An island stark and frowning with long-abandoned fortifications—a military base that has lost its personnel; perhaps a permanent interest and beauty of Maine will appear.

Vessels pass near steep walls of granite and mortar rising out of the sea, around spruce laden headlands which darken the waters on autumn evenings. At one place there is a point or neck of land with scattered pines and hemlock which reaches seaward for strength.

Now the fog moves fast across Casco Bay, which for too brief a moment had been sun-flooded as the day had died. The shore turns ghostly and vanishes in an ever-enfolding mass, till land and water all around are lost to sight. Close at hand, gray rocks are dripping with mist and spray. The tide rises ever higher as the day is smothered and darkness comes too soon beside the sea.

Back into an unseen ocean the waves, withdrawing, drag my spirit down and moaning tones drift in from out of the deep while tossed-up pebbles stir and rub as wave and wave and wave slowly strike the sullen shore.

More disturbing than the waves are the thoughts which will not come to rest from a world where one must live.

B. F. Lincoln

INDEX

- Peaks Island Currents
- Do Yesterday's Rules Solve Today's Safety Problems?
- Letters
- PUC Holds First Day Of Hearing
- Wildlife - Rose Hips
- Portland's Leash Law
- A New Year's Resolution For All Of Us

Page 2
Page 3
Page 4
Page 5
Page 7
Page 9
Page 10
peaks island currents

Compiled By Dorothy Wright.

The Women's Council of St. Christopher's Church and the American Legion sponsored the New Year's Eve dance at the church hall. Music was provided by the Home Made Jam. Refreshments were served and a wonderful time was had by all!

The Day Care Center had a Christmas party for the children who attend the Center. Charles Franco was Santa Claus.

Mrs. Woodbury at 766-2559.

The island residents wish to extend New Year Greetings to all former residents who are always in our thoughts.

To Ruby Wescott, Emery St. Portland.
Miss Littlejohn, Mrs. Mary Hill and Mrs. Berryman, City Hospital, Portland.
Miss Jessie Trefethen, Charles Street, Portland.
Miss Margaret Murray, Falmouth Nursing Home.
Mr. John Neuman, Graves Nursing Home.

IN MEMORIAM

Island residents regret the loss of many of our island friends who have gone to their reward since the last issue of our paper. We wish the families to know that you have the deepest sympathy of all on the island.

Colonel Hocker, a summer resident who participated in many of the island activities and was known to a great number of people, died last week very suddenly. We shall miss him on our island.

Mr. Robb, who was very sick even at the time his son Gary went to his reward, died a few days ago after a long illness. Many will feel this loss but it is a relief to know that his sufferings are over.

Mrs. Margaret Conley, a well-known resident of our island for many years, left us for a better life December 16. She was a great lover of all parish activities and for many years held the office of President of St. Christopher's Women's Council. Her attendance at the weekly Beano games will be missed by all who were always so happy to see her winning smile every Wednesday evening at her favorite game.

Mr. Christian Tomsen was a well-known resident of Peaks Island where he retired several years ago. People know him from his green station wagon, which rode around the island many times a day doing errands and servicing others, and especially his two dog friends, Kelly and Pierre. Everyone knew him and everyone misses his beaming face in his daily pursuits of happiness for others. He died suddenly November 28, right on the back shore which he loved so much.

NOTICES

for this column should be submitted to Dorothy Wright 766-5093 or Box 68 Peaks Island 04108

Peaks Island's brand new fire truck. According to fireman Phil MacVane, she holds 750 gallons, comes equipped with 1000 feet of 2½" hose, 800 feet of 1½" hose and will pump 500 gallons per min. The old truck was returned to Portland for maintenance before being sent to either Long or Cliff Island

The fourth, fifth and sixth grades will be going to the Ice Capades at the Boston Garden. Father Burns will chaperone the children. The children earned the money from the selling of coffee and donuts after Mass. These are the fourth, fifth and sixth graders from the Religious Education Program.

ATTENTION:
The Senior Citizen's Center would like to remind everyone that they are starting crafts classes for about six people. If you're interested, call

2 The Casco Bay Breeze - January, 1974
Do Yesterday's Rules Solve Today's Safety Problems?

by Bill O'Connell - former Casco Bay Lines captain

Writing about marine safety is a lot like speaking to your favorite geranium plant. It may be the thing to do but you're not really sure anyone's paying attention. Passengers who can be brought to the verge of apoplexy by an inconvenience will often assume a massive indifference to hard-core safety matters up until the very moment their feet get wet. Those matters, they feel, are better left to the boat operators and the Marine Inspection Office of the United States Coast Guard. This should be true and would be true if all boat operators were uniformly highly qualified and didn't get lost in the fog, and the Coast Guard wasn't handcuffed to out-of-date rules and regulations. As it is, legislation is lagging behind the urgent need for changes and it's the people themselves who finally decide what changes should be made — and when. No legislator can help if he doesn't know a problem exists.

One such problem, in my opinion, lies in the laxity of licensing boat captains entrusted with the care of up to 300 passengers. The regulation simply does not delve into a man's qualifications enough to ensure passenger safety. An applicant now must show a year's experience on deck, produce evidence of good character, pass a simple but memory-taxing examination, provide a letter of recommendation and take a physical examination which, in itself, is a joke. He is then entitled to take charge of a passenger-carrying vessel up to 100 tons.

What's missing? A good, stiff practical test administered by Coast Guard personnel themselves, to determine the applicant's ability to handle the boat under normal and abnormal conditions. This testing cannot be entrusted to others more amenable to laws of supply and demand. The Coast Guard should also require this test be administered at periodic intervals, at least annually if the captain is in regular

The Breeze Encourages You To Support These Island Businesses

PEAKS ISLAND TAXI
BUD PERRY
766-2777

INN ON PEAKS
Centennial St. 766-5626

HOWARD'S MARKET
Island Ave. 766-9715

GENERAL CARPENTRY
BUILDING _ REMODELING
R. P. Caron
Peaks Island 766-5084

PLANTE'S PEAKS ISLAND MARINA
Island Ave 766-2508

WOODBURY'S DAIRY BAR
Island Ave. 766-2929

SEA SIDE SHOP
HARDWARE & SOUVENIRS
Island Avenue 766-2055

FEENEY'S MARKET
Seashore Ave. 766-9701

WHITTON'S SERVICE CENTER
Island Ave. 766-2722

JACKSON & CASEY
PLUMBING & HEATING
Evergreen Ave. 766-2817

PORTHOLE RESTAURANT
Custom House Wharf
Open 8 am to 5:30 pm

DOREEN McCANN'S DANCING SCHOOL
Dial 766-2727
Dear Folks:

Congratulations on your new newspaper for Peaks Island. I note with interest that your masthead is from an old newspaper by the same name. It might be of interest to current readers to know about the earlier endeavor and perhaps sometime you could include a "History from our files" review of the old Casco Bay Breeze.

As the saying goes, "Every dog has his day" and thus we of the print media salute the new and the old, since they all require commitment and effort.

May you prosper and succeed on Peaks Island.
Sincerely,
Bea Chapman,
Editor, CBIDA Newsletter

(Ed. Note: See article on this page for info. on original Breeze.)

"AUNT SUSAN'S CAKE"
From the old Casco Bay Breeze

"One and one-half cupsful sugar, half cupful butter, one teaspooonful cinnamon, one cupful sour milk, one teaspooonful soda dissolved in milk, one cupful chopped raisins, two heaping cupfuls flour."

It doesn't say what Aunt Susan did with these ingredients, but try this:
Cream the butter and sugar together until light and fluffy.
Add the egg.
Mix dry ingredients together.
Add alternately with the sour milk (plain yogurt would be delicious).

Aunt Susan no doubt cooked on a wood burner and just "knew" the proper temperature and time. She doesn't say.
Try it at 350° for 35 minutes, but check it sooner, just in case.

This recipe probably has not been tested for 60 years, but it sounds good and nourishing. Good luck!

Meeting the Steamer at Cliff Island. From the CASCO BAY STEAMBOAT ALBUM published by "Downeast Magazine". Note the sign in upper left corner "Read The Casco Bay Breeze".

Many people have asked us where we got the name and logo for The Casco Bay Breeze. The original Breeze was an 8 page broadsheet that was published from 1904 to 1922 by John S. Crowley and Clarence H. Lunt. The editorial offices were located at 92 Exchange St. It was a weekly, published every Thursday from June to September and it sold for 5 cents.

The news it covered was mostly social notes from each of the islands. It reported who had checked into each hotel, news of tea-room openings and notes of weekend parties being hosted by so-and-so. It was read by "summer cottagers" all over Casco Bay. The Breeze had an impressive list of advertisers, which included most of the downtown merchants: Porteous, Owen Moore, The Astor Cafe, Rines Bros., Eastman Bros & Bancroft, Corey's Furniture, etc.

The original we have was donated by Tim Ward of Cliff Island. Copies seem to be scarce. The Maine Historical Society, for instance, has only one copy. We are interested in preserving some of these old artifacts of island history, such as The Breeze.

If anyone would like to help us establish an "Island Archives" to acquire and preserve such items, perhaps to be displayed for the public or for use by researchers and the like, please contact me, Greg Sandland, at 766-2074 or through the Casco Bay Breeze.

If you would like to get The Casco Bay Breeze mailed to your home, fill out the coupon below and return it with $1.50 for 12 issues. Otherwise it will be available at the Island stores and on the "Magnum"

Casco Bay Breeze
PO Box 68
Peaks Island, Me. 04108

Enclosed is my $1.50 for the next 12 issues of 'The Breeze'

Name: ____________________________
Address: __________________________
City: ___________ Zip: ___________

4 The Casco Bay Breeze — January 1974
PUC Holds First Day of Hearing

The first day of the Public Utilities Commission hearing was held in the plush surroundings of a nearly-empty Holiday Inn. Approximately 40 ICA supporters were able to find the time to come to a hearing held in town on a working day. There was a great deal of confusion as the hearing got underway - no one was quite sure who was going to testify or what they were going to say. The PUC was equally confused. The Commissioners had a dazed look, their minds still on the Telephone Company rate increase hearing which is just now coming to a close. There were only two microphones, which made it impossible for the audience to hear most of the dialogue, and the tape recorder kept going on the blink, giving rise to a lot of Watergate chuckles. On the Casco Bay Lines side, however, everything was calm professionalism. PUC hearings are old stomping grounds to them, as demonstrated by the friendly chatter and joking with the commissioners before the hearing started. The only hint of tension was that their regular attorney, Charles Cragin, took a back seat to Roger Putnam, senior partner in the firm.

The hearing itself started with statements supporting the ICA proposal by Representatives Tom Mulkern and Gerry Talbot. Mulkern's statement has special importance. In it were a list of questions to be answered by the PUC in regard to CBL's lease of the state ferry slip. The PUC said it was impossible to answer to answer the questions immediately, but they would give him the answers as soon as possible. To date, we have no knowledge that Mulkern's questions have been answered.

Ann Paris followed, with a personal statement of her own need for a supplemental ferry. It took a lot of courage for her to be the first witness, and she should be commended for it.

Next came petitions from Long and Cliff islands, supporting Casco Bay Lines. They expressed fear that if the ICA were allowed to run, CBL would cut back on service and raise rates. The ICA was aware that Casco Bay Lines had been planting these fears on the other islands, but decided to let it ride because the facts of the case will prove this untrue. It is unfortunate, however, that people allowed themselves to be stampeded by a man.
Yesterday's Rules
(from p. 4)

service and before assignment if otherwise engaged for a period of six months.

As for the boats themselves, let me say this: A motorboat does not have to be equipped as well as a larger boat. The navigation lighting can be inferior, among other things. An archaic criteria exists today that uses boat length as the sole means of determining if it is a motorboat or - in fact - a small ship. In earlier years, boats were built in proportion which meant that they carried fewer passengers, and so 65 feet was the cut-off measurement for a motorboat. It was then a sensible regulation. Now it is ridiculous because look what happened: By widening it out of all proportion, today's motorboat can carry 300 passengers. I believe this to be wildly outside the intent of the law. Anyone who thinks that a 80 ton steel boat capable of such a capacity is still a motorboat, regardless of its length, is misinformed. Yet, there it is - still on the books. This rule should be changed to include passenger-capacity limits. There is no longer room in today's crowded harbors for inferior ANYTHING when so many persons can be endangered.

"Coast Guard Rules and Regulations For Small Passenger Vessels" contains Rule 176.01 - 25 that states the criteria by which the number of persons allowed to be carried, space-wise, is determined. Roughly, it entails either 10 square feet of space available for passengers' use or 30 inches of rail space, or 18 inches of fixed seating, whichever is greater for a particular part of the boat. The sum of these computations arrives at the maximum number of passengers a boat may carry and is placed on a boat's certificate of inspection.

The foregoing applies to vessels of "reasonable design and proportion". Any honest boat designer will tell you that the "Island Holiday" class vessel, for example, was designed to fall into the motorboat category and was unreasonably proportioned in order to carry a very large capacity normally carried in a longer, better equipped vessel. Somebody in authority evidently believes that a boat inches under 65 feet with a 27 foot beam is reasonable in proportion. So is a coloratura soprano on roller skates.

All this in case you've noticed a bit of overcrowding here and there. Now add the freight - up to 5000 pounds. This, along with 300 passengers, doesn't overload the boat, stability-wise, but the only question is, "Where do you fit in?"

This rule, as it concerns freight, makes no stipulation as to its nature. Is it ingots neatly placed under seats or is it the normal freight, hundreds of feet of board lumber rambling over the deck, sacks of feed and fertilizer on seats and along the rail, along with myriad other items that delve deeply into rail, seat and deck passenger space allotments? If, along with 300 passengers it becomes necessary to enter fog, what happens to that criteria when the bow must be cleared of passengers for navigational reasons? Where do the people go or try to go?

Another example of criteria abandonment happens in very inclement weather. Everyone must ride below or risk a soaking or "freeze. At this point, the boat's realistic total capacity should be limited to what the lower deck compartment can hold, again using Rule 176.01's...
criteria for that compartment.

Severe overcrowding occurs frequently. This is particularly true on weekends when one considers the extraordinary amount of commuter accoutrements that come aboard in the form of hand luggage, bicycles, large pets, duffel bags, provisions, etc. What these do to drastically reduce passenger-allotted space is evident.

Under overcrowded conditions, even a small blaze in a trash container could start a panic and panic is no respecter of persons.

The rule of passenger space allotment is a good one only as far as the allocation figure is concerned per single passenger. Beyond that, the law should be obligated to reduce the number of passengers carried on these boats when in scheduled commuter service in order to realistically provide proper space for each passenger in accordance with the Coast Guard's own rule. Most ferries in the "motorboat" category observe no "Man Over Board" drills. They are not required by law. This ought to be looked into at once. You'll find no extra coils of small rope on board, nor will you find a boathook or a gaff - all useful items to fish something or someone out of the water. Unless legislation is made to require it, people who won't spring for a boathook are unlikely to present you with radar. It is a splendid navigational safety aid highly regarded by the pilot boat, the fire boat, the towboats, and a host of fishermen, in fact, all boats around here that don't carry paying commuters.

In days to come, you'll be paying higher fares. You deserve the best so let's change the rules. Send a copy of this article to your U.S. Congressman along with your suggestions. Why be a geranium?

![wildlife](image)

Rose hips are the fruit of the wild rose, "rosa rugosa", that grows all over Peaks Island, especially along the back shore. No doubt! you've often been charmed by the beauty of the delicate pink flowers, blooming profusely all summer. But did you know that the bright red apple left after the blossoms fall off is one of nature's best sources of vitamin C?

Residents of the cold Northern European countries rely on them for their winter supply of this necessary vitamin.

There are two good ways to prepare them for eating: making rose hip jelly or extracting the juice to fortify other foods.

**ROSE HIP EXTRACT**

Prepare rose hips immediately after gathering or chill to prevent vitamin loss if you can't get around to it right away. Remove stems and leaves, wash quickly.

Boil 1½ cups of water for each cup of rose hips. Do not add fruit until water is at a rolling boil. Cover the pan and simmer for 15 minutes. Mash the rose hips without draining off the water. Let this mixture stand for 24 hours. This process causes the vitamin C to leech into the water.

Strain the water into another pan, discard the pulp and bring the extract to a rolling boil. Add 2 tablespoons vinegar, lemon juice to each pint. Seal in Mason jars, or better yet, freeze it.

Rose hips have a very mild, pleasant taste, rather like a combination of apple and tomato. However, the flavor is so slight that the lemon juice or vinegar is necessary to bring out the flavor. You can freeze the rose hip extract in ice-cube trays and even morning add a vitamin C rich ice cube to your family's breakfast juice.

**ROSE HIP JELLY**

Prepare extract as described above. Buy a box of Sure-Jell pectin and follow the directions for making apple jelly, substituting the rose hip extract for apple juice.

**ROSE HIP JELLO**

Follow directions given on packets of unflavored gelatin, substituting rose hip extract for juices called for.

Rose hips can be gathered as soon as they turn red. It's said that the best time is right after the first frost, when the vitamin content is highest. Right now is fine for gathering, though they are less meaty and much less abundant than in the late summer and fall.

*The Casco Bay Breeze — January 1974*
PUC Hearing (cont.)

who is infamous for deceit. Later in the hearing, the Peaks Island Lions Club presented a letter saying what a fine job Casco Bay Lines has done over the past years. And John Deane testified that the PUC shouldn't pay attention to a lot of agitators and troublemakers.

In support of the ICA was a great deal of testimony from people who expressed their need for a supplemental ferry service. All of the statements were unique and important. The witnesses included John Paris, Liz Alves, Bill O'Connell, George and Sue Gaffney, Skip Reed, Mark Rockwood, Dr. Steve Zimmerman, Dr. Bill Evislin, Pinky Watson, Phil and Irene Murray, Susan Scandlen, Maggie Tunstall, Bruce Lincoln, Noel Jones, Don Denny, and several others.

Some of the highlights of the hearing included John Paris' pointing out that the strike wasn't an "unusual" situation, but was created by CBL's refusal to settle for so long, and that there has never been an emergency drill or even a demonstration of how to put on the life jackets; Skip Reed walking in with his knee boots on because he didn't have time to change, and his hair-raising stories of being nearly run over by Casco Bay Lines boats; Maggie Tunstall's fiery and factual report of the business they have lost due to CBL; and Pinky Watson's fine sense of humor and kindliness. All of these folks should be commended for their courage in facing a stern and unsympathetic commission, with stories of personal frustration and loss.

But surely the high point of the day was Mike. Mike Day, as treasurer of the ICA and chairman of the boat operation committee, had the very difficult job of presenting the meat of the proposal and undergoing extensive cross-examination by wiley old Roger Putnam. Mike was soft-spoken, self-assured, and confident throughout his testimony. Attorney Reben took him through a brief sketch of our proposal and sat down. It was Casco Bay Lines turn to fill in the details and look for holes if they could find any.

The room was hushed for the first few questions, but then people broke out in smiles as Mike answered every question with a thoroughness that kept their heads spinning. Every figure was exact to the penny. "What do you expect your total expenses for hull maintenance to be?" "Do you want it monthly, quarterly, or yearly?" Even a seasoned pro like Putnam squirmed in his chair, while Charlie Cragin frantically worked his pocket calculator looking for a loophole.

Finally, in desperation, they handed Mike a sheet of paper showing CBL's average daily ridership from mid-September to December 3, 1973. Apparently this was their big block-buster, for they pressed him hard to say that according to these figures, our boat would have tremendous impact on Casco Bay Lines' revenue. When asked to place these figures as sworn evidence or to summon a witness who could be cross-examined on their accuracy, Putnam declin-
ed to do so. For good reason - these were the figures of their daily ridership during the strike, when service was severely cut back, and many people simply refused to take a scab boat.

These figures demonstrated two things, however.

1. The small regard that CBL has for truthfulness. They aren't interested in a fair-hearing on a well-intentioned proposal; they want to maintain their monopoly at all costs.

Portland Leash Law Applies Here

Portland's Dog Control Ordinance or "Leash Law" has been in effect since 1968, but most people are still a little confused by it. This is especially true this year since a new state law has gone into effect. Islanders, however, need only be concerned with the provisions of the city ordinance.

The law is: A dog is not allowed to run loose off his owner's property. It must be leashed. The only exception is if someone has given you permission for your dog to run on his property.

On Peaks Island, a dog is not picked up. The owner is notified that it is loose. The first offense is considered a warning. If there is a second offense a ticket is issued.

The ticket orders the owner into court within 3 days. The officer who issued the ticket notifies the Dog Control officer in Portland.

If you can't appear in court, call the Dog Control officer in Portland. He will have a record of your ticket. It is the officer's job to talk to the judge and find out what your fine will be. You can then mail it in.

2. The effectiveness of the strike. According to these figures, their monthly ridership to Peaks during the strike was approximately 9000. In 1971, during the same time period, it was approximately 15,000 per month.

There is more hearing to come. The PUC set a date for January 11, but as we had only 7 days informal notice, and no notice of time or place, the ICA executive board voted to ask for a post-

Portland Leash Law Applies Here

Portland's Dog Control Ordinance or "Leash Law" has been in effect since 1968, but most people are still a little confused by it. This is especially true this year since a new state law has gone into effect. Islanders, however, need only be concerned with the provisions of the city ordinance.

The law is: A dog is not allowed to run loose off his owner's property. It must be leashed. The only exception is if someone has given you permission for your dog to run on his property.

On Peaks Island, a dog is not picked up. The owner is notified that it is loose. The first offense is considered a warning. If there is a second offense a ticket is issued.

The ticket orders the owner into court within 3 days. The officer who issued the ticket notifies the Dog Control officer in Portland.

If you can't appear in court, call the Dog Control officer in Portland. He will have a record of your ticket. It is the officer's job to talk to the judge and find out what your fine will be. You can then mail it in.

The usual fine is $10 for the first offense and $25 for the second. However, the fine is entirely up to the discretion of the judge. This is the only area where the state law might affect us. The judge can, if he wishes, fine you according to the state law, which is $25 for the first offense.

A dog's owner is never fined solely on the basis of a complaint. If someone calls the fire barn and reports a loose dog, the officers will investigate but they must see the dog unleashed before issuing a ticket.

Another provision of the ordinance is that if you are walking your dog, it must be on a leash not more than 8 feet long. Also, don't forget that when your dog reaches six months of age, it must be licensed with the city.

THOUGHTS OF THE PAST

As I sit and look at the ocean so blue,
I suddenly realize my thoughts are of you.
As the fog swirls gently in over all,
My thoughts return to that wonderful fall.
A time when we'd laughed, we'd cried and we'd sung,
A time when we thought our life's just begun.

Yes, my thoughts are of the past as you can see,
Thoughts of the past when it was just you and me.
My thoughts to the future must turn someday,
My thoughts to the future and I mustn't turn away.
The fog horn blows, the waves crash in,
And now I realize my life's yet to begin.

CRICKET
A New Year’s resolution
for all of us

Peaks Islanders are a diverse lot. Think of all the different backgrounds
we come from. Some were born here on the island and don't know what it
would be like to live on the mainland. Others were born here, left to see
the world and then returned to bring up their family or to retire. Others
have come here to retire after an energetic life elsewhere. A few have found their way here from Europe. Many recent arrivals are young idealists who are attracted to the island for the very reasons that many people would give for refusing to live here. Some people love the island life. Others so nothing but gripe about its hardships.

It is not surprising therefore, that unity has been notably lacking
on the island. But some people think that we carry disagreeing to an extreme. Here are some minority opinions which I have heard:

"If this were any other island, the lobstermen would have formed a co-op instead of putting out to cut each others lines (and throats)."

"It's the hardest thing to do anything original or worthwhile, but just a little bit different on this island. Not only do people withhold their support, but they oppose you if it looks as though their own interests won't be served."

"Other islands have a small town council; we can't even agree over what we want from Casco Bay Lines."

"We have no spirit of co-operation on Peaks."

In spite of the closed-in-ness of islanders, there isn't a great deal of mixing going on between those of different backgrounds, which is surprising when you consider the crowded-ness of the five-thirty boat. We tend to seek out only those who agree with us, if he oversteps, well, let's say we give him what he deserves.

"Love suffers long and is kind." Now, I'm not calling for anything so drastic as love between the factions, but I think it would be nice if we would just listen to one another. If the 45-year-old $15,000 a year man could forget for a moment that the 25-year-old, $5,000 a year long-hair is a menace and a tax burden, forty-five might feel a bit more youthful and the hair would be surprised. If the teenager would listen compassionately to the complaints of the octogenarian, he or she might discover a joyful simplicity about life. We are all born. We all will die. That gives us a lot in common.

But listening begins at home, doesn't it. So come on, disgruntled housewife and tired husband. Why don't you turn off that T.V. and listen to each other. Even though you know he/she is wrong.

Ann P. Paris

ACUPUNCTURE
for information call
774-6546

If you want to join the Island Citizen's Association, fill out the coupon and return it along with $2 for your initial membership fee. A membership card will be sent to you right away.

I.C.A. Membership
PO Box 68
Peaks Island, Me. 04108

Sounds Great! Here’s my $2 for the initial fee. Let me know when the next meeting will be. I’m interested in working with the following committees:

[ ] Boat Operations; [ ] Newspaper; [ ] Fundraising; or [ ] Other.

Name:

Address:

CHILTON PAINT STORE
49 Exchange Street
Portland, Maine 04101
DIAL 772-5671

DROP IN ON YOUR WAY HOME
We're only two blocks from the boat - right on Exchange Street
Open 7:30 a.m. to 5:30 p.m.

PRE-INVENTORY SALE!
50% off in-stock wallpaper discontinued paint was $10.56, now $5.49/gal.