 1884. Many of the Maine laborers went to work in the quarries, and gradually the Village returned to normal. In 1888, The United Copper Company bought, but did not operate, the "Douglass." They, in turn, sold it in 1917 to The American Smelting Company. The price of copper had increased during the war, and the new company operated the mine briefly with its own equipment and engineers. At the close of the war, with the acute need for copper gone, prices dropped again. The "Douglass" closed once more, but this time the buildings were taken down and the shafts were filled with water.

RIGHT: *The Pendleton House in 1890, when it was owned by John Snow. In the rear, cordwood is piled for shipping on the Town Wharf. BELOW: The Copper and Gold Exchange at the intersection of Main Street and Union Street, in 1895.*



MINERAL SPRING

During the summer of 1895 or 1896, a guest at the Blue Hill Inn sent to the S. S. Pierce Company in Boston for a case of their best ginger ale. The case which eventually arrived here was labeled *Blue Hill Mineral Spring Ginger Ale*. It was the product of a spring located about two-and-one-half miles from the Village, just west of the Bucksport road.

In the second geological report of the State of Maine, (1838), Charles Jackson, a Boston geologist, writes of manganese deposits in Blue Hill mountain and lead ore on Long Island, and adds that "we were shown a remarkable chalybeate spring which is highly charged with carbonate of iron, and may become valuable for medicinal purposes as a tonic." However, it was not until 1882 that a Blue Hill Mineral Water Company was formed. Town records list the original owner as "Unknown," but John MacNamara, an Ellsworth man, was manager at the Spring. Charged water and ginger ale were bottled at the Spring during this early period.

In 1893, when Thomas Crieve came here, the mineral water became better known. A spring house was built over the ledge where the water bubbled into a pool, from which anyone was permitted to take water.

Adjoining the spring house was a large picnic grove with tables and benches. This was a famous place for picnic parties. Once each year, a Field Day was held there — usually on Labor Day — when everybody was

To the Physicians.

EAST SULLIVAN, ME., June 28, 1894.

To the Officers of the Bluehill Mineral Spring Co.:

DEAR SIRs: I take pleasure in stating to you on oath, that through the kindness of Hon. Gilbert E. Simpson, of this place, who gave me six bottles of the Bluehill Mineral Water, he knowing my situation for the past seven years that I have been confined to the house most of the time. Having been examined by fourteen doctors, most of them agreeing to my complaints which are enlargement of the Heart and Valves, Enlargement of Liver with General Dropsy, Enlargement of Prostate Gland, Curvature of Spine with the worst Constipation I ever saw in thirty-two years of practice of medicine. The water removes that heavy weight at pit of stomach from which I have suffered for the past six years. It is also a Diuretic and works well on the Kidneys. I have gained six pounds in six weeks and feel far better than for seven years. It has done me more good than anything I have ever taken and shall continue using it for some time to come. If you wish to use this letter and my name you can for I can recommend it to all people suffering as I am.

B. H. ORDWAY, M. D.

Sullivan, June 28, 1894.

Personally appeared the above-named Benj. H. Ordway, and made oath to the above statement before me.

G. E. SIMPSON,

Justice of the Peace.

welcome and everybody came. Speeches by prominent men took up most of the afternoon; and the event constituted one of the important annual social occasions for family and friendly gatherings.

There was at that time a good bottling building where Mr. Grieve put up carbonated water and still water as well as the ginger ale made from his special formula. The company had its office at 85 Union Street in Boston. A price list from this office offers fifty quart cases of Blue Hill Still Water at \$6.00, Sparkling Blue Hill Mineral Water (carbonated) at \$7.00, Blue Hill Ginger Ale at \$7.00, and Blue Hill Nerve Tonic at \$7.00.

The business seemed to decline after the turn of the century. Thomas Grieve left for Boston about 1902, but returned in 1906. The town records of 1912 list A. C. Hagerthy as owner of the property, which then consisted of about forty acres and was valued at \$2000.00. Three years later, in 1915, the buildings burned, never to be rebuilt. The spring changed hands again in 1924, when the property (valued at \$600.00) was sold to George M. Allen & Son. At the present time it is owned by Mr. Maxwell Nevells.

LEFT: *Facsimile of a circular distributed by the Blue Hill Mineral Spring Company.* BELOW: *Thomas Grieve at the Blue Hill Mineral Spring house — about 1900.*





At first, the *Henry Morrison* ran to Contention Cove in Surry, and passengers and freight were sent on to Ellsworth by stage. In 1887, Captain Crockett brought out the *Blue Hill*, but this twin screw boat, which was built for his line at East Boston, was not well suited to the run and had to be given up. He chartered several smaller boats until 1892, when the successful *Juliette* was built for him at Bath. The following year, the *Catherine* was also built for the Blue Hill run.

In 1899, the line was called the Rockland, Blue Hill, Ellsworth Steamboat Company, but in 1904 Captain Crockett sold his entire interest to the Eastern Steamship Company. Previous to that time, Captain Crockett made special summer excursion trips from Blue Hill to Bar Harbor — gala events, with the Blue Hill Inn orchestra on board. Once each summer, the *Catherine* or the *Juliette* would also make a fishing excursion into deep water for cod and haddock. These two boats were the favorites of Captain Crockett and his sons, Ralph and Lou — “experts and ever careful navigators.” The Eastern Steamship Company replaced the *Catherine* and the *Juliette* with the *Boothbay*, the *Southport*, and the *Westport* — the last of which made the final runs for the line in April, 1934.

LEFT: Members of the summer colony watching the departure of the *Henry Morrison* from the Parker Point wharf — about 1887.
 BELOW: The Steamer *Boothbay* — in the 1920s.

STEAMBOATS

Among the important daily events in Blue Hill from the late 1800s to 1934 were the coming and going of the steamboats. The trip to Blue Hill, one of the finest on the Atlantic coast, began with the departure from Boston at five o'clock in the evening on one of the big boats — the *City of Rockland* or the *City of Bangor* (side-wheelers) and, later, the *Camden* or the *Belfast* (Eastern Steamship Company screw boats). It continued the next morning, sailing on a small boat of the Blue Hill Line across Penobscot Bay at sunrise — through Eggemoggin Reach or the Fox Island Thoroughfare into beautiful Blue Hill Bay.

As J. M. Richardson wrote in *Steamboat Lore of the Penobscot*, “the history of the Blue Hill lines is largely the story of Captain Oscar A. Crockett, who opened the service in 1881 with the diminutive old side-wheeler, *Henry Morrison*”; although there was some boat service as early as 1857, and there was always traveling by sailing vessels from Blue Hill to Boston. Captain Crockett seemed to know every native and summer resident, and he always had a hearty welcome for passengers boarding his ship at five o'clock in the morning at the Rockland wharf and at any of the many landings.



MOUNTAIN PARK, BLUE HILL, **JULY 4 and 5, '92.**

GRAND OPENING

— BY THE —

Hancock County Agricultural Society.

FIRST DAY.

3 MINUTE CLASS. \$100. PURSE.

V. D. Smith, Pretty Marsh; B. G., Dick S.
J. F. Gould, Prospect; B. S., Hickory Knox.
Stevens Bros: Ellsworth; S. G., Chester.
F. E. Nye, Brooksville; G. M., Gypsey.
E. E. Chase, Bluehill; Blk. M., Lady Chase.
F. P. Merrill, Blue Hill; C. M., Bonnie M.
Simeon Leach, Blue Hill; B. G., Reuben J
B. F. Small, Deer Isle; B. G., Bob
Leach Bros., Blue Hill: S
Elijah Greenleaf. P
G. H. Dyer
A. L.
Che

*Facsimile of the handbill
distributed at the opening of
Mountain Park by the
Hancock County Agricultural
Society, in 1892.*

ALTHOUGH FRANK SNOW HAS TOLD ME THAT "THERE WERE CATTLE SHOWS (in Blue Hill) as far back as I can remember, and I was born in 1866," the Hancock County Agricultural Society was not formed here until the last decade of the nineteenth century. Before that time, oxen pulling had taken place in front of the old Town School on Pleasant Street, on Main Street in front of the present Post Office, and in Tucker's Field, which would be about back of A. B. Herrick's carpenter shop. Produce and domestic exhibits would be displayed in the old Town Hall, but oxen pulling was the main event; and a great deal of good-natured rivalry existed among the farmers in this department. At the end of the day there was a parade of oxen — up Union Street past Merrill & Hinckley's store, across High Street, and back down Main Street. At one time fifty-seven yokes were in line. (It is sad to know that the last yoke in town was sold during the past winter.)

The date of formal organization of the Hancock County Agricultural Society is recorded as September 29th, 1891, although its first fair did not take place until the following year. Capital stock, which was fixed at \$5,000 and divided into 500 equal shares, was largely subscribed to by townspeople — some of whom paid by labor on the fairgrounds. The first directors of the Society were Frank P. Merrill, George H. Stover, Albert E. Varnum, Alfred C. Osgood, and Augustus C. Peters; and Edward E. Chase, George H. Stover, Merrill P. Hinckley, and Nahum Hinckley served respectively as president, vice-president, treasurer, and clerk.

Land was purchased about two miles from the Village on the Ellsworth road, and construction of a half-mile track was begun in the fall of 1891. This work was continued in the following spring, and on May 16th the directors voted "to hold the opening for two days, July 4th and 5th." At the same meeting they voted to adopt the name Mountain Park for their grounds, to leave the matter of fees from hawkers, peddlers, and wheels of fortune to the Secretary, and to place Frank P. Merrill in charge of the horse department. Soon after, they voted "to arrange for a trot as soon as convenient," and set the date for August 16, 1892.

The first Annual Fair at Mountain Park was held September 13th and 14th of the same year. Admittance to the park was fixed at thirty-five cents, carriages went in free, and grandstand seats cost ten cents. The program announces that "checks will be given to persons leaving the stands during the day," and that "no entrance fee being charged for stock, produce and manufactures, each exhibitor will be required to purchase his admission ticket the same as the general public."

The departments at the fair were varied, and perhaps horse-racing was the most important. From the first program we learn that there were six

different classes — 2.55, 2.43, 2.35, farmers' race, free for all, and three year old — and that purses ranged from \$10 in the farmers' race to \$300 in the free for all. Other contests were arranged for drawing horses, driving horses, driving mares and colts, drawing oxen, and drawing oxen and steers.

The cattle department offered prizes for heifers, cows, bulls, and steers, as well as for the best yoke of oxen raised in the county and the best town team of ten yokes of oxen. This department also gave prizes for sheep, lambs, pigs, and litters of six or more baby pigs. A poultry division offered prizes for different kinds of fowl.

In the agricultural products division, awards were made for the best half-acres of wheat, oats, and barley, and also for the best peck of grains raised in Hancock County. Fruits and vegetables were also eligible for prizes in this division. Honey and dairy products both rated separate departments.

A manufacturers' division awarded prizes to products made in Hancock County, and the list is impressive — including covered carriages, team wagons, riding wagons, sleighs, pungs, axes, edged tools, harness, blacksmith's work, carpenter's work, and shoemaker's work. Domestic manufactures, another division, listed premiums for woven blankets, fulled cloth



RIGHT: *The Mountain Park track, photographed at the Fair of 1905 or 1906.* BELOW: *The last town fair — held in the village in 1890. The old Barrett house in the center background was taken down several years ago to make way for the gasoline station.*



(ten yards), flannel, woolen yarns, tow cloth (ten yards), cotton or woolen stockings, woolen gloves or mittens, woolen yarn and rag carpeting (ten yards of each), patchwork quilts, bed spreads, trimmings and ties, embroidery, lace needlework, pillow shams, and millinery. Oil and water-color painting constituted another division.

The Annual Fairs continued with growing popularity. Subsequent innovations included the furnishing of stalls and pens for livestock (1893) and the hiring of a band as well as the display of fireworks (1896). New buildings were added to the grounds from time to time.

At the turn of the century the county fair was a major social event, for horse-and-buggy transportation was slow, and relatives and friends who might meet at no other time made a point of meeting at Mountain Park. Early in the morning of opening day it was usual to see horses or oxen pulling hay racks laden with large families and sufficient equipment for two day of camping at the Fair Grounds.

Later, the Blue Hill Fair owed its continued success to the efforts of Mr. E. G. Williams, who served as secretary of the Society from 1923 to 1945. During that twenty-two year period he worked tirelessly and efficiently — improving exhibits, races, and shows by all-year-round investigation of other agricultural fairs. Under his stewardship the Fair became a profitable enterprise.

SUMMER RESIDENTS



TOP: A Sunday afternoon concert at Prof. Hill's cottage — about 1905. From left to right the following are identifiable in the foreground: Ellen Newhall and Marian Chapman (seated), Mary Hill, the three Misses McVane, Stella Bostwick, Bertha Tapper, Effie Kline holding Arnold Merrill's hand, Norman Hall, Wulf Fries, Miss Tapper, Ed Thompson, Professor Hill, Rob and Murray Crossette, Frank Teagle and Lucy Pearson.
 BOTTOM: Parker Point Bridge, where Lord Isaac let the world in, but kept his cows from getting out.



THE YEAR 1882, WHEN BLUE HILL'S SUMMER COLONY MAY BE SAID TO HAVE come into existence, is firmly fixed in the horse-and-buggy era. Travel to Blue Hill from Ellsworth (the nearest railroad depot) involved a drive of two hours or longer in that year, and the pleasant nightboat journey from Boston to Rockland and thence to Blue Hill was a proportionately lengthy affair. To the first summer visitors the remote village resembled present-day Blue Hill in many ways, but there were points of difference too . . . the house of Frank Dodge where the Town Hall stands today, the post office, site of Ethel Hinckley's Variety Shop, the triangular grass plot in the center of the square where the town seal was used for weighing hay and oxen, and the tall nearby flagpole. White picket fences enclosed the fields by the roadside, and the front yards of the lovely old houses were surrounded by ornate fences with fancy gates swung closed by weighted chains. (Only the house of Mr. Harry Duffy — the old Napoleon Bonaparte Holt house — still has such a fence). At the fork of the roads, a small high bandstand, white above and green latticework below, was used for regular Saturday night concerts by the village band (Mr. Brooks Weseott was the leader, and Mr. A. F. Townsend played the cornet.)

The summer colony first took root at Parker Point. Peter Parker, for whom the Point is named, acquired this land (as well as the Kneisel place, and the golf links from the water of the bay up to South Street) by grant when he came from Andover in 1765. His two-story house, built on the slope near Mrs. Frank Teagle's driveway, has disappeared — as has the house built by his son Isaac on the crown of the hill. *Winnecowetts* stands on the site of his barn — an eighty-foot-long structure with a large pig pen back of it, surrounded by a stone wall. The hill as Isaac knew it had a frog pond on the top and a sand pit on the eastern slope from which ships anchored in the cove were loaded.

Isaac Parker, Peter's eighth child, inherited 135 acres of land on the Point from his father. An austere and dictatorial man, who earned the name "Lord Isaac" among his fellow villagers, his character played an important part in the development of the present road connections between the Point and the golf links. To begin with, a trip to the head of the bay for Lord Isaac involved driving up through Tapper's Woods west of Parker Point, along South Street, and down Tenney Hill past the Congregational Church. He did have a footpath leading to the Jonah Dodge farm (now the Country Club property) from which a cart road known as Dodge's Lane continued to the village; but the intervening area of water now spanned by the bridge was then crossed by means of a single plank roughly hewn from an immense log. When the town considered extending Dodge's Lane beyond his place, Lord Isaac

offered to build the necessary bridge on the condition that he might erect a gate across the new road to keep his cows on his land. The town accepted his offer, and both bridge and gate were built; but before long Isaac reported that the gate was being left open. The town claimed that it would be impossible to keep watch over the gate, whereupon Lord Isaac, considering the bargain broken, stated that he would tear down the bridge he had built. The fact that the transgressions ceased immediately bear witness to his purposeful character. (The road was extended to the Kneisel place in 1848 and to the Sedgwick Road in 1887.)

Lord Isaac Parker died, aged 97 years, in 1877. Two years later, his son Israel sold the family farm to Hartford Sweet, of Salem, Mass. The new owner moved the house down the slope to the site of the original Peter Parker house in 1886, and it was at this location that as *The Homestead* it became the center of Blue Hill's summer colony. Even after summer colony members had built their cottages in ensuing years, many of them continued to take regular meals at the boarding house which had introduced them to the area.

The first summer boarder to stay at Hartford Sweet's was Emma Dole, of Bangor, who applied for board, was received, and spent several weeks there in August of 1882. In the following year, two new boarders arrived — Mrs. Benjamin B. Newhall, of Boston, and Miss Selma Borg, a Finn — and in 1884 the first move was made toward building a summer cottage on the Point. In that year, Mr. and Mrs. Ford H. Rogers, of Detroit, came here to visit Mrs. Harriet Morton at *Orchard Lodge* (now the Congregational parsonage), and persuaded Mr. Sweet to sell them an acre of his land. George W. Butler was engaged by them to build a summer cottage, and in the following summer they moved into the completed *Wild Rose*. (In 1887, the cottage was sold to John Teagle, of Cleveland, the sale being transacted through the transfer of oil stock. It has since been enlarged and given the name of *Shoreacre*. Its present owner is Mrs. Walter Teagle.)

The summer of 1885 saw two additional cottages erected on the Point. Prof. Junius W. Hill, of Wellesley, Mass., a boarder at the Homestead, built *The Maples* on the crest of the hill; and *The Pines*, now owned by the Edward W. Weston estate, was built by the Newhalls. For many years, Prof. Hill's house was the scene of memorable Sunday afternoon concerts given by the owner, Wulf Fries, and Bertha J. Tapper.

John Holman, a relative of Prof. Hill's, came to Parker Point in 1886. Together the two men purchased twenty acres of land on the north side of the Point, and laid it out for roads and building lots. A well was sunk, pipes were laid for water and sewage, and permission was granted by the town in 1887 for the two to build a wharf at which the Rockland steamer stopped as it approached and left the village. Mr. Holman built his own cottage, *Seven*

Oaks, in 1887 (Mayo and Townsend were the builders). Long the center of entertainments and evening dances, it was later sold to Dr. E. P. Riggs, of St. Paul, and subsequently to Gertrude Haskell (Mrs. Coburn Haskell). It is now owned by Mrs. William A. Haskell.

Before the turn of the century, at least seven more summer cottages (*Sunset Cliff*, *Mossledge*, *Winnecowetts*, *Lappahanink*, *Sevenacres*, *Ingleside* and *Inwood* — which burned many years ago), were built on Parker Point.

TOP: Junction of the road in to the Point with the South Blue Hill road. BOTTOM: The Homestead as it looked when it was the center of the new summer community.





The Blue Hill Inn in its heyday. The Inn served as a temporary infirmary when the Blue Hill Memorial Hospital burned in 1929. Three years later, the Inn itself was destroyed by fire.

During that time, The Parker Point Association was formed under a trust deed by Messrs. Holman, Hill, Hosmer, Lusk, Teagle, Mrs. Newhall, and Mrs. Kline to assure care for property which they owned in common, including the bathing beach lot in the cove where they erected the present bathhouse. The original well, dug in 1887, had to be enlarged many times, and the windmill was replaced by an engine. By 1900, Parker Point was clearly established as a summer community. The Association was dissolved in 1949 and the roads returned to the owners. The bathing beach property was bought by Miss Delight Weston and deeded to the Blue Hill Country Club.

The chain of events which brought together Blue Hill's musical colony goes back to within one year of the summer settlement of Parker Point. The Newhalls, who came in the summer of 1883 (when Mrs. Newhall's brother married a daughter of Jonah Dodge) brought Miss Selma Borg; Miss Borg later brought Eleanor Rose and Lilian Harmon (of *Mossledge*); and, in 1893, Miss Harmon brought the distinguished cellist, Wulf Fries.

Wulf Fries, who found Blue Hill much like his native Norway, spent

many summers in a little yellow and white farmhouse by the outer bay shore. (This house was later bought by Theodore Nevin, who took it down and built *The Moorings*, now owned by Mr. Harry Haas, farther back on the slope.) He was responsible for bringing to Blue Hill the pianist, Bertha J. Tapper, who built *Tapper's Woods* (later bought by Martha Rutan and now owned by Mr. Frank Rutan) on the hill west of the Point Road. Mrs. Tapper, in turn, introduced to the community the celebrated Franz Kneisel, whose cottage and studios were on the old Harding place — the first point south of Parker Point on the outer bay. The latter brought Henry E. Krehbiel, dean of New York music critics, to Blue Hill, and also Horatio Parker, professor of music at Yale.

The Krehbiel family lived on the hill west of the road, and according to story, the Kneisels would give the call of the Valkyrie when communication between the two families was wanted. Franz Kneisel conducted a summer music school with students boarding in homes throughout the town. There were many concerts in Blue Hill in his time, one each year being given for the benefit of local road maintenance. Later, Kneisel Hall was built high on the mountain slope, and this became the musical center of the community.

The Franz Kneisel Memorial Association was formed in 1952 with an endowment from the Loeb Foundation. The summer music school was reopened and the regular Sunday afternoon concerts were resumed. As in Franz Kneisel's day, weekly evening rehearsals are open to the public. Miss Marianne Kneisel continues to conduct the Kneisel Quartet in Blue Hill and on national tours.

The Blue Hill Inn, long a focal point of the summer community, was built in 1892 by George Stover (a relative of Eben Mayo). Located at the southeast corner of the crossroads at the top of Tenney Hill, it enjoyed a panoramic view of mountain, village, and Mt. Desert, for the trees standing below it now have grown rapidly on what was formerly open pasture.

In its heyday, the *Inn* arranged for buckboard rides to Castine, Caterpillar Hill, Alamoosook, and Newbury Neck, and sailboat excursions down the bay, as well. Vacationers were especially pleased by a buckboard trip to the *Traveler's Home*, in Sedgwick, where they were served a chicken supper before the moonlight return trip. A small orchestra played each Saturday night, and the *Inn* was open to the young people of the town who joined its guests on these occasions.

As the trees grew tall and the view was obscured, the hotel seemed too far removed from the water. Finally abandoned, it stood vacant for some years before being bought by Judge Chauncey Truax, of New York. Judge Truax removed the large kitchen and part of the dining room to convert the building to a summer home. After his death, it remained unoccupied until it was destroyed by fire in 1932.

KEY TO MAP OF SUMMER RESIDENTS' HOUSES

1 The house of Mrs. Helen Norcross, of Wellesley, Mass., one of the oldest members of the summer colony. Mrs. Norcross's daughter has a small house near the road.

2 The cottage of Mr. Louis Gelders, of Wilton, Conn., was built about 1903 by a man named Carlton. Bought about 1913 by Rev. and Mrs. Gilbert Foxwell, it was sold to George Hall and his daughter, Mrs. E. Grammar, and resold in 1948 to Mr. Gelders.

3 The house of Rev. Lewis H. Cutler, of Boonton, N. J., was built by Robert Day about 1881. It was sold to George Grindle in 1930, and to Rev. Cutler in 1948.

4 The cottage situated on a high knoll overlooking the bay was built by Frederick Bierhoff in 1927. It is now owned by Mr. Orville Poland, of Boston, Mass.

5 The cabin of Mr. Clarence Conroy, of Lexington, Mass., was built as temporary quarters in 1947.

6 The cottage built on the site of the former South Blue Hill steamboat wharf is owned by Mrs. Gertrude Allen, of Sedgwick.

7 Three cabins on the shore and a small study in the woods belonging to Prof. Amos Wilder, of Chicago, Ill. The land was bought from Walter Staples and the main cabin built in 1948.

8 Roslyn was built by Henning Fernstrom, of Norfolk, Va., in the early 1900s. The Fernstroms, who were friends of the Lusks, came to Parker Point about 1898, and spent several summers there before building their own cottage on the South Blue Hill shore. Both *Roslyn* and *The Farmhouse*, were inherited by Karl Fernstrom; *Roslyn* is now owned by Mrs. Katherine B. Fernstrom.

9 The Farmhouse, which was built by Stillman Candage and sold by his daughter-in-law, Mrs. Gilbert Candage, to Henning Fernstrom, is now owned by Miss Maud Ann Byrd, of Manchester, N. H.

10 The old Israel Friend house was sold by Delia Moulton (grand-daughter of the original owner) to Betty Will in 1913. Later, it was bought and remodeled by Leslie Leveque (Mrs. Will's son-in-law) whose heirs are the present owners.

11 In a field back from the Pond is a bungalow, formerly the home of Betty Will, and now owned by Mrs. Walter Will and Mr. Philip Will of Rochester.

12 *Studio* of Miss Blanca Will, of Rochester, N. Y.

13 *Arcady*, on the shore side of the Falls Bridge, was built by Ann Paul Nevin (widow of the composer, Ethelbert Nevin) in 1913. The architect was Wallace Hinckley, of Blue Hill. Mrs. Nevin, who was a school friend of Anne Strobel, came to Blue Hill in the summer of 1903, when she rented the Wulf Fries cottage. In succeeding years, she became actively interested in the welfare of the town, and was influential in organizing the Village Improvement Society. *Arcady* is now owned by Mr. Donald S. Leas, of Philadelphia, Pa.

14 *Wakonda*, which is situated on Mill Island, was built for Mrs. Nevin in 1904. The cottage was rented for many summers before being sold to Dr. James Anders, of Philadelphia, Pa. The Anders, who were motoring through Maine, were so charmed by Blue Hill that they rented the cottage and subsequently bought it. It is now owned by Margaret G. Anders' estate.

15 *Airly Beacon*, on Mill Island, is now owned by the Ann P. Nevin estate. In 1903, Mrs. Nevin bought land between the Tide Mill bridge and the Falls bridge. Both *Airly Beacon* and *Wakonda* were built in the following year — the former on the shore side of the road, and the latter on the Salt Pond.

16 *Tide Mill House*, the former Brooks Gray house, which was also bought by Mrs. Nevin, is now occupied by her daughter, Miss Doris Nevin, who has made several changes and additions to the original building.

17 *Three Tides*, built in 1831 by Capt. Isaac Merrill, was sold in the 1850s to Joseph Conary, in 1912 to Mrs. H. H. Garrett, and, in 1945, to Mr. A. Gurnee Gallien by Christina Garrett.

18 *Manor House*, on the south side of the cove, was built in 1835 by John Cheever, who kept a store, built ships, manufactured shoes, and had a wharf in the cove. The house was bought and restored by Mrs. Nevin, who later sold it to Mrs. Samuel Ashurst, of Philadelphia, Pa., the present owner.

19 This point of land, formerly owned by Capt. Alton B. Conary, was bought by Josiah Davidson, of Pittsburgh, Pa., in 1913. He and his wife, friends of Springer Harbaugh, had spent many summers at different cottages on Parker Point, taking their meals at *The Homestead*. In 1913, they built *Blythelyn* on the outer bay. The cottage is now owned by Mrs. A. Gurnee Gallien and named *Blue Vue*.

20 *Larchwood Lodge*, which was built in 1949 by William P. Palmer, Jr., is occupied by Mr. and Mrs. A. Gurnee Gallien. *Larchwood*, the house built in 1921 by William P. Palmer, of Cleveland, Ohio, is being taken down.

21 *Ledgewood Clippings* was built for Mrs. William H. Greene, of Philadelphia, Pa., in 1922. It was through her friendship with Margaret Anders that Mrs. Greene came to Blue Hill.

22 *Buckshaven* is the house of Dr. L. C. Burgess. This land had belonged to E. P. Babson in the early 1900s. A small house, halfway between the road and the shore, was bought by Mrs. William H. Greene at the same time she bought land for *Ledgewood Clippings*. Dr. Burgess has made extensive additions to the house.

23 *Rockwood* stands on land which was bought about 1900 by Dunbar Marshall, of Longwood, Miss., who built a house later bought by Virginia H. Holden, of New York City—the sister of Mrs. George Cochran and Mrs. Chauncey S. Truax. The property, including Mrs. Holden's lovely gardens, is now owned by Mr. H. Clinch Tate, of Westport, Conn. The adjoining property and bungalow, formerly owned by C. H. Bartlett, Dr. Thomas L. McDonald, and then Mrs. Holden, was sold to Mr. Tate with the other Holden property.

24 This house, now owned by Mr. Waldo Kellogg, of Derby, Conn., was built by Henry E. Krehbiel, music critic of the *New York Tribune*. Mr. Krehbiel, who was active in the music life of Blue Hill, had been introduced to the town by the Kneisels.

25 This property formerly belonged to Franz Kneisel, the renowned violinist who was brought to Blue Hill by Bertha J. Tapper. Part of it is now owned by Mr. Durgin Hinekey, and the other part, including the house, belongs to Dr. Richard A. Sears, of Atlanta, Ga.

26 *The Moorings*, now owned by Mr. Harry Haas, of Haverford, Pa., was built by Theodore Nevin on the former Wulf Fries place. Mr. Nevin took down the Fries' farmhouse at the time this cottage was built further back on the slope.

27 *Tapper's Woods*, now owned by members of the Rutan family, is still known for an earlier owner, Bertha J. Tapper, a pianist, who was brought to Blue Hill by Wulf Fries, and played an active part in the music colony.

28 Horatio Parker, Professor of Music at Yale, bought this land after being introduced to Blue Hill by Franz Kneisel. On it stood a small brown house, which Prof. Parker moved to the shore and remodeled. The house is still owned and occupied by members of the Parker family.

29 *Lane's End* is now the summer home of Mr. and Mrs. Clarence A. Snider and Mr. and Mrs. John F. Bowe, of New York City (formerly of Cleveland, Ohio). The cottage was built for Prof. Henry T. Fowler, of Providence, R. I. (also formerly of Cleveland) in 1901.

30 *Shoreby* is now owned by Mr. Jack Woolridge, of Princeton, N. J., and Mr. Homer Heller, of Falls Church, Va. This cottage and *Brightly* were built for George F. Cochran in 1904 or 1905. Before it was sold to the present owners, *Shoreby* was rented for many seasons — to Mrs. Richard Quay, Mrs. Frank Rutan and Mrs. Blossom Alcott, among others.

31 *Sevenacres* was built in 1895 for George F. Cochran, of Baltimore, Md., a friend of the Teagles. The house is now owned by Mr. Paul Starkey, of Princeton, N. J.

32 *Ingleside* was built in 1895 for James Storer, of Cleveland, Ohio. Later, it was sold to the Whites (of Cleveland) and they, in turn, sold it to Springer Harbaugh. Mrs. Louis Rankin, of Haverford, Pa., Miss Harbaugh's niece, is the present owner.

33 This cottage is also owned by Mrs. Louis Rankin, and was built in 1939.

34 *Shoreacre* is now owned by Mrs. Walter C. Teagle, of Byram Shore, Conn. The house, first of the summer cottages on Parker Point, was built for Ford H. Rogers, of Detroit, Mich., in 1884. In 1887, Mr. Rogers sold this cottage, which they called "Wild Rose," to John Teagle, of Cleveland, Ohio. Many additions have been made to the building since that time.

35 The large house at the shore, built for Coburn Haskell, is now owned by Mrs. Harry Gerhauser, of Cleveland, Ohio. It replaced "The Maples," built in 1886 by Professor Junius W. Hill, of Boston, and "Oak Lodge" the cottage built by Judge John C. Rose, of Baltimore, about 1904.

36 *Pansy Cottage* is part of the property retained by Coburn Haskell's daughters, Mrs. Ralph Perkins and Mrs. Brigham Britton, of Cleveland, when the remainder of the Haskell place was sold to Harry Gerhauser.

37 *Waubeek* is owned by Mrs. Paula Dohme, of Baltimore, Md. This cottage was built for Albert W. Johnston, of Cleveland, Ohio, in the early 1900s. Several alterations were made to the original building. (Mrs. Dohme is also the owner of the old Augustus Osgood house at the foot of the mountain.)

38 *Mossledge*, now owned by Mr. William Jones, of Wilmington, Del., was built for Joan J. Robins, a friend of the Hills, in 1888. The cottage, originally called "The Robins Nest," was purchased by Eleanor W. Rose, of Boston, Mass., after Miss Robins' death. Miss Rose and her friend, Miss Lilian Harmon, occupied the cottage for many summers, changing the name to *Mossledge* before selling it to the present owner.

39 *Lappahanink* was built in 1892 for James Lusk, of St. Paul, Minn. (Mrs. Lusk was a sister of Virgil P. Kline.) In the early 1900s, when the Lusks were here, the porch was used frequently for moonlight dances. Sometime prior to 1908, *Lappahanink* was sold to Victor O. Strobel, of Philadelphia, Pa. It is still owned by members of his family.

40 *Sunset Cliff* is now owned by Mr. Alexander H. Carver, of Philadelphia, Pa., who bought it from Aaron S. Thomas, of New York City. This cottage, the fifth to be built on the Point (in 1888), was owned originally by Effie Ober Kline (a direct descendant of Joseph Wood). Mrs. Kline, who had

spent her girlhood in Blue Hill, became manager of the Boston Ideal Opera Company in 1878, one of the first companies to bring Gilbert and Sullivan to America. While touring the country with the company, she met and married Virgil P. Kline, a Cleveland attorney. It was through her friendship that so many other Cleveland residents came to Blue Hill. *Sunset Cliff*, which was originally named "La Mascot," was completed in 1888. It was occupied for several summers by the Lusks, of St. Paul, Minn., and by Dr. Frederick A. Merrill, of Boston, Mass.

41 *Kerrwood*, originally Victor Strobel's barn, was moved down by the shore and remodeled into a cottage by Juliet Kerr. It was later owned by Mrs. Kerr's sister, Ann Warden Baird. The cottage, which now belongs to Mrs. Baird's daughter, Mrs. Katharine D. Potter, has recently been rented by Mr. A. W. Swartz, of Philadelphia, Pa.

42 *Seven Oaks* is now owned by Mrs. William Haskell of Newton, Mass. This cottage, which was built in 1887 for Mr. Holman (Mayo and Townsend were the builders), was known in his day as the center of evening entertainments and dances. Later owners were Dr. E. P. Riggs, of St. Paul, Minn., and Coburn Haskell.

43 *Winnecowetts*, the seventh cottage on the Point, was built in 1892 for W. B. Hosmer, of Boston, Mass., who spent many summers here with his mother. Later, the house was sold to John Teagle. It is now owned by Mrs. Frank Teagle, of Cleveland, Ohio.

44 *The Pines*, the third cottage on the Point, was built in 1885 for Benjamin B. Newhall, of Boston, Mass. It was bought in 1911 by Blanche Phillips Weston, of Dayton, Ohio, and is now owned by the Weston Estate.

45 *The Log Cabin*, on the Inner Bay shore in Sunset Cove, was built in the early 1900s by Walter Rich, a nephew of John Teagle. It is now owned by Mr. William C. Pierce, of Haverford, Pa.

46 *Brightly* and *The Studio* were also rented for many summers. Both are now owned by Mr. H. Clinch Tate, of Westport, Conn. *The Studio* was built about 1904 for Caroline Whittlesey, of Boston, Mass., a friend of Elizabeth M. Burrall who had built *Inwood* across Maple Lane several years earlier. This cottage burned in 1930 after ownership transferred to Caroline Baslington.

47 This house, which now belongs to Miss Ethelwynne Hinckley, was built in 1916 for her father, Ward O. Hinckley, of Chicago, Ill., a direct descendant of an early settler, Theodore Stevens, and a great-grandson of the Rev. Jonathan Fisher.

48 *The Golf Links and the Club House* are on the old farm of Charles Colburn, who came here in 1829 and married Serena Parker. (The land was

part of the Peter Parker grant — which included all of Parker Point and the Kneisel place from the shores of the bay up to South Street.) The Colburn family moved to Boston in the 1840s, and the place passed into the hands of Jonah Dodge of Sedgwick. Later, the Dodge family moved to the Nathan Ellis place in the village (on the site of the present Town Hall), and the empty Colburn house was taken down after several years.

49 *East Home*, now owned by Dr. J. S. McCarthy, also stands on part of the original Peter Parker grant. The property was bought some time before 1900 by O. H. Venner, the village jeweler and photographer, who built a small summer cottage on the south side of the cove. This cottage and two others which had been built by Wilford Grindle on the west side of the cove were bought about 1900 by Dr. Allen M. Thomas (brother of Aaron Thomas) of New York. Dr. Thomas took down the Grindle cottages but used the Venner cottage as part of a much larger house. The building was further enlarged by the next owner, Frank Smith, of Cleveland.

50 *Bungalow*, owned by Mrs. Annette Pyle, is built on the point formerly occupied by the old wharf which was used as the first steamboat landing.

51 The house of Mrs. Beatrice Schandler, of New York City.

52 *Parker House*, now owned by the heirs of Dr. Frederick A. Merrill, was built about 1820 by Robert Parker (whose wife, Ruth, was a daughter of Joseph Wood). Frederick Parker, Robert's son, sold the property to Fred A. Fisher. Later, it was bought by Effie O. Kline, who remodelled the home and subsequently sold it to Elizabeth Merrill, her sister.

53 *Bonnie Home*, owned by Miss Florence B. Coggan, was built by Leonard Clough when he married Mary Jane Wood in 1837. Mr. Clough, who was a shoemaker by trade, also made spars for Blue Hill vessels over a period of forty years. Previous to Miss Coggan, the house was owned by Frank McIntyre.

54 *Ideal Lodge* stands on the site of a two-story house built by Jedediah Holt. The early building was destroyed by fire about 1835, and a story-and-a-half house replaced it. The second building, owned by Mary P. Ober, was remodelled by her daughter, Mrs. Kline, in 1885 or 1886. Fifty years later, Mrs. Kline, who had spent that many summers in the house, sold it to the Countess of Eulalia. More recently, it was bought by Mrs. Dorothy W. Hunt of Washington, D. C.

55 Site of the Blue Hill Inn, built in 1892 by George Stover. Later, it was converted to a summer home by Judge Chauncey Truax, of New York.

56 The home of Mrs. Josephine Kurric, of Philadelphia, Pa., one of the oldest houses in town, was probably built by Robert Johnson in the very early 1800s. Later, it was owned by Isaac (Ike) Closson, whose heirs sold to George Kurrie.

57 The house of Miss Winifred P. Merrill, of Bloomington, Ind., was bought by her father soon after 1923 (when she was a student of Franz Kneisel). This old house was owned in early days by Joshua Candage, and later by Tyler Hineckley.

58 The house of Mrs. Gladys Rousseau, of Fairfield, Conn., was bought by Adm. Harry Rousseau about 1920. The original story-and-a-half house had a second story added by Rufus Stover during the mining days.

59 This house, owned by Mrs. Evelyn A. Mann, of St. Petersburg, Fla., was built about 1910 when C. A. Mann bought the place and took down the very old house originally owned by Israel Johnson.

60 *Red School House* owned by Mr. Norman Nevins, was formerly known as the Beech Hill School, one of the earliest schools in town, mentioned as the meeting place of a Library Society meeting in 1796.

61 Site of the Old Meeting House

62 The old William Darling place was built in the early 1800s and remodelled in 1847, was bought some years ago by Helen Mackay, and is now owned by her daughter, Mrs. Annette Pyle.

63 Commodore Alexander Henderson, one of the first guests of the Blue Hill Inn, bought the old Tenney place built in the early 1800s on the brow of Tenney Hill, and made considerable changes and additions to the story-and-a-half brick house which was there. After his death, the place was bought by Dr. Donald Sage Mackay, and, more recently, this large house was sold to Mr. James T. Sutherland, of Marblehead, Mass.

64 *Hillside* was built by Frank Davis, a quarryman, in the 1870s. In the 1930s, his daughter sold the place, which has an uninterrupted view of the bay, to Mrs. Roxa Stover Stacy. Mrs. Stacy made extensive improvements, and later sold the house to Mr. Henry F. Wanning, of Wynnewood, Pa., the present owner.

65 *The Elms*, long known as the John Stevens House, was built in 1832 by Hosea Kittredge, a preceptor of the Blue Hill Academy and the husband of Nancy Fisher, daughter of the minister. Five years later, when the Kittredges moved West, the house was bought by John Stevens, Sr., who occupied it until his death in 1890. (The front porch was added in 1900.) For several seasons the house was rented by summer residents, until it was bought by Charles Stover, a Blue Hill native living in Cambridge, Mass. Later, Mr. Stover's widow sold the house to the present owner, Mrs. Winifred Wootton.

66 *Halcyon Cottage* was built by Samuel Baker in 1822, and bought by Asa Clough, Jr., in 1827. The ell and the barn were added by Asa Clough, Jr., in later years. This house, now occupied by Miss Annie L. Clough, granddaughter of Asa Clough, is owned by the heirs of George A. Clough.

67 *Rowantrees* is the home of Miss Adelaide Pearson. Miss Pearson has furnished it with treasures from all parts of the world, and has graciously opened it to the Village as a museum and as an invaluable meeting place. By the side, and almost surrounding her house, Miss Pearson has developed the fine Rowantrees Pottery. The beautiful pottery made here is sold all over the United States.

68 The home of Mrs. Elizabeth Graham was built in 1803 (at that time the land cost \$30). It was sold in 1812 to Mathew Ray, and again about 1840, to Varnum Stevens. Later, the house was lived in by Capt. Steven Norton and several other families before being bought in 1890 or thereabout by W. I. Partridge, Blue Hill's druggist for over forty years.

69 The summer home of Mr. and Mrs. Andrew Wanning, of Germantown, N. Y., was built by Daniel Spofford about 1800. The place was later bought by Jonah Holt, son of Jedediah Holt. Albina Carter, descendant of another early Blue Hill settler, bought the house from a Mr. Guilford some time after the death of Jonah Holt and his wife (ca. 1865). The Carter family continued to live in the house after Albina's death in 1887, until it was sold to Capt. William W. Peters and his son-in-law, Eugene Hineckley. During their ownership the building was converted to a two-family dwelling, and it remained so until recently, when Mr. Wanning purchased it from the Hineckley descendants.

70 *The Blue Hill Library*.

71 *The Congregational Parsonage* was built about 1800 by Theodore Stevens, whose third child, Benjamin, married Polly, daughter of Jonathan Fisher. Members of Benjamin Stevens' immediate family continued to live in the homestead until the death of the last of his six children. The house was then given to the Congregational Church by Miss Ethelwynne Hineckley, a great-great-grand-daughter of the builder.

72 *The Blue Hill Memorial Hospital*.

73 *Nurse's Home*.

74 Mrs. Dorothy R. Austin's house was probably built about 1825 by Stephen Holt (the fifth son of Jedediah Holt and grandson of Nicholas Holt). After Stephen Holt's death in 1870, his wife and daughter moved to Thomaston, Maine. The house passed through several hands before being bought by Wilford Grindle, whose widow later sold it to the present owner.

75 *The Reuben Dodge Farm* was built by Reuben, son of Jonah Dodge, one of the first settlers, in 1800. At that time, the road to the Dodge land led from Main Street between the Congregational Church and the Asa Clough, Jr., place to a large stone and log wharf on the shore, used by Reuben Dodge for shipping lumber and extensive ship-building. The farm is still owned by members of the Dodge family.

76 The home of Mr. and Mrs. William E. Humphrey, another one of the old houses in town, was built early in 1800 by Andrew Witham. The house was later owned by Capt. Steven Norton (Andrew Witham's son-in-law), by a shoemaker named Smith and by Maxwell R. Hinckley, who sold it to Mr. Humphrey in 1935.

77 The Farmhouse of Mrs. Paula C. Dohme of Baltimore. This was one of the large pioneer farms in the town. It was owned first by Isaac Osgood and later by his son, Augustus.

78 The summer home of Dr. Fergus Butler of Salem, Mass., was built by Simeon Parker about 1820. The house was bought from the latter by Capt. William Walker, and later occupied by his son-in-law, Henry B. Darling. The Darling heirs sold the house to Daniel Hathaway, whose brother-in-law is the present owner.

79 The house of Capt. Laurence F. Safford of Washington, D.C., was built in 1951.

80 *The Cove*. Miss Florence Bryant, one of Franz Kneisel's pupils, built this house on part of the original John Peters land grant in 1923.

81 *Seven Chimneys*, owned by Mrs. Linus Coggan, was built by Lemuel Peters on part of the original John Peters grant. This place, which was later known as the Augustus Peters farm, was bought in 1907 by Marcellus Coggan, of Boston, Mass. The front porch and columns were added after that time, and the large brick wing was built by Linus Coggan in 1929.

82 Marcellus Coggan also bought the George Stover place on the point, and later sold it to Frank B. Richards, of Cleveland. Mr. Richards took down the original house and built the large white house farther up the slope — now owned by the heirs of Caroline D. Richards, and called Scribelsby,

83 The house of Mrs. Martha W. Brown, of San Francisco, was built about 1875 for Albert Clay. It has changed ownership many times.

84 *Twin Brook Farm*, originally part of the John Peters grant, was probably built by Moses Pillsbury (son of Phineas Pillsbury), who came to Blue Hill about 1765, and Phebe, granddaughter of Joseph Wood. More recently, the land was bought by Maj. T. P. Walker of Englewood, N. J., and the old house was remodelled to its present form. It is now owned by Mrs. Eugene G. Walker.

85 The home of Mrs. Lucie Rumbough. This house was built during the granite quarry days (1893 or 94) by a quarryman named John Bonin.

86 The home of Mrs. Raymond Carter. The house was built in 1874 by Albert M. Carter, Raymond's father.

87 The home of Mr. Douglas S. Byers, of Andover, Mass., was known much earlier as the Allen Wood Farm. I am told that Moses Pillsbury traded the present *Twin Brooks Farm* for this place. His daughter later married Albert Carter, and their sons Fred and Raymond sold the house to its present owner. Mr. Byers enlarged the house after purchase.

88 The home of Mr. John J. Mackin stands on land which was formerly the property of the White Quarry. In years gone by, the granite was taken from the north side of the road and cutting sheds stood on the south side with the engine house and large dock. The modern house on the shore was built about 1940. More recently, the old engine house was restored and converted to two recreation rooms. A massive old *galamanda* used in hauling granite, is still on the place.

89 This house, built by Emily Loring, belongs to Mme. Povla Frijsh, of New York City.

90 *Larkspur Cottage* was originally an office of the granite company. After being made over for a house, it was bought by Caroline, Elizabeth and Mary Dale Owens and used as a gift shop and tea room. It is now owned by Dr. Edwin Pyle, of Waterbury, Conn.

91 *Kollegewidwok Yacht Club* (so called after the Indian name for Blue Hill) was located here in a new building in 1949 on the site of a large dock of the Blue Hill Granite Company. (Before that, the Club had used the boat-house of Dr. Seth Milliken for many years.)

92 *Stone House* stands on the property of the old Blue Hill Quarry — land taken up in 1768 by Jonathan Darling, and later worked for granite by his son, Jedediah. The property was divided and sold as house lots by Judge Victor Loring, a more recent owner. *Stone House*, owned by the heirs of Emily Loring, the author, is the old granite boarding house which the judge remodelled for the use of his family.

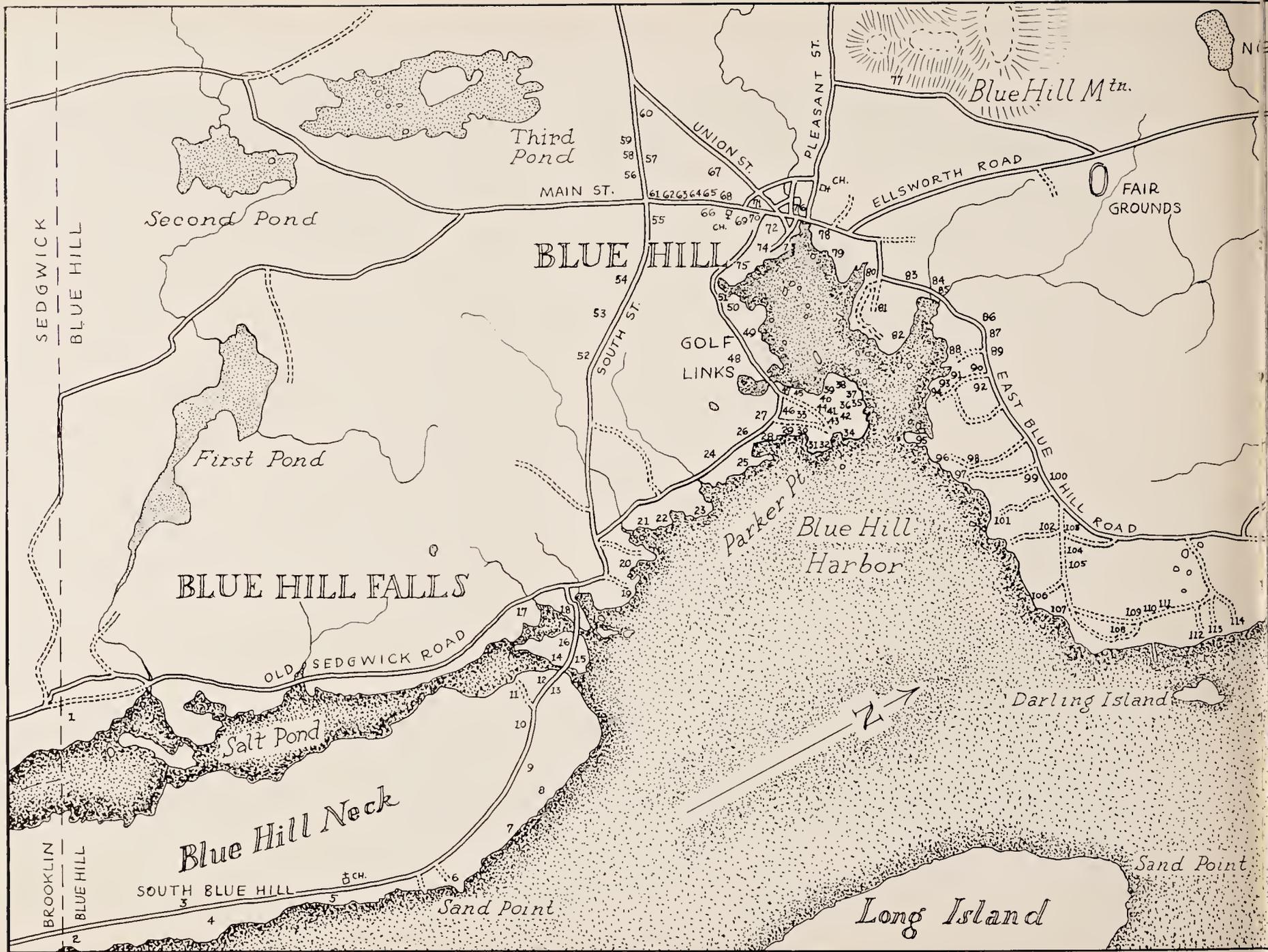
93 *Tyn-y-coed*, built by Caroline Owen on part of the Loring land after they had spent several summers at *Brightly*, is now owned by Mr. Sidney Coggan.

94 The log cabin home of Mr. Fisher L. Boyd of West Chester, Pa.

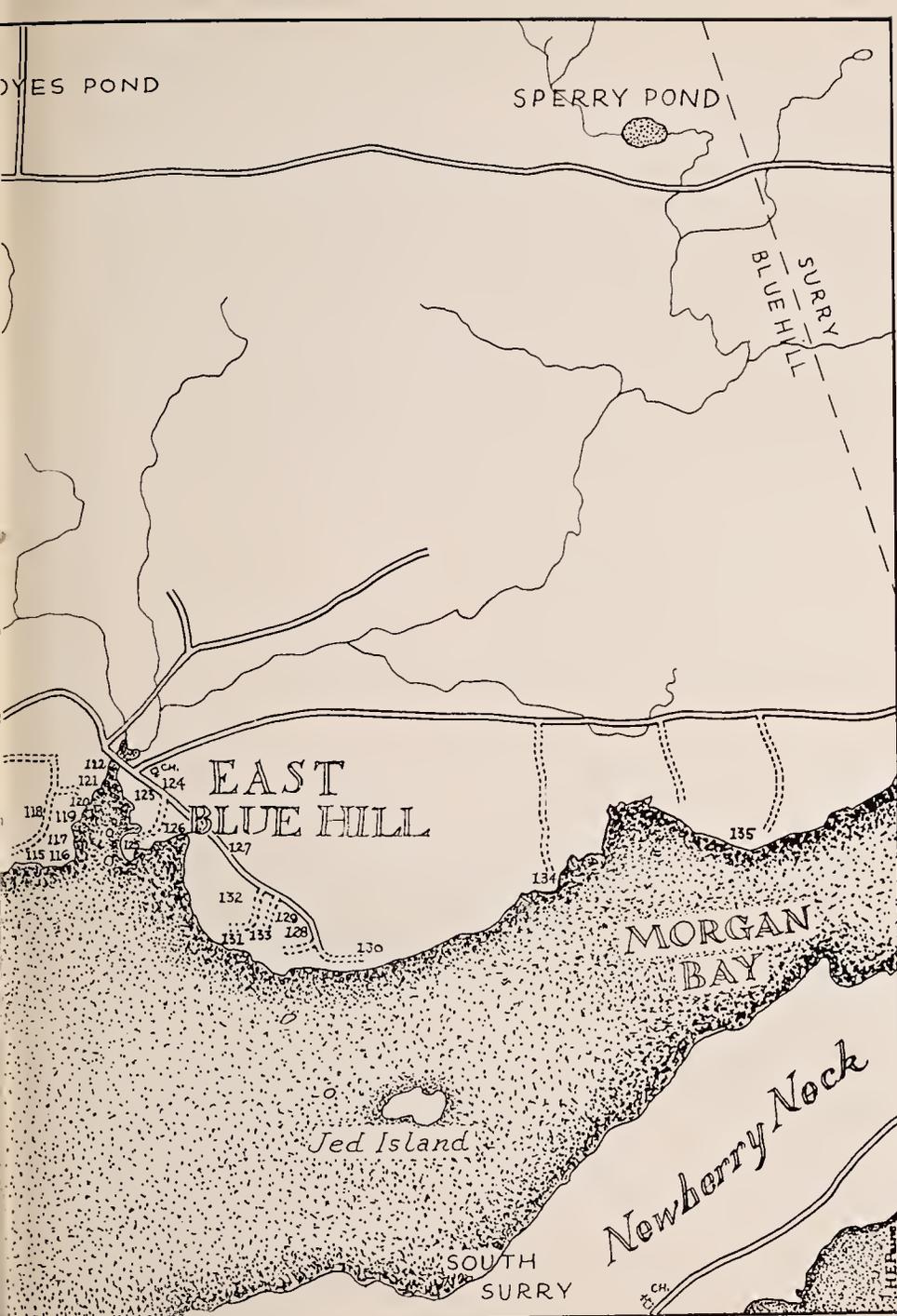
95 The Sculpin Point home of Mr. Henry P. Becton of Rutherford, N. J., built in 1948.

96 *Bryn-y-Mor*, the home of Mrs. Dorothy Heywood and Mrs. Lynne Thompson, was built in 1928 on land originally part of the Benjamin Curtis Estate by Mrs. Ellen Skelding, a sister of Ann Paul Nevin. Mrs. Skelding sold the house to the present owners in 1945.

97 *East Anchorage*, owned by Mrs. Blossom Alcott, is also on land once part of the Benjamin Curtis property. Mrs. Alcott bought the land in 1927 and built the house in the following year.



This map is based in part on Colby's nineteenth century Atlas of Hancock County. The direction of magnetic north has changed through the intervening years.



98 *Field House* was originally the garage at *East Anchorage*. A short time ago, Mrs. Alcott moved the building up the hill to its present location and remodelled it into a small cottage which is rented each year.

99 The home of Mrs. David S. Hays was built by Zenas Closson sometime before 1830. It was sold successively to George Bacon, Benjamin Curtis, and (in 1928) to Miss Elizabeth Anderson — who enlarged the old house and became a permanent resident of the town. The present owner, who bought the place in 1947, is also a permanent resident.

100 The home of Miss Elizabeth Littell and Miss Elizabeth Singleton was built by Anson, son of Jonathan Darling, in 1812. Later known as the Wilford Grindle place, it was bought by Benjamin Curtis together with much of the Jonathan Darling land and repaired for summer use. After Mr. Curtis' death, the property was acquired by Mr. Winfred Brooks, who sold it to the present owners.

101 This house, built in 1933, is the property of Mr. R. T. Flood, of Dedham, Mass., and was formerly owned by Mr. Thomas R. Morse of Andover.

102 *Elwin Cove*, owned by Miss Elinor Brooks, was formerly known as the John Wood property. The land was bought by Edward J. Brooks, of East Orange, N. J., in 1907, and the bungalow was constructed for him in 1908.

103 *Friend's Corner*, built by John Friend in 1827, was also bought from John F. Wood by Edward J. Brooks. (The house had been occupied by Cornelius Baty before Mr. Wood's ownership). It has been remodeled several times in the course of changing hands. Mr. Dudley Figgis, the present owner, is a permanent resident of Blue Hill.

104 *Three Ways*, now owned by Mr. Winfred Brooks, of East Orange, N. J., was originally on the Friend place as a workshop. Later it was moved to its present location and made into a house for Herman Howard. More recently, Edward J. Brooks bought the property for his son, the present owner.

105 *Hilltop*, formerly part of the Slaven property, was moved up the hill by Ellen A. Slaven, and, after additions had been made, sold to Mr. Theodore Keller, of Lawrenceville, N. J.

106 *Log Cabin*, owned by Mr. O. H. Curry of Riverton, N.J., was built in 1952.

107 *Borderland* is owned by Miss Nila E. Slaven. Her father, H. B. Slaven, while a guest at the Blue Hill Inn, bought the Chase Quarry together with George Stover. In 1903, he built *Borderland* on the site of the old quarry boarding house.

108 *Greystones* is also owned by Miss Nila Slaven. This cottage, located near the big quarry dock, was constructed in 1920 by joining two old quarry houses.

109 *Rose Cottage* is also owned by Miss Slaven.

110 This house is the property of Miss Orillia Slaven of New York City.

111 *Clover Cottage* is owned by Miss Nila Slaven.

112 *Landfall*, located on former Slaven property, was built by Mr. John Rogerson in 1941.

113 *Trailwood* was built by Dr. John J. Moorhead, of New York, in 1935 — on land bought from Miss Nila Slaven. The cabin was recently sold to Mr. C. Frederick Morgan, of New York City.

114 Mr. Kendall Basset, of Pleasantville, N.Y., and his son are building this log cabin at the present time.

115 *Road's End* and the nearby guest cottage belong to Mr. Marcus Beebe, of Boston. Mr. Beebe acquired the place (known earlier as the Will York farm) from Harold Pender, of Philadelphia.

116 The summer home of Mr. Edmund R. Boots was bought from Mr. Marcus Beebe in 1950. Once known as the Henry York farm, it was acquired in 1904 by Mr. Gaston Dethier, a member of the Blue Hill music colony. Mr. Dethier repaired the farmhouse for rent, and built a large bungalow (117) for his own summer use. Later, he sold the farmhouse to Mr. Marcus Beebe.

117 *Bungalow*, built by Mr. Gaston Dethier, of New York City, is occupied summers by Mr. Dethier and his brother, Mr. John Dethier.

118 The summer home of Mr. Edouard Dethier, of New York City, violinist, was built shortly after that of his brother, Mr. Gaston Dethier.

119 This house, owned by Mr. Charles Belknap, of St. Louis, was built by Mr. Louis Bostlemann, a violinist and a pupil of Franz Kneisel. Mr. Bostlemann first bought the Artemus Chamberlain home, which had earlier belonged to James York, Artemus Chamberlain's father-in-law. The present building was constructed after the Chamberlain house burned one summer. Mr. Belknap has made extensive additions since acquiring it.

120 *Sherlock Holmes* bought recently by Miss Delight Weston, was built by Harold Pender in 1910. Later, it was sold to J. S. Andrews, of Rochester, N. Y., and, upon Mr. Andrews' death in 1921, to Jane Herron, of Washington, D. C. Miss Weston bought the property from Mrs. Herron's daughter, Mrs. H. J. Hughes.

121 This cabin, belonging to Miss Alice Barrows, was built about 1920.

122 The cabin of Miss Catherine Tucker, of Flour Town, Pa., like that of Miss Barrows, is reached by the old York Road.

123 Dr. Albert S. Crawford's house was built by Capt. Frank Cousins. The present owner acquired it in 1938.

124 This house is the property of Dr. Janet Barnes, of Gardner, Mass.

125 This cottage was bought about 1945 by the Rev. H. O. Smith, of New York.



Parker Point sometime before 1900. The buildings shown are (left to right) the Sweet barn, The Homestead, Winneowetts, Seven Oaks, Shoreacre and The Maples.

126 The cottage on the Curtis Cove side of Birch Point belongs to Mr. Harry A. Wright, of North Andover, Mass.

127 *Baywood*, bought in 1944 by Benjamin C. Vannah, of Boston, and restored for a permanent home, was built by John Curtis soon after the settlement of East Blue Hill.

128 *Wing on Wing* is the property of Dr. Seth Milliken. This part of East Blue Hill was formerly occupied by the Collins Granite Company. When the company liquidated, one major stockholder, John Ellingwood Donnell, of Portland, took between two and three hundred acres in payment of stock. Neither he nor his children ever saw the land, but it ultimately became the property of his grand-daughters, Mrs. Seth Milliken and Mrs. Richard Boardman. In 1908, Dr. and Mrs. Milliken and Mr. and Mrs. Boardman came to Blue Hill as young married people for their summer vacation. Shortly after, both couples built permanent summer homes on the property.

129 *Four Seasons*, owned by Dr. Seth Milliken, is occupied by his family during the colder months.

130 *Leese House*, built by Richard Boardman, now belongs to Dr. Milliken. It was recently occupied by Mr. and Mrs. Fred Nichols.

131 *Cockrobin* was bought by Mr. Samuel Taylor, of New York, in 1947.

132 *Bobolink*, the property of Dr. Milliken, is rented during the summer season.

133 The cottage of Mr. Albert C. Mosley, of Philadelphia, Pa., is now under construction.

134 *Tall Timbers*, built in 1920 by Helen Moorhead, is now owned by Mrs. Roswell Rousch, of Plainfield, N.J.

135 *Blueberry Hill* is owned by Mr. Frederick E. Camp. Originally, it was the property of Phineas Cousins.

REVOLUTIONARY WAR ACCOUNT OF BLUE HILL

Nehemia Hinckley

Colonel Nathan Parker

Christopher Osgood

Samuel or Nathaniel Knowles

COMMITTEE OF CORRESPONDENCE

Joshua Horton

David Carlton

Nathan Parker

COMMITTEE OF INSPECTION

John Peters

John Roundy

Zebediah Shattuck

COMMITTEE OF SAFETY

Peter Parker

John Roundy

Joseph Wood

A Final Note

MANY OF THE CALLS I MADE IN COLLECTING MATERIAL — ESPECIALLY CALLS on older people for information about events in the early days of Blue Hill — were inspirational as well as informative. Memories proved to be amazingly keen, and there was a lively interest in recording the growth and development of the town.

One gentleman of eighty-six years, Frank E. Snow, of North Blue Hill, greeted me with a hearty “Glad to see you, come right in.” He knew dates and facts as far back as his early boyhood, and was as quick with his information as a college freshman.

Frank Snow was born in the house built by his father in 1846, and has lived there all his life. He takes great pride in his family — his wife, who died several years ago, his three sons, two daughters, and nine grandchildren. His is one of the many families here which worked to clear forest land, and tilled the soil to yield food for themselves and their stock. That called for ambition, energy, and determination. No eight hour day for a farmer — his day is from sunup to sunset!

Money had to be earned other than that produced by labor on the farm. So Frank Snow worked with his oxen on the construction of the Parker Point Road between the brook at Harry Haas’ place and South Street or the Old Sedgwick Road. The stretch of road was about four-and-one-half miles from his own place, and when he reached home at night there were still farm chores to do. And there were more morning chores — done before he started roadwork at seven o’clock the next day. His pay was three dollars daily for himself and his team. He remembered that the seven-eighths of a mile long road, with two bridges, had cost the town \$560.

Before the days of artificial ice and electric refrigerators, Wood’s Pond, about two miles west of the village, was the field for cutting in the Blue Hill area. There were usually 105 days of sledding weather in the late 1800s and early 1900s, and the ice was transported to ice houses on long low sleds with two sets of runners. Frank Snow recalled being on the pond with his team at sunrise: “If not,” he said, “there would be a line of sleds ahead of you.” The



*Frank E. Snow —
still going strong
at eighty-six.*

cakes of ice, twenty-two inches square, were hoisted onto the sled with a long pole used as a lever — men on one end and ice on the other. Some days he hauled as much as three tons, at thirty-five cents a cake.

Breaking steers to the yoke was another means of livelihood for Mr. Snow. He raised the steers himself; and, when they were old enough, he would yoke them up and put them in the lead in front of trained oxen. When they were sold, he would get between \$80 and \$100 a pair.

About food, Mr. Snow recalls stocking the following provisions in the autumn: 4 barrels of flour, 1 barrel each of tripe, tongues and sounds, and crackers, 1 bale of dried fish, and 1/4 barrel of molasses. He tried to get the last quarter of a barrel of molasses — for it contained the sugar.

About people, he liked to wind up with a tart phrase: “Finest looking man you ever put your eyes on,” he said of one. Of another, “He’s got a head on him, and he carries it with him,” and of another, “He was smart, smart as a lawyer — but rusted out.”

Scouting around to find stories of our town, it was especially rewarding to meet a man of Frank Snow’s age who has secured (and still does) his living from hard labor on the farm, and has retained his interest in the world. His keen eyes and contented expression reveal a completeness of living and a serenity of spirit which are all too rare in our time.

ANNIE L. CLOUGH

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An 1847 Blue Hill Letter of Apology

Bluehill, April 23d, 1847.

Mr. Asa Clough Jr.

Sir

Feeling no desire on my part to treasure up hard feelings in consequence of what took place in the shipyard between you and me this afternoon and which on my part and the excitement of the moment was lent to say things unbecoming from one gentleman to another and for which I ask you to forgive, forget and remember no more.

Very respectfully,

Reuben Geo. W. Dodge

