THE OLD PORT EXCHANGE

Visitors to Portland often query natives, looking for the best or most interesting shops in town. Rather than Congress Street, the answer now is more likely to be the "Old Port Exchange". This is the area of Exchange Street, below Middle Street, and Fore Street at the foot of Exchange. The area dates back to the earliest days of Portland and early chroniclers of Portland's history described it as the most heavily populated part of town.

Author William Willis, in his HISTORY OF PORTLAND 1832-1864, refers to the "very valuable tract lying between Exchange and Lime streets and extending from Middle Street to low water mark". The property was owned by Deacon Milk, who died in 1772, having lived in a house which stood on the left bank at the corner of Fore and Exchange streets, overlooking the harbor (it was not until 1852 that Commercial Street was built). His brother, John, lived about halfway up Exchange Street, and John Nichols and Joseph Congraham, who lived below on Fore Street. Exchange Street was laid out in 1724, "3 rods wide" and 500 feet long, and was known as Fish Street until 1810, when the name became Exchange. Fore Street was created in grants by Danforth in 1680, and in 1724 was laid out by the town "4 rods wide from Meetinghouse Point to the foot of Exchange Street, and in 1797, it was extended to the head of Round Marsh".

In PORTLAND ILLUSTRATED (1874), John Neal mentions looking down Exchange to Fore Street where "the first brick store was built in 1795 by Captain N. Deering." He describes the area as being the "Wall Street of Portland" and housing all but a few of the banks and insurance offices in town, all the auction business, and being the chief business mart as well as the principal cross thoroughfare. The architecture at that time, however, was very simple, the buildings being of common brick, never more than three stories high. It was not until after the great fire of 1866 that the fine Victorian architecture existed.

Edward H. Elwell, in his book, PORTLAND AND VICINITY (1876), vividly portrays the devastating fire of 1866: "On the 4th of July, 1866, a carelessly thrown firecracker set fire to a boat builder's shop on Commercial near the foot of High Street and the sparks soon communicated with Brown's Sugar House, wrapping that great structure in flames and speeding onward spite of all opposition, spreading out like a fan as it went diagonally across the city, glowing with a furnace heat, melting iron, crumbling stone, wiping out the costliest 'fire-proof' structures, leaving destruction in its track, stripping away not only whole blocks, but entire streets, massive warehouses, lofty churches, splendid mansions, ancestral homes, in the most crowded and oldest part of the city; spreading terror, anguish, and dismay among the whole population, until, at last, in the small hours of the morning, it burnt itself out amid the waste space at the foot of Munjoy Hill. That night of terror and destruction will never be forgotten by the people of Portland. The morning saw 1,500 buildings laid in ashes; 58 streets and courts reduced to a wilderness of chimneys . . . 10,000 people made homeless and 10 millions of property destroyed. Whole villages of tents sprang up on Munjoy and elsewhere; barracks were built, generous contributions from abroad flowed in; the work of rebuilding was begun - advantage being taken of the opportunity to widen and straighten old streets and open new ones - and now after a lapse of but ten years, the city stands rebuilt, far handsomer than before the fire."

Miraculously, as shown in the accompanying photograph, two buildings in the area were spared the brick building at the foot of Exchange, now housing O. P. Peterson and the Portland Nautical Shop, and the Mariners' Church, built in 1828 and now the scene of active rejuvenation.

The area was rebuilt after the fire and then included the Portland Savings Bank, the Printer's Exchange, the Board of Trade, the Merchant's Exchange, and the Merchants' Bank. Once again it became a prominent business sector. John Neal details the character of the new buildings, in contrast to the former buildings, exhibiting the new spirit of the beautiful street, "... these buildings are all upon the average 50 to 60 feet to the eaves with well-slated roofs, large dry cellars, deep drainage, and generally water closets, sinks, and Sebago water; and also with reasonable amount of architectural embellishment, heavy cornices, rich windows, and pilasters to correspond - they are generally finished within after a superior style with our richest native woods, black and yellow ash, maple and walnut, oiled and varnished. The floors are laid with southern pine . . . the ground floor is almost always stuccoed, with ceilings frescoed, with handsome cornices, and the windows of large plate glass."

Gradually, time and fate took its toll, the primary business establishments moving "up town" to Congress Street, and the area became "Printers' Row", housing many of the small printing companies, some of which still remain, such as Hall & Hall and the Seavey Company. Even the printers finally began to desert the area, though, leaving building after building vacant and decaying.

Only in the last few years has the "Old Port" begun to rise, like phoenix from the ashes. Hank Willet opened the Candle Shop, then came the Crafthouse Downtown, the Paper Patch, the Old Port Exchange Gallery, the Surfer Crow Surf Shop, the Portland Fancy, Gourmet foods are served in the authentic surroundings of the Board of Trade.

Frank Aker is maintaining the atmosphere of the locale with the refurbishing of the Mariners' Church, now the home of several small shops, with more to come. Artists, like Lenny Hatch, are opening studios on Exchange, along with leather crafts, antique shops, photographic studios, and of course, the Seaman's Chapel featuring a very popular coffee house. The area is drawing new ventures like a magnet, and the Old Port Exchange promises to become more active, more diversified, more interesting than it has ever been.

Cooperating with the local merchants, the City of Portland is considering the possible use of federal funds for urban beautification work which would make possible repair and replacement of brick sidewalks, installation of period street lights suitable to the area, concealed utilities wiring, and lowered curbs.

Continued Page 8
EDITORIAL ASSISTANTS
Chebeague Island -
  Mrs. Floyd C. Hamilton
  846-4078
Diamond Islands -
  Rehea & Andy Ansonge
  766-2937
Long Island
  Larry Stevens
  766-2060
Peaks Island
  Leon S. Clough
  766-4431

ART GALLERY SKETCHES
The Casco Bay Island Art Gallery has announced its new officers for the coming year: President, Mrs. Betty Lee Lamplough; Vice President, Mrs. Dorothea Kennedy; Secretary, Mrs. Myrtle Grimm; Treasurer, Miss Goodrun Gudmundson. Chairmen elected were: Gallery Chairman, Mrs. Blanche McLaughlin; Exhibition, Charles J. Wright; Membership, Lawrence Tebbetts; Publicity, Marion C. Litchfield; Refreshments, Mrs. Deborah Tebbetts.

EDITOR'S COMMENTS
Shortly after the last issue went to press, the editor was informed that an irate reader had written to the C.B.I.D.A., cancelling his membership in the Association, thus avoiding exposure to NOR' BY EAST. The topic in question was the "unsigned" article about King Resources on Long Island. This particular reader felt that the article was biased in favor of King Resources, and he therefore withdrew from the Association.

Without getting into a lengthy discussion of the merits of that article, it is important to clear up a misconception concerning the Casco Bay Island Development Association, the NOR' BY EAST, and the editor.

This publication, prior to 1969, was published through the efforts and under the auspices of the C.B.I.D.A. During 1969, the Tower Publishing Company assumed responsibility for publication, and provided an editor, Mrs. Pat Jurgensen.

In the spring of 1970, the C.B.I.D.A. offered all the rights of publication to the present editor. Under the current agreement, the editor assumes all responsibility for editorial content of the paper, as well as the technical aspects of publishing it. Articles concerning the C.B.I.D.A. are accepted and published on the same basis as any other news, i.e., depending upon the relevance of the subject and the space available.

As consideration for the privilege of publication, the editor has agreed to supply copies of each issue to the C.B.I.D.A. for distribution to its members. Under no circumstances are the members of the C.B.I.D.A., its Steering Committee, or officers afforded a voice concerning editorial policy, nor are they provided with advance copies of forthcoming issues. Under the present arrangement, the editor is the ONLY person who decides what will be printed in each issue.

Thus, it is extremely unfortunate that anyone would resign from the Association as a result of the content of the NOR' BY EAST, since the Association is in no way responsible for, nor can it control, the articles which are featured. It would have been far more appropriate for that member to write an abusive letter to the editor (it would have been printed) or to encourage the C.B.I.D.A. to nullify its agreement with the editor and then either once again assume responsibility for publication, or find another editor. Instead, the editor takes this opportunity to apologize - not to the reader, but to the C.B.I.D.A., which unjustly lost a member as a result of editorial policies (apologize, yes; change, no).

Editor's Note: children's sketches of Casco Bay Lines vessels were drawn by island children and presented to Peter McLaughlin, in appreciation for the service and pleasure of "riding the ferries".

CLIFF ISLAND SCHOOL GRANTED REPRIEVE
As pointed out in an earlier issue of NOR' BY EAST, the Cliff Island school was in danger of being closed by the Portland school department. Vigorous resistance by Cliff islanders has resulted in a brief respite - for a year and Miss Johanna von Tiling will be the teacher for the seven pupils enrolled there this year.

If you want to help future planning for the Casco Bay area, why not join CBIDA today? We love our beautiful bay.

NAME ____________________________
ADDRESS ____________________________

Dues: $3 per individual; $5 per couple
Mail to
NOR' BY EAST, Box 66
Peaks Island, Maine 04108

NOR' BY EAST will be sent to you as a part of your membership.

Casco Bank & Trust Company
Casco's Modern Waterfront Office
COR. COMMERCIAL & MARKET STS., PORTLAND 774-8186
Hours: 7:30 A.M.-3 P.M. (Mon.-Fri.) — 8 A.M.-Noon (Sat.)
C.B.I.D.A. TAKES ON C.B.L.

As readers of the local dailies and members of the C.B.I.D.A. are aware, the C.B.I.D.A. has taken on the C.B.L. no holds barred. As a result of a meeting between the Association and the Public Utilities Commission on August 17, President Theodore T. Rand sent a letter to William Fernald of the P.U.C., outlining the requested changes in and additions to the safety regulations applicable to Casco Bay Lines.

The major request involved a familiar topic - radar. The C.B.I.D.A. believes that the passenger boats should be equipped with radar, presumably to facilitate service in fog and other inclement weather conditions. In addition, they have requested more frequent inspection of safety equipment aboard the vessels, including accuracy of the compasses, stricter requirements in the qualifications of personnel operating the boats, a guard rail at the foot of Welch Street on Peaks Island, prohibition of diving from the ferry landing on Peaks Island, a fog bell on the car ferry landing at Peaks, better public relations in the exceptionally poor public relations the passenger boat, and last but not least, requests, would seem to be, directly or indirectly, a result of the extremely heavy fog experienced this summer, the minor directions on the Portland Pier and Custom House Wharf.

The Casco Bay Island Development Association is acting as representative for the residents of all the islands served by the Casco Bay Lines. The complaints, or requests, would seem to be, directly or indirectly, a result of the extremely heavy fog experienced this summer, the minor accident recently between the car ferry and the passenger boat, and last but not least, the exceptionally poor public relations existing between Casco Bay Lines and the island residents.

The requests and demands of the C.B.I.D.A. are clear enough, and obviously, any improvements in the transportation would be warmly welcomed by all islanders. In any dispute, however, there are two sides to the question. An interview with Peter T. McLaughlin, Vice President of Casco Bay Lines, produced the other point of view. Basically, Mr. McLaughlin stated that C.B.L. is currently complying with all existing regulations pertaining to the operations of his boats. Furthermore, he feels that any changes in the regulations would necessarily apply not only to his line, but to all boats in the bay and elsewhere operating for hire. He does not feel that the utilization of radar is the ultimate answer, but that government requirements for radar on this type of boat would soon lead to additional requirements for other kinds of marine safety equipment - all the equipment being costly, the cost of which would be passed on to the consumer in the form of higher fares.

An interesting factor in relation to radar is a system under consideration by the Maine Port Authority for a centralized radar control station on land (probably Long Island) which could be used in conjunction with radar reflectors on all ships in the harbor, including freighters, tankers, ferries, and small craft. The controller at the station would be able, by radio-telephone, to assist and guide all the vessels in the harbor, by pin-pointing various ships and obstructions and advising course directions. This system would be considerably less costly for Casco Bay Lines and would have the additional advantage of being available to even small boats, if they were equipped with radar reflector and radio-telephones.

Other points in the letter which were discussed with Mr. McLaughlin included the inspections of safety equipment, which are presently conducted on a regular basis. With reference to the accuracy of the compasses, he stated that while the compasses are indeed thrown off course by large masses of metal, such as tankers in the bay, his captains are aware of the problem, check the compasses, and make necessary course corrections as required. A discussion with one of the captains revealed the fact that during a recent Coast Guard inspection (which occurs regularly every six months), no less than 60 life preservers on the Rebel alone were rejected as being inadequate and were discarded - the test for these involved standing with one foot in an armhole, then pulling with all force on the rest of the preserver; any apparent weakness in the fabric would cause rejection.

With regard to a fog bell on Peaks Island, he stated that twice since 1958 a bell has been installed, only to be stolen. Bells are currently in use on Great Diamond, installed by residents, and on Cliff Island, installed by
the City of Portland. One captain has stated that a fog bell would, indeed, be an added safety factor and should be installed.

Perhaps the most salient point in Mr. Rand’s letter is the statement, “We request better communication with passengers.” This, as anyone can see, is the key to the entire problem—the lack of communication, understanding, and empathy. The solution is not an easy one, nor will it be readily forthcoming.

Casco Bay Lines carries 500,000 passengers a year, and there has never been a fatality during its operation of the line. Nonetheless, harbor conditions are changing, the traffic within the harbor is increasing, and familiarity in navigating the bay as did the few captains stay more than a few years and thus cannot rely on years of experience and animosity, and without broadening the “credibility gap” between Casco Bay Lines and the island residents.

C.B.I.D.A. ANNOUNCES NEW MEMBERS

Mrs. Winthrop Dean has announced the following list of new members for the Casco Bay Island Development Association: Robert D. Schwarz, Portland; John McNamara, Boston; Mr. and Mrs. Thomas C. Troy, Great Diamond; Mrs. Sandra L. Neel, Peaks; Mr. and Mrs. Albert E. Grant, Cape Elizabeth; Mr. and Mrs. Leon Clough, Peaks; Mr. and Mrs. Edward J. McDonald, Peaks; Mr. and Mrs. Raymond G. Morrell, Peaks; Mr. and Mrs. John W. Shea, Peaks; Mrs. Bartlett G. Blairdell, Long; Frederick W. Ashmore, Peaks; Mr. and Mrs. Ray S. Ladd, Long; Mr. and Mrs. Joseph Robins, Peaks; Mr. and Mrs. M. Leighton Childs, Peaks; Miss Margaret E. Whittemore, Peaks; Miss Gertrude E. Beal, Peaks; Mr. and Mrs. Robert O’Brien, Peaks; Mr. and Mrs. James McCloy, Sr., Peaks; Mr. and Mrs. John Kavalis, Peaks; Mrs. Betty B. Lamplough, Peaks; and Mr. and Mrs. Marvin Levy, Peaks.

THE HARRIS COMPANY
Marine and Industrial Supplies
188 Commercial Street
Portland Maine
Tel.: 775-5601

SESQUI TOURNAMENT

A special Sesquicentennial tennis tournament was featured during the Casco Bay Sesquicentennial Celebration recently. Perry Rockafellow, of Peaks Island, coordinator for the tournament, announced that there were twenty-one entries, including islanders from Great Diamond, Cousins, Long, and Peaks. The semi-finals pitted Gregg England of Cousins Island against Neil Rook of Peaks Island winning 6-4 and 6-2. Jim Young of Framingham, Mass. and Peaks, defeated John Sarno of Portland 6-4 and 6-2. In the finals, Young whipped England, a member of the University of Maine team, 7-5, 6-4, and 6-1.

Mr. Rockafellow spoke with glowing enthusiasm about the tournament and stated that in view of the tremendous interest exhibited, the Trefethen-Evenmore Improvement Association would attempt to repeat the tournament next year. Better work on that backhand summer will be here again before you know it!

Summer tourists to son, pointing to milk crates (overheard as Emetta II docked at Peaks): “Look at those metal lobster traps!”

CHEBEAGUE ISLAND

Boat Service
Boats Hauled and Repaired
Engines Installed
Alden Brewer
946-4148

Shaw’s
Fine Quality Foods for
More Than a Century
Shaw’s Supermarkets
Celebrating its 110th Anniversary

Casco Bay, Maine
superb Harbor view
FISHER LODGE
Home of Good Yankee Cooking
Also serving public by reservation.
Breakfast - Lunches - Dinners
Albert and Carol Balcom
City Point Road Peaks Island
766-2688

County of Cumberland

WE OFFER YOU
Casco Bay Islands
Unlimited Opportunities
Mobile Facilities
Business Centers and Beaches
Educational Resources
Recreation
Lakes - Boating - Swimming
Airport Terminal
Nice Bus Trips
Darn Nice People

450 MILES FROM
CUMBERLAND COUNTY

County Commissioners
ARTHUR CHAPMAN, JR.
ARTHUR H. CHARLES CHAIRMAN
DAVID BLOOTHER
142 FEDERAL STREET
PORTLAND, MAINE 04111
INTERNATIONAL
CORRESPONDENCE

In view of the International Conference Center being planned for Peaks Island, the following letter is of particular moment:

"Dear Madam,

I hope you and your family are enjoying wonderful atmosphere on the islands and sea of Maine and living marvelous summer life.

We are spending our last summer in the United States here in New York. Recently I received notice from our Tokyo Headquarters that I should go back to Japan at end of September. It is after four years and five months that we will go back to Tokyo.

Now I have a bothering request for you.

I get my last vacation here for five days, from August 15 to 19, and I want to spend one or two days of this precious vacation on Peaks Island, where we - I and my wife - did spend wonderful days and nights with you, and your fine, good humored, delicate and gracious, kind warm people in the summer of 1967, which we can never forget.

At that time we were only two person family, but now we consist of four. In June we got second child, - first boy baby, in New York Hospital. (First was baby girl now two years old.) So it will be too much for you for us to stay longer than few hours. So please tell me whether we can find motel or hotel on island, or in the town across the sea. We plan to go with my car, at first going to Boston, staying there overnight, and arriving next day at your neighborhood. So tell me if we could go there or not. Our plan not yet final but anyway, I want to visit island in these five days.

I will call you later when you read this letter, because if I talk at first by phone I am afraid you not understand my poor English.

Thank you, and best wishes for you and your husband.

Ichiro Yamamoto
Correspondent for Jiji Press, covering United Nations, for TOKYO TIMES.

This correspondent and his family were accommodated in a private home on Peaks Island in August and their enthusiasm for the area was rewarded by splendid weather which afforded swimming and picnicking, highlighted by a typical Maine lobster cook-out on the backshore of Peaks. Another visitor from abroad will return to his homeland with glowing memories of the beauty of Maine and the warm-hearted people of her islands.

Mrs. M. A. Litchfield

TOURING THE SOUTH PACIFIC AND ORIENT

by Mary Ann Sanford
Morris, Illinois and Peaks Island

Our 68-day tour started March 20th in Los Angeles with stops in Tahiti, Moorea, Bora Bora, American Samoa, Western Samoa, Fiji Islands, New Zealand, Australia, Singapore, Bali, Thailand, Cambodia, Hong Kong, Macau, Philippines, Taiwan, Japan, and Hawaii. The tour covered 30,000 miles, thirty-one hotels, thirty-two flights, two hydrofoil rides, numerous bus tours, two train rides, and one elephant ride.

Of particular interest to me were Ayers Rock, Australia, and Angkor Wat, Siem Reap, Cambodia. Ayers Rock is a sandstone monolith rising up from the flat desert floor. It's about 2,000 feet high, and 6 miles around at the base. There are various formations around the rock, which have been eroded by wind, sandstorms, and time. The surface looks smooth from a distance, but when up close you can see the rocky surface. The overall impression is one of hugeness, almost overpowering. On the western side is a place that is sloped enough to climb, if you have sufficient time and strength for the 1700 feet, but coming down is even harder than going up. Angkor Wat, Cambodia, has been in the news recently: the Communists had captured the city of Siem Reap, using the ruins as a base. Angkor Thom, the city area, and Angkor Wat, the temple area, date from the 12th century A.D. - it was the original capital. When it was abandoned, the jungle rapidly closed in and grew around it. Frenchmen rediscovered the buildings about 100 years ago, but it's only been within the last 50 or so, around 1900-1920, that restoration was begun. The jungle has been cleared back from the main buildings now, even though some of the trees have entwined their roots through the blocks of stone.

INTERNATIONAL
SAVINGS AND
LOAN ASSOCIATION

561 Congress Street  Portland
Monument Square Branch  Portland
Martin's  South Portland
Tel. 775-5843

CARGO

your source

for the unusual
imported baskets

128 free street

portland, maine 04101

candles, mugs,

kitchen tools

INSTANT
REPRODUCTION
SERVICE

163 Commercial Street  PORTLAND  MAINE  04101  TELEPHONE 207-773-5037

OFFSET PRINTING
ONE TO ONE-THOUSAND COPIES
WHILE YOU WAIT
Captain William John Tait came from Lewistown, Pennsylvania a little over a month ago and has quickly become a familiar face around Casco Bay Lines. He is presently captain of the daytime passenger boat the Emita II between Portland and Peaks Island, primarily.

Our new captain grew up in Rockland, Maine, leaving for the sea in 1944, but always returning periodically to Maine. He and his wife, Melva, have spent the last 18 years - with their sons William John III, 17, and Bryon, 11 - attempting to realize their desire to return to Maine permanently.

This past July 4th found Capt. and Mrs. Tait in Portland and resulted in the decision to, at long last, pack up and return home - to Maine. A day or so later their belongings were packed, put in storage, and they were on their way to Cape Elizabeth not with the idea of joining C.B.L., but, nonetheless, moving to Maine. An ad in the “Portland Press Herald” caught Mrs. Tait’s eye, and thus C.B.L. acquired a new captain.

Captain Tait is a graduate of the Scott Carbee School of Fine Arts in Boston. In addition, he has spent the last 26 years at sea, serving on freighters and tankers. Starting as a seaman, he has risen through the ranks to Second Mate, and holds a license as Second Mate Unlimited, which means he is capable of being master of any ship up to 500 tons.

When he is not working for C.B.L., he enjoys writing and working with wood. His favorite boat among the fleet is the Emita II, and he very much enjoys his job as captain for Casco Bay Lines, or in his words, he particularly enjoys “the constant state of confusion”. Welcome on board, Captain.

**FEENEY’S MARKET**
Seashore Ave., Peaks Island
Groceries - Meat - Fish
Fruits - Vegetables - Ice Cubes
Garden Supplies, Fertilizers
peat Moss - Etc.
Deliveries 766-9701

**DIAMOND ISLAND MARINE SERVICE**
LITTLE DIAMOND ISLAND, MAINE
Lobsters - Groceries - Marine Fuels
Boat Storage and Repairs
Tel. 766-2087

**SAINT CHRISTOPHER’S Catholic Church**
Serving Portland Area of Casco Bay
(Commencing June 21)
Sunday Masses: Summer
Peaks Island . . . . . . . . . 9:00 a.m.
Great Diamond Island . . . . . 11:00 a.m.
Long Island . . . . . . . . . Sat. 4:30 p.m.
Island Avenue—Peaks Island
Tel. 766-2585

**SEASIDE SHOP**
Peaks Island
Tel. 766-2055
Expanded line of—
Gifts
Jewelry
Clothing
Hardware
Paints
Come In and Browse
Summer House
TRANSPORTATION

The last issue of NOR' BY EAST offered readers the opportunity to discuss in this column their feelings about ferry service between Portland and the islands. To date, only two letters have been received:

"If anyone has what he considers a justifiable complaint, surely it should prove helpful to send it in for publication in your column, but I believe the person involved should also write to the P.U.C. at the same time, as it, after all, is the commission established by our government to protect the interest of the public where private companies, operating public utilities, are concerned. If the Commission does not receive complaints, it cannot be blamed if it assumes its directives are being followed. Any complaint should be in writing (and this cannot be over-emphasized); if it involves a specific incident, the date on which it occurred and the departure time of the trip should be given so it may be investigated. The letter should also make the specific statement that it is a complaint against the Casco Bay Lines, and, of course, it should be signed. It would be my suggestion that it should be addressed as follows: John G. Feehan, Chairman, Public Utilities Commission, Augusta, Maine."

(Miss) Virginia D. Dudley
Peaks Island

They’re making an electric car in Detroit now that can go anywhere in the country. All you need is a 3,000-mile extension cord.

SULKOWITCH
HARDWARE & PAINT CO.
Glass—Electric Supplies
Plumbing Supplies
363 Fore Street, Portland
773-1406

ART GALLERY
Casco Bay Art Association
Open 1–5 Daily
Summer Months
Peaks Island, Maine

FOR TRANSPORTATION
ON LONG ISLAND
766-2554

John and Mary Justice
CARR BROS. CO.
Fruit
217 COMMERCIAL ST.
PORTLAND, ME. 772-8311

“...I hope you too are hearing the island reaction to what happened yesterday between the Emita II and the Rebel. What I am hearing is that if C.B.L. paid their captians a decent wage, they wouldn’t lose them before they know their way around the harbor, and they might interest more competent men. I am also hearing that the tankers anchored in the harbor throw the compasses off just enough so that they cannot be depended upon in a fog the way compasses could be depended upon forty years ago. The answer, of course, is radar on each boat - and someone able to read it."

Gretchen Hall,
Peaks Island

CHILD CARE CENTER FOR PEAKS?

A newly formed committee of mothers met recently with two state officials at the home of Mr. and Mrs. Douglas Norwood on Welch Street to discuss the possibility of organizing a Day Care Center for island children whose mothers wish to work. Stephen Ludwig, Day Care Licensing Supervisor of the Augusta office of Department of Health and Welfare, and Mrs. Christine McDuffy, Day Care Social Worker assigned to the Portland District office, described the various ways under which either a public or private agency can be formed. Mrs. Ruth Sargent agreed to contact other mothers who may be interested. Sister Anne of St. Joseph’s by the Sea, and Father Moreshead, rector of St. Christopher’s parish, also attended.

FROST MIMEOGRAPH CO.
266 Middle Street
PORTLAND, ME. 772-6597

"Service Is Our Business"

PINE TREE PAPER CO., INC.
Paper & Plastic Bags - Cups & Plates
102 Commercial St.
774-2214 or 774-2218

WEBBER’S STORE
Trefethen, Peaks Island
Everything In Foods
Deliveries
766-2902

Serving Peaks Since 1902

BURGESS
FOBES PAINT
106 Commercial Street — Portland
772-6575

YELLOW CAB
Portland
772-6564
After the great fire of 1866 Looking down Exchange Street to Fore Street

Also under consideration is the possibility of closing Exchange Street to vehicular traffic and utilization of a pedestrian mall.

The Old Port Exchange typifies the creative possibilities of cities with old, really fine architecture. Hopefully, the city will encourage and nurture the flame which has begun to glow, small, but ever so bright. This is what Portland can be - beautiful, exciting, rich with antiquities. Take time to stroll down Exchange Street to Fore Street, observe the exquisite architecture, enjoy the variety of shops and galleries, encourage and patronize the local merchants.

The Candle Shop
Featuring our new "Casco Bay Candle".
Open 7 Days
9 Exchange Street
Tel. 773-0552

The PRINCE OF FUNDY
LION FERRY AB
Tel. 775-5616

Skillin's Greenhouses
Falmouth Foreside
and
SKILLIN'S TOWN & COUNTRY
Brunswick, Maine
Florist, Garden Center
Gift Shop and Nursery Plants
"We Ship to the Islands"

You Can Enjoy
Carefree Living
Just Flick the Switch
Low-Cost Electricity
Does Your Work!
CENTRAL MAINE
POWER COMPANY

DINE & DANCE
Enjoy the new Lafayette lounge and pianobar.
FINE DINING
in the New Orleans atmosphere of the all new Lafayette dining room.
MAL LARRY TRIO
★ Seashell Lounge
★ U.S. Constitution Dining Room

DINE & DANCE
Maine's largest and finest supper club.