Nor' by East, Jul-Aug 1970

Casco Bay Island Development Association

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Of all the coastal area bordering the Atlantic, few places draw more attention than the "Rock-bound Coast of Maine". The "down east" atmosphere and traditions of this region have been immortalized by early American writers and poets.

Coastal Maine today remains much as it was in the past - undeveloped - and with strong sentiment towards changes. Nevertheless, as is blatantly obvious, the area is changing and will continue to change - for better or worse, depending upon the attitudes and determinations of the populace of Maine. It will be up to them and their elected officials to see that any changes which occur are compatible and within the realm of protecting the vast inherent qualities of our unique and remarkable coastline.

Our own Casco Bay features the "Calendar Islands". Historically, there were reputed to be 365 islands - one for each day of the year, but actual surveys have indicated varying numbers, from under 200 to slightly over 300.

The earliest recorded visitors to our islands were the Algonquin Indians, who found rich sources of clams and fish. Piles of clam shells, relics of Indian clambakes, are present on the islands. The islands also served as refuges during the great Indian Wars - havens between battles for the warriors.

The first white visitors to the islands were the Norse who came about 1000 A.D., finding fine fishing and claming in their travels along the New England coastline.

In 1524, an Italian, Giovanni de Verrazone, sailed among the islands. In 1525, Casco Bay was named by a Spaniard, Esteban Gomez, who called it the Bahia de Casco (the Bay of the Helmet or Skull). Other sources, however, claim that Casco is derived from the Indian word "Ancocisco", interpreted variously as the Place of Herons, Resting Place, and Muddy Bay. Nevertheless, it was almost a century after Gomez' visit when the first accurate map of the islands in the bay was made by Captain John Smith in 1614. Shortly thereafter, the first permanent settler, Christopher Levitt, built a garrison on what was then House Island - probably today's York or Cushing Island.

Life on these islands, which would seem to be so tranquil now, was formerly the scene of many old skirmishes and has relinquished buried treasure, legends of pirates and caches of gold. One quite well-authenticated tale is of a poor farmer on Bailey Island who literally stumbled over a pot filled with Spanish gold pieces, and lived thereafter in luxury.

Another story, somewhat dubious, is of Portuguese sailors who hid their loot of coins on Little John Island; although many have searched, none have found the treasure. Treasures have been found on Richmond Island and can be seen in the Museum Room of the Historical Society of Portland.

In the early days, the islands were populated before the coastal areas, and later, mainlanders fled to the islands for refuge from Indian wars. At least one battle of 1812 was fought on the islands and defense units were built on the shores of several islands. A naval engagement between the USS Enterprise and HMS Boxer during the War of 1812 resulted in the demise of the captain of each vessel, both of which are now buried side by side in Portland's Eastern Cemetery. Before and during the Civil War, residents built several forts; remains are evident on Cushing, Bailey, and Jewell Islands.

During World War II, Long Island was used as a major refueling point for the North Atlantic fleet.

An early chronicler of Casco Bay, Homan D. Waldron, wrote ... "The uproarious fun of Peak's, which is visited daily by hundreds of Portland people, cannot afford the more decorous Cushing's, nor disturb the quiet home life of the brilliant Diamonds. It is as if each island was a feudal castle, with its deep surrounding moat always flooded. It is wrong, however, to suggest caste here; call it, rather, diversity of tastes. The visitors to Peaks are every whit as companionable as their neighbors, and the entire ensemble of the bay is necessary to the full enjoyment of the scene."

Local libraries abound with historical information regarding our splendid islands and the native lore. Books have been devoted to the study of the history of the islands, but now books should be devoted to the future of Casco Bay in its entirety. If you like what you see, what you have, what you share, let us know about it - share with us your impressions of the past, the present, and the future of Casco Bay.
for the Casco Bay area, why not join CB IDA today? We love our beautiful bay.

And benefactors.

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EDITOR'S NOTES:
Of particular interest to Casco Bay islanders and coastal residents, are the articles currently running in the Sunday MAINE TELEGRAM by Bill Caldwell. Bill has spent some time cruising around our beautiful islands, getting to know not only the islands, but the people on them. His poetic descriptions of the islands is entralling, and his disappointment over Maine's lack of awareness of its own resources is evident and much to the point. Wide publication is given to the necessity for growth in the State of Maine encouraging oil and other industries, etc. to grow and add a healthy glow to our economy. Unfortunately, the available resources - the most logical choices - have for many years gone unnoticed, ignored, or deprecated. We sincerely hope that Bill Caldwell's articles have opened the eyes of the citizenry of Maine and its public officials to the natural resources of Maine resources which used properly do not pollute, but yet can add valuable tax revenue to our economy. WAKE UP MAINE - before it's too late. The fastest growing industry in our country today involves leisure-time recreation. We have some of the finest recreational facilities available in the world - let's use them.

The reward of a thing well done, is to have done it.

Emerson

Peaks Island

Taxi

Phone 766-2777

TRANSPORTATION AND THE ISLANDS

When one speaks of "transportation" in relation to the Casco Bay Islands, it is inevitably taken to mean that the reference means the "ferry" service between Portland and the various islands served by the Casco Bay Lines.

It is a rare day, indeed, that someone riding the ferry, waiting for the ferry, or talking with people in general on the islands does not hear some kind of complaint concerning the service provided by Casco Bay Lines. Some complaints are minor irritations; others are serious grievances, sometimes involving a considerable number of people.

Unfortunately, most of the complaints are made among the islanders - to each other - or to deckhands, and usually nothing is ever done to rectify an error, if one has been made, or to investigate the complaint with the hope of producing a solution.

This column, then, will be an open forum for all the passengers of the ferry boats operated by Casco Bay Lines. You are invited to write the editor of this paper about your particular complaint. The problem will be presented to the Casco Bay Lines Personnel for response and/or apologies where indicated. All complaints MUST be in writing and SIGNED.

If you have what you consider to be a justified complaint about the service of Casco Bay Lines, let's get it out into the open and see whether, collectively, the islanders can work WITH the Casco Bay Lines personnel to provide better service, resulting in happier passengers.

Everyone is crazy but me and thee, and sometimes I suspect even thee.

EDUCATION AND THE ISLANDS

If you have sufficient determination to take back that book you are holding?

The Trefethen-Evergreen Improvement Association is particularly anxious to locate a book borrowed from its Annie Elwell Memorial Library, "Trefethen, the Family and the Landing" since it contains a record of the Association's earliest meetings and of the Misses Mary and Mabel Davies, its founders and benefactors.

ANY LIBRARY BOOKS AT HOME?

Island libraries, like other small libraries, have a problem in locating missing books. People who discover on their home shelves a book borrowed from its Annie Elwell Memorial Library, "Trefethen, the Family and the Landing" since it contains a record of the Association's earliest meetings and of the Misses Mary and Mabel Davies, its founders and benefactors.

Visit

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OIL
As is obvious to even the most casual observer - oil is here to stay in Casco Bay. We are currently the second largest oil port on the eastern seaboard, and regardless of whether or not King Resources, or any other oil firm for that matter, develops additional oil facilities, oil is here, and we must live with it. It brings with it tremendous tax resources, which are not only valuable, but necessary to the economy of Portland and Maine. The problem we are addressing now is the ecological one - pollution control of oil.

Mr. Ted Rand, of Little Diamond Island, has formulated an “Oil Port Surveillance System” which could be utilized to achieve the objectives of pollution control where oil is involved. In case you are not aware of the philosophy of this system, presented here are the basics of that program:

Fundamental elements of the system are:
1. Surface vessel as well as aerial patrols. 2. Central data office and communications center. 3. Legal representation and consultation services. 4. Laboratory services.

The patrol vessel for our harbor would be an all-weather boat equipped with radar, fathometer, ship-to-shore radio, photographic and oil sampling equipment, and direct communication with a central office. Aerial patrols would be on a contract basis, having direct communication with the central office and capable of utilizing photographic equipment. A stand-by vessel would be necessary in the event the permanent vessel is not available.

The central data office, preferably located adjacent to the berthing space of the vessel, would have up-to-the-minute charts of vessels, locations, and operations in progress, as well as weather, tide, and wind conditions.

Through a retainer contract a 24-hour legal counsel would be available.

Laboratory services would be available on a contract basis with either a private facility or furnished by existing public facilities.

Duration and intensity of patrol operations would vary in accordance with the variation in intensity of oil operations. Capability would exist for 24-hour patrol operations with actual patrols coordinated with ship and terminal activity.

The most critical periods in oil transfer operations are the commencement and completion of cargo pumping from vessel to shore or vessel to vessel, initiation of taking on ballast water, deballasting, bunkering or transfer of oil or ballast within a vessel. Close surveillance is most important when these operations are carried on in darkness, fog, or inclement weather. Aerial patrols permit a rapid scan of the whole port area as well as a scan of vessels outside the harbor limits.

It would be necessary for terminal operators and vessel operators or agents to notify the central data office of arrival times and berthing locations of vessels as well as when transfer and ballasting operations are to take place.

Familiarity with tide and weather action in the port would aid patrol crews in checking the source of spills as well as advising as to disposition of clean-up crews and equipment in the event of a spill.

The surveillance program would be of assistance to the oil industry in insuring that the industry does not get blamed for oil discharges from sewers, shore facilities, or vessels not engaged in the oil business.

The patrol area would include Portland and South Portland mainland operations, possible Long Island operations, Hussey Sound off-loading, and Cousins Island Power Plant terminal facilities in Yarmouth.

The total budget of the system would be under $200,000, or in the vicinity of 1/10 of one cent per barrel of present Portland Harbor oil volume.

It is evident from the above that at least one person in our midst is doing more than just talking, and paying lip-service to their own point of view, be it for or against oil development. This is an excellent approach to the problem, and Ted Rand deserves a great deal of credit for the time and effort expended in detailing this unique system.

God often visits us, but most of the time we are not at home.

French Proverb.

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CASCO BAY BREESES
FOND MEMORIES

What thronging memories come to me —
Again beside the shores I stray,
Again I walk through sylvan isles—
That gem thy bosom, Casco Bay.
I see the sky and ocean meet
Beyond the blue and broad expanse.
I see a thousand twinkling rays
O'er the blue waters dance.
I see the white ships sailing by
Old White Head; monarch of the bay.
I see the white surf leap his sides—
And crown him with its silver spray.
I hear the storm keep booming on.
I hear the breakers sullen roar.
I see the cliffs, all white with foam,
On every island shore.

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Four things come not back—the spoken
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Arabian Proverb

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PORTLAND, MAINE 04111

we THE
SESQUICENTENNIAL REMEMBRANCES

The Sesquicentennial Committee has received a batch of responses, ranging from York Harbor in York County to Fort Fairfield in Aroostook County, to their invitation to oldsters to send in letters on the "I Remember When" theme.

Two of the first letters received follow:

"I remember when... a tow horse was stationed at the corner of Congress Street and Washington Avenue to help the team pull the horse car (predecessor of the trolley car) up Munjoy Hill..."

"...For 20 cents round-trip trolley fare one could ride to Riverton Park and see the best in vaudeville acts like the Alabama Troubadours, cake-walk specialists..."

Those who had prescriptions for liquor, signed by a physician, could buy at the State Liquor Agency, adjoining Central Fire Station.

Robert Hale, later member of Congress, started his oratorial career as valedictorian of Portland High Class of 1906. Class motto: Quisque Sue Fortunae Faber (Each the maker of his own fortune)."

Robert F. Skillings.

Some fast league and amateur roller polo games were seen in the old City Hall.

...Casco Bay Steamboat Co. hired high school boys to serve as summertime freight agents (at $25 a month) on all its landings; maintained a waiting-room on each wharf; and arranged for the captains and pursers of its fleet to be attired in natty uniforms.

...Passenger fare to Peaks was 10 cents, and on the ferry to South Portland was 2 cents.

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SAVINGS AND
LOAN ASSOCIATION

Some of the finest singing I have ever heard was in lumbering camps and on the log drive.
One winter two men from the Provinces were with the crew, and they entertained the men all season with their singing. One song had over 100 verses, and they sang the complete song in three evenings.

One popular song was "Who Will Break the Log Jam in Garrish Rock?"

Our camps had Sunday services, too. For several winters Fred McNeil of Winn, an ordained minister, traveled to various lumbering camps. He would stay over Saturday night to conduct Sunday morning religious service. These services always featured hymn singing." Charles E. Tash.

NOTE: All Elders, age 75 or over, desiring to participate in the "I Remember When" project, may mail in a letter of 100 to 250 words, with a $1 registration fee. Contributors are awarded a formal participation certificate. Net gain from all projects of this Committee will be used to help reduce water pollution. Address: Casco Bay Sesquicentennial Committee, 163 Commercial Street, Portland, Maine 04101.

The grand essentials in this life are something to do, something to love, and something to hope for. Addison
A ROYAL PARTY...
AND YOU'RE INVITED...

An Islanders' party aboard the Prince of Fundy is being planned, and you are invited to mail in the information below, so that we may set a date and take advantage of reduced rates for groups of 15 or more.

Month preferred:
Departure Night preferred:
Friday Saturday Sunday Other
How many would be in your group?
How much notice would you need?
Would you want a round-trip or stay over for one day?
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Winter Address:
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VESPER SERVICES
This year, during the months of July and August, Sunday evening vespers will be conducted at 7 p.m. at the Trefethen-Evergreen clubhouse on Peaks Island.

These services are being sponsored by the Second Parish Presbyterian Church. The pastor, Rev. Leslie A. Dunn, is a summer resident of Peaks Island.

The services are non-denominational, featuring old gospel hymns and an informal atmosphere. Preachers for the services will be chosen from island visitors or from the city of Portland.

Come and join in the evening worship on Peaks Island—everyone is welcome, and additional information may be obtained from Reverend Dunn at 772-8446.

Harry, what have you lost overboard lately?

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Sunday: 12:00 A.M. to 6:00 P.M.
A man wrapped up in himself makes a very small package.

C.B.L.
The following is the first of a series of articles about the Casco Bay Lines personnel. Visitors to the islands may meet them only briefly, while residents deal with them almost daily. We thought you might be interested in knowing a little more about these people - you know what they do, now let's find out who they are.

Debbie Davis obviously the most attractive employee is the girl (usually) on the telephone when you call to find out when (and if) the boat is running. She also works in the ticket office during the day, as well as spending a considerable amount of time in the office facilitating the "behind the scenes" procedures (otherwise known as M.O.N.E.Y.).

Although she is only 18 (and still unattached, you guys) she has worked for C.B.L. for over a year, including the past two summers. This spring she graduated from Portland High School, and is now planning to attend college for the study of Histology (study of tissues). Her hobbies include sewing, at which she is an expert, cooking, and occasionally, boys. She is the daughter of Mrs. Raymond Davis of Peaks Island and has grown up on the island. In spite of the difficulties incurred in living on the island year-round, her affection and enthusiasm for the island is obvious and infectious. She has personally been responsible for at least one family's move to the island.

We think Debbie is a lovely girl with a terrific personality and a most welcome smile for everyone - a credit not only to Casco Bay Lines, but to Peaks Island and the vacationland of Maine.
MAINE SESQUI - ART AND HISTORY

A special Sesquicentennial Exhibition of the paintings of Miss Jessie B. Trefethen opened the Casco Bay Islands Art Association's Art Gallery for the season on July 5, 1970.

This exhibition brings back to the island public in general the art of a native daughter. It is interesting to note that she and her family are more than casually connected with the great event we are currently observing in our State of Maine - the Sesquicentennial year.

The paintings of Miss Jessie Trefethen, from her row second from left.

A great deal of history of our State flows through the blood lines directly to this artist, George Cleaves, who came to America in 1633 from Devonshire to take up his land grant from Sir Fernando Gorges, who received that grant from James the First, King of England, founded what is now Portland. It was called Cleaves Neck, then the Neck, then Falmouth, and finally Portland, all before 1794.

Peaks Island was a part of that original land grant that extended from Saco to Cape Elizabeth (the other islands in the Bay that went with this grant are Cusings [Bangs], House, and the two Diamonds [Hogs]).

Miss Trefethen's grandfather, Henry S. Trefethen, sailed down from Monhegan Island in 1823 (three years after our Statehood) to establish a dry fish business on that part of House Island he bought. From this beginning in Casco Bay the Trefethen's expanded their holdings and family so that by 1812, Henry S. had bought part of the original Cleaves grant from heirs. That northerly part is the 146 acres from Ocean to Bay, called for many years, Trefethen. Two years later, in 1844, Henry built the Trefethen Homestead for his son, William S., and his oldest daughter, Harriet, who had married Robert Skillings. At that time, the Homestead was the only dwelling at that particular part of the island between Bay and Ocean. Miss Jessie Trefethen is the present owner; and it is from here that she goes to the land and the ocean she loves to paint. She has discovered the beauty and wonder of Peaks Island.

Miss Trefethen is a professor of art emeritus at Oberlin College. She has been active as an artist all her life, having studied at Mt. Holyoke College and the Philadelphia Academy of Art and traveling in Europe as a Cresson Scholar, her background is constantly being renewed by study and ever-fresh vision.

She proves that with a traditional medium and method the demanding discipline of watercolor can be a flexible precision tool.

She paints nature as a living thing, eternal but always in evolution, illuminated by constantly changing light and pattern. Although her work may appear as a monument to a place, it is in fact the achievement of an artist who deals with universal concepts. She keeps in touch with the earth, opening herself to the benign influences of sea and sky and stone. The healing and the flow of power which emanate from nature, herself, can be felt by those who experience Miss Trefethen's paintings.

Perhaps the unique quality of her art is that it cannot be held to a period. Having exhibited and sold for half a century, the work is ever new, ever contemporary, containing a view to the future along with a wealth of experience.

Charles James Wright
Professor of Art
University of Louisville

6 ISSUES
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