

1970

Peaks Island Scrapbook : 1954 - 1970, part 5 (1962)

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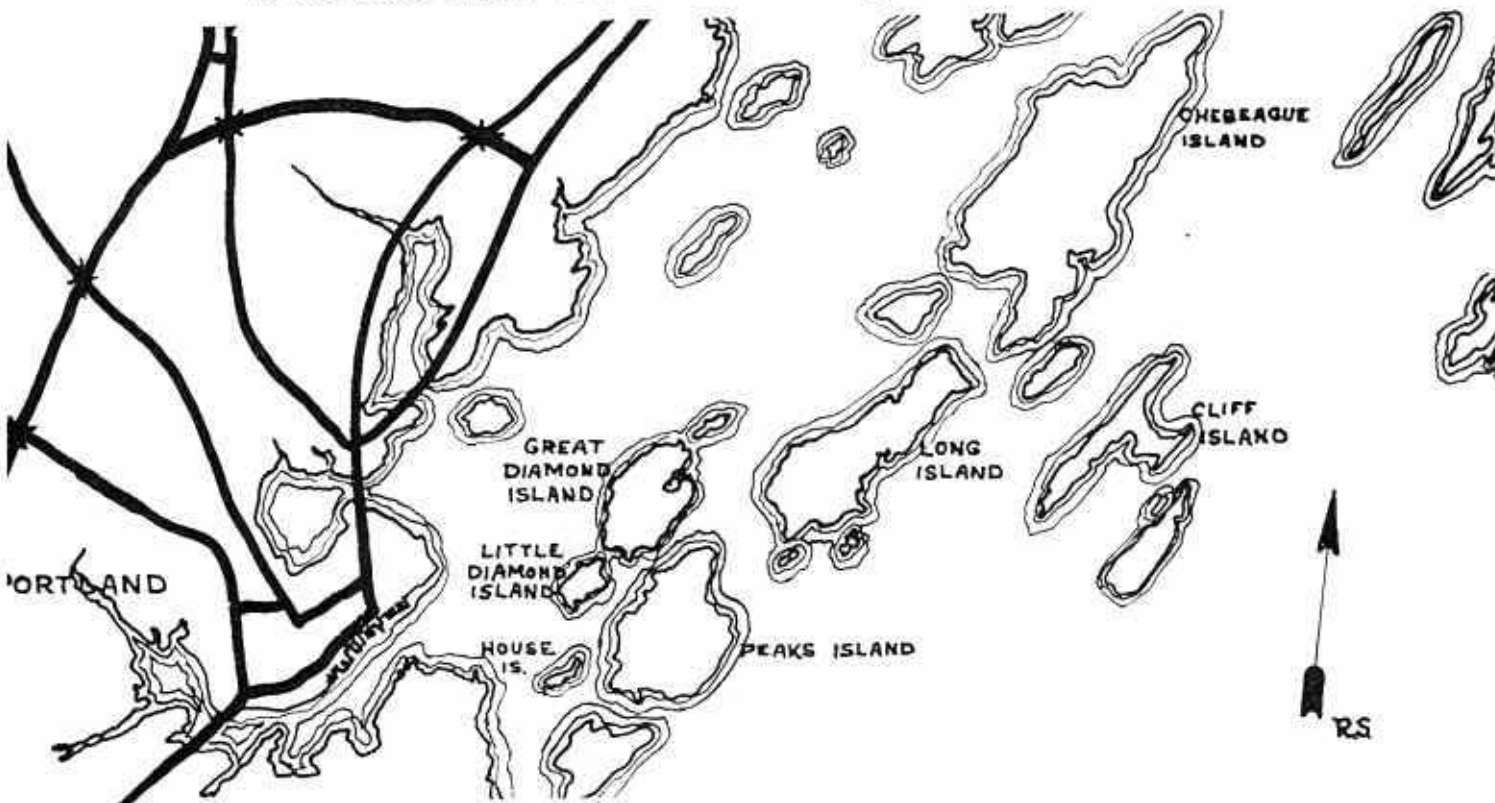
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WELCOME TO THE CASCO BAY ISLANDS

● THE BEST OF THE MAINE COAST

● New State-Owned Wharves

● Regular Passenger Service



ISLAND FACILITIES

HOUSE ISLAND (FORT SCAMMEL)

10 minutes from Portland by Bay Taxi, leaving City Boat Float at Maine State Pier at 10 a.m., 2 p.m., and 6 p.m.

Privately owned but operated for public use - tenting, exploring, clambakes,

excursions - overlooks main ship channel into Portland Harbor.

For information call SP 9-0937, mobile phone YJ 6-2025, or write Fort Scammel, Box 592, Portland, Maine.

PEAKS ISLAND

15 minutes from Portland via Casco Bay Lines. Summer schedule - 16 trips daily from Custom House Wharf and Portland Pier.

Docking for private boats - Council Dock at Forest City Landing. Trefethen Float at Trefethen Landing (by arrangement).

Accommodations -

The Coffee Cup Restaurant.
Fisher Lodge - guest house - new harbor view dining room. Reservations required.
avenue House - hotel with rooms and kitchen privileges.

Picturesque rocky picnic areas - Hadlock's Cove, Spar Cove, and Whaleback.

Stores and Services -

Seaside Shop - gifts, clothing, household supplies, etc.
Four grocery stores, Fish Market, Dari-Whip, Launder-mat.
Beauty Shop and Barber Shop.
Taxi - meets all boats - PO 6-2777.

Beaches -

Hadlock's Cove, Trefethen Beach, City Point Beach - all shallow, and coarse sand, and pebbles.

Recreation -

Bowling alley - automatic pins.
City playground.
Ball park.
Tennis (at Trefethen Clubhouse for members and guests).

(Continued - Please Turn Page)



Preparing For Washington Dance

Members of the social activities committee of the Island Development Association, Peaks Island (left to right), Mrs. Frederick J. Lanigan, Mrs. Abner A. Haskell and chairman Mrs. Glenn E. Haines, climb the stairs of the island Legion Hall, scene of

the association's George Washington Dance. The event, at 8 p. m. Wednesday, Feb. 21, will mark the first social activity for the IDA this year. Richard Daniels will be in charge of music, and coffee and doughnuts will be served. (Sargent Photo)



Tables Turned On Teachers

AT MOST PTA meetings the parents greeters and teachers are carefully tended guests. But at the Peaks Island School PTA meeting Wednesday night the tables were turned, and the faculty not only did the cooking (at left) but got on-stage to present a Teachers' Talent show afterward.

IN THE kitchen (left to right) seventh grade

teacher Mrs. Leroy Alquist and sixth grade teacher Joseph Richards fork up the spaghetti for PTA president Raymond Boyle. At right: Mrs. Alquist strums the uke and acts as hula instructor for (left to right on dance floor) teacher Richards, prexy Boyle, dads Ralph Sprague and Richard McIntyre. (Photos by Sargent)

Casco Bay Lines Given Authority to Boost Charges

AUGUSTA—The Public Utilities Commission authorized today passenger fare and freight increases for the Casco Bay Lines.

The PUC said the new schedule should produce \$21,650 a year more than the 1960 fares produced, or 10 per cent.

The test year of 1960 was used because much of the ferry service was suspended in 1961.

The increases will take effect when CBL files new schedules, it on or before May 28.

CBL had proposed a revenue increase of \$48,700, reduced on an original filing which would have yielded an estimated \$90,000 addition.

Fares will be boosted from \$1.50 to \$2 for a 10-trip commuter ticket between Portland and Peaks Island.

Here are one-way fare ranges:

Portland to Peaks Island, 35 to 45 cents; Little Diamond, 40 to 50 cents; Great Diamond, 40 to 55 cents;

Long Island, 45 to 60 cents; Cleaves, Long Island, 45 to 55 cents; Chebeague, 60 to 70 cents; and Cliff, 60 to 90 cents.

Round trip fares will be about 180 per cent of one-way. Minimum charges for freight will go from 55 to 75 cents be-

tween Portland and Peaks, Little and Great Diamond Islands and from 60 to \$1 between Portland and other CBL points. Other freight charges will rise 15 per cent.

The commission allowed the company's contention that expenses will rise in the salary and wage categories and in taxes and rentals. But it disallowed other expense increases on the ground they are "based for the most part on conjecture by management."

The PUC allowed total operating expenses of \$220,000, a \$20,000 increase from 1960 experience and recognized an operating ratio (expenses to revenue) of 92.7 per cent, thus giving CBL estimated net income of \$10,727 after taxes and interest.

"We are of the opinion that this will enable petitioner under efficient and economical management to render adequate service to its patrons and realize a reasonable return to its owners, and we so find," the PUC said.

May 14, 62 Peaks Island

Miss Flora D. Randall
SP 3-3080 (nights)

Mrs. Paul V. Conley and Mrs. Frederick J. Lanigan are chairmen of a rummage sale from 11 a. m. to 3 p. m. tomorrow in The Annex, Island Ave. It is sponsored by the Catholic Women's Council.

Mr. and Mrs. John T. Feeney have returned from Florida.

Mrs. Maude Newby, Detroit, Mich., will spend the summer at the Kerr cottage, Pleasant Ave.

The annual tea of the Calends Study Club will be July 14.

Mrs. Philip S. Glasson, Berlin, N. H., and Mrs. Frank O'Connor and Dennis, Brookline, Mass., will be guests tomorrow of Mr. and Mrs. Ernest W. Town and Miss Irene H. Lathrop, Torrington Point.

Mr. and Mrs. Robert F. Skillings, Oaklawn Road, Trefethen's, are at their summer home. They lived at the Eastland Motor Hotel last winter.

Mrs. Joseph K. Arbecly and Laurie Ann and Diana Frances, Brookline, Mass., are visiting her parents, Capt. and Mrs. G. Clifford Randall, Luther St., and her sister and family, Mr. and Mrs. John J. Curran, Sterling St.

Mr. and Mrs. Kenneth L. Pride, Ocean View Terrace, had as Sunday guests Mr. and Mrs. Daniel McLeod, Falmouth, Mrs. Ernest Libby, Kimberly and Michael and Miss Janice Pride, Westbrook.

Mr. and Mrs. Austin Woods, Natick, Mass., have returned from a visit with her brother-in-law and sister, Mr. and Mrs.

New Fares For Bay Lines

AUGUSTA—The Public Utilities Commission issued these tables, among others, today in announcing its decision permitting increases in revenues for the Casco Bay Lines:

10-Ride Commuter Fares

Portland to	C.B.L.		
	Present	Proposal	Prescribed
Peaks Island	\$2.50	\$3.75	\$3.00
Little Diamond	3.00	4.75	3.50
Great Diamond	3.00	5.75	4.00
Ponce (Long Island)	3.50	6.75	4.50
Cleaves (Long Island)	3.50	7.75	5.00
Chebeague	5.50	8.50	6.00
Cliff	5.50	9.00	6.50

Children's Fares—One Way

Portland to	C.B.L.			*Pre. R. T.
	Present	Proposal	Prescribed	
Peaks Island	\$.35	\$.40	\$.30	\$.35
Little Diamond	.30	.50	.35	.65
Great Diamond	.30	.60	.40	.70
Ponce (Long Island)	.35	.70	.45	.80
Cleaves (Long Island)	.35	.75	.50	.90
Chebeague	.55	.85	.60	1.10
Cliff	.55	.90	.65	1.20

*Petitioner proposed no round trip children's fares. R. trip fares constructed at 180% of one-way fares. Children must be 10 or younger.

Adult Fares—One Way

Portland to	C.B.L.		
	Present	Proposal	Prescribed
Peaks Island	\$.35	\$.55	\$.45
Little Diamond	.40	.60	.50
Great Diamond	.40	.64	.55
Ponce (Long Island)	.45	.73	.60
Cleaves (Long Island)	.45	.77	.65
Chebeague	.60	.86	.85
Cliff	.60	.91	.90

Adult Fares—Round Trip

Portland to	C.B.L.		
	Present	Proposal	Prescribed
Peaks Island	\$.70	\$.95	\$.80
Little Diamond	.80	1.10	.90
Great Diamond	.80	1.30	1.00
Ponce (Long Island)	.90	1.45	1.10
Cleaves (Long Island)	.90	1.55	1.20
Chebeague	1.20	1.75	1.50
Cliff	1.20	1.85	1.60

*Round trip fares constructed at 180% of one-way fare.

The charge for carrying a car to Peaks via the Narmada will remain at \$10.

There was a \$5 reduction in the rate for automobiles and trucks being ferried by the Narmada when it operates a special service to Little and Great Diamond Islands. Autos, station wagons, panel and pick-up trucks will be charged \$10; trucks under 12 feet, \$25, and over 12 feet \$45.

To Long, Cliff, Chebeague, Bailey and Cousins Islands the tariff has been increased \$5. Automobiles, station wagons, panel and pick-up trucks will be charged \$15; trucks under 12 feet, \$35, and over 12 feet \$60.

Clarence C. Knight, Island Ave.

Mr. and Mrs. Alfred W. Hudson, Island Ave., have had as guests their daughter, Mrs. John Kies and Mrs. Marcell Barker, Illinois.

Briefly Stat

Peaks Due

Casco Bay Lines start reconstruction Jones Wharf, Peaks within a few days. Assume regularly schedule of the car ferry due in three weeks. The cost about \$2,000.

Until Jones Wharf repaired, Public Utilities Commission Chairman Allen said, CBL will trip a day with the made to Forest Cliff plus other trips when demand and tides permit.

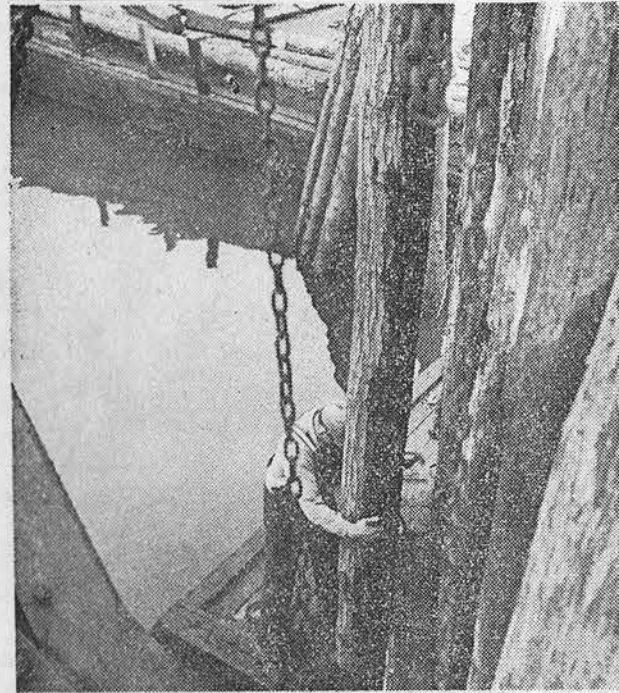
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Twenty-Five Years A Priest

Fr. John T. Minnehan, second from right, observed the 25th anniversary of his ordination as a priest yesterday by celebrating Solemn High Mass in St. Christopher's Church, Peaks Island. It was the first such Mass at the church in many years. Assisting him were, left to right, Lawrence Conley, master of ceremonies; Fr. Joseph Devlin, Portland, subdeacon; and Fr. John Hacala, Nanty-Gla, Pr. Fr. Minnehan and Fr. Hacala were classmates at St. Francis Seminary, Loretto, Pa. (Sargent Photo)

44 Portland, Maine, Evening Express, Wednesday, May 23, 1962



Repairs Under Way

A Casco Bay Lines worker steers a new piling into position at the side of Jones Wharf, the Peaks Island's ferry landing. A section of the rock foundation of the landing fell into the ferry slip almost two months ago, making it impossible for the ferry Berkley to dock. The stones have been moved back into place and pilings positioned to hold the stones. CBL says the wharf will be ready for use "in a few days." (Photo by Sargent)



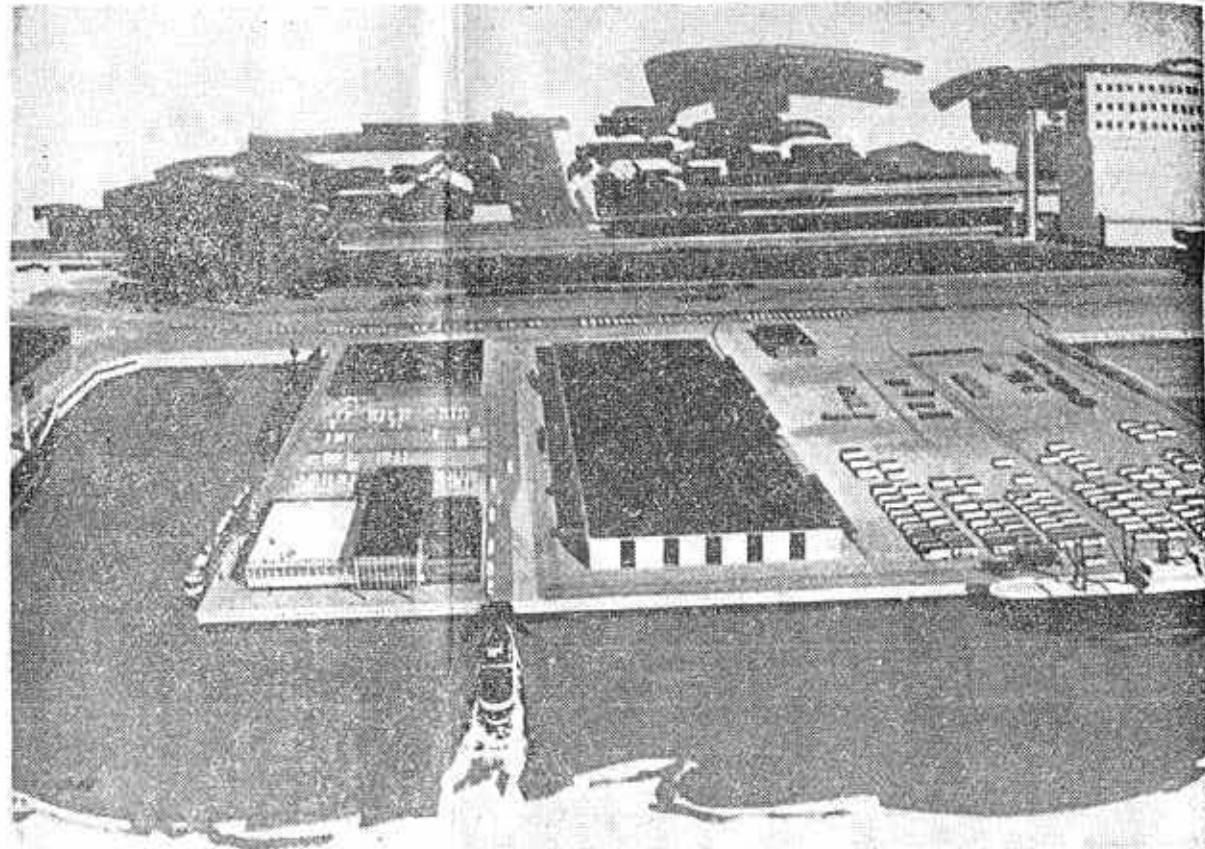
EE Lynn 5/4/62

A Fair Batch

Sampling their mothers' candy cookery, to be sold at the Brackett Church Spring Fair tomorrow, are Jackie Fuller, 7, and Billy Fuller, 5, children of Mrs. Jack E. Fuller (second

right) and Mrs. Harold M. Fuller (right), who are on the fair committee. Fair hours are 11:30 a.m. - 3 p.m. (Sargent Photo)

MPA Reveals Plan For Big Shipping Hub Here



Proposed Waterfront Development

This is an artist's conception of what the Maine Port Authority's proposal for a new waterfront shipping center would look like. At the far left is the Maine State Pier. On the far right is Grand Trunk Pier 7 with its accompanying grain conveyor and storage elevator in the background. In front left hand corner of

the new construction is a building that would house federal agencies. The large building in the center would be a cold storage and dry cargo facility. At right is the office service area. Casco Bay Lines ferry operation near the proposed government building.



might be used by federal agencies. A large building would be a cold storage container or "piggy-back" facility. Office buildings would be located near the proposed government building.

By **NICHOLAS G. PITARYS**
Staff Reporter

The Maine Port Authority revealed plans Saturday for a multimillion dollar commerce and shipping center on Portland's waterfront.

Although the exact cost was not given, it is estimated that the project would cost between \$5 and \$10 million.

The plans include the purchase of all eight of the Grand Trunk Piers and the Grand Trunk grain elevator from Canadian National Railways.

THE ULTRA-MODERN facility would include the construction of a cofferdam around the area now occupied by piers 1-8 to provide a surface area of about 800,000 square feet and three or four new freighter berths.

The proposed new facility, according to MPA officials, will be the basis of a drive to have Portland become a port of embarkation for the Defense Department.

Preliminary plans for the facility include:

A new building to house federal agencies associated with the waterfront.

Facilities for "piggy-back" or container ship services as well as bulk cargoes.

A cold storage warehouse as well as a regular storage shed for foreign cargoes.

A world trade building to house and display all Maine-made products.

Oil terminal facilities for domestic oils and gasolines.

A ferry terminal for Casco Bay Lines.



A. Edward Langlois

Office space for rent to shipping firms.

A modern restaurant and several parking areas.

The MPA listed as other possible benefits of the project the attractiveness of the port for new industries and the complete rejuvenation of the decaying waterfronts of both Portland and South Portland.

Directors of the MPA said they plan to present the proposal to the State Legislature for approval and financing.

Conferences are planned with the Maine congressional delegation and federal agencies as well as local governing bodies for support of the project.

BUSINESS and civic leaders of the state will be asked to work on the project with the MPA.

According to the proposal, the MPA would take over the operation of piers 7 and 8 and the grain elevator.

MPA General Manager A. Edward Langlois confirmed Saturday that the Canadian National officials have agreed to sell the Grand Trunk property which takes up about 1,500 feet on the waterfront.

Langlois stressed that the MPA is far from signing any papers "but progress has been made on the project."

He said the project was proposed because a "bold and imaginative" program is necessary to revitalize the Portland waterfront.

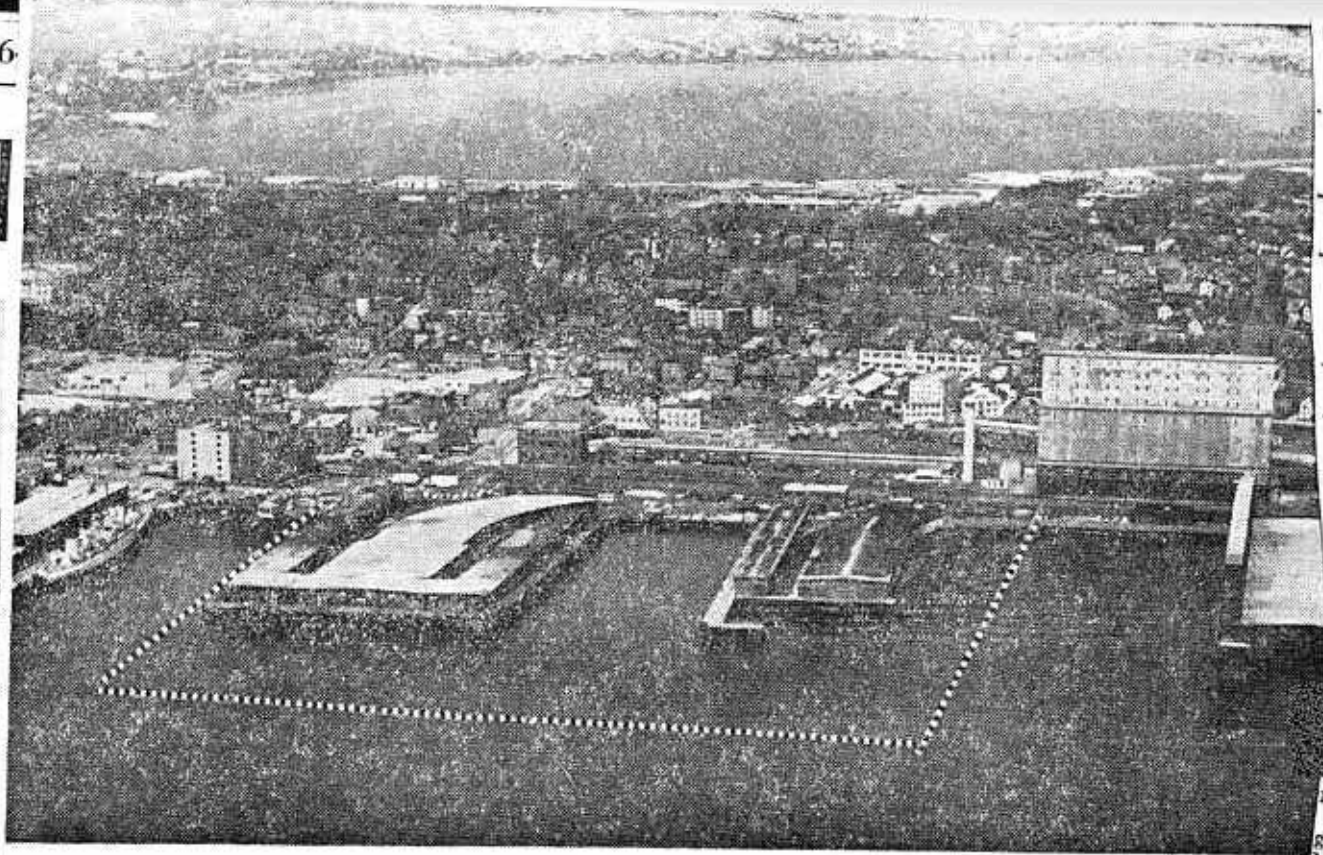
"It will be necessary now to make engineering studies to determine development and construction costs, and to hold further meetings relative to the purchase price," Langlois said.

One of the key factors in purchase price negotiations for the property is believed to be the \$750,000 plus interest that the Canadian National Railway owes to the State of Maine for the Blue Nose ferry terminal at Bar Harbor.

Langlois said that the purchase price has not been established yet.

Langlois said that the project proposal was based on the expectation that the MPA would be able to realize enough revenue from the center to pay for the project.

Continued on Page 14A; Col. 6



Project Site

The area enclosed by the dotted line would be the site of the MPA's waterfront project. It includes, left to right, Grand Trunk piers 1-6. Pier

six exists in name only. In the background is the peninsula of Portland and Back Cove. (Gannett Air Photo by Roberts)

meet the cost of purchase, development and operation.

"The revenue from the movement of import-export cargoes through the new facility would not be enough to justify the cost. . . it must be the additional revenues from the other developments on the property that will mark the success or failure of the project," Langlois said.

He said the U.S. Army Corps of Engineers has informed the MPA that preliminary studies indicate that there will be enough silt from the dredging of Anchorage B and the main ship channel—if these projects are approved by Congress—to fill in the proposed new marginal wharf.

THE HARBOR DREDGING project, already approved by the U.S. Bureau of the Budget and awaiting fund appropriation by Congress, is a "factor" in the MPA's new waterfront development project.

The wharves which would be filled in under the MPA's proposal have been virtually unused for commercial shipping since World War II.

At the present time, the Holmes Packing Co., a sardine firm, occupies a part of Pier 1.

Piers 2, 3 and 4 are fenced off to keep out any and all kinds of traffic because of their decrepit state. The last time they were used was for tying up Navy ships during World War II.

The land end of Pier 5 is used for office space but the docking end is near the condemnation stage.

Only the piles sticking up out of the water remain of what used to be Pier 6.

Pier 7, to which the grain storage elevator is attached, is in fair condition. It is used on the rare occasions—perhaps six times a year—when grain is moved.

Pier 8, the last of the Grand Trunk Piers, is as active as any other pier in the port with the exception of the Maine State Pier. It is available for general cargo but handles mostly woodpulp.

The grain elevator, built around the turn of the century, has a capacity of 1,500,000 bushels.

A companion elevator, built in 1896 at a cost of \$400,000 was torn down in 1943.

The piers and the elevators were at the peak of their careers around 1910 when the great ships of almost all the major shipping lanes called at this port.

Both freighters and passenger line ships used the then high-grade facilities.

The Navy took over Piers 1, 2 and 3 during World War II and for a short time later. They were returned to the railroad in 1946 and never used since that time.

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With Subject

Along The Casco Bay Shore . . .

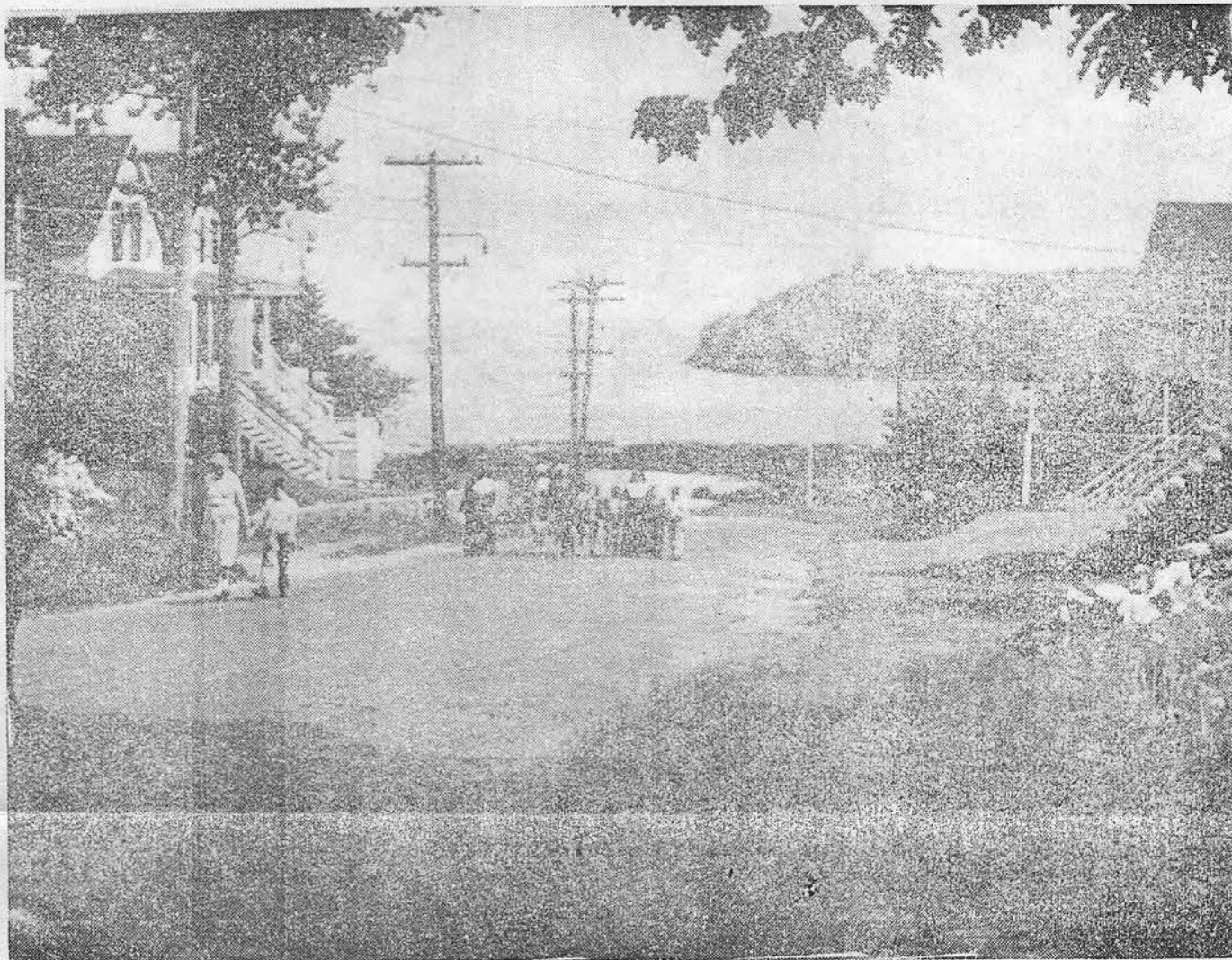
Shore And Islands Present Endless Vacation Possibilities

The largest city in Maine, Portland, combines a modern, well stocked downtown shopping center with nearby recreational facilities scarcely a stone's throw away by car which make it a must for the vacationist who does not wish to tour the whole coast. In addition, there are numerous historical sites and buildings which go back to Colonial times, and make a tour of the Portland area well worthwhile.

Some of these historical landmarks are the Tate House, built by the Mast Agent of King George, 2nd and 3rd; the birthplace of Henry W. Longfellow; and the First Parish Unitarian Church, one of New England's earliest meeting houses.

Only a short drive away is the beautiful Sebago Lake Region and the magnificent sand beach at Old Orchard, along with Portland Head Light, one of the most photographed buildings in the New England States. Frequent steamer trips are made to the Casco Bay islands which dot the bay in source topped profusion; there are 365 in all.

Visitors to the Portland area who appreciate the theatre will find three summer theaters within easy reach, at Brunswick, Ogunquit and Kennebunkport. Portland itself has a number of air conditioned movie theaters showing first run films. The golfer will find sporty courses within easy reach, at Riverside, Willowdale in the suburbs, and at Old Orchard, Biddeford, Naples, and many more.



The Casco Bay islands present a new world for summer visitors. Boat trips are operated daily to the several islands from Portland by Casco Bay Lines with schedules which allow stopovers. The picture shows a scene on rugged and beautiful Peaks Island, only a 15 minute sail from the Portland pier. Baileys Island is a stopover point for lunch at Cook's on one of the longer trips.

LAND'S END

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LUNCH BAR

TRINOR'S AGENCY, Realtors

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Off U. S. Route 1 and
Interstate 95

Freeport Dates From Days Of Capt. John Smith In 1600s

The Town of Freeport, which bills itself as the Birthplace of Maine, was in fact known by the earliest settlers and explorers. Among them, Capt. John Smith, on one of his trips early in the 1600's, describes the country "west of the Kennebec River as a country known by the Indians as Aucocisco at the bottom of a large, deep bay." This bay, off Freeport, contains almost num-

berless islands and the area abounds in deep water even close to shore in most cases.

Freeport is probably best known for the world famous L. L. Bean Company which keeps open 24 hours a day all year around and has made the Maine hunting shoe famous in virtually every place where rugged footwear is necessary.

Many of the houses in the town date from the late 18th Century, notably the Codman Tavern which was built in 1779 and became a favorite stopping off place for coastal travelers who were going through what was still Indian country in many places.

The modern visitor will find all conveniences in the area and a genuine desire on the part of the inhabitants to make the visitor's stay a pleasant one. Residents are aware of and proud of the historical background of their pretty town and do all possible to

make the tourists stay a pleasant one.

One part of Freeport, known as Mast Landing, was at one time a center of colonial manufacturing activity. A sawmill, gristmill, brickyard and shoe factory were there. Many remnants of those days remain, though the yacht basin below the Landing on the Harraseeket River is now the center of activity in the area.

Located only 17 miles from Portland, the Town of Freeport offers the tourist all types of typical Maine scenery and quiet surroundings. Ample facilities for recreation are available by sea or by land, and the town is almost a must for those who wish to savor the relics of another time or simply to have a restful vacation.

FUNNEL HOOP or FUNNY EYE - The ring, wire or wood, opening the netting in a lobster trap.

Yarmouth On Casco Bay

The picturesque scenic Maine coastal town of Yarmouth is only 12 miles east of Portland on Route 1, and is within eight minutes of the Maine Turnpike. It is on Casco Bay, called one of the most beautiful bodies of water on the entire coast with its hundreds of fir studded islands.

It is also on the Royal River, and a trip up this winding stream through beautiful farming country is well worthwhile. It was at Yarmouth that one of the first frame houses in New England was constructed in 1635, and over 300 sailing vessels of all sizes were built during the 18th Century. The captains of many of these chose to retire here, and their large square homes are a feature of the town still.

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BRUNSWICK'S NEWEST DELUXE MOTEL
ROUTE 1 AND 95 - 1 MILE SOUTH OF BRUNSWICK
THEO AND MARY LaPRISE, OWNERS



SOU'WESTER MOTEL
Sun Deck - TV - Heated
COFFEE SHOP
Route 24 - Orr's Island, Maine

SIESTA MOTEL
27 UNITS - TV - PHONES - SUN DECK
RESTAURANTS AND GOLF NEAR
DUNCAN HINES



U. S. 1, SOUTH

BRUNSWICK

WORLD FAMOUS

DESERT OF MAINE

Greatest Natural Phenomenon
Of Its Kind - A Spot Visitors To
Maine Should See - Guided Tours

Off U. S. Rt. 1 and
Interstate 95
Freeport, Maine

CBL Seeks Ruling On Bay Franchise

Claims Exclusive Right To Operate

Casco Bay Lines turned to the courts today in another attempt to settle the question of whether it has an exclusive franchise for passenger, freight and vehicle service between Portland and the bay islands.

Among those named as defendants in the petition for declaratory judgment filed in Superior Court here were two individuals and a firm providing service to some of the islands served by CBL.

JAMES R. DESMOND, CBL attorney, said that, in essence, the boat line's primary contention is that the Maine Public Utilities Commission regulates the line's services and rates and that, therefore, the franchise should be exclusive.

Or, Desmond continued, if the court finds that the franchise is not exclusive, the PUC should regulate all bay carriers equally or not at all.

Defendants named in the petition are the PUC; Jasper Smith, Great Chebeague Island, who hauls passengers and freight between Chebeague, Cousins and Littlejohn Island;



Vol. 81—No. 250 Eight Cents ★ Last Edition—22 Pages

PORTLAND, MAINE, MONDAY, AUGUST 6, 1962

Telephone SPruce 5-5811

The Weather:

Cloudy, Foggy Tonight,
Warm, Humid Tomorrow
(Full Report Page 2)

Bernstein & Jacobson, Inc., which carries vehicles between Portland and Peaks Island; Eldon E. Homan, Gray, who carries passengers to the islands;

Samuel S. Howard, Peaks Island, who maintains a wharf used by vessels which provide service formerly handled by CBL; the Maine Port Author-

ity, owners of wharves leased to CBL, and Cumberland County Commissioners Arthur H. Charles, Robert L. Cram and Ralph D. Brooks.

THE PETITION specifically asks court judgment on whether CBL has the exclusive right under its franchise to transport passengers, freight and vehicles; whether the PUC has the authority and duty to order private operators to refrain from service; whether the county commissioners have the authority and duty to enjoin private operators from giving boat service; and if the PUC does not have the right to control operation of ferry service between Portland and the islands, whether it has authority to control ferry service by the CBL.

EARLY THIS YEAR the special session of the 100th Legislature defeated a bill spelling out an exclusive franchise for the CBL.

Desmond said that he expected the case would be heard by a single justice of the Maine Supreme Court.

Peaks Island

Miss Flora D. Randall
PO 6-2756 (nights)

Trefethen Evergreen Association will have a senior cabaret for members and guests this evening in the clubhouse.

The Rev. Robert Burton will speak at 10 a.m. tomorrow in Brackett Memorial Church. The Burtons have as guests Mrs. Eliza Jane Hodges and Allen, Boston.

The Rev. Robert Mayhew, Boston, will show slides on missionary work at a 7 p.m. service tomorrow in Trefethen Evergreen clubhouse.

Mrs. Herman C. Littlejohn, Island Ave., has had as guests her granddaughter and family, Mr. and Mrs. Peter Schelfaadt and Donna, Woburn, Mass. and her grandson and wife, the Rev. and Mrs. Orlando L. Tibbetts Jr., Lakewood, Ohio.

Mrs. Philip S. Skillings, Brackett Ave., is a patient in the Maine Medical Center.

Mrs. Lafayette Johnson, Island Ave., will be hostess to the Christmas Club Tuesday.

Peaks Island

Center Plans Annual Fair

PEAKS ISLAND — The annual fair of the Fifth Maine Community Center will be held Thursday, Mrs. Edmund E. Corcoran is chairman of arrangements.

Luncheon will be served at noon. Mrs. Frances Russell is chairman, assisted by Mrs. John T. Feeney, Miss Edna Bennett and Mrs. John E. Philippe.

Various tables and chairmen will include Mrs. Glenn E. Haines, gifts; Mrs. Dana Jaquith, aprons; Mrs. Henry Mahlstedt, silent auction; Mrs. Hazel Babbitt, flowers and plants; Mrs. Verna Hurley, white elephant and books, and Mrs. Arthur Harmon, candy.

Mrs. Joseph K. Arbeely and Laurie and Diana, Brookline, Mass., are spending two weeks with her brother-in-law and sister, Mr. and Mrs. John J. Curran, Sterling St., and her parents, Capt. and Mrs. G. Clifford Randall, Luther St.

The Catholic Women's Council of St. Christopher's Church will meet at 8 p.m. Tuesday in the church rectory.

Mrs. Denton W. Randall, Mrs. Louis Jabine and Miss Geneva Hodson will be hostesses for the coffee-bridge to be held Tuesday afternoon in the Trefethen Evergreen clubhouse.

Mr. and Mrs. Stanwood L. Crandall and family, who have been living in Colorado, have returned to Portland to make their home. He is the son of Mr. and Mrs. Donald Crandall, Brackett Ave.

Don't forget the Dollar Day values at the Seaside Shop.—Adv.

CITY OF PORTLAND, MAINE

CITY COUNCIL



DANIEL B. FELIX
CHAIRMAN

RALPH AMERGIAN
O. WILLIAM ROBERTSON
HAROLD G. LORING
IRA E. BALL
RALPH G. LIBBY, JR.
SUMNER S. CLARK
HAROLD E. FRANK
FERGUS P. LEA

P R O C L A M A T I O N

WHEREAS, Casco Bay and its islands provide unlimited opportunities for economic, recreational, and residential purposes; and

WHEREAS, they represent one of the greatest assets of the City of Portland which as yet have not been developed to their full capacity; and

WHEREAS, the residents of these islands are working diligently and tirelessly to develop the economic, recreational, and residential resources of Casco Bay; and

WHEREAS, the City of Portland benefits immeasurably from the resources of these islands and is interested in their future expansion and development.

NOW, THEREFORE, I, Daniel B. Felix, Chairman of the City Council of the City of Portland, Maine, do hereby proclaim August 19, 1962 as CASCO BAY ISLANDS DAY and do urge each and every citizen to participate in the observance of this day and to continue to cooperate in a combined effort to develop and improve these islands to the full extent of their resources.

Dated at Portland, Maine this sixth day of August A. D. 1962.



Daniel B. Felix
Chairman
Portland City Council

50th Year Gala At Trefethen Club

SMALL colored pennants, strung on wires on the landward side of the Trefethen-Evergreen clubhouse on Peaks Island, fluttered in the breeze at the weekend's annual fair, which this year marked half a century of work by the island improvement association.

THE FAIR took place in the clubhouse, where there was a brisk business in cooked foods, aprons, flowers and candy; on the grounds where dart games and a tennis tourney was under way, and in the channel between Peaks and Great Diamond, the club's six small turnabouts put out for a short race. The wind was tricky, but none of the sailors was upset. Timothy Guptill brought his turnabout in first to claim the trophy.

OTHER offshore fair excursions included motor boat rides for the children, and yachting parties taken around the island by Admiral Robert Hudson.

The all-day affair concluded with a supper at which the waiters and waitresses were junior members. The 10 honor guests present, who have given many years of service to the Improvement Association, included Miss Jessie Trefethen, descendant of the original island founders and a retired art professor from Oberlin College; Mrs. Norman Black, who will be 91 tomorrow; Mrs. Herman Littlejohn, Walter S. Winfield, Miss Kitty Grant, Miss Blanche Randall, Arthur Libby, Mrs. Pauline Stevens, Miss Florence Alexander and Arnold Foss. Jan Sullivan, Miss Peaks Island, shared the table with the honor guests. Robert Skillings acted as toastmaster at the supper.

GERALD Garman was chairman of the day's events, which concluded with an auction of articles under the gavel of energetic Paul Whitney.



Fiftieth anniversary cake for Trefethen Association is cut by Miss Jessie Trefethen, a charter member whose grandfather built the first landing nearby. Miss Trefethen recently wrote a book on historical Peaks Island, with much personal data on the early Trefethens, from whom the landing and the club derive their names.



Sprays of pine made a backdrop for display of corsages at the fair flower table, presided over by (left to right) Mrs. Joseph M. Callan, club president, Mrs. Fred M. Krochel and Mrs. D. Keith Waite. Both potted plant and cut flowers were sold.



New at the island fair this year was a "produce department," and here table chairman Mrs. Dana W. Jaquith, summer resident, surveys the largess from island gardens — squash, beans, cauliflower, onions, beets and potatoes.

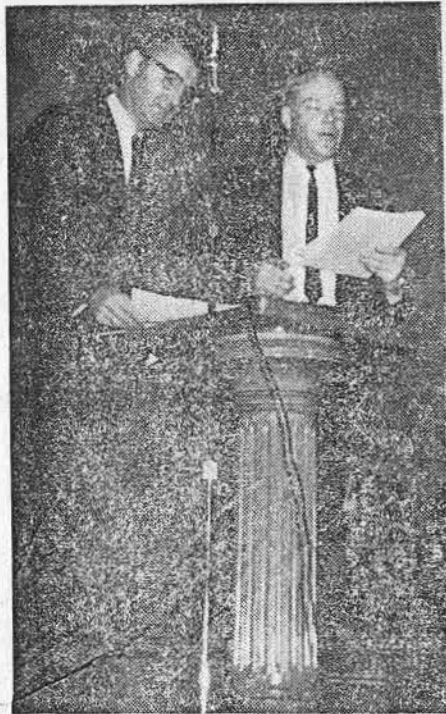


In out-of-door activities at the fair, teen-age group tries its hand at breaking balloons with well-aimed darts. Junior members also pitched in to serve and clear tables at supper, after an afternoon of games, swimming, sailing and tennis.

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Moderator M. Donald Gardner and Health Director Dr. Boris A. Vanadzin.

Casco Bay Lines Purser Bradford Lane.

IDA Secretary Mrs. Beatrice Chapman and Councilor Ralph G. Libby Jr.

Peaks Islander Mrs. Raymond Herrick.

Islander Andrew Morey and City Manager Graham W. Watt.

Sargent Photos

Peaks Town Meeting Believed Unlikely To Have Changed Feelings

By E. F. PORTER JR.
City Hall Reporter

Last night's city-sponsored neighborhood town meeting on Peaks Island probably did little to diminish the step-child complex of many islanders about their relation to the rest of Portland.

Islanders generally, both during and after the meeting, complained that island property values are falling, that credit for private improvements and new construction is scarce if not actually non-existent, that the city government is poorly informed on island conditions, that the islands are left to the bottom of the list in allocation of public improvements and that the islands are short changed, on the ratio of tax money that comes to the islands in the form of public services.

Chamber of Commerce Executive Vice President George W. Garrett implied that unwillingness of banks to take on island mortgages involved a vicious circle.

BANKS ARE AFRAID of being stuck with foreclosures because of low demand for island real estate, he said. This of course reduces demand still further.

Charges of poor city intelligence about island conditions was reinforced by the disclosure that no city official was able to say what beaches on Peaks Island are public property, if indeed there are any. There was also some confusion about whether Long Point is city-owned.

ROAD CONDITIONS and police and fire protection were big issues at the meeting. While officials were pessimistic about the chance of road rebuilding because of the cost—about twice that on the mainland—both City Manager Graham W. Watt and Fire Chief Carl P. Johnson defended the Peaks Island double-duty public safety department.

Watt disclosed that the detachment had been reinforced with a plainclothes detective from the mainland last summer during an outbreak of youthful rowdyism,

vandalism and car theft. Apparently the outbreak also led to new, more stringent regulations for the public safety officers.

CORPORATION Counsel Barnett I. Shur had a ready answer for the charge that islanders pay more in taxes to the city than they receive in public services.

Peaks Islanders, paying a total tax bill of about \$77,000, about break even, he reported. Other islands are well ahead.

Shur said there are few neighborhoods outside of commercial districts that actually pay their way as far as municipal services go. Business areas, which pay far more than they receive, make up the difference.

THE ISSUE IS pointless anyway, Shur noted after the meeting. Public revenues are levied on the ability to pay and disbursed according to public need, with scorekeeping no part of a government's function.

Some island leaders agreed privately with Watt's closing statement—that little was said that could not have been learned by a routine telephone call or visit to City Hall.

"I don't blame the city," said one islander. "They do the best they can."

THE ROOT OF island troubles, according to his view, is the ferry service which raises the cost of freight transportation beyond reason.

This same element of islanders claimed that the Island Development Association has for some reason become committed to increasing sightseeing trade on the Casco Bay Lines and therefore has declined to take any measures that would embarrass the ferry service.

The IDA was also blamed for quashing public release of a 600-name petition last summer from Peaks asking for a permanent policeman on the ground that publicity would damage island tourist business.

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JUST TALK

Peaks Winter Crew Is In Full Sail



By GERTRUDE O. CUTLER

Peaks Island in November is contentment. There the visitor is greeted by welcoming waves on land, backgrounded by froth-picoted waves at sea. Peaks Island is but a speck on a chart of Maine waters but it's a speck that grows into the hearts of its citizens.

Peaks Island is haven, heart and home to an energetic breed who are constantly recharged by the tangy air. Peaks Island is a favored spot where distance does more than lend enchantment . . . that distance is a filter for mainland smog, smoke 'n smell. Peaks Island is a world away from traffic lights, horn tooting and bustle. That's what Peaks Island is.

What Peaks Island isn't . . . there's the tale. Peaks Island isn't the end of the line where you get off to bask and laze away the days. Peaks Island is not sanctuary for those hazy lazies who want only to vegetate.

The island is in full sail and the crew is made up of just about every gal who winters there. The versatile gang numbers cooks, artists, seamers and socializers. And if they want to rest, they come to the mainland.

Down at Torrington Point are a couple of gals, retired but not retiring, who have forgotten how to spell l-e-i-s-u-r-e.

HAZEL TOWN, who's summered on the isle since she was a child, is now a 12-monther since her Ernest came out of the printing business in Berlin, NH. This gal has had several children's stories published (yes, some were island backgrounded and themed). You'll remember her as Hazel Dyer who graduated from PHS in '18 and from Colby in '22. She taught in Connecticut and then in Berlin, where she met her Townsman.



Hazel

And what does a retired Red Cross executive secretary do in retirement? She still secretaries. **IRENE LATHROP**, who makes

her home with the Towns, is an acquaintance from the days of the Berlin bustle. She's keeping tidy the minutes of the last meeting for Calends Club (Hazel's corresponding secretary for the same gang) and for WSCS. Irene joined the garden club a couple years ago and has become an apt pupil at their workshops. Sunday two of her prize products went to **MIRIAM MacMILLAN** who is

in the Rockland hospital. (Miriam, who was to speak on the island with her explorer Dan, was in a car accident a week ago.)

The PTA had planned to present her with a corsage and a memento of Peaks. "Why give her an orchid . . . she's probably had lots of them. Let's give her something from here," they agreed. Irene was chosen to fashion both the corsage and a wreath of island flora. She utilized such usually overlooked items as horse chestnuts, milkweed pods, rose hips, bayberries fastened into acorn cups, alder berries and wild cucumber pods. Texture wise and color wise the results were artworthy.

Both gals do a lot of bird-watching for Hazel's Ernest has put up both window and yard bird-feeders. A walk along back shore is rewarding to this knowledgeable trio. Several years ago Ernest was one of the few islanders to spot the snowy owl who seldom comes this far away from his Arctic habitat.

Combine two neighbors and a couple of hungry young 'uns and the result is 52 empty baby food jars. Add these to **FLORANCE ELLIOTT's** cauldrons of succulent spreads made of strawberries, chokecherries and blackberries. The result is more money for the charity work of Portland's Cornerstone Lodge of OES! This chain of events saw **RUTH SARGENT** and **LOIS KNIGHT** plying their babies with lots of proteins and vitamins so Florence could have the wee glass jars for her canning effort. Florence's

daughter, **RUTH BUCK**, is matron of the lodge, so 'twas natural that mom would pitch in and help with the fair products. Not quite all the island jams and jellies were sold, but 'tis predicted they won't last long when they go on the block at tonight's meeting.

There are just as many minutes in the day on Peaks, though **MARION FILES** vows the days aren't long enough. This peppy perennial Peaker gardens, sketches, interior decorates and cycles. Some of her activities have been minimized of late for she took a nasty spill that broke a small leg bone.

"And all my friends kept quipping, 'Ah, fell off your bike, did you?'" Had she stayed astride her bike 'twould never have happened, she vows. She was

off her beloved island, visiting in Westbrook, when she caught her heel in a door mat, and down she went.

She and her Harry, who's retired, live in a historical manse. It's over 200 years old and was built by Andrew Mansfield who found the island paradise in 1721. Many, many years later it was bought by Luther and Elizabeth Sterling who broke up some of the pasture land into building blocks. And that's why, still today, you'll find three streets named by and for those entrepreneurs . . . Luther Street, Elizabeth Street and Sterling Street.

The Files are packing now for their annual trek to Florida. They have Nov. 22 red-circled because that's the big day for which they have reservations for bed and turkey at Williamsburg Inn.

"Here I'm needed—in a larger community we're used." That sums up **MARY DENNISON's** comfortable philosophy. Mary, who'd summered on Peaks for more than two decades, became a permanent last winter. She's from Melrose, Mass., and had tried to live on there alone after she lost her husband, James, and saw all her chicks marry. "People were just too good . . . they never left me alone," she remembers. She was looking for aloneness, coupled with a feeling of being needed, so Peaks was the ready answer.



Mary

Mary is always busy now as head of the altar flower committee at Brackett Memorial Church. There is no fund for fresh flowers, so her ingenuity gets exercised most every week, especially after frost time. She finds the island furnishes a great deal for arrangers with sturdy walking shoes, wide open eyes and make-do minds. Bamboo's a bane to many, to Mary it's the background for striking arrangements. She uses it both green and dried and has had many comments on the effectiveness of the arrangements. She also utilizes juniper, bayberry and wheat. Some lookers-on have said her wheat looks like barley, but whichever it is, Mary found it last year near the shore. Though she has looked hard and long this year, she could find nary a trace of it.

She collects many of her materials during long walks to back shore, for she's a firm believer in the therapy of walking and thinking—alone. She's especially fond of stormy-day strolls.

Mary has two aiders in the bouquet department . . . **MARION FILES** and **PEARL DAVIS**. They've been helping her hollow out pumpkins which make just the right seasonal container in November. Mary tips that if you put a small glass inside for the water, you can use your pumpkin and eat it, too!

So this is what Peaks Island is . . . an isle of doers and make-doers. It's a relaxed atmosphere where they'll tell you they can spot a mainlander in a minute. A mainlander is one who, when the boat pulls away from the Portland side, starts putting on her hat and coat. "What's your hurry?" wonders the islander. "You have plenty of time to make the boat."

Mebbe so, most of the time. But that day time ran out before we got to the dock and ex-islander Lyn Liljholm and I saw the sturdy little craft long gone from the Peaks dock.

"Ah, well, there'll be another boat along—and now you've time for another cup of coffee." That's Peaks Island.

JUST TALK

Hazel Ponders--- 'What Is It?'

You met **HAZEL TOWN**, peppy, pleasing Peakster, in Tuesday's Just Talk. You met her as an authoress of young folks' stories, in which there is usually a hint of mystery to hold their attention.

Now Hazel has her own mystery. It's wooden, it's hinged, it's old, old, and it surely must have a practical use for the housewife. But what is it? Hazel doesn't know. The gal who gave it to her doesn't know. Hazel's hoping you'll come up with the solution.

This "What's It?" was given to her by a Skowhegan friend, **RUBY DYER**, well-known columnist in central Maine.

"It" is about a foot long, neatly crafted of wood and well sanded. It's hinged with two small sheets of thin



'What's It?' and Hazel

iron so that the two pieces fit snugly
Lynwood Dyer, Portland Lyric
George L. Foods, South
WCSH radio sales manager;
sbury Trucking
sic supervisor; Herbert Crosby,
C. H. Robinson
vens, school instrumental mu-
sic supervisor; Arthur H. Ste-
Thomas M. Buel, school mu-
ss Agency, Inc.
Prosperity Co.
selected by these judges:
arts is 8 to 21. Winners will be
The age bracket for contest-
Portland Savings
rn Farm, Inc.
and Tel. & Tel.
Cash Register
chance to addition for the Ted
prize trip to New York and a
show will be vying for a first
National Biscuit
Life Ins. Co. of
Contestants selected for the
home from 9 a.m. to 5 p.m.
the Supply Corp., Mu-
at the 145 Greenwood Ave. post
casting Corp.
be held the next two Saturdays
Additions for the events will