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RE-ELECT GOVERNOR McKERNAN

CONVERSATION WITH SANDY TUTTLE, CAMPAIGN

1) POTUS: "I KNOW A LOT OF YOU FOLKS ARE FROM MAINE'S FIRST DISTRICT, AND WE'RE ALL HOPING YOU'RE GOING OUT THERE TO GET OUT THE VOTE FOR JOCK. IN THE SECOND DISTRICT, HOWEVER, WE BELIEVE JOCK WILL SLIDE TO VICTORY BY RIDING OLYMPIA'S SKIRTTAILS."

2) THE BIGGEST ISSUE: THE ECONOMY, AND THE FACT THAT MAINE IS ONE OF THE FEW NEW ENGLAND STATES THAT HAS BEEN ABLE TO RIDE OUT THE REGION'S ECONOMIC SLOWDOWN, THANKS, IN LARGE PART, TO THE GOVERNOR'S PRUDENT FISCAL POLICIES.

3) RALLY EFFECT: THE CAMPAIGN PEOPLE ARE BILLING THIS EVENT ALMOST AS A RALLY. SHE SUGGESTS THAT AT THE END OF THE SPEECH, THE PRES SAYS EMPHATICALLY: "WE NEED TO ELECT JOCK FOR FOUR MORE YEARS!" SHE SAYS THAT AT THE SPEECH'S CLOSE, THIS WILL IN TURN BE PICKED UP IN A CHANT: "FOUR MORE YEARS! FOUR MORE YEARS! FOUR MORE YEARS!" THIS WILL NOT REQUIRE PARTICIPATION BY POTUS, BUT WILL BE A HEARTY RESPONSE TO HIS REMARKS.

RE-ELECT GOVERNOR McKERNAN

(1)

QUOTES

1) STATE MOTTO: "DIRIGO" ("I DIRECT")

2) NICKNAME: "THE PINE TREE STATE"

3) "AS MAINE GOES, SO GOES THE NATION."
--American Political Maxim, circa 1888

4) "IT IS IMPOSSIBLE TO BE EXPOSED FOR ANY LENGTH OF TIME TO MAINE REALISM AND HORSE SENSE WITHOUT EFFECT, AND MOST OF THE SUMMER PEOPLE FIND THAT THEY GO HOME WITH A REVISED SET OF VALUES."
--Louise Dickenson Rich, State O' Maine

5) "MAINE IS NOT JUST THE LAND. IT IS ALSO THE SEA. THERE IS AN ETERNAL STRUGGLE BETWEEN THE TWO. NEITHER QUITE WINS, NEITHER QUITE LOSES."
--Pearl S. Buck, America, 1971

6) "LIKE ITS LANGUAGE, COASTAL MAINE IS FOR ME THE PUREST KIND OF METAPHOR: A WAY OF LIVING WITH WEATHER, A WAY OF TALKING ABOUT GOOD MEN, A WAY OF SURIVING HARD COUNTRY." --Philip Booth, Maine Lines, 1970

7) "HERE'S TO THE STATE OF MAINE, THE LAND OF THE BLUEST SKIES, THE GREENES EARTH, THE RICHEST AIR, THE STRONGEST, AND WHAT IS BETTER, THE STURDIES

QUOTES, (cont.')

MEN, THE FAIREST, AND WHAT IS BEST OF ALL, THE TRUEST WOMEN UNDER THE SUN." --Thomas B. Reed, Portland Speech,8/1/0

8) "SURELY I NEVER MET SUCH ARDENT INDIVIDUALS (MAINE YANKEES). I WOULD HATE TO TRY TO FORCE THEM TO DO ANYTHING THEY DIDN'T WANT TO DO." --John Steinbeck, Travels with Chaley'6

9) "MAINE ENJOYS BEING MAINE. SOMETHING OF THE 18TH CENTURY GUSTO OF LIVING CONTINUES HERE, AND THERE IS A POSITIVE ENJOYMENT OF ADVENTURE, CHARACTER, AND CIRCUMSTANCE." --Henry Beston, White Pine and Blue Water, 1950

10) (**THIS MIGHT BE AN APT RESPONSE FOR THE PRES. TO GIVE TO THE WARM WELCOME HE WILL RECEIVE FROM THE CROWD)
POTUS: "THANK YOU SO MUCH, THANKS FOR YOUR KIND WELCOME. AS ONE WRITER ONCE REMARKED, 'MAINE MANNERS ARE AT ONCE A TOLERANCE AND A GRACE. THEY ARE BEAUTIFUL, AND A WONDER TO BEHOLD.'"
--John Cole said it in In Maine, 1974

(3)

RE-ELECT GOVERNOR McKERNAN

MAINE COLOR

1) "THE FIRST ENGLISH SETTLEMENT IN MAINE OF WHICH THERE IS ANY RECORD WAS ESTABLISHED IN 1607 AT THE MOUTH OF KENNEBEC RIVER. LED BY SIR GEORGE POPHAM, THESE COLONISTS, MANY OF THEM PAROLEES FROM ENGLISH JAILS, BUIL THE FIRST ENGLISH VESSEL CONSTUCTED IN AMERICA BUT DISBANDED AFTER THEI FIRST WINTER, THE LIKES OF WHICH THEY HAD NEVER FELT IN ENGLAND."
--Smithsonian Guide to Historic America, p.162

2) "MASSACHUSETTS ASSUMED JUDICIAL CONTROL OVER MAINE IN 1652, AND IN 1677 GORGES'S GRANDSON SOLD THE PATENT TO MASSACHUSETTS. (MAINE WOULD REMAIN PART OF MASSACHUSETTS UNTIL 1820). ibid

3) "DURING THE REVOLUTION, PATRIOTIC LOCAL CITIZENS OF YORK, MAINE STAGED THEIR OWN VERSION OF THE BOSTON TEA PARTY, SEIZING A SHIPMENT OF TEA FROM AN ENGLISH SLOOP RATHER THAN PAY TAXES ON IT."
--ibid, p. 171

4) "DURING THE CIVIL WAR, STRONGLY ABOLITIONIST PORTLAND SENT 5,000 TROOPS AND A FLEET OF GUNBOATS TO THE UNION."
--ibid, p. 185

5) "BOYHOOD HOME OF AMERICAN POET HENRY WADSWORTH LONGFELLOW, THE WADSWORTH
Longfellow House was the 1st brick house built in Portland."
ibid p 185

RE-ELECT GOVERNOR McKERNAN

MAINE COLOR (cont.)

6) "HARRIET BEECHER STOWE LIVED AT 63 FEDERAL STREET FROM 1850 TO ABOUT 1852. WHILE HER HUSBAND, CALVIN STOWE, TAUGHT NATURAL AND REVEALED RELIGIONS AT BOWDOIN COLLEGE, SHE WROTE HER FAMOUS WORK, UNCLE TOM'S CABIN." --ibid., p. 204

7) "CHARTERED IN 1794 AND OPENED IN 1802, MAINE'S OLDEST COLLEGE IS NAMED FOR JAMES BOWDOIN II, A MASSACHUSETTS GOVERNOR WHOSE SON GENEROUSLY ENDOWED THE LIBERAL ARTS INSTITUTION. BOWDOIN COLLEGE HAS GRADUATED A NUMBER OF THE COUNTRY'S FOREMOST CITIZENS, AMONG THEM FRANKLIN PIERCE FOURTEENTH PRESIDENT OF THE UNITED STATES; WILLIAM PITT FESSENDEN, SEC. OF THE TREASURY UNDER LINCOLN; ADMIRAL ROBERT E. PEARY; NATHANIEL HAWTHORNE; HENRY WADSWORTH LONGFELLOW; AND THE NOTED ABOLITIONIST AND MAINE GOVERNOR JOHN ALBION ANDREWS." --ibid., p. 207

8) "THE MAINE COAST HAS LONG BEEN KNOWN AS ONE OF THE MOST BEAUTIFUL LANDSCAPES IN AMERICA. IN 1734 A MASSACHUSETTS VISITOR WROTE THAT 'ALL THAT COAST APPEARS TO BE FULL OF COMODIOUS RIVERS, BAYS, HARBOURS, COVES, AND DELIGHTFUL ISLANDS.." --ibid., p. 214

(5)

MAINE COLOR, (cont.')

9) "MAINE IS LARGE--HALF THE SIXE OF ALL OF NEW ENGLAND--AND ABOUT 80% OF IT IS COVERED WITH FORESTS OF WHITE PINE, BALSAM FIR, BASSWOOD, BIRCH, OAK, MAPLE, HEMLOCK, BEECH, AND SPRUCE. MILE-HIGH MOUNT KATAHDIN, IN THE CENTER OF MAINE, IS THE STATE'S TALLEST PEAK."
--ibid., p. 254

10) "WHILE CITIZENS OF PORTLAND MADE SEVERAL ATTEMPTS TO MOVE THE CAPITAL BACK TO THEIR CITY, THEIR CAUSE FADED IN THE FACE OF CHARLES BULLFINC IMPRESSIVE STRUCTURE IN AUGUSTA. THE ARCHITECT BASED THE CLASSICAL DESIGN OF MAINE'S CAPITOL ON HIS EARLIER ONE FOR THE MASSACHUSETTS STATE HOUSE; THE BUILDING MATERIAL, HOWEVER, WAS INDIGENOUS TO MAINE: GRANITE FROM HOLLOWELL. CONSTRUCTION BEGAN IN 1829 AND LASTED UNTIL JANUARY 1832."
--ibid., p. 259

11) "ACROSS FROM THE CAPITOL IS BLAINE HOUSE, THE FEDERAL STYLE RESIDENCE OF MAINE'S GOVERNOR. AS GOVERNOR'S MANSIONS GO, THE CLAPBOARD, GREEN-SHUTTERED HOUSE, SITTING BEHIND A PICKET FENCE, IS MODEST. SEA CAPT. JAMES HULL BUILT IT FOR HIMSELF IN 1833; THE HOUSE TAKES ITS NAME FRO A LATER RESIDENT, JAMES G. BLAINE, A MAINE CONGRESSMAN WHO BECAME SPEAKER OF THE HOUSE, A U.S. SENATOR, A PRESIDENTIAL CANDIDATE, AND SEC OF STATE UNDER PRESIDENTS GARFIELD AND HARRISON." ibid p 261

MAINE COLOR, (cont.')

12) MAINE'S FIRST REPUBLICAN GOVERNOR: "HANNIBAL HAMLIN (WAS) A PROMINEN MAINE POLITICIAN BEGORE HE BECAME ABRAHAM LINCOLN'S VICE PRESIDENT. ..HAMLIN ENTERED POLITICS AS A JACKSONIAN DEMOCRAT. HE SERVED FIRST IN THE STATE HOUSE OF REPRESENTATIVES IN 1843, AND THEN TO THE SENA HIS ABOLITIONIST VIEWS LED HIM TO RESIGN FROM THE DEMOCRATIC PARTY, AND IN 1856 HE WAS ELECTED MAINE'S FIRST REPUBLICAN GOVERNOR."

--ibid., p. 273

RE-ELECT GOVERNOR McKERNAN

ARTICLES

1) "AS A NATION, WE'RE BEING 'OUT-SCHOOLED" BY THE COMPETITION--WHO ALSO OUT-TRADE US IN WORLD MARKETS. COULD THE TWO THINGS BE RELATED? JOHN McKERNAN BELIEVES THEY ARE. 'I FEAR OUR EDUCATIONAL SYSTEM MAY RESEMBLE THE POLISH CAVALRY--WELL-ESTABLISHED, WELL-FUNDED AND PROBABLY OUT OF DATE,' THE GOVERNOR SAID LAST WEEK, SPEAKING TO A GROUP OF BUSINESS PEOPLE AND COMMUNITY LEADERS. HE WAS PUSHING A REMEDY TO PART OF THE PROBLEM--A SCHOOL CALENDAR THAT HAS STUDENTS IN CLASS LESS THAN HALF THE YEAR."

"'OUR WORLD TRADING PARTNERS--OUR COMPETITORS IF YOU WILL--AVERAGE FROM 200 TO 240 DAYS OF SCHOOL A YEAR, DEPENDING ON WHETHER YOU'RE TALKING EUROPE OR ASIA.' McKERNAN POINTS OUT, MAINE STUDENTS, HE NOTED, NOW ATTEND SCHOOL JUST 175 DAYS A YEAR. BUT WHEN HE PROPOSED A MODEST INCREASE TO 180 DAYS, PHASED IN OVER FIVE YEARS, THE LEGISLATURE STONEWALLED HIM."

--Kennebec Journal, 4/14/90

2) "REP. JOSEPH E. BRENNAN MADE IT CLEAR FRIDAY THAT AN APPEAL TO ORGANIZE LABOR WOULD PLAY A MAJOR PRT IN HIS STRATEGY TO UNSEAT GOV..McKERNAN.

--B.D.N, 4/21/

RE-ELECT GOVERNOR McKERNAN

ARTICLES, (cont.')

3) "ULTIMATELY, THE FIRST TERM OF GOVERNOR JOHN McKERNAN WILL BE REMEMBERED MOST FOR ITS SETTING MAINE ON THE PATH OF MASSIVE RECYCLING OF HOUSEHOLD WASTE, NOT FOR ITS DIFFICULTIES WITH TAX REVENUE SHORTFALL OR OTHER CONDITIONS OVER WHICH A GOVERNOR HAS ONLY MARGINAL CONTROL. IN THE CASE OF RECYCLING, GOVERNOR McKERNAN PROVIDED REAL LEADERSHIP
--Maine Times, 4/90

4) "HAD THE SKY FALLEN, OR WAS MAINE'S WELL-PUBLICIZED BUDGET 'CRISIS' JUST A CASE OF REPORTERS, EGGED ON BY LEGISLATORS AND SPECIAL INTEREST GROUPS, NOT BEING AB LE TO TELL THE DIFFERENCE BETWEEN 'A BICYCLE ACCIDENT AND THE END OF THE WORLD?' GOV. JOHN R. McKERNAN SUGGESTED THE BICYCLE ACCIDENT ANALOGY AS A REBUKE TO THE MEDIA DURING A FEB. 7 ADDRESS TO THE PORLAND CHAMBER OF COMMERCE..."

"WITH SOME CRITICAL HELP FROM DEMOCRATIC LEGISLATORS, McKERNAN BALANCED THE STATE'S BUDGET WITHOUT MASSIVE SPENDING CUTS, LARGE STATE LAYOFF OR NEW ACROSS-THE-BOARD TAXES--AND WITHOUT ANY DAMAGE TO MAINE'S TRADITIONALLY STERLING CREDIT RATING WITH WALL STREET BOND COMPANIES

RE-ELECT GOVERNOR McKERNAN

ARTICLES, (cont.')

"LAST YEAR, DEMOCRATS PRESSED McKERNAN TO SPEND DOWN OR REBATE TO THE TAXPAYERS A $163 MILLION BUDGET SURPLUS DESPITE CLEAR INDICATIONS THAT THE REGION'S ECONOMY HAD BEGUN TO SLOW...HAD HE DONE THAT, McKERNAN WOULD HAVE BEEN PAINTED INTO A CORNER LIKE DUKAKIS AND FORCED TO RAISE TAXES AND MAKE UNPOPULAR CUTS IN STATE PROGRAMS...INSTEAD OF SPENDING DOWN THE SURPLUS, McKERNAN SCALED BACK STATE SPENDING BY $100 MILLION. THAT FISCAL PRUDENCE, HE CLAIMED, SAVED MAINE FROM A MAJOR TAX HIKE DURING THIS YEAR."

"THE FACT THAT McKERNAN CAME OUT OF THE STATE'S LONG BUDGET DEBATE WITHOUT NEEDING NEW TAXES IS THE EXCEPTION, NOT THE RULE IN THE REGION... ACCORDING TO THE NATIONAL GOVERNOR'S ASSOCIATION, 22 GOVERNORS HAVE PROPOSED TAX INCREASES THIS YEAR TOTALING $4.9 BILLION TO RESOLVE BUDGET PROBLEMS PARALLELING THOSE IN MAINE. THAT COMES ON THE HEELS THOSE OF MAINE. THAT COMES ON THE HEELS OF TAX INCREASES BY 27 STATES DURING 1989, ACCORDING TO THE NGA...MAINE AND CONNECTICUT, WHICH RAISED TAXES BY $1 BILLION IN 1989 WERE THE ONLY STATES IN THE NORTHEAST THAT ARE ENTERING THE 1990's WITHOUT HUGE NEW TAX INCREASES ON THE HORIZON, THE NGA'S SURVEY CONCLUDED."

--BDN?

RE-ELECT GOVERNOR McKERNAN

ARTICLES, (cont.')

5) "(McKERNAN) WAS A STAR BASKETBALL PLAYER IN HIGH SCHOOL...HE SERVED IN THE MAINE ARMY NATIONAL GUARD, 1970-73...McKERNAN HEADED PRESIDENT FORD'S 1976 ELECTION CAMPAIGN IN MAINE...HE CONTENDED THAT HIS ADMINISTRATION HAD DONE MORE TO PROTECT THE ENVIRONMENT, HELP WORKING FAMILIES AND COMBAT ILLEGAL DRUGS THAN HIS PREDECESSOR AND WOULD-BE SUCCESSOR. McKERNAN CITED THE CREATION OF THE BUREAU OF INTERGOVERNMENTAL DRUG ENFORCEMENT WHICH HE SAID HAD MADE THE DRUG TRADE 'BAD BUSINESS IN THIS STATE.'"

"McKERNAN, WHO IS A LANKY 6 FOOT 3, EARNED LETTERS IN HIGH SCHOOL BASKETBALL AND ONCE HARBORED DREAMS OF JOINING THE BOSTON CELTICS... McKERNAN MARRIED REP. OLYMPIA SNOWE, A MEMBER OF CONGRESS SINCE 1979. McKERNAN MARRIED SNOWE, BOTH LEADERS OF MAINE'S REPUBLICAN PARTY, HOPED THEIR MARRIAGE WOULD BRING 'HAPPINESS AND FULFILLMENT TO OUR PERSONAL LIVES.'"

--A.P. Political Service 1990

6) "PRESIDENT GEORGE BUSH WENT GOLFING FOR DOLLARS ON TUESDAY, PLAYING TO RAISE FUNDS FOR THE RE-ELECTION CAMPAIGN OF MAINE'S REPUBLICAN GOV. JOHN McKERNAN."

--Aug. 21, 1990 Reuters

RE-ELECT GOVERNOR McKERNAN

ARTICLES, (cont.')

7) "GOV. JOHN R. McKERNAN, WHOSE RE-ELECTION BID IS ALREADY PLAGUED BY A $230 MILLION STATE BUDGET SHORTFALL, MUST ALSO COME TO TERMS WITH A SWELLING TIDE OF LOCAL COMMUNITIES WHICH CLAIM HIS FISCAL POLICIES ARE PLACING AN UNFAIR BURDEN ON LOCAL BUDGETS...THE TIDE OF LOCAL OPPOSITION BEGAN IN FREEPORT, WHERE THE TOWN COUNCIL VOTED IN EARLY MARCH TO TRY TO ORGANIZE COMMUNITIES STATEWIDE TO OPPOSE SOME OF McKERNAN'S BUDGET-CUTTING PROPOSALS, ESPECIALLY ONE TO CUT STATE AID TO EDUCATION.."

--U.P.I. 3/25/90

8) "GOV. JOHN McKERNAN'S BID TO RESTORE ATLANTIC SALMON AND OTHER FISH TO THE KENNEBEC RIVER BY CARVING A HOLE IN THE ANCIENT EDWARDS DAM HAS TRIGGERED A FIERCE DEBATE--BOTH OVER HIS PLAN AND HIS MOTIVES... McKERNAN HAS PROPOSED CARVING A HUGE HOLE IN THE DAM TO OPEN KENNEBEC RIVER FROM THE ATLANTIC ALL THE WAY TO WATERVILLE--70 MILES AWAY--FOR THE FIRST TIME SINCE 1837..."

"HE SHOCKED LEGISLATORS JAN. 25 WHEN HE ANNOUNCED IN HIS ANNUAL STATE OF THE STATE ADDRESS HE WAS WORKING ON PLANS TO DESTROY OR BREACH THE DAM, WHICH NOW PRODUCES 3.5 MEGAWATTS OF ELECTRICITY, ENOUGH TO PROVIDE POWER TO ABOUT 1,500 HOMES..."

RE-ELECT GOVERNOR McKERNAN

ARTICLES, (cont.')

"..THE DEBATE OVER THE FATE OF THE DAM IS EXPECTED TO DRAW THE ATTENTION OF ENVIRONMENTALISTS, DEVELOPERS AND OTHERS FROM ACROSS THE COUNTRY, BECAUSE EXPERTS BELIEVE IT COULD BE THE FIRST TIME A FUNCTIONING HYDROELECTRIC DAM ON AN AMERICAN RIVER HAS EVER BEEN BREACHED.."

"..McKERNAN'S PLAN HAS ITS DETRACTORS, PARTICULARLY AMONG CITY OFFICIAL IN AUGUSTA, WHERE THE DAM IS LOCATED. CITY OFFICIALS WERE WORKING ON A PLAN OF THEIR OWN TO TAKE OVER AND RE-DEVELOP THE DAM, BOOSTING ITS ELECTRICAL OUTPUT FROM 3.5 MEGAWATTS TO 18 MEGAWATTS..."

"..'BEFORE 1837, THE KENNEBAC RIVER FISHERY WAS KNOWN WORLDWIDE, WITH KENNEBEC RIVER SALMON GRACING THE TABLES OF EUROPE,' KANY (A WATERVILLE STATE SENATOR) SAID. 'THE STURGEON WERE HUGE AND HEAVILY LADEN WITH ROE, OR CAVIAR. IT WAS A VERY SPECIAL FISHERY.'"

--U.P.I. 2/4/90

9) "BRENNAN (McKERNAN'S RIVAL) GREW UP ON PORTLAND'S MUNJOY HILL, THE SON OF A LONGSHOREMAN...HE WAS ASSIGNED TO THE..MERCHANT MARINE AND FISHERIES (COMMITTEE)." **HOW IRONIC THEN HIS OPPOSITION TO McKERNAN'S PLAN.

--A.P. 12/29/90

RE-ELECT GOVERNOR McKERNAN

JOKES

1) POTUS: "I ENJOYED BEING HERE IN AUGUST FOR GOVERNOR McKERNAN'S GOLF TOURNAMENT. HOWEVER, I DON'T GET THE SAME RESPECT ON THE GOLF COURSE THAT PRESIDENT EISENHOWER USED TO GET. WHEN HE LEFT OFFICE SOMEONE ASKED HIM IF LEAVING THE WHITE HOUSE HAD AFFECTED HIS GAME, AND IKE SAID'YES, A LOT MORE PEOPLE **BEAT** ME NOW.'" (D.G.)

2) "JOHN IS PROBABLY ONE OF THE MOST ATHLETIC PUBLIC SERVANTS IN AMERICA. HE COULD BECOME THE FIRST GOVERNOR TO GET HIS PICTURE ON A WHEATIES BOX." D.G.

3) "AS A CONGRESSMAN, JOHN WON THE 'WATCHDOG OF THE TREASURY' AWARD. ACTUALLY, WHEN IT COMES TO PROTECTING THE TAXPAYERS' MONEY, JOHN' IS MORE THAN A WATCHDOG, HE'S A PITBULL." D.G.

– 5th Layout Invite – "McK. Invite w/ Pre-over Event statement"

– more

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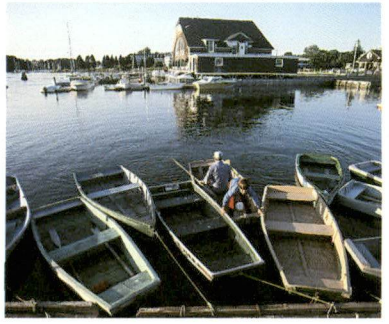

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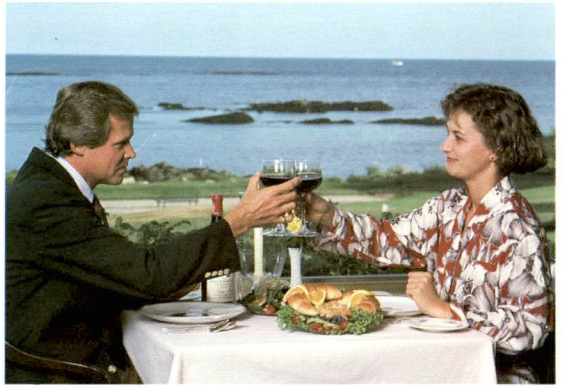

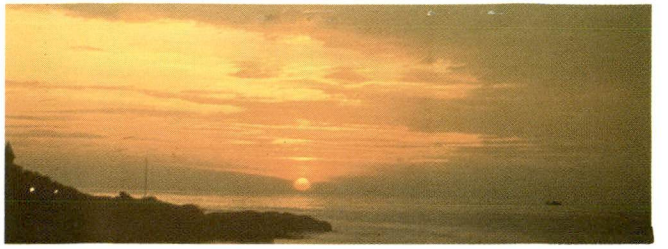

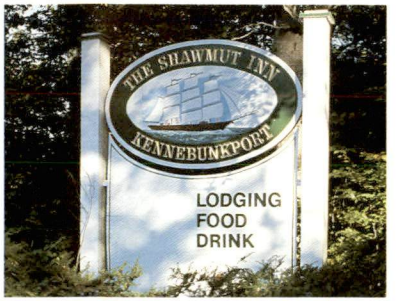

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- McKernan:
→ personal anecdote about Golf
→ s.t. on his wife

THE WHITE HOUSE
(Kennebunkport, Maine)

For Immediate Release August 30, 1989

REMARKS BY THE PRESIDENT
TO CHAMBER OF COMMERCE
UPON RECEIVING 1989 OUTSTANDING CITIZEN AWARD

The Shawmut Inn
Kennebunkport, Maine

(Last time pres spoke at Shawmut)

12:24 P.M. EDT

THE PRESIDENT: Well, what a magnificent picture. I'm looking around at this crowd and I see a few faces old enough to remember that boardwalk that went along -- (laughter) -- all the way along Ocean Avenue there. And this is a very special occasion for Barbara and me, and we're delighted to be here and I'm very pleased to be honored by the Chamber.

I was afraid you might be feeling I had dishonored the community with some of the excesses that have taken place out here, but I want the record to show that when the bottom fell off of the starboard engine on our boat the other day -- (laughter) -- it was not an encounter with a lobster trap. (Laughter and applause.) The Coast Guard guy went out and took a look at the reef off the point there and started to tell me that he thought maybe accidently I had hit a rock, and I told him, look, rocks do not grow in these waters. I've been here for 65 years running around in a boat. Find some other answer. Even if there is metal on the rock out there, I did not hit that rock. (Laughter and applause.) And as Commander-in-Chief of the Coast Guard, he changed his mind as I was talking to him and -- (laughter) -- we now think it was a submerged board. (Laughter.)

Barbara -- this Barbara -- thank you very much, Barbara Aiello, for this honor and for welcoming us to our -- the community that we do love so much. I'm delighted to be back at the Shawmut where many of our press are staying and other friends that are traveling with us, and this hospitality -- a few of them greeting us over here -- the people working at the Shawmut. But it's a wonderfully warm feeling that we get from all of you, our neighbors in Kennebunkport and Kennebunk Beach and, of course, Kennebunk.

And it's a special time for me being here. We are doing some work, but I have confessed at the very outset that this is a pure, total vacation. And I'm not going to look busy in order to convince people in America that it's something other than a vacation. (Laughter.) I mean, it's the way it is, and -- (applause) -- there are some hazards out there. Some of you have been on the golf course when I play, and that's -- (laughter) -- and other challenges. One of them now is, we have a fleet of plastic toys that Barbara bought at some -- I hope it was at a sale. There are many cars and little scooters and all out there, and it's a hazard to get out the front door, get into the car or into the boat just to escape all these kids' playthings.

But one of the great joys for us has been having our grandchildren here and I expect that those in Kennebunkport will recognize a familiar scene as we prepare this year's Christmas card.

I'm not going to comment on the fishing -- a vicious assault on my -- (laughter) -- vicious assault on my ability. I'm going to call the editor of the Portland paper, however, and present this to him: How would he call it? This morning, we got up and

through what was a rather heavy fog, went down to Whistler off Cape Porpoise, and then down off of Woods Island, and here's my position: I was driving the boat, placing the boat so that Sandy Boardman, who was with me, could catch a bluefish. And she did. And I think they should knock off that advertisement on the front of the Portland paper that shows a bluefish with a big X through it -- (laughter) -- telling me that yet a 13th day I haven't caught one. I'm going to appeal to them on that one.

It's been a joy -- a joy to be here. And I -- Barbara put it pretty well -- that this is a place where we really enjoy ourselves, but more than that kind of refurbish our souls and get our batteries all charged up and enjoy life really to the fullest. It's a point of view. You can feel it in the land and in the water here. And I know that people that are members of this Chamber and other visitors that we have here with us understand exactly what I'm talking about.

Barbara has told you that I've been coming here every summer since 19 -- well, I was born in '24. And the only one I missed was the summer of 1944 when, like many of you, I was in the service. That's the only time that we missed being here. And there is a certain magic about the place. Our kids live in five different states -- one in Cape Elizabeth, and the others four different states -- and for them, this is an anchor to windward, because not far from where this picture was painted, my mother was born in a house still standing right there not too far from St. Ann's Church.

So enough of the reminiscence, but it means renewal to us -- a moment to reflect. And as Barbara said, some of my colleagues in the government have had an opportunity to come here for substantive meetings. Today, I can't wait to show off this heaven to the Prime Minister of Canada, his wife and his four kids who will be visiting us around the corner.

And the other day it was the Prime Minister of Denmark and his charming wife. And as some of you all remember last -- in May, I believe it was, we had the President of the French Republic here. And it is more than just inviting them to a lovely place. Because I've found, as I will with Mulroney, that with both the Danish Prime Minister, Mr. Schlueter, and Mr. Mitterrand, you could converse and you could relax and you could really get to know each other in a wonderful setting. And though I don't believe foreign policy is determined on whether a foreign leader likes you or not, I do think it makes a difference if you can develop a good personal relationship. And you, our neighbors, have helped us in that regard as we've had some distinguished foreign visitors here.

I appreciate the Outstanding Citizen Award. I don't know what the vote was on this one. (Laughter.) But I want to tell you a true story. This came as a little bit of it -- well, it was good for my ego that tends to mount when you get into this job from time to time. But they decided to name a public school after me -- I think it was a junior high school, or maybe an elementary school -- in Midland, Texas, where we lived for 12 years. And this is God's honest truth -- the vote was either 4-3 or 3-2 in favor of naming the school for me. (Laughter.) So, Barbara, I hope it was a little more one-sided than that in this -- giving me this significant honor. But I really am pleased to accept it.

I know that the Chamber of the Kennebunks is made up of a lot of entrepreneurs, and I would be remiss at a meeting like this if I didn't ask you to give me strong support as I go back to Washington to fight for a capital gains tax differential. (Applause.) I believe that small business, providing jobs to those who don't have jobs, small business entrepreneurs really are the backbone of this country in many ways. And I am absolutely convinced that John Kennedy was right years ago -- 25 years ago or more -- when he talked about the need to have a differential in the capital gains and, indeed, to call for a reduction in the capital gains tax because it

stimulates the economy. It encourages risk-taking. It rewards those who go out and employ others and start new businesses. And I am just convinced that it is good; I am convinced that it will help with our deficit -- not inhibit the efforts I am making to get this budget deficit down in accord with the Gramm-Rudman targets.

And so I would ask your strong support to your very able congressional delegation as we now go back to battle for what I think is a good incentive for business people, men and women -- small business entrepreneurs, those who have the courage to go off on their own and start new businesses wherever they may be. And I ask for your help. (Applause.)

Incidentally, I do believe we're going to get a good agreement on the budget deficit reduction package. I think it will be accomplished without raising the taxes on the American working man in this country. The question still is -- the problem still is this -- it isn't that the working man is paying too much -- too little in taxes, it is that the government continues to, for a lot of reasons, to spend too much. And I am going to continue to try to hold the line on taxes. And, again, I need your support there. (Applause.)

Right here in Kennebunk you've had some -- Kennebunkport -- you've had some examples of people that have been successful. The owner at the White Barn Inn may be with us today. Is Laurie here? Laurie Bongiorno -- over here -- quoting him, perhaps to his embarrassment, but he said, "We have an opportunity to create value in our businesses by taking a longer view. This would be easier without the burdensome weight of the capital gains tax." And I think he's absolutely right.

George Bergeron. He runs a landscaping operation with a very unusual name. It is called George's Bush and Tree Service. (Laughter.) I loved it when I saw that. (Laughter.) But let me tell you about this guy. I don't know whether he's here or not. But -- back here? Fantastic. Planning for his retirement, he says, "I left my work to go into business for myself. I took the risks and went the American way for the sake of my retirement. Wouldn't it be ironic," he continues, "if just as I was ready to cash in, the government took such a big piece of the profit from me?"

He's absolutely right. The backbone of our recovery -- in October it'll be the longest in the history of the United States -- comes from the small businessman or woman, who then makes it work and goes out and gives jobs to other people. The best answer to poverty in this country is a job, and I want to keep this economic expansion going. (Applause.)

I was told to say just a few words, but let me end with just a little reference to the times we're living in regarding our foreign policy and the challenges we face as a country. And you see the kids here and it reminds me that just before I went to Poland -- on a fascinating trip to Eastern Europe, including Hungary and Poland, and then to Paris -- the Polish journalists came into that beautiful, majestic Oval Office, and they asked me, what would you tell a young kid in Poland today? And I had in my mind as he asked me the question the numbers of people in Chicago and in Detroit, and indeed some in Maine, who have come to this country from Poland -- the arms of the Statue of Liberty outstretched -- then in the past as it is, thank God, still today.

And I thought about it, and then I thought about the change, the political change that's taking place in Eastern Europe -- change far more dramatic than I could have conceived when I was in the Congress, say, 20 years ago. And I said if I were a kid in Poland, I'd always want to see the United States -- I'm thinking on this -- to see the United States as a beacon. But I told him, if I were a kid in Poland, I'd want to stay there. I'd want to participate in the change because we are living in a fascinating time. And you look at what's happening in the Soviet Union, the

changes of perestroika -- reform, glasnost -- openness. It's dramatic, it's new, the aspirations for freedom are there. And you see the changes again in Poland where you have a communist government change through free elections to a government that contains people mainly out of the Solidarnosc movement, the labor union movement.

So the point I want to make to you is, we're living in exciting times. And I can say with confidence to these kids, if we do our job right, if we handle the relationship with the Soviet Union properly, and if we then are smart enough and intelligent enough to delicately have the role of the United States be one of helpfulness in Eastern Europe, I think we can see a world where the peace is much more enhanced, or the threat of war, nuclear war, conventional war greatly reduced.

And it is an exciting time to be growing up in the United States, and it certainly is an exciting time to be the President of the United States of America. I like my job, I'm going to work hard for you, and thank you very, very much for this honor. Thank you so much. (Applause.)

END 12:40 P.M. EDT

The Shawmut Inn Square-rigger

Our Shawmut Inn square-rigger was not chosen idly as an insignia, but because this particular proud-masted vessel was one of a class which brought world-wide fame to the Maine coastal village of Kennebunkport. She is a Maine downeaster, a comfortable merchantman and passenger ship of a moderately good speed, reputed to be among the most seaworthy ships of her day.

Clark's Shipyard

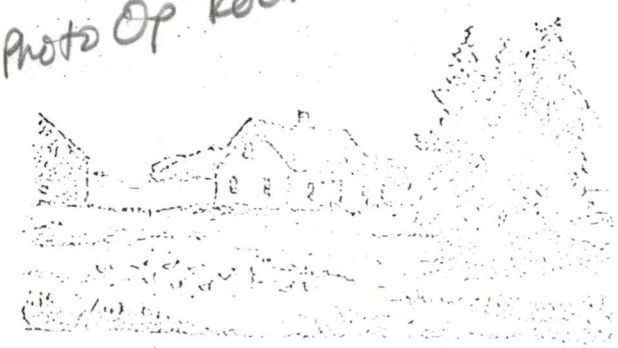
It was on a chill January morning in 1869 when her masts rose high by the steeple of the old Congregational Church which still stands just above the drawbridge in the village of Kennebunkport. A few days before, the "Frank N. Thayer", as she was christened, had slipped down the ways from the David Clark shipyard. Now, masts in place, surrounded by dozens of small boats in the gay holiday mood of such occasions, the Thayer was being towed slowly through the narrow channel toward the bridge.

Builder David Clark

The Civil War over, life was returning to normal, and Thayer & Lincoln, shipowners of Boston, had commissioned this reliable downeaster for their merchant trade. As she scraped a little paint from her hull squeezing through the drawbridge, the Shawmut Inn wasn't even a dream. But such is the strange pattern of history, that a member of the Small family was there when the Thayer was launched. The Great-grandfather of Frank Small, the Inn's present owner, had a small farm right on the present Inn property at the mouth of Turbot's Creek. Like all the townspeople on such an exciting day, Great-grandfather Small was at the launching. What's more, as the Thayer made her way down the Kennebunk river, turning downeast to catch the prevailing wind, she passed right by the present location of the SHAWMUT INN.

The Frank N. Thayer as she looked under full sail in that romantic bygone era may be seen in a painting now hanging in our Colonial Room, copied from the old shipowners documentary water color of 1869, by Kennebunkport artist Edward Mayo. We're proud to have this reminder of our Maine coast's shipbuilding heritage, grace the walls of the Shawmut Inn, and serve in silhouette as our insignia.

→ Photo Of Room



The Small Family Farm

THE WHITE HOUSE

Office of the Press Secretary
(Kennebunkport, Maine)

POOL REPORT #25

August 30, 1989

BUSH TRAVELS TO CHAMBER OF COMMERCE SPEECH

When the pool vans left the Shawmut at 11:45 there were several dozen demonstrators gathered at the end of the driveway holding a large sign that said, "Affordable Health Care, Every American's Right," and chanting, "Health Care." Also some unrelated signs including "Veterans For Peace." When the motorcade returned with President Bush at 12:15 the demonstrators were nowhere to be seen.

Eleven vehicle motorcade from Walker's Point to the Shawmut took four minutes and was uneventful.

In case you couldn't see it from the press stand, the picture Bush was presented by the Chamber Of Commerce was a newly done oil painting showing Walker's Point, a model T type car going along a dirt road, and a boardwalk that no longer exists. The painting was by Ron Goyette and shows Walker's Point circa 1906.

The stage was built atop the shuffleboard courts; a large representation of the American Flag in red, white and blue balloons was to one side; and a motorboat and motorized raft, presumably with Secret Service Agents aboard, could be seen close to shore. The President of the Chamber Of Commerce, Barbara Aiello, said tickets to the event had cost $30, but they had no estimate of the expected net profit. She said last years winners of this award were Henry and Priscilla Pasco, owner of Pasco's, a gallery. They have been active in community events for 40 years.

After the speech, President Bush and Mrs. Bush worked the rope line, shaking hands and signing autographs.

Susan Page, Newsday

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Susan Page, Newsday

THE SHAWMUT INN
KENNEBUNKPORT

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KENNEBUNKPORT HONORS PRESIDENT BUSH AT SHAWMUT INN CEREMONY

Boston Businessman Hosts Presidential Festivities

Kennebunkport, Maine - President Bush will make his first official public appearance on his vacation Wednesday, August 30th, to be honored as the Kennebunkport Chamber of Commerce "Outstanding Citizen of the Year". The Award will be presented at a NOON reception on the grounds of the Shawmut Inn.

The Historic Shawmut Inn, located just down the road from the Bush home at Walker's Point, was recently purchased by BOSTON REAL ESTATE DEVELOPER AND RESTAURANTEUR RALPH BRUNO.

Over 600 Kennebunkport businesspeople and their guests are expected to attend the reception. Guests will be served hors d'oeurves and champagne in white tents on the lawn at the Shawmut Inn overlooking the Atlantic Ocean.

- More -

The Shawmut Inn, now filled with the White House Press Corps, is about to undergo dramatic changes in the form of a $30 million reconstruction. The Shawmut, dealing with the national media, already has authorized representatives of the television networks to install a maze of cables and wiring that will allow for the transmission of high quality video directly from the grounds of the Inn.

Eventually, Mr. Bruno expects to purchase this equipment and use it as the technical base for a sophisticated teleconference center to be included among the amenities of the rebuilt Inn.

"We're getting an education in how to put together a conference center that is capable of hosting high-level meetings regardless of whether The President is here," Bruno says. "In the long run it is facilities of this level of sophistication which will set the Shawmut apart as the beautiful seaside resort that counts a little bit more than the next one down the road," he says.

"Our overall purpose is no less than to establish the Shawmut as a destination point for people who want an environment that is all but perfectly restorative," he says. "If anything, the conference center will be one of the less promenient features of the renovations and new construction that we plan."

According to the approved architecural plans, the rebuilt Shawmut will be in keeping with the general look of the existing structure but will change dramatically in almost every way as follows:

- The number of rooms and suites will increase to 205.
- Suites will range in size from 200 square feet to more than 1500 square feet.
- Some suites will be set aside for sale to private individuals and corporations.
- Conference and public areas will be set apart almost completely from the residential area of the hotel. The entrance to residential areas will feature archways leading to facilities on the back lawn and the ocean.
- The complex will include three restaurants, two lounges,reading rooms, a tournament quality croquet lawn, indoor and outdoor swimming facilities, a putting green, tennis courts and a skating pond.
- In addition, residents and guests will have exclusive access to a restorative spa modeled after spas found at European resorts.

- The layout of the new complex will include common areas that will be made available to residents and civic organizations in Kennebunkport for special events and other cultural activities.

The reconstruction of the Shawmut will follow architectural plans developed by the firm of Dennis Mires of Manchester, New Hampshire.

###

THE SHAWMUT INN
PAST, PRESENT AND FUTURE

The Shawmut Inn is a stately, turn of the century inn, which stands as a tribute to the elegant days of the past. Since its inception in the late nineteenth century, the Shawmut Inn has been a special Maine tradition.

n the late 1800's a gentleman named John Curtis operated a boarding house on what ıow is the property of the Shawmut Inn. It was William Rankin who later bought the roperty and built on it a guest house, which was to become the Shawmut Inn. Rankin's Inn had about twenty rooms, which could accommodate forty guests for the ummer season. The Inn was operated successfully until after the second world war hen Rankin's heirs lost all interest in the hotel operations.

ı 1947, the Inn was sold to entrepreneur Harry Small, and under his guidance, the hawmut flourished. Harry Small was instrumental in expanding the Shawmut by ılding the Chalet building, the cottages, Vaughn's Island and the Ocean Point ıildings. He also acquired the adjoining lands, which combined, make up the twenty /o acres of the present Shawmut. During this bountiful period, the Shawmut enjoyed tremendous reputation among the local residents and visitors to the area. Its ıpularity for premier dining, "New England Cusine" deliciously prepared and expertly rved, "was reknown." The Shawmut Inn was in its heyday.

→ trad of insign

ter Harry Small's death in the mid-sixties, the Shawmut Inn passed through a series owners. The 1970's declining economic conditions brough with it s decline in ırism.

the 1980's, large amounts of capital were invested into upgrading the property. wever, due to other business interests and financial contraints on the part of its ners, the Shawmut was sold in December of 1986 to two local real estate elopers, Mark A. Kearns and James D. Waterman. Having been successful in eloping other recreational properties in Southern Maine, Waterman and Kearns nediately saw enormous potential, and devised a strategy for redeveloping the wmut Inn. Their primary purpose being to up-date and enhance the property.

→6 arival → colonial room
20-25 mins
→6:30 Terrace Room

MAINE

① Green that goes on for miles
(it will prob be begining to turn in Oct)

* Bush can really talk about how he loves Maine beauty, he knows it well

color
- lobsters
- cold weather
- what the pres likes to do when he's here: fish, boating
- people love the land → farming

② SITE FOR MCKERNAN
- beautiful room: windows all around, surrounded by the sea

"Shawmut"

SAH
① C G — Two thereof ← reception
② H — more gen recep
③ VA PFD → someone intros governor, governor intros pres.
④ WN

McKernan press Willard Lyford 207 828 1990

⑤ ~~Hampton Band played at inning~~ NO BAND

⑥ TELEPROMPTER NO! (People will be standing) --it's a reception

⑥ Peop will be in bus at time
stand up - 300

⑦ Pres has been here before

⑧ Band will be

* ~~Golf tournament was~~ in Portland for McCain around 21/22 August

[-then a couple days later an event for Judd Greg (# + somebody local]

- Pres spoke here last year

- Beth Cressy, dep of sales, she handled logistics of his talk here last summer

good contact

Sandy Butler - not very helpful

Main Issues

(1) environ
(2) job training
(3) educ → gov was elected to one of national boards
(4) drugs

Willis | Lyeford ← call early, he knows his issues, he can give you anecdotes

KENNEBUNK KENNEBUNKPORT
Chamber of Commerce

Telephone (207) 967-0857 • Coopers Corner (Rt. 9 & 35) • P.O. Box 740 • Kennebunk, Maine 04043

President Bush Named Citizen of the Year

President George Bush has been named "Outstanding Citizen of the Year" by the Kennebunk Kennebunkport Chamber of Commerce, Barbara Aiello, president of the Chamber, announced today.

"Indeed, what could be more outstanding than to attain the highest office in the land, to be the leader of the free world? This truly awesome accomplishment by a member of our community made Mr. Bush a unanimous choice as our Outstanding Citizen".

President Bush will receive the award at a special ceremony on Wednesday at the Shawmut Inn, addressing brief remarks to a noon gathering of Chamber members and their guests.

The President joins a distinguished group of local citizens whose lives and accomplishments have been recognized by the Chamber in year's past. Other recent recipients include Priscilla and Henry Pasco, Tad Dow, Lucinda Lord and Betty Joyce.

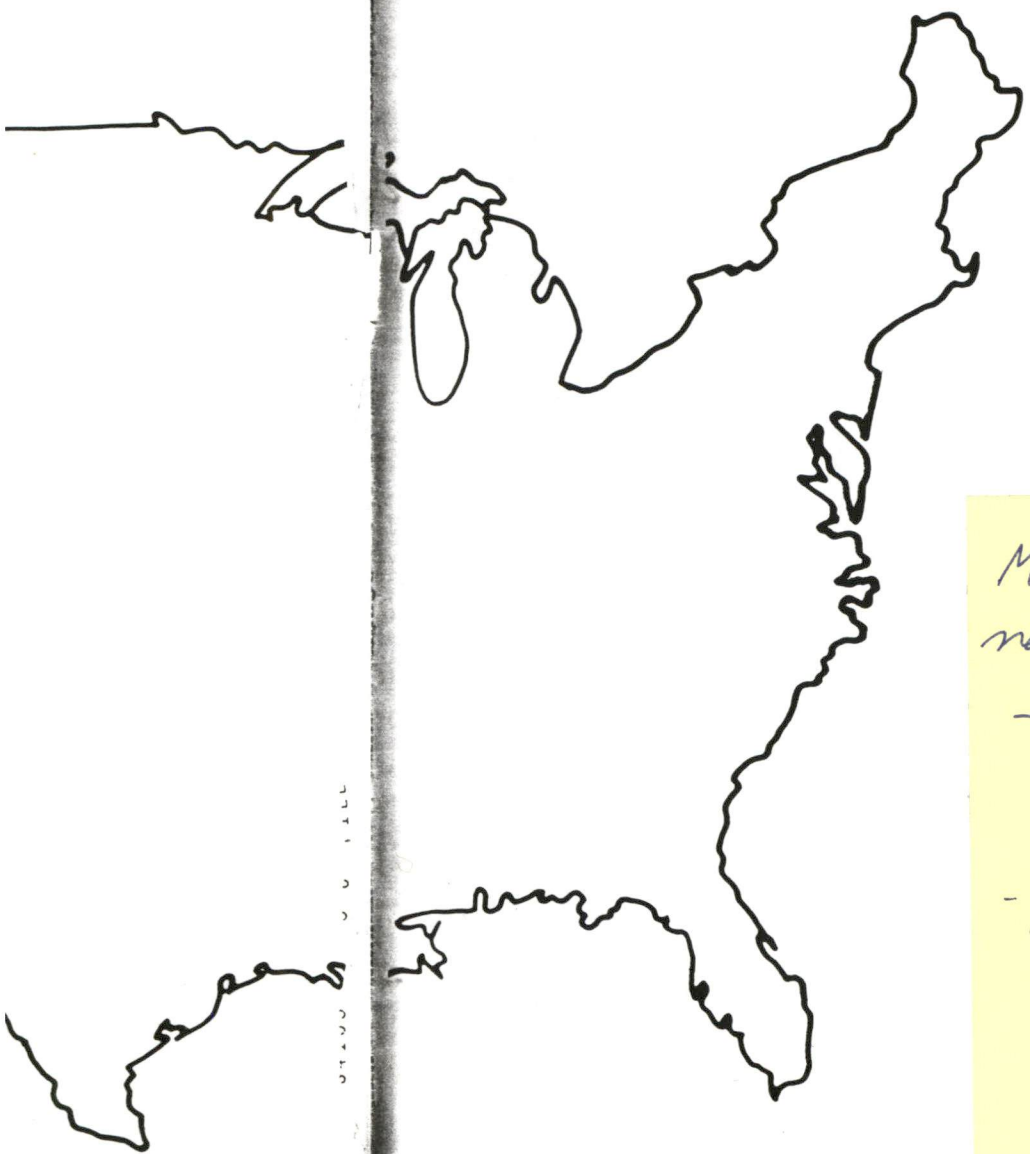
The Chamber of Commerce, which represents businesses in Kennebunk and Kennebunkport, is in its 43rd year, having been established in 1947. Reorganized in 1988, it now has a full time executive director and staff -- and, with 435 members, it is among the largest chambers in the State of Maine.

Ms. Aiello credits the reorganization and larger role of the Chamber to the "rapid growth we have experienced in this area over the past decade. While tourism continues to be the major part of this area's economy, we have also seen a great influx of permanent year-round businesses -- and an increasing need to provide leadership in bringing business and community together over a wide range of mutual interests."

The Chamber is working closely with other established business organizations, including the Kennebunkport Business Association and the Kennebunk Merchants Association. A Planning Retreat scheduled for September will explore more effective ways of advancing the common interests of all types of businesses within the two towns.

AMERICA THE QUOTABLE

Mike Eberhart and James Tinen



Maine's literary native sons

- Henry Wadsworth Longfellow
- Kenneth Roberts (writer)

understand the society of New Orleans one needs to imagine what French society would be in a genial climate and in the freedom of a new country."

Charles Dudley Warner
Studies in the South and West
1889

* * *

"New Orleans is the most cosmopolitan of provincial cities. Its comparative isolation has secured the development of provincial traits and manners, has preserved the individuality of the many races that give it color, morals, and character, while its close relations with France—an affiliation and sympathy which the late war has not altogether broken—and the constant influx of northern men of business and affairs have given it the air of a metropolis."

Charles Dudley Warner
Studies in the South and West
1889

* * *

"What a jolly place New Orleans is, where the police reassure the whores!"

Tourist
Quoted by Edmund Wilson
"The old Conviviality and the New"
1926

Other Cities and Places

Baton Rouge:

"Baton Rouge, capital and third largest city of Louisiana, overlooks the Mississippi River from Istrouma Bluff. It is a modern city bordered by great industrial plants and by tree-shaded reaches of the Capitol grounds. Residential streets are lined with oaks, elms and magnolias. Here in 1719 the French built a fort to subdue the Indian tribes and gave it the name ('Istrouma' meaning 'red stick' or in French, 'baton rouge') derived from the reddened post that stood here to indicate the boundary between lands of two different tribes."

The Federal Writers Project of the WPA
The American Guide
1949

* * *

"Baton Rouge was clothed in flowers, like a bride—no, much more so; like a greenhouse. For we were in the absolute South now—no modifications, no compromises, no half-way measures."

Mark Twain
Life on the Mississippi
1874

Lake Charles:

"What makes our sunsets [in Lake Charles] different from other sunsets is that Old Sol doesn't just go down—he goes down behind spurts of orange flame from the tops of the oil refineries across the lake."

Resident
Quoted by Philip Hamburger
An American Notebook
1965

Port Allen:

"Port Allen—where the river's all rain and roses in a misty pinpoint darkness and where we swung around a circular drive in yellow foglight and suddenly saw the great black body below a bridge and crossed eternity again."

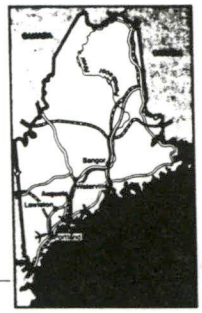
Jack Kerouac
On the Road
1955

Southwestern Louisiana:

[How locals react to the idea of progress]: "Let me see if I've got this straight. You think there's a serious threat that [once backward] southwestern Louisiana might be joining civilization?"

Joel Garreau
The Nine Nations of North America
1981

MAINE



Capital: Augusta
Entered the union (with rank): March 15, 1820 (23)
State motto: Dirigo (I direct)
State flower: White pine cone
State bird: Chickadee
State song: "State of Maine Song"
State tree: White pine tree
Nickname: Pine Tree State
Origin of state name: Either a compliment to Henrietta Maria, Queen of England (married to Charles I), who was said to own the province of Mayne in France, or from sailors' reference to it as the mainland they first sighted

Maine is proud of the fact that each morning the sun first touches American soil along the Maine coast. This huge cornerstone state occupies almost half of New England's land area. Its extended coastline may have given rise to its name; it was often the first sign of the continent sailors saw, so it became known as the mainland. The coast also gave rise to the phrase frequently associated with the state, "down east"; to sail down Maine's coast was to be sailing east.

Maine is a wonderland of trees. More than 80 percent of its landscape is living wood. The most extensive forests in the eastern United States fill its undulant countryside. As a result, Maine has become a vital lumber and paper center. The sweet smell of pulp mills hangs over the countryside, and logs have priority on the state's rivers.

But the attention of Maine residents isn't on their trees but on their shore. The coast of Maine is an unexploited American treasure. California's coast gets lots of press, but Maine's is longer and often more spectacular. It extends some 3,500 miles (including offshore islands). The fishing fleets of the North Atlantic sail from its cove-side towns. Tourist windjammers still ply the coastal waters. America's boats are still built by seamen there.

Maine has taken on the character of its residents—calm men of action, but never too hasty, thank you. In the past, though, the state was a place of hot tempers and violence. The French and Indians warred throughout Maine for most of the 18th century. Later, Maine inhabitants grew furious at their long overseership by tiny Massachusetts; they were ready to blow when the Missouri Compromise of 1820 created the free state of Maine to balance the equation of free and slave states in that futile attempt to stave off civil war.

THE STATE

"To my mind Maine is the most beautiful state we have in this country, but even more appealing is its homeliness."

Booth Tarkington
Quoted by Clifton Fadiman
American Treasury 1455–1955
1955

THE LANDSCAPE

"On they [settlers] came, and defending itself against the arrival of man, the earth put on its armor of snow and sometimes arctic cold. To use a favorite word of the Maine vocabulary, its prizes were to be for the 'rugged'; from the first it would have no headlong frontier scramble, disorderly and squalid; it demanded courage, character, and endurance. To this day, the state grants its people the inestimable boon—inestimable in 20th century America—of not having things both passive and too easy. It makes demands."

Henry Beston
White Pine and Blue Water
1950

* * *

"Like its language, coastal Maine is for me the purest kind of metaphor: a way of living with weather, a way of talking about good men, a way of surviving hard country."

Philip Booth
Maine Lines
1970

* * *

". . . I never see a lovely old house in Maine without wondering why I do not live in it. I think of one after the other, all built more than a century ago, made beautifully strong and handsomely designed."

Pearl S. Buck
America
1971

* * *

"Maine is not just the land. It is also the sea. There is an eternal struggle between the two. Neither quite wins, neither quite loses."

Pearl S. Buck
America
1971

* * *

"Try to find a place where winter comes as honestly as it does in Maine. It will do you no good to look in the cities or search the suburbs of the rest of the Northeast; there they consider winter too elemental to be endured and so have shamed it with soot, slush and smog. In this part of the world, only Maine gives winter the welcome and the worship it should have."

John N. Cole
In Maine
1974

* * *

"The rigor of the climate, the rectitude of the people I know there, the glittering purity of the Maine air, the slow inexorable persistence of the primordial rhythms of nature, the true scale of things where human life is subject to the seasons and the tides—all these associations of a lifetime's summers crowd my thought. Their images of power and beauty outside the possibilities of human making [sic] suggest a

harmony by which our imperfections may be measured and perhaps redeemed."

Daniel Hoffman
Maine Lines
1970

* * *

"The coast had still a wintry look; it was far on in May, but all the shore looked cold and sterile. One was conscious of going north as well as east, and as the day went on the sea grew colder, and all the warmer air and bracing strength and stimulus of the autumn weather, and storage of the heat of summer, were quite gone."

Sarah Orne Jewett
The Country of the Pointed Firs
1896

* * *

"... but the fog that is so hard on mariners and tourists is easy on the blueberries. They are ripening in the woods, and every roadside cafe in Maine has a hand-lettered 'Blueberry Muffins' sign in its front window these foggy mornings. Blueberries need moisture. Without the fog, there would be no blueberries. Without the fog, there would be no ferns or mosses that make the misty coastal woods of Maine the most enchanting on earth to walk in, spongy and fragrant."

Charles Kuralt
Dateline America
1979

* * *

"Here too in Maine things bend to the wind forever.
After two years away, one must get used
to the painted soft wood staying briny and clean,
to the air blasting an all-white wall whiter,
as it blows through curtain and screen
touched with salt and evergreen."

Robert Lowell
"Soft Wood"
Near the Ocean
1966

* * *

"It was a Maine lobster town—
each morning boatloads of hands
pushed off for granite
quarries on the islands,

and left dozens of bleak
white frame houses stuck
like oyster shells
on a hill of rock."

Robert Lowell
"Water"
For the Union Dead
1964

* * *

" 'From the summit of Green Mountain,' wrote an anonymous visitor in 1866, 'the view is one of unparalleled wonder. Half ocean, half land, and the middle distance a bright mosaic of island and bay, it stretches from far Katahdin at the north, 120 miles as the crow flies, to an unlimited distance over the sea.' "

Quoted by Kenneth Roberts
Trending Into Maine
1938

* * *

"Once, when Joe [the Indian guide] had called again, and we were listening for moose, we heard, come faintly echoing, or creeping from afar, through the moss-clad aisles, a dull, dry, rushing sound with a solid core to it, yet as if half-smothered under the grasp of the luxuriant and fungus-like forest, like the shutting of a door in some distant entry of the damp and shaggy wilderness. If we had not been there, no mortal had heard it. When we asked Joe in a whisper what it was, he answered, 'Tree fall.' "

Henry David Thoreau
The Maine Woods
1850

* * *

"We had hardly got out of the streets of Bangor before I began to be exhilarated by the sight of the wild fir and spruce tops, and those of other primitive evergreens, peering through the mist in the horizon."

Henry David Thoreau
The Maine Woods
1850

* * *

"Shortly before he died, Bernard DeVoto gave the Maine coast a brisk going over in his *Harper's* column, using some four-letter words that raised the hackles of the inhabitants. Mr. DeVoto used the word 'slum' and the word 'neon.' "

E.B. White
Home-Coming
1955

* * *

"The road into Maine does not seem a slum to me. Like highways everywhere, it is a mixed dish.... You can certainly learn to spell 'moccasin' while

driving into Maine, and there is often little else to do, except steer and avoid death."

E.B. White
Home-Coming
1955

* * *

"Woods and fields encroach everywhere, creeping to within a few feet of the neon and the court, and the experienced traveler into this land is always conscious that just behind the garish roadside stand, in its thicket of birch and spruce, stands the delicate and well-proportioned deer; just beyond the overnight cabin, in the pasture of granite and juniper, trots the perfectly designed fox. This is still our triumphant architecture, and the Maine man does not have to penetrate in depth to be excited by his coastal run; its flavor steals into his consciousness with the first ragged glimpse of properly textured woodland, the first whiff of punctually drained cove."

E.B. White
Home-Coming
1955

* * *

"In Maine, the frost comes sharp and quick as driven nails, just for a week or so the woods, all of the bright and bitter leaves, flare up: the maples turn a blazing bitter red, and other leaves turn yellow like a living light, falling about you as you walk the woods, falling about you like small pieces of the sun so that you cannot say where sunlight shakes and flutters on the ground, and where the leaves."

Thomas Wolfe
Of Time and the River
1935

PEOPLE

"The flood of foreign immigration is not pouring into Maine as into some other parts of the Union. But this saves the State from a vast amount in inebriation, vagabondage, crime, and pauperism. And those who do select Maine as their home generally come from those countries of Northern Europe where intelligence and piety prevail.

This renders the community in Maine in a remarkable degree homogeneous. The society is in a high degree intelligent, moral, and social. And thus it is that Christian churches arise in every village, that intemperance can be arrested as scarcely anywhere else, that schools and colleges are multiplied, and intelligence and morality are widely diffused. It would be difficult to find in any portion of our land more happy homes than are found in Maine."

John S.C. Abbott
The History of Maine
1875

* * *

"There are parts of this country which resist urban culture, one of which is the coastal region of Maine, the part of it I know. The native Yankee population has such natural dignity that it does not like to see the incursion of anything that is false to them. . . . They have too much pride to get rich. Riches are not in the picture of their relation to the land and their fellows."

Richard Eberhart
Maine Lines
1970

* * *

"These ancient seafarers had houses and lands not outwardly different from other Dunnet Landing dwellings, and two of them were fathers of families, but their true dwelling places were the sea, and the stony beach that edged its familiar shore, and the fishhouses, where much salt brine from the mackerel kits had soaked the very timbers into a state of brown permanence and petrifaction. It also affected the old fishermen's hard complexions, until one fancied that when Death claimed them it could only be with the aid, not of any slender modern dart, but the good serviceable harpoon of a seventeenth century woodcut."

Sarah Orne Jewett
Preface to *The Country of the Pointed Firs*
1896

* * *

"Here's to the state of Maine, the land of the bluest skies, the greenest earth, the richest air, the strongest, and what is better, the sturdiest men, the fairest, and what is best of all, the truest women under the sun."

Thomas B. Reed
Speech at Portland, Maine
Aug. 7, 1900

* * *

"Even fat Yankees, of which there are some but not many, and jolly Yankees, of which there are even fewer, manage somehow to give the impression that behind the watchful eyes detached judgments are being made and uncompromising conclusions drawn. This is frequently a false impression, rising from the Down Easters' disinclination to expose their feelings. Ever since they first came to the Maine coast, they have necessarily been on guard against unexpected attacks from a variety of quarters, including

any portion of our land
found in Maine."
John S.C. Abbott
The History of Maine
1875

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Indians, the weather, the wrath of God, and smooth-talking, out-of-state salesmen. These centuries of defensiveness have trained the Yankee face not to lend itself to merely polite smiles, expressions of even slight concern or any surprise at all."

Louise Dickinson Rich
State O' Maine
1964

* * *

"These people were Down East Yankees long before they ever came here. The country did not change them. All the country did was eliminate the incapable ones, to dismiss the soft ones to easier-living places. Those left were of the pure, obdurate strain, hard-shelled as butternuts and as difficult to crack, who admitted to no superiors on earth. Take them or leave them, they did not care. They were as they were, and proud of it. Their descendants today are exactly like them. There is one aspect of their character, however, that is often overlooked by those who do not know them well. . . . [It is] a gnawing passion to be better than it is humanly possible to be. The Down Easter broods overlong on angels, not realizing that to be concerned with angels in a practical world is dangerous."

Louise Dickinson Rich
State O' Maine
1964

* * *

"Surely I never met such ardent individuals [Maine Yankees]. I would hate to try to force them to do anything they didn't want to do."

John Steinbeck
Travels with Charley
1962

* * *

"And the coastal people below the Bristol Channel are secret people, and perhaps magic people. There's aught behind their eyes, hidden away so deep that perhaps even they do not know they have it."

John Steinbeck
Travels with Charley
1962

WAY OF LIFE

"A moose may take it into its head to cross U.S. Route 1, but there is no pressure of the tragic, crowded, and inescapable mass to confuse and smother one about; one does not have to elbow or grasp to remain an individual and a human being. Modern mass pressures, too, of their very selves, mean a compulsion towards a nonhuman specialization, and this the state-of-Mainer has happily avoided; in the old American tradition, he can still do many things and do them well."

Henry Beston
White Pine and Blue Water
1950

* * *

". . . . Maine enjoys being Maine. Something of the 18th century gusto of living continues here, and there is a positive enjoyment of adventure, character, and circumstance. Bulwarked by the tradition of an ancestral New England, by the discipline of the wilderness and the ordinances of the sea, the way of life has faced the age of the machine and preserved its communal goodwill and the human values. Here one still thinks of life as life and not as existence."

Henry Beston
White Pine and Blue Water
1950

* * *

"Those manners [typical of Maine] are characterized by an essential gentleness, an honesty, a caring for the preservation of a person's dignity, while at the same time he is allowed his independence. Maine manners are at once a tolerance and a grace. They are beautiful, and a wonder to behold."

John N. Cole
In Maine
1974

* * *

"The poorest [considering the cost of living] of the United States is not Mississippi; it's Maine."

Joel Garreau
The Nine Nations of North America
1981

* * *

"So life remains 'Down East' a little more like what it was in the days of the forefathers, when men came to this unknown western world to be free, to win their right to survive by struggle with nature rather than with their fellow men."

Robert Herrick
These United States
1924

* * *

"Indeed, whatever may be left of that famous old New England, sometimes puritan and always Protestant, will be found today more purely and abundantly here in Maine than elsewhere. The types of faces, the habits, and the ideas are much like those I remember in the Massachusetts of 30 years ago. It is the last stronghold of the Puritan."

Robert Herrick
These United States
1924

* * *

"Maine, from her frontier position and severe climate, has been heretofore regarded as the least favored of all the states in the Union; while it has the power to become the great manufacturing and great ship-owning state of the confederacy, if not the first in point of commercial importance. Our climate and our geographical position, generally spoken of as our misfortunes, are in fact the great elements of our strength. The increased necessities which our climate imposes upon us, beyond those of a warmer latitude, are far more than compensated by our superior capacity for labor, our greater power of endurance, and our extraordinary fondness for exertion. With a more extended line of sea-coast than any other state in the Union, and more good harbors than all the other states together, Maine will present at some future day, along her bays and rivers, a line of cities surpassing those which are now found upon the shores of the English Channel, or Baltic Sea."

John Poor
Petition to the Maine Legislature
1850

* * *

"It has been suggested that the wealthy summer people were unintentionally and unwittingly guilty of a form of insidious corruption, changing a class of self-sufficient, independent, hardworking individuals into a group of parasites and lackeys. To a degree, this may have been true. But surely no one can be blamed for offering opportunity, or for exchanging a difficult, dangerous, and sometimes impoverished life for one that was easier, more secure and more profitable. All that one had to do to share in the bonanza was learn to say, 'Yes, sir.' "

Louise Dickinson Rich
State O' Maine
1964

* * *

"It is impossible to be exposed for any length of time to Maine realism and horse sense without effect, and most of the summer people find that they go home with a revised set of values."

Louise Dickinson Rich
State O' Maine
1964

* * *

"She [a dog] wears her metal license tag but I must say I don't particularly care for it, as it is in the shape of a hydrant, which seems to me a feeble gag, besides being pointless in the case of a female. It is hard to believe that any state in the Union would circulate a gag like that and make people pay money for it, but Maine is always thinking of something. Maine puts up roadside crosses along the highways to mark the spots where people have lost their lives in motor accidents, so the highways are beginning to take on the appearance of a cemetery, and motoring in Maine has become a solemn experience, when one thinks mostly about death."

E.B. White
"Two Letters, Both Open"
1951

* * *

"As Maine goes, so goes the nation."

American Political Maxim, circa 1888

HISTORY AND POLITICS

[Quip after only Maine and Vermont went Republican in 1936 presidential election]: "As Maine goes, so goes Vermont."

James Farley, Democratic politician

* * *

"If it were possible for a state to have a split personality, that would have to be the diagnosis of Maine in the present century. . . . Maine is fundamentally fitted for and geared to her original industries of fishing, farming and lumbering. . . . The way of life implicit in these occupations tends to be simple, a matter of fairly immediate and discernible rewards in proportion to the amount of labor and judgment expended. That's the way since earliest days that the people of Maine had lived and thought—in terms of the individual's ability to cope with his natural environment. This demanded courage, patience and stamina, but very little subtlety or sophistication. Late in the 19th century, something happened to change this pattern of living. Bar Harbor was 'discovered.' "

Louise Dickinson Rich
State O' Maine
1964

"Maine, existing now [1816] almost as a small, independent republic [it was part of Massachusetts until 1816], continued to make such a nuisance of herself for the next four years that finally both Washington and Massachusetts gave in, perhaps from sheer exhaustion. She was admitted to the Union as the 23rd state on March 15, 1820, a day celebrated throughout Maine for many years thereafter with ceremonies comparable to those of the Fourth of July. . . . And I have never heard a native give the place of his birth as just plain Maine. It is always the *state* o' Maine, with just that proud emphasis."

Louise Dickinson Rich
State O' Maine
1964

CITIES, TOWNS AND REGIONS

Bangor

[A comment on Bangor boom t
that one evening last week,
from the Bangor almshouse, a
caught early the next morning,
before they were secured, th
each, by speculating in timber

Quoted in the N

* * *

"There stands the city of Ban
Penobscot, at the head of na
the larger class, the principa
continent, with a population c
a star on the edge of the nig
forest of which it is built, al
the luxuries and refinements
its vessels to Spain, to Eng
Indies for its groceries—and
have gone 'up river,' into t
which feeds it."

* *

"June came booming up the
was on the flood. Every pac
of speculators and potential
houses and store buildings
everywhere under way. The
to a quagmire as the frost we
there had been no time nor
level them. . . . The mud tu
mud again with every rai
hauling lumber and rock a
work churned holes which
fill. Footpaths by the road
walks, and in the busy str
that pedestrians picked thei
stores, forever dodging tea
where they could."

Other Cities and

Baxter State Park:

"I could and should hav
Park [in northern Maine],

ple have lost their lives in
highways are beginning to
a cemetery, and motoring
emn experience, when one
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POLITICS

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Louise Dickinson Rich
State O' Maine
1964

CITIES, TOWNS AND REGIONS

Bangor

[A comment on Bangor boom times]: "It is rumored that one evening last week, two paupers escaped from the Bangor almshouse, and though they were caught early the next morning, yet in the meantime, before they were secured, they had made $1,800 each, by speculating in timber lands."

Newburyport *Herald*
Quoted in the News Weekly Register
1835

* * *

"There stands the city of Bangor, fifty miles up the Penobscot, at the head of navigation for vessels of the larger class, the principal lumber depot on this continent, with a population of twelve thousand, like a star on the edge of the night, still hewing at the forest of which it is built, already overflowing with the luxuries and refinements of Europe, and sending its vessels to Spain, to England, and to the West Indies for its groceries—and yet only a few axe-men have gone 'up river,' into the howling wilderness which feeds it."

Henry David Thoreau
The Maine Woods
1850

* * *

"June came booming up the river, and life in Bangor was on the flood. Every packet brought a new flood of speculators and potential citizens. . . . Hundreds of houses and store buildings and new wharves were everywhere under way. The streets had been churned to a quagmire as the frost went out of the ground, and there had been no time nor inclination to scrape and level them. . . . The mud turned to dust and back to mud again with every rain, and the heavy teams hauling lumber and rock and brick for construction work churned holes which there was never time to fill. Footpaths by the roadside were the only sidewalks, and in the busy streets these disappeared so that pedestrians picked their way along in front of the stores, forever dodging teams or carriages, crossing where they could."

Ben Ames Williams
The Strange Woman
1943

Other Cities and Places

Baxter State Park:

"I could and should have gone on to Baxter State Park [in northern Maine], but I didn't. I had dawdled too long and it was getting cold and I had visions of Napoleon at Moscow and the Germans at Stalingrad."

John Steinbeck
Travels with Charley
1962

Deer Isle:

"One doesn't have to be sensitive to feel the strangeness of Deer Isle . . . the pine woods rustle and the wind cries over open country that is like Dartmoor."

John Steinbeck
Travels with Charley
1962

Portland:

"Portland is looking up, and all her spunk
Is centered in those noble words—*'Grand Trunk:'*
That iron arm that links Atlantic *'Maine'*
With Huron's waters in a single chain;
On whose smooth rail the swift, careering steed
Shall cross Victoria Bridge, and onward speed,
Defying time and space,—its journey o'er:
Shall slake its thirst on the Pacific shore
While o'er our waters busy steamers ply
With flags of every hue, in peaceful harmony;
A neutral port with every flag unfurled
That floats on merchant ships throughout the world."

John Poor
State of Maine (a newspaper)
Jan. 5, 1858

MARYLAND

Capital: Annapolis
Entered the union (with rank): April 28, 1788 (7)
State motto: *Fatti maschii, parole femine* (Manly deeds, womanly words)
State flower: Black-eyed Susan
State bird: Baltimore oriole
State song: "Maryland! My Maryland!"

THE WHITE HOUSE

WASHINGTON

September 16, 1990

MEMORANDUM

TO: CHRISS WINSTON
RELEVANT SPEECHWRITERS
RELEVANT RESEARCHERS

FROM: JENNIFER GROSSMAN

SUBJECT: PRE-ADVANCE

Boston, MA

WHEN: October 4th, luncheon. POTUS arrives at 12:00 noon, brief (10-15 min) remarks at 12:30.

WHERE: The Westin Hotel, in Boston's Copley Place. The room is large and modern, fairly nondescript. While the hotel is only 7 years old, it is in the heart of historic Boston. Across the street is the old Boston Public Library, across the river are some of our nation's finest institutes of higher learning (M.I.T., Harvard, etc.) The hotel is minutes from historic Beacon Hill, and down the street from the upscale shopping on Newbury Street.

WHAT: This will be a two-tiered event: first a closed-press reception with photos (30 mins) then remarks at an open-press luncheon. The proceeds will benefit MA GOP and Republican gubenatorial candidate TBD pending this Tuesday's primary. Contenders in primary are Steve Pierce vs. Bill Weld; Pierce's people were present to provide campaign material. Someone will intro gub. candidate, who will in turn intro POTUS. The room in which he will speak holds 830 people, but we don't have a figure yet on atendees.

OTHER:

1) Teleprompter: YES
2) Political Affairs contact: Bruce Stebbins x6510
3) Bostonians are big baseball fans. To note: the Redsocks are 5 or 6 games ahead right now, and famous Fenway Park is not too far from where POTUS will be speaking.
4) Lighthearted jocular yet generous Dukakis jokes are feasible.
5) Pierce vs. Weld polls are close.
6) If Pierce is gub. candidate, Jordan St. John (at 617/720-1990) has been suggested to call for anecdotal information. One of the biggest issues in the campaign will be the economy. While Dukakis was bragging about the Massachusetts Miracle, Pierce was calling it a disaster. Pierce is the endorsed candidate for governor. He's 40 years old, the Minority Leader of the House of Representatives.

Stamford, CT

WHEN: October 4th, reception and dinner. POTUS arrives at 6:00 p.m. for reception, remarks at approximately 6:30.

WHERE: The Stamford Marriott in (you guessed it) Stamford. The room in which remarks are to be delivered is nothing remarkable. The hotel is near Long Island Sound (sailing, etc.) and Jai Alai.

WHAT: This will be a two-tiered event: first a closed press reception with photos for big donors, then an open press dinner. The gubenatorial candidate, John Rowland, will intro POTUS. The modest estimate of atendees: 600. A Rowland campaign video, which has proved successful in the past, will possibly be adapted for use prior to the President's remarks to generate excitement.

OTHER:

1) Teleprompter: YES
2) Political Affairs contact: Bruce Stebbins x6510
3)*** POTUS will be operating out of Kennebunkport for entire series of New England speechs. This circumstance can be used to stress his ties to the region and perhaps provide "I was just in Kennebunkport" anecdotes.
4) Connecticut is famous for nutmegs--bet you can get a lot of mileage out of that one.
5) Business attire
6) Jack Goldberg handles press for Rowland, Mark Brennan is Deputy Campaign Mgr., and John Mastropietro is Campaign Mgr. Their phone number: (203) 753-1990.
7) Rowland has been a congressman since '84, represented on the House Armed Services Committee, the Veteran's Affairs Committee, the Select Committee on Intelligence, and the House Republican Task Force. Was awarded the Distinguished Service Award from the VFW, the Taxpayer Protection Award from the Watchdogs of the Treasury, Inc., and the "Clean Air Champion" from the National Sierra Club. Rowland is a lifelong resident of Connecticut, and is married to to Deborah Nabhan. Has three children: Kirsten, Robert John, and Julianne.
8) Rowland's big issues: Will veto a state income tax (the only candidate to pledge this); will wage a real war on drugs by enacting the death penalty for drug kingpins; will introduce a comprehensive plan to reduce state spending; will fight to return traditional family values to Connecticut.

TALKING POINTS:

1) Campaign slogan: "Leading the Connecticut Comeback"
2) CT has no state income tax. Rowland is only candidate to pledge to veto any attempt to impose one.
3) Rowland is the only conservative in the race. Lowell Weicker and Bruce Morrison are liberals.
4) Rowland is tough on crime, advocating the death penalty for drug kingpins. (see campaign material).

5) Rowland has been the most specific on issues, beginning on Jan. 4 and releasing issues positions periodically: WE KNOW WHERE HE STANDS

6) Rowland is the only native of CT and is a 5th generation state resident. His grandfather rooted out corruption in Waterbury in the 1930's and sent the mayor and other city officials to jail.

7) Rowland has NEVER voted for a tax increase.

Burlington, VT

WHEN: October 5th, reception & breakfast. POTUS arrives at 8:00 a.m. for reception, remarks at approximately 8:30.

WHERE: The Sheraton Burlington Hotel and Conference Center. The hotel is new, the hall is large and plain.

WHAT: First a closed reception for Peter Smith (campaigning for re-election to Congress); 100 camera clicks. Then remarks at a open press GOP fundraiser breakfast. Two speakers before POTUS, the second introducing him. 1000 atendees expected. At the close of remarks, the photo op to be created might incorporate the dalmation the President gave to the local Willston Fire House during a Points of Light presidential campaign event. The dog might also provide the basis for anecdotal material; Jack Lindley, the former Bush campaign manager in Burlington is a good source on this, he can be reached at (802) 658-2034.

OTHER:

1) Teleprompter: YES

2) Political Affairs contact: Bruce Stebbins x6510

3)** POTUS will be operating out of Kennebunkport for entire series of New England speechs. This circumstance can be used to stress his ties to the region and perhaps provide "I was just in Kennebunkport" anecdotes.

4) According to intelligence already gathered, there will be a lot of demonstrators at the event...perhaps there are jokes that might laug this off.

5) Judy Schailor is Pete Smith's Campaign Mgr. (802) 878-9090. Brian Cosgrove is the Executive Director of the Vermont Republican Party to be reached at (802) 223-3411 at work and at (802) 223-6596 at hom

6) Education is Smith's top priority, with the environment coming in a close second. Regarding education, Schailor informed me that Smith is a former educator. In fact, he has a M.A. and Ed.D. from the Harvard U. Graduate School of Education, he was Director of the Montepelier Education Facility, he founded the Community College of Vermont and was a Director at Vermont State Colleges. This reminded me of a quote by Theodore Roosevelt that might prove appropriate:

> "Our progress in educational efficiency must come from two sources: from the great natural leader who happens to be an educator, and from the ordinary

...citizen who to common sense adds some power of vision and who realizes the relation of the school to society.." --Theodore Roosevelt Cyclopedia

7) Smith just came out of the primary where he beat 60-40 Tim Philbin to the right. His contender in the general election is of a strange and dying breed: he is a socialist. Bernie Sanders is a socialist who has been gaining strength in the polls. He supports Fidel Castro and has been to Cuba to visit him. Schaillor points out that while we might joke about Sanders as an anachronism, if we come on too strong it might sound like red-baiting that is sure to offend.
8) Vermont has a reputation for "independent thinking."
9) Vermont has one vote in Congress, it must make that vote count.
10) Up until only a few years ago, there were more cows than people in Vermont. (Peter Smith has worked hard to protect the family farm)
11) Regarding Smith, it's important to stress his effectiveness--he's a freshman congressman who's shown outstanding leadership.
12)* Rather than a head table, there will be a platform.
13) Smith's wife's name is Sarah. They have 3 boys.
14) See campaign material for more info on Smith.

Manchester, NH

WHEN: October 5th, reception and luncheon. POTUS arrives at 12:00 noon for VIP reception and photos, then at approximately 12:30 delivers remarks at general luncheon.

WHERE: Center of New Hampshire Holiday Inn, the room is large and plain, the hotel is 6 years old. On walk-through it became apparent that there was a big problem in terms of space, so be on standby as to event location. George Mandis is the general mgr. of the hotel, his number is (603) 625-1000. Bush was at this hotel during campaig in '89, there are probably good anecdotes that came out of this.

WHAT: This will be a two-tiered event: first a closed-press reception with photos for VIPs, then remarks at an open press fundraiser luncheon. A speaker will introduce Congressman Smith, who will in turn introduce POTUS. 930 atendees expected. Photo op at close of remarks might incorporate New Hampshire's "Old Man in the Mountain" (a rock outcropping that resembles the profile of an old man, that has been incorporated into N.H. folklore, and has become a N.H. symbol of sorts). This symbol might also lend itself to metaphors for spee

OTHER:

1) Teleprompter: YES
2) Political Affairs contact: Bruce Stebbins x6510
3)** POTUS will be operating out of Kennebunkport for entire series of New England speechs. This circumstance can be used to stress his ties to the region and perhaps provide "I was just in Kennebunkport" anecdotes.
4) Contact Jim Courtovich with Smith for U.S. Senate at (603) 626-4333 or Lisa Stockland, the congressman's press secretary.
5) Logo of Smith for Senate campaign: 'New Hampshire's Trusted Friend.' Apparently, Congressman Smith is very charismatic, people trust him.

6) Local issue: Economic slowdown in the region. There are layoffs everywhere, and unemployment is going up.

7) The primary was just finished last Tuesday. Smith will be running against former U.S. Senator John Durkin.

8) Something to keep in mind: Smith supported Kemp in the presidential primary.

9) A major issue in the Smith campaign is taxes. Be aware, however, that Smith publicly distanced himself from POTUS's verbal concession on taxes.
Another big campaign issue: the environment. Smith supports the Clean Air Bill and has had impact on this legislation through Sununu.

10) In thanking the crowd for the warm reception he's sure to receive, POTUS might quote the words of another great president on a similar occasion:

> "I am sensibly impressed with your friendly welcome to the metropolis of New Hampshire and have a grateful heart for your kind and flattering congratulations on my election to the presidency."
> --George Washington

11) An original copy of the Bill of Rights is coming to N.H. as part of a national tour on Oct. 31, 1990.

12) Wisdom from the pages of a N.H. tourism brochure: "The splash of cool crystal water as you dive into the shimmering lake...the stories and laughter around the family picnic table in the flickering shade of tall trees...the endless, quiet panorama of mountains, lakes and ponds from a trail high in the verdant hills..

Kennebunkport, ME

WHEN: October 5th, evening reception. POTUS arrives at 6:00 p.m. for closed press reception and photos, brief (10-15 mins) remarks at 6:30 at more general, open-press reception.

WHERE: The Shawmut Inn in Kennebunkport. The closed-press reception will take place in the Colonial Room, the 6:30 reception and remarks will take place in the Terrace Room. Note: in the Colonial Room hangs a picture of a proud-masted square-rigger which serves as the insignia of the Shawmut Inn. The vessel is of a class which brough world-wide fame to Kennebunkport. She is a Maine downeaster a comfortable merchantman and passenger ship of a moderately good speed, reputed to be among the most seaworthy ships of her day. The great-grandfather of one of the Inn's former owners, had been present at the launching of the vessel, the "Frank N. Thayer.' The ship made her way down the Kennebunkport river, turning downeast to catch the prevailing wind, and passed right by the present location of the Shawmut Inn.
The Terrace Room, where POTUS will deliver his remarks, is of relatively modest size, yet is has a stunning panoramic view of the water which the President knows so well.

WHERE (cont.')

POTUS has spoken at the Inn before, in fact, he spoke there a year ago, and I have included a copy of his remarks in the attached material. Beth Cressy, the Shawmut Inn's Deputy Director of Sales, handled the logistics of his visit there last summer, she can be reached at (207) 967-3931. He was awarded "Outstanding Cit. of the Yr.' The Shawmut Inn is a stately, turn of the century inn, which stands as a tribute to the elegant days of the past. Since its inception in the late nineteenth century, the Shawmut Inn has been a special part of Maine tradition. The inn was recently purchased by Boston Real Estate Developer and Restauranteur Ralph Bruno.
To note: the Bush home at Walker's Point is just down the road from The Shawmut Inn.

WHAT: This will be a two-tiered event: first a closed-press reception (30 mins) with 100 camera clicks for VIPs, then a more general reception where remarks are to be delivered. The event is a fundraiser for Governor Mckernan, who is running for re-election. A speaker will introduce the governor, who will in turn introduce POTUS. People will be standing; there are 300 expected attendees.

OTHER:

1) Teleprompter: NO
2) Political Affairs contact: Bruce Stebbins x6510
3) Business Attire
4)** POTUS will be operating out of Kennebunkport for entire series of New England speechs. This circumstance can be used to stress his ties to Maine and perhaps provide "I was just at Walker's Point" anecdotes.
5) In August, POTUS participated in a golf tournament to benefit McKernan
6) What makes Maine distictive:
-the long months of cold weather
-the abundance of lobster
-the enjoyment of fishing and boating (POTUS can speak with personal experience)
-the way people love the land (tie in with environmental issue), the lush green that goes on forever (probably to be turning into the beautiful flaming hues of autumn by October)
7) Contact Sandy Tuttle with McKernan for Governor at (207) 828-1990. Perhaps Willard Lyeford, who deals with press, will be more helpful in providing anecdotal information. He can be reached at the same number.
8) The main issues in the McKernan campaign acording to Tuttle: environme job training, drugs, and education. Note: McKernan was elected to one of the national boards of the Governors Association.
9) John R. McKernan was born May 20, 1948 in Bangor ME. A lawyer who had served in the State Legislature, he was elected to represent Maine's 1st Congressional District in the U.S. House of Representative Re-elected to Congress by a wide margin in '84, he served on the House Education and Labor Committee, the Merchant Marine and Fisheries Committee, the Government Operations Committee, and the Select Committee on Children, Youth and Families. As Congressman, he received the "Watchdog of the Treasury" award and was endorsed by the League of Conservation Voters.
McKernan was elected Governor of Maine in '86, the first Republican Governor in more than two decades. He was active in both the '80

and '84 Reagan-Bush campaigns, and in the '88 Bush-Quayle campaign. McKernan married Congresswoman Olympia J. Snowe of Maine in Feb. '89 and he has one son, Peter, from a previous marriage.

10) The '90 gubenatorial race features a hotly contested race between the incumbent McKernan and Democratic Congressman Joseph E. Brennan, who served two terms as governor preceding McKernan. McKernan, who formerly held the congressional seat now occupied by Brennan, effectively 'switched jobs' with Brennan in '86, when the latter was barred by law from seeking a third consecutive term as governor. This aspect has led some political pundits to view the race as a "championship bout."

SOME RELEVANT EXCERPTS FROM POTUS's SPEECH AT SHAWMUT INN LAST YEAR:

1) "Well, what a magnificent picture. I'm looking around at this crowd and I see a few faces old enough to remember that boardwalk that went along...all the way along Ocean Avenue there."
2) "..it's a wonderfully warm feeling that we get from all of you, our neighbors in Kennebunkport and Kennebunk Beach, and, of course, Kennebunk...."
3) "..there are some hazards out there. Some of you have been on the golf course when I play, and that's--(laughter)--and other challenges One of them now is, we have a fleet of plastic toys that Barbara bought at some--I hope it was a sale. There are many cars and little scooters and all out there, and it's a hazard to get out of the front door...."
4) "And I--Barbara put it pretty well--that this is a place where we really enjoy ourselves, but more than that kind of refurbish our souls and get our batteries all charged up and enjoy life really to the fullest. It's a point of view. You can feel it in the land and water here."
5) "Barbara has told you that I've been coming here every summer since 19--well, I was born in '24. And the only one I missed was the summer of 1944 when, like many of you, I was in the service. That's the only time that we missed being here. And there is a certain magic about the place. Our kids live in five different states--one in Cape Elizabeth, and the others in four different states--and for them, this is an anchor to windward, because not far from where this picture was painted (perhaps that of the Frank Thayer in the Colonial Room, but doublecheck) my mother was born in a house still standing right there not too far from St. Ann's Church...."

THE WHITE HOUSE

WASHINGTON

Jennifer -

10/2/90

A few quick notes for you on the joke session Lynn & I had last night on Maine.

- Maine is the 5th largest broccoli producer in the country. McKernan actually put out a tongue & cheek press release re "McKernan breaks W Pres. over broc. statement". Be careful though because this is a fairly big economic base for the northern part of the state.

- Aroostook county is called "the county" because its the entire top half of the state. Maybe a reference to I was up there in the county and . . . broccoli

over →

- They all love L.L. Bean but beware Bean just laid off 125 workers for the first time in approx. 25 yrs.

- the biggest moose was just bagged - maybe use the size of that with the size of the budget deficit <u>or</u> say someone could have won a free ticket to the dinner by guessing the weight of the moose - Because all have complained about the cost of tickets - always an issue.

- McKernan is a big athlete, last time they were together they played golf - Maybe give him a little jab by saying I can't believe I'm back up here again Jaques after all those boogies you pulled on me last time I was here. [McK. is a self deprecating man like the Pres. & POTUS could easily put down his golf game]

- They <u>all</u> love the Red Sox & they are battling for 1st w the Blue Jays →

ME TIMES 4/90

CONTINUUM

In search of leadership

Three issues for the upcoming gubernatorial campaign

ULTIMATELY, the first term of Governor John McKernan will be remembered most for its setting Maine on the path of massive recycling of household waste, not for its difficulties with tax revenue shortfalls or other conditions over which a governor has only marginal control.

In the case of recycling, Governor McKernan provided real leadership. He did not bow to the naysayers who have complained for years that the markets aren't there for recycled waste, that the public isn't willing to make the sacrifices in convenience.

Once the clear direction was given, recycling took off on its own. The debate finally turned from whether it could be done to how it would be done, and now there are indications the governor's initial goals may be surpassed.

Perhaps the governor sensed an underlying public consensus, perhaps he was daring, perhaps he was just lucky in his timing; regardless, he set Maine on a course of national leadership.

As usual, I am looking for similar signs of leadership, similar areas in which the next governor would put Maine out front in creatively solving its problems, in the upcoming campaign between Governor McKernan and former Governor Joe Brennan.

I am afraid the candidates are going to spend too much time trying to lay blame for the state's current economic problems without discussing the massive reordering of tax burdens that would make the ever-rising bills less painful to pay.

On the other hand, there are three areas where I would suggest the candidates might be forced to state positions, in the hope that real differences will appear and leadership will be exhibited.

The first area is education. Joanne Lannin has started a series of articles in the *Maine Sunday Telegram* where she outlines the failure of the educational reform movement which began in the last Brennan administration with raised teacher salaries and comparative testing. I would not so much say that educational reform has failed as that it hasn't really started yet. We are just beginning to reach agreement on goals — the teaching of problem solving skills rather than memorization. But only now is the debate even being engaged whether one of the most important tools, statewide standardized testing, hinders rather than helps those goals.

But even if tests accurately tell us what's wrong, they don't offer solutions. Those will come from teachers and the emerging model curricula, and those changes could be implemented more rapidly with gubernatorial understanding and leadership.

A second area is transportation. Incredibly, Maine has become clogged with traffic and widening highways and constructing bypasses and multi-lane bridges isn't going to solve the problem because we will just be feeding more cars into roads that ultimately cannot handle the traffic; and besides, we can't afford to build many major bridges at $75 to $100 million each, especially when we can't afford to maintain the ones we have.

The governor has to tell the Department of Transportation in no uncertain terms that its job is not to build more but to analyze what has happened. Why has traffic doubled in the past two decades when population has not? I have some guesses. For instance, there are probably more cars per family, brought on by the increase in two-worker households, and by greater affluence. Do more teenagers drive now? If the first is true, should we look at how much of the problem is commuter traffic and seek solutions to that? If the second is true, should we raise the driving age?

In too many cases we spend millions to solve a transportation problem that has a less costly and more environmentally sound alternative.

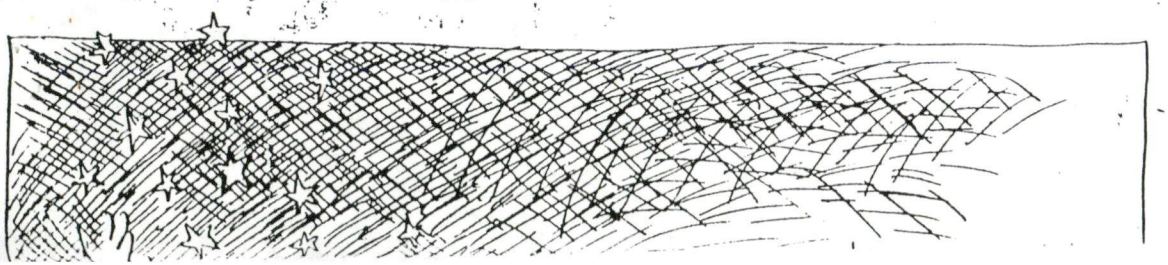
My third area is resource depletion, especially of the ocean fishery. Because no one in particular owns the fishery, no one has had an interest in protecting it. Instead, the pressure is on fishermen to exploit it first, to take out what is to be taken before someone else does.

A governor could establish the public interest in commonly held resources and let us know what is happening and what our options are in preserving those resources.

These are not the only issues, nor are they necessarily the most important ones. But they are three examples of areas in which we could force the candidates to tell us whether they are ready to strike out in new directions or simply be carried by the political tides around them.

By Peter W. Cox

SHETTERLY



✓ BDN, 4-21-22 →

Brennan addresses labor group, attacks McKernan

By Carroll Astbury
Business Writer

Rep. Joseph E. Brennan made it clear Friday that an appeal to organized labor would play a major part in his strategy to unseat Gov. John R. McKernan.

The congressman and former governor was in Bangor to address the Maine Labor Council of the United Paperworkers International Union.

Brennan criticized McKernan for not stepping in during the strike at International Paper Co. in Jay to help the striking workers who lost their jobs to replacement workers.

"The governor ought not to be afraid to step in on issues when people are losing their jobs in a labor dispute," Brennan said. During his governorship, he said, he intervened during strikes at St. Regis and at Boise Cascade.

"We have the moral authority to bring people together," he said. "McKernan doesn't understand working men and women."

After the Jay strike, Brennan introduced legislation that would prevent companies from hiring permanent replacement workers for the first 10 weeks of a strike. "Most strikes are resolved during that period," he said.

> "The governor ought not to be afraid to step in on issues when people are losing their jobs in a labor dispute."
> — Rep. Joseph E. Brennan

About 100 members of Congress, representing 65 million people, support the legislation, Brennan said. But the bill still is stalled in the Labor Committee.

Brennan says that his strike legislation is an issue of human dignity.

People involved in labor disputes are being fired, Brennan said. "Hiring permanent replacement workers is another way of firing people. It's socially wrong and socially unjust."

According to Brennan, it is in the best interests of labor to help him pass his legislation. "It's the most important issue facing working men and women in this country today," he said.

Brennan also used the occasion of his Bangor visit to criticize McKernan for his handling of the budget shortfall and the state's mental health institutes.

The congressman asked the paperworkers to put signs on their lawns, bumper stickers on their cars, and to appeal to fellow workers to support him in his election bid.

The union members were a friendly audience for Brennan. By a show of hands, they unanimously voted to urge union organizations to support the gubernatorial candidate.

Brennan ended his speech by saying that the Democratic Party wasn't perfect, but that it "fought all the fights for working men and women."

"It matters to organized labor to have a friend in the Blaine House," he said. And he clearly knows that if he is to return to the Blaine House, labor will be a big part of the reason.

How serious are budget problems facing Maine?

Pundits ponder effect of economy on governor's race

By John S. Day
Washington Bureau

WASHINGTON — Had the sky fallen, or was Maine's well-publicized budget "crisis" just a case of reporters, egged on by legislators and special interest groups, not being able to tell the difference between "a bicycle accident and the end of the world?"

Gov. John R. McKernan suggested the bicycle accident analogy as a rebuke to the media during a Feb. 7 address to the Portland Chamber of Commerce.

There was no "crisis," the governor said, just a retrenchment from the dizzying period of economic growth during the 1980s when Maine's total economic output and tax revenues more than doubled.

Three months later, with the dust finally settled on a bitter legislative debate that will be projected into this fall's gubernatorial campaign, the dimensions of the so-called "budget crisis" far more resemble a bike crash than Armageddon.

According to several outside analysts who monitor state spending, Maine pulled through its budget problems in better shape than virtually all of the other northeastern states.

And compared to those neighboring states, the trick was done with little immediate pain and suffering.

With some critical help from Democratic legislators, McKernan balanced the state's budget without massive spending cuts, large state layoffs or new across-the-board taxes - and without any damage to Maine's traditionally sterling credit rating with Wall Street bond companies.

He did that at a time when other governors in the region resolved similar fiscal difficulties by seeking huge tax increases, or by leaving public office before they had to confront the anger of voters.

Nationwide, ten incumbent governors - six Democrats and four Republicans - have decided to step down at the completion of their current terms.

Budget problems were the main factor behind the decisions by Democratic Governors Michael Dukakis, Madeleine Kunin of Vermont and William O'Neill of Connecticut not to seek reelection.

The economic woes destroyed Dukakis' legacy in Massachusetts and have threatened to short-circuit the Democratic presidential aspirations of Gov. Mario Cuomo of New York, who in recent months has been likened to Dukakis for failing to curb government spending while running up a $1 billion deficit.

Among the region's three Republican governors, Rhode Island Gov. Edward D. DiPrete's popularity has fallen to an all time low, sparking rumors that he too may not seek a fourth two-year term.

New Hampshire's freshman Gov. Judd Gregg's standing with voters has plummeted because of a $160 million budget shortfall.

In Maine, McKernan reportedly has fallen behind Rep. Joseph E. Brennan in recent polls. Brennan is giving up his seat in Congress to seek the governorship again, a post he held from 1978 to 1986.

According to veteran State House observers, you have to go back to 1969 to find a comparable period in which state finances so dominated the political landscape.

That year, former Democratic Gov. Kenneth M. Curtis, burdened by falling revenues, broke his campaign promise of "no new taxes" and enacted the state income tax. A voter backlash the following year nearly ended Curtis' political career. Curtis won re-election by just 890 votes out of 325,386 cast, the narrowest margin in this century.

Obviously mindful of Curtis close escape in the 1970 gubernatorial campaign, McKernan clung stubbornly to his own "no tax hike" pledge throughout the Legislature's three and a half

MAINE Gov. John R. McKernan is seeking re-election, but Massachusetts Gov. Michael Dukakis, Vermont Gov. Madeleine Kunin, and Connecticut Gov. William O'Neill are not seeking new terms in office. (AP Photos)

month debate on how to cope with a projected $210 million revenue shortfall.

The governor's political aides describe the recently completed legislative session as a chess contest with Democratic leaders, with the outcome of the game possibly determining whether Maine's first Republican governor in 20 years would be ousted after a single term.

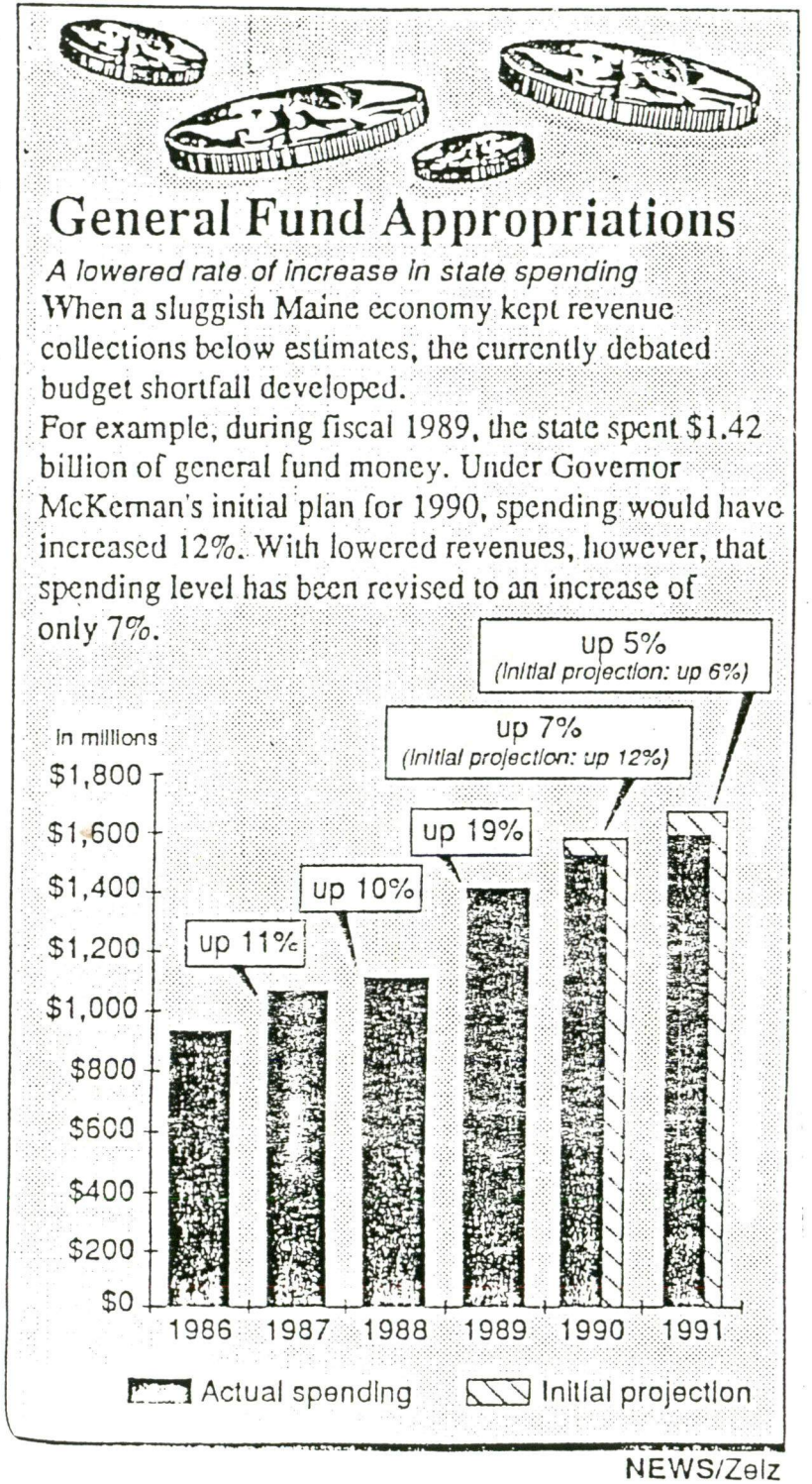
Last year, Democrats pressed McKernan to spend down or rebate to the taxpayers a $163 million budget surplus despite clear indications that the region's economy had begun to slow.

Had he done that, McKernan would have been painted into a corner like Dukakis and forced to raise taxes and make unpopular cuts in state programs.

Instead of spending down the surplus, McKernan scaled back state spending by $100 million. That fiscal prudence, he claimed, saved Maine from a major tax hike during this year. It also rescued McKernan from a "broken-promise" tax controversy like the one that nearly defeated Curtis two decades ago.

"The same people who carped at me for not seeing this coming accused me of wanting to build a huge budget surplus last year so I could spend it during the election year," McKernan said.

"Had we not built up the surplus in 1989, we'd be looking at a $300 million revenue shortfall this year ... and I doubt we could have handled that without a tax



and currently faces an estimated revenue shortfall of $125 million.

McKernan contrasted his handling of Maine's revenue problems with that of the newly elected Democratic governor of New Jersey, Jim Florio, who served with McKernan and Brennan in the U.S. House of Representatives.

McKernan and Florio both campaigned for governor on promises not to increase taxes. Both former congressmen inherited state governments that experienced record growth during the 1980s. During the past decade, New Jersey was often described as one of the best-run state governments in the country.

A few days after taking office, though, Florio discovered that his state faced a $300 million budget deficit. The shortfall has since climbed to $550 million.

On Mar. 14, just four months after promising not to increase taxes, Florio announced that he would seek a $1.4 billion tax increase, by far, the largest in New Jersey's history.

Was the state's budget crisis just a "bicycle accident?"

"(Maine's problems) were more like a car accident with an air bag," said Jan Wise, senior vice president for Standard & Poors Corp., the Wall Street firm that measures the states' fiscal health for bond investors. Because of a willingness by the governor and Legislature to confront the problem, Wise said, "it was not as bad as it could have been."

"The shortfalls are substantial — on a percentage basis about the same as those in Massachusetts and New York — but they are not overwhelming if prompt action is taken. (However) I'd say it's a little more than a bicycle accident," said Stephen Hochman of Moody's Investment Services, the other national bond-rating firm.

"Maine is better off than most of their neighbors in New England," said Ronald Snell, program director for the National Conference of State Legislatures.

The good news is that Standard & Poors and Moody's view Maine's fiscal problems, at least for the time being, as "manageable." Both Wall Street firms currently rank Maine in the top echelon of states with sound fiscal management and see no immediate reason to change that classification.

Wise explained why Wall Street continues to have faith in states like Maine even though their projected budget deficits are comparable on a percentage basis to the current fiscal crisis that has paralyzed Massachusetts' state government, which one analyst termed the "the worst-run state in the United States of all the state governments since World War II."

"The difference is that some (states) continued to overspread during bad economic times ...

Based on our observations of Maine, state leaders there have a history of being able to bite the bullet. It seems to me that they have the political resolve to solve (budget problems) in a more expeditious manner," Wise said.

Maine is one of nine states whose bonds are rated AAA — the highest possible rating — by Standard & Poors. New York recently was downgraded to an A rating, the third lowest among the 41 states that issue bonds. Massachusetts, which was dropped by Standard & Poors to BBB, is the lowest of all states.

Under Moody's system, 11 of the 41 states rated by Wall Street are put in the AAA category. Three, including Maine, made the next highest rung, AA1. Massachusetts is last, with a BB rating.

"The things that we are looking at, Hochman said, "is the varying responses by the state to changing circumstances ... Massachusetts, for example, we see no response ... Maine's initial response has been to take some action."

Maine's projected revenue shortfall amounted to just under 7 percent of the state's $3.1 billion biennium budget. That percentage was slightly below those confronting New Hampshire and Vermont, and slightly higher than the shortfalls projected for Massachusetts and New York.

McKernan's credibility on state budget-making was hurt when Peat Marwick, an independent consulting firm hired by the governor to come up with more accurate revenue estimates, first projected a $67 million revenue shortfall and then, only 6 days later, increased the estimate to $210 million.

Those huge projected shortfalls came only one year after the governor and Legislature competed with each other to return tens of millions of dollars of surplus revenues to the taxpayers with a series of rebate plans.

Dr. Harold A Hovey, president of State Policy Research, an Alexandria, Va., which publishes a newsletter on state financial issues, was not surprised that the bottom fell out of McKernan's revenue projections.

Governors from the northeastern states, he said, saw their economies outperform the national average of all states during the 1980s and believed that the trend would continue into the 1990s.

What happened in the Northeast, said Hovey, is not "part of a nationwide disaster." Basically it's a regional problem that a few other states have blundered into."

According to Hovey, only five other states were more optimis-

tic than Maine in projecting that the growth of their future tax revenues would continue to exceed the national average.

Those other states were Massachusetts, New Hampshire, Vermont and Rhode Island, all of which are currently mired in budget disasters.

The fifth was South Carolina, where the disaster was Hurricane Hugo, not overly optimistic revenue estimates, Hovey said.

increase," he claimed.

House Speaker John Martin and Senate President Charles Pray saw the battle in a different light. The governor's great escape plan, the Democratic leaders claimed, was just a transparent attempt to shift the burden of his own faulty revenue estimates onto the property tax.

McKernan's proposed $31.5 million reduction in state aid to local schools set off an uproar that was only resolved when former Democratic Rep. Bonnie Post, who used to chair the Legislature's Taxation Committee, suggested a one-time accounting change that defused the controversy by freeing up an additional $12.5 million for towns and cities.

The compromise was hardly a political tour de force said Maine Democratic Chairwoman Keron Kerr who called McKernan's administration "the most incompetent ... in modern Maine history" for taking state taxpayers on a wild "financial roller coaster."

Ultimately, the governor and Legislature adopted a politically expedient compromise that, critics charged, merely shifted the impact of falling state revenues into next year's budget year, thereby postponing the day of reckoning for candidates of both parties until after the fall elections.

The compromise package of $63 million in revenue increases — a tax amnesty plan, Lotto America and Post's one-time accounting change — does appear as gimmick-ridden as the budget agreements that come out of negotiations between the White House and Congress during election years.

The compromise would merely slow state expenditures, from a projected 12 percent increase in the 1990 budget to only a 7 percent increase enacted by the governor and Legislature. Spending would go up an additional 5 percent in 1991, instead of 6 percent.

Rather than the cumulative, 25-percent increase in state spending for 1990 and 1991 originally proposed by McKernan, expenditures will climb by 19 percent over the biennium budget period, still a substantial increase.

To produce the flatter curve in state spending, McKernan recommended and the Legislature agreed to future cuts totaling $128 million out of a $3.1 billion two-year budget. The spending cuts forced the elimination of 90 state jobs, and the freezing on new hires for an additional 300.

To put things in perspective, there are approximately 15,000 state employees.

During the 1980s, the Northeast's governors rode the region's wave of prosperity to new political heights. A torrent of new tax revenues enabled Maine to increase its levels of state spending by an average of 11.9 percent per year during the last decade, an annual increase more than double the rate of inflation.

Martin, whose position as president-elect of the National Conference of State Legislatures gives him a wide view of state finances, said that the huge increases in state expenditures was not a case of legislatures and governors wildly spending windfall tax revenues.

During the 1980s, the Northeast's governors rode the region's wave of prosperity to new political heights. A torrent of new tax revenues enabled Maine to increase its levels of state spending by an average of 11.9 percent per year during the last decade, an annual increase more than double the rate of inflation.

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Federal cutbacks during the Reagan years and new congressional mandates on everything from environmental regulations to health insurance programs, according to Martin, effectively shifted a $50 billion-per-year financial burden from Washington to the state capitals.

The surge of early retirements by the Northeast region's beleaguered governors is no surprise to Larry Sabato, a professor of government at the University of Virginia who follows governors closely.

"When a region is in trouble economically, governors are simply encouraged to retire. They get tired of the burdens and also realize they might be defeated. They don't want to go out that way," he said.

"It's easy to be governor when the tax revenues are pouring in," said McKernan. "The real test (of leadership) is what you can do to help people get through a period of sluggish economic growth."

The fact that McKernan came out of the state's long budget debate without needing new taxes is the exception, not the rule in the region.

According to the National Governor's Association, 22 governors have proposed tax increases this year totaling $4.9 billion to resolve budget problems paralleling those in Maine. That comes on the heels of tax increases by 27 states during 1989, according to the NGA.

Maine and Connecticut, which raised taxes by $1 billion in 1989, were the only states in the northeast that are entering the 1990s without huge new tax increases on the horizon, the NGA's survey concluded. Even with a $1 billion tax increase last year, Connecticut still is not out of the woods

Bangor Daily News

JULY 21 - 22, 1990 76 PAGES—$1.00

McKernan announces budget surplus

AUGUSTA (AP) — Gov. John R. McKernan, proclaiming "we did it," unveiled a fiscal 1990 surplus of $3.6 million Friday.

But the governor's top budget adviser, Finance Commissioner H. Sawin Millett, said the surplus could shrink by another $1.3 million or so if more money is needed to fund the latest round of state employee contracts or to make up for a shortfall in the effort to generate $15 million in savings through voluntary work force reductions.

Nonetheless, McKernan predicted that his announcement would leave Democratic critics "very disappointed."

Still, as McKernan called the slim surplus "good news," he conceded that "all this really means is that we're pretty much on target with where we had said we would be."

"Now given Democrats' constant criticism," he added, "that turns out to be a bigger deal than it would be in a normal year when people are acting responsibly.

"And that's why we wanted to make sure that everybody knew it," he said following a State House news conference, "because we were sure that somebody would be criticizing us for something."

"We did it."
— Gov. John R. McKernan

Tax receipts and other General Fund revenues for the year that

See McKERNAN on Page 3

McKernan announces 1990 budget surplus of $3.6 million

● from page 1

ended on June 30 fell just less than 0.2 percent, or $2.4 million, below the administration's revised projections, closing out near $1.4 billion, McKernan said. Unspent balances from various budget lines produced the small surplus.

Total new revenue collections for the year were down slightly more than $52 million, or 3.7 percent, from fiscal 1989, administration figures showed.

Administration officials said the fiscal 1990 surplus would be separate from about $57 million in previously accumulated surpluses already budgeted and carried forward into the current, second year of the biennium, which runs through June 1991.

As expected, McKernan used his Friday news conference to deliver an upbeat message about his managerial performance, which has been subject to steady attack by Rep. Joseph E. Brennan.

"Unlike our New England neighbors," McKernan said, "we did not impose new taxes to solve our budget woes because, when people have less to spend, they don't have more to give state government in taxes."

"Governor McKernan proclaimed 'we did it' when he announced his budget figures today. Well, he did do it. It's his budget. And it's a mess."

— Rep. Joseph E. Brennan

McKernan's immediate turn toward politics matched a Democratic counterattack that was mounted even in advance of his announcement.

House Speaker John L. Martin, D-Eagle Lake, belittled McKernan's surplus as the product of "accounting gimmicks."

A package of biennial budget revisions put into law earlier this year was developed in a complex set of compromise negotiations between the Republican administration and the Democratic legislative majority. But, on Friday, the shared credit — or blame — for the package was ignored by the conflicting analysts.

McKernan dismissed Democratic involvement in the accomplishments he heralded, saying in a prepared statement that many of his critics "did nothing to help solve our fiscal problems."

Martin, meanwhile, ignored the role of the Democrats in approving the supplemental budget and reiterated the majority party's post-adjournment complaints that key components of the package, which was designed to offset a $210 million revenue shortfall, will fail to generate enough money to bridge the gap.

The speaker, who was away from the State House, issued a prepared statement declaring, "It is time to stop government by denial and to admit that the state is in serious financial trouble."

Other Democratic leaders also met with reporters to counter McKernan's perspective.

McKernan backers started the day just as prepared to answer the critical Democratic comments with a message of their own.

"The color of the day is black," said State Planning Office Director Richard Silkman nonchalantly, making reference to McKernan's success in closing out the fiscal year "in the black."

For the 12 months ended on June 30, sales and use tax receipts totaled slightly more than $480 million, 0.7 percent below projections and about $8.2 million less than the previous year.

Individual income tax receipts for fiscal 1990 amounted to nearly $551.2 million, 3.5 percent above revised projections but still about $13 million less than in fiscal 1989.

Corporate income tax collections for the most recent fiscal year reached almost $55 million, 23 percent below projections and almost $36.7 million less than last year.

"It is time to stop government by denial and to admit that the state is in serious financial trouble."

— House Speaker John L. Martin

In a statement issued from his campaign office, Brennan made apparent reference to the administration's use of previously accumulated surpluses, similar to the $57 million being carried forward in the current fiscal year, in charging that "the McKernan administration spent $106 million more than it took in" during fiscal 1990.

"Governor McKernan proclaimed 'we did it' when he announced his budget figures today. Well, he did do it. It's his budget. And it's a mess," Brennan said.

McKernan said he did not expect the release of the 1990 figures to end debate over the state of Maine's finances.

Heading into the last three months of the gubernatorial campaign, he said, "I'm sure that there'll be a major debate every month when (the) revenue figures are released."

He also said, "Now what we have to do is turn the psychology around in the state" and persuade consumers that the economic slump has "bottomed out."

A Republican lawmaker active in campaign fund-raising for McKernan, Rep. Judith C. Foss of Yarmouth, used similar language in praising the governor's expressed interest in boosting consumer confidence and promoting a more positive "psychology" about the state economy.

BDN, 3-15, both

Political observers say labor issues important in state gubernatorial race

By John S. Day
Washington Bureau

WASHINGTON — Maine's gubernatorial election this fall could be labor's "last hurrah" on the issue of replacement workers.

Business and labor observers here are eager to see whether Rep. Joseph E. Brennan can successfully exploit the replacement worker question in his campaign to unseat Gov. John R. McKernan.

The Maine governor's race, they said, will be one of the few in the country where the issue could have a significant impact. Among those watching will be many members of Congress, who to date have shown only lukewarm enthusiasm about getting involved in the labor-management controversy.

The combination of Brennan and a Democratic-controlled state Legislature, according to Mark de Bernardo, director of the National Chamber of Commerce's Labor Law Action Center, would be a signal to national corporations that Maine was drifting into one of the country's worst "anti-business" environments.

Charles O'Leary, head of Maine's AFL-CIO, said that a Brennan gubernatorial campaign which focused on labor themes might signal a turn away from the anti-union policies of the Reagan years that tilted the collective bargaining "playing field" substantially in favor of management.

Nationwide, the percentage of union members in the country's overall work force declined from around 30 percent in the 1970s to only 16.4 percent. In Maine, the percentage of union workers dropped from 20.3 percent in 1980, to 14 percent by 1988. State unions lost more than 4,000 members during the Reagan years.

Legislation that would outlaw the use of permanent replacement workers, or delay their hiring during a "cooling-off" period, has been introduced in both the House and Senate. But congressional aides report that the bills are on a slow track to nowhere.

De Bernardo said the chances of a replacement worker bill passing Congress "are very slim." Also, he said, the shrinking political clout of unions has caused members of Congress to pay less attention to labor's agenda. Maine could be an exception to that trend. Business analysts, de Bernardo said, are increasingly "perceiving Maine to be hostile toward employers."

"It has the worst state Worker's Compensation law in the country, the worst plant-closing law and arguably the worst drug-testing law from the standpoint of employers," de Bernardo said.

Despite a settlement of the International Paper Co. strike, only 139 of the 1,250 former company employees have been rehired, according to Brad Peters, a spokesman for the company. The Jay mill is mostly run by 1,039 replacement workers, who were guaranteed they would not be sacked when the strike ended as reward from crossing picket lines.

Prodded by labor, the Legislature passed a law that would have prohibited the use of replacement workers to break a strike. McKernan vetoed the measure, declaring that government should remain neutral in collective bargaining disputes between labor and management. Although McKernan later signed a less restrictive measure that would have required companies to wait 45 days before hiring replacement workers, the Maine Supreme Judicial Court concluded that the state law could not supersede federal legislation.

The Maine court verdict threw the replacement worker issue into Congress' lap, where there has been little action, despite the fact that the national AFL-CIO has made prohibition of replacement workers their top legislative priority.

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The Associated Press Political Service 1990

RACE: White

BIOGRAPHY:

John R. McKernan Jr. was born in Bangor, Maine, and resides in Augusta. He was a star basketball player in high school. He received a bachelor's degree in government in 1970 from Dartmouth College, and a law degree from the University of Maine in 1974. He served in the Maine Army National Guard, 1970-73. He practiced law. He was elected to the Maine House in 1972, while still in law school, was re-elected in 1974, serving as assistant minority leader in 1975-76. He did not seek another term in 1976. McKernan headed President Ford's 1976 election campaign in Maine. He was elected to the U.S. House in 1982 and was re-elected in 1984. McKernan was elected governor of Maine in 1986. McKernan is married to U.S. Rep. Olympia Snowe and has one son from a previous marriage.

PROFILE:

McKernan is the consummate contemporary politician, with boyish good looks, a relaxed public speaking manner and a penchant for staging events tailored for the evening news. He left the Congress in 1986 after two terms and ran for governor in 1986. He captured the office given up by Democrat Joseph E. Brennan who was banned by the state constitution from serving a third consecutive term. Brennan, in turn, ran for the U.S. House that year and was elected to the seat given up by McKernan. In 1990, Brennan announced that he would challenge

The Associated Press Political Service 1990

McKernan for his old office and each began taking swipes at the other's record. "We've done more in the last four years than was done in the prior eight to protect what is so special about Maine." McKernan said as he launched his bid for re - election. He contended that his administration had done more to protect the environment, help working families and combat illegal drugs than his predecessor and would-be successor. McKernan cited the creation of the Bureau of Intergovernmental Drug Enforcement which he said had made the drug trade "bad business in this state." He also credited his administration's policies with shrinking the disparity between "the two Maines," the fast-growing southern region and the economically sluggish northern and eastern sections. Turning to Maine's fiscal problems, McKernan claimed that the state had responded to an expected downturn in the economy with less impact on taxpayers than neighboring states. "We are the only state in the Northeast that has a balanced budget and that did it without raising taxes," he said. He listed new controls on real-estate development, a trash reduction and recycling program, and a plan to remove the Kennebec River dam in Augusta by the end of the decade as examples of important environmental initiatives advanced by his administration. McKernan, who is a lanky 6 foot 3, earned letters in high school basketball and once harbored dreams of joining the Boston Celtics. Although his friends call him "Jock," the nickname has nothing to do with his athletic prowess. He received the moniker the day he was born, in memory of his parternal grandfather, a Scottish immigrant. When McKernan was 15, his father died of a heart attack

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and his mother took over the family-owned weekly newspaper in order to put her two sons through college. In 1989, after a decade-long romance behind the scenes, McKernan married Rep. Olympia Snowe, a member of Congress since 1979. McKernan said he and Snowe, both leaders of Maine's Republican Party, hoped their marriage would bring "happiness and fulfillment to our personal lives, just like we have had over the years in our professional lives."

PRIOR-CAMPAIGNS:

McKernan was elected governor of Maine in 1986 with 40 percent of the vote, defeating Democrat James E. Tierney, Maine's attorney general. Before becoming governor, McKernan was elected to the U.S. House in 1982, with 50.3 percent of the vote and was re-elected with 63 percent in 1984. McKernan served two terms in the Maine House.

TELEPHONE: To reach John R. McKernan Jr. or his aides in Augusta, Maine, call (207) 289-3531.

LEVEL 1 - 3 OF 52 STORIES

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USA TODAY

September 11, 1990, Tuesday, FINAL EDITION

SECTION: NEWS; Pg. 3A

LENGTH: 168 words

HEADLINE: New England governors find that times are tough

BODY:

A new political malady: ''New England governor's disease,'' says Norman Cummings of the National Republican Committee.

The symptoms have spread from Connecticut to Maine: rising unemployment, falling real estate prices and dwindling state tax revenues.

Some causes: New England's high-tech computer and semiconductor firms were hit hard by military cutbacks and competition from Japan and Korea.

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(c) 1990 USA TODAY, September 11, 1990

The political fallout: Three Democratic governors - Michael Dukakis of Massachusetts, Madeleine Kunin of Vermont and William O'Neill of Connecticut - all are retiring rather than seeking reelection.

And three GOP governors - John McKernan Jr. of Maine, Edward DiPrete of Rhode Island and Judd Gregg of New Hampshire - face potentially tough re - election campaigns.

Gregg appears to be the safest. DiPrete was forced last May to ask for a sales tax hike - normally an anathema to Republicans. And in Maine, McKernan's critics say he may be delaying budget cuts or tax hikes until after the election.

SUBJECT: GOVERNOR; UNEMPLOYMENT; TAX; HOUSING

NOTES: Accompanies; Bay State political plot thickens; Lt. gov quits race, budget cuts stay

LEVEL 1 - 17 OF 52 STORIES

Copyright (c) 1990 Reuters
The Reuter Library Report

August 21, 1990, Tuesday, BC cycle

LENGTH: 408 words

HEADLINE: BUSH FOCUSES ON GOLF RATHER THAN GULF

BYLINE: By Irwin Arieff

DATELINE: KENNEBUNKPORT, Maine, Aug 21

KEYWORD:
GULF-BUSH

BODY:

President George Bush went golfing for dollars on Tuesday, playing to raise funds for the re - election campaign of Maine's Republican Governor John McKernan.

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LEVEL 1 - 38 OF 52 STORIES

Proprietary to the United Press International 1990

March 25, 1990, Sunday, BC cycle

SECTION: Regional News

DISTRIBUTION: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont

LENGTH: 756 words

BYLINE: By ARTHUR FREDERICK

DATELINE: AUGUSTA, Maine

KEYWORD: ME-BUDGET

BODY:

Gov. John R. McKernan, whose re - election bid is already plagued by a $230 million state budget shortfall, must also come to terms with a swelling tide of local communities which claim his fiscal policies are placing an unfair burden on local budgets.

Proprietary to the United Press International, March 25, 1990

The tide of local opposition began in Freeport, where the town council voted in early March to try to organize communities statewide to oppose some of McKernan's budget-cutting proposals, especially one to cut state aid to education. That cut alone could leave local cities and towns scrambling for ways to make up the difference in their local school budgets.

The Freeport Council passed a resolution opposing the budget cuts and wrote to the councils of Maine's other communities, urging them to join a statewide effort to influence budget policies in Augusta, the state capital.

Community leaders banded together in an enthusiastic coalition, which has snowballed into a political power in just a few weeks.

Members of the new, unnamed statewide community group were at the State House last week to drum up support for a local sales tax to supplement revenues in cities and towns.

According to Freeport Councilor Kirk Goddard, the Freeport Council was as upset with the Democrat-controlled Legislature as it was with the Republican McKernan, even though McKernan seems to be taking most of the heat from the local officials.

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Proprietary to the United Press International, March 25, 1990

''This started as a group of individuals who were frustrated with the proposals of the governor as well as by the legislators,'' Goddard said. ''The issue seems to be a political football, a politicized issue that has become Democrat versus Republican, and I don't see much resolution of our problem at the local level.''

The budget debate has taken on strong political overtones, as McKernan faces the biggest challenge of his career.

Former Gov. Joseph E. Brennan, a popular Democrat who completed two terms as governor in 1986, is running for the Blaine House after spending four years in Washington as the congressman from Maine's 1st Congressional District.

With the budget problems facing McKernan this year, Brennan has at least an even-money chance of defeating McKernan this fall, many political observers believe. Ironically, Brennan and McKernan switched jobs in 1986, when Brennan captured McKernan's old House seat and McKernan moved into the governorship.

The state constitution prevents anyone from serving more than two consecutive terms as governor, but the law does not prevent Brennan from seeking the Blaine House now that he has sat out for a term.

Proprietary to the United Press International, March 25, 1990

At the State House, the community group sought support for a local 1 percent sales tax that could be added to the state's 5 percent sales tax. McKernan quashed the effort quickly, however, indicating he would not support it.

McKernan said he might support some kind of local option tax if the local leaders and the legislature could come up with an idea he liked.

''If they are expecting me to champion this, they are looking at the wrong person,'' McKernan said. ''If I felt it was necessary, I would have proposed it.''

Goddard said more towns have joined the effort since McKernan shot down the sales tax proposal, and he said the group would come up with some other proposal in the near future.

''We decided we will not end it at this point,'' he said. ''It is our intention to continue.''

Willis Lyford, McKernan's press secretary, said the governor does not object to efforts to come up with some kind of local tax. But he indicated the group might get farther if it organized local people to bring pressure to bear on the Democrat-controlled Legislature.

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Proprietary to the United Press International, March 25, 1990

''(McKernan) has said he will support a local option tax as long as it is structured appropriately,'' Lyford said. ''One thing he has made clear to the communities is if they want to get something through, then they should be able to marshal support in the Legislature.''

Whatever happens, the McKernan administration believes that local communities will have to shoulder some of the responsiblility for dealing with the budget crunch. Lyford said local cities and towns will have to control their own spending, even if some additional tax dollars are found.

''There is going to be an additional burden and tough decisions will have to be made,'' Lyford said. ''(Local communities) will have to decide just how they are going to restrain growth in their property taxes. The best decisions are made closest to the people who are being taxed.''

LEVEL 1 - 41 OF 52 STORIES

Proprietary to the United Press International 1990

February 4, 1990, Sunday, BC cycle

SECTION: Regional News

DISTRIBUTION: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont

LENGTH: 978 words

HEADLINE: Kennebec River fisheries restoration cited

BYLINE: By ARTHUR FREDERICK

DATELINE: AUGUSTA, Maine

KEYWORD: ME-DAM

BODY:

Gov. John McKernan's bid to restore Atlantic salmon and other fish to the Kennebec River by carving a hole in the ancient Edwards Dam has triggered a

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fierce debate -- both over his plan and his motives.

McKernan has proposed carving a huge hole in the dam to open the Kennebeck River from the Atlantic all the way to Waterville -- 70 miles away -- for the first time since 1837.

He shocked legislators Jan. 25 when he announced in his annual State of the State address he was working on plans to destroy or breach the dam, which now produces 3.5 megawatts of electricity, enough to provide power to about 1,500 homes.

The debate over the fate of the dam is expected to draw the attention of environmentalists, developers and others from across the country, because experts believe it could be the first time a functioning hydroelectric dam on an American river has ever been breached.

The governor said he had been considering the idea for several months, but no one outside his office was aware of the secret plan until his state address.

Environmentalists and others hailed McKernan's announcement, saying it was a bold stroke that could help return the Kennebec to its status as a premier source of Atlantic salmon and other fish.

Proprietary to the United Press International, February 4, 1990

But Democrats lashed out at the Republican governor, calling the plan nothing more than a political move aimed at attracting sportsmen, fishermen and environmentalists to his campaign for re - election against a tough Democratic challenger, former Gov. Joseph E. Brennan.

Whatever McKernan's motives, his staff is clearly pleased about the idea of breaching the dam, and pleased about the political fallout that has already begun.

''There has been wholehearted endorsement from all sorts of people in the environmental community,'' said Willis Lyford, McKernan's press secretary. ''I think the Democrats had hoped to paint McKernan as an anti-environmentalist, but this makes it clear that McKernan is strong on environmental issues.''

Not everyone is happy.

McKernan's plan has its detractors, particularly among city officials in Augusta, where the dam is located. City officials were working on a plan of their own to take over and re-develop the dam, boosting its electrical output from 3.5 to 18 megawatts. The city thought its plan could mean as much as $800,000 in added annual revenue to the city.

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''We are unanimous in opposing the governor's blatant and bizarre attempt,'' said Patrick Paradis, a state representative from Augusta. ''This is a less than well-thought-out plan.''

Up the river, Waterville officials are thrilled. Breaching Edwards Dam would open the Kennebec all the way from Waterville to the ocean, and Waterville officials see the plan as a bonanza, with fishing and other recreational and tourism benefits.

Judy Kany, a Waterville state senator and former mayor, said she supports McKernan's plan because of its benefits to all of Maine.

''Before 1837, the Kennebec River fishery was known worldwide, with Kennebec River salmon gracing the tables of Europe,'' Kany said. ''The sturgeon were huge and heavily laden with roe, or cavier. It was a very special fishery.

''As far as I am concerned, the private special interests have benefited from the dam since 1837, and getting rid of that little old dam would open up 17 miles of free flowing river and tributaries that could be used for spawning.''

William Vail, Maine's commissioner of inland fisheries and wildlife, is equally enthusiastic about McKernan's plan. He said fisheries experts have

always been upset about how the dam has damaged the Kennebec.

''I have some historical records on the river and they are pretty exciting to read,'' Vail said. ''I have a commissioner's report from 1870 in which he discusses the problems with the Edwards Dam. ''Its owners in those days were reluctant to provide a fish ladder, and it had a terrible impact on the resource back then.''

''That dam has been an impediment, a virtual barrier, for more than 150 years,'' he said.

more

The Edwards Dam was controversial even when it was built a half-mile north of Augusta's business district to provide water power to industries located along the river's edge.

The Legislature approved a charter for the Kennebec Dam Co. in 1834, but demanded that the developer construct a fishway ''so as to render the passage of salmon, shad and alewives practical and easy.''

But when the 971-foot-long dam was completed three years later, there was no fishway, and the dam's owners repeatedly resisted building one until 1880,

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Proprietary to the United Press International, February 4, 1990

when a fishway was finally constructed. By then, 45 years after the dam was built, the salmon fishery was almost completely gone.

The Edwards Dam is owned by Miller Hydro Co. of Lisbon Falls. The company also owns Edwards Manufacturing Co., which operated textile mills in Augusta, Lisbon Falls and elsewhere. Those mills are no longer operating.

The dam once provided power to the nearby Edwards Mill, but Miller Hydro now sells its power to Central Maine Power Co. for an estimated $1 million annually.

Since no operating hydro dam has been breached before, no one knows for sure what the legal process will involve.

State officials say the state will open negotiations with Miller Hydro in an attempt to buy the dam for a fair price. Miller Hydro may be happy to sell, since its federal license to operate the dam expires in 1993, and would have to be renewed by the Federal Energy Regulatory Commission.

''The state has to sit down with the owners of the dam and reach a mutual agreement,'' said Richard Silkman, head of the state Planning Office and the person who has been researching the dam proposal for McKernan.

The Associated Press, December 29, 1989

1986. He was re-elected handily two years later.

Brennan grew up on Portland's Munjoy Hill, the son of a longshoreman. After Army duty, he went to Boston College on the GI bill and then entered law school in Maine.

After three terms in the Maine House, he was elected Cumberland County district attorney in 1970. Two years later he was elected to the state Senate and served as Democratic floor leader.

Following his 1974 primary defeat, Brennan was elected by the Legislature to serve as attorney general, a post he held until his 1978 election as governor.

Four years later, Brennan carried all 16 counties as he defeated Republican nominee Charles L. Cragin.

Brennan acknowledged at the time that it was uncommon for governors to go on to the House, giving up the perquisites of a chief executive to become one vote among 435.

However, he was assigned to the House Armed Services Committee - a rarity for a freshman - as well as Merchant Marine and Fisheries.*

*so it's ironic that he would be opposed to McKernan's plan for the dam

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KENNEBEC JOURNAL
WEDNESDAY, MARCH 14, 1990

More schooling and better schools

As a nation, we're being "out-schooled" by the competition — who also out-trade us in world markets. Could the two things be related?

John McKernan believes they are. "I fear our educational system may resemble the Polish cavalry — well-established, well-funded and probably out of date," the governor said last week, speaking to a group of business people and community leaders. He was pushing a remedy to part of the problem — a school calendar that has students in class less than half the year.

"Our world trading partners — our competitors if you will — average from 200 to 240 days of school a year, depending on whether you're talking Europe or Asia," McKernan points out. Maine students, he noted, now attend school just 175 days a year. But when he proposed a modest increase to 180 days, phased in over five years, the Legislature stonewalled him.

Despite that rebuff, the governor has it right — educational excellence won't come with a cut-rate expenditure of classroom hours.

Some of those who argued against his school-days increase bill last year liked to say that "lengthening the year won't help — just improve the use of the days we already have." That may sound clever — but it's in fact absurd. No one asserts that the Japanese and Germans, to take two countries whose young school graduates outstrip ours in range and depth of knowledge, have to have lengthier school-years to make up for deficient teaching. No — proper education just can't be rushed, shoe-horned into a short scholastic year, as Maine attempts to do.

It is of course true that schools are not making optimum use of existing time. School schedules are so overburdened by announcements, meetings, assemblies, pep rallies, students council meetings — at most schools these occur during classroom time — that there's precious little time for teaching. But reforming schools and lengthening the school year are not competing goals. Instead, they could dovetail perfectly.

Historically, the major reason for a short school year was the crop season. The long summer school vacation allowed the students to apply their needed labor to the family farm. But the proportion of Mainers involved in agriculture has shrunk to a trace of what it once was. Even the traditional two-week September break in Aroostook County for potato picking is being eliminated in some towns. Why then does the state stick with an agricultural school-year calendar?

Ah, say traditionalists, but students and their families need the money from summer jobs.

That argument just shows how misplaced our priorities are. Do we really value a student's minimum wage earnings for a few weeks over the education that will enhance knowledge and earnings over a lifetime?

A longer school year won't solve all educational problems. But neither will they be solved without it. The governor should put his ideas back into legislation. And the Legislature must be prodded into passing it.

(Hinchliffe/Grossman)
October 2, 1990 6 p.m.
MAINE

PRESIDENTIAL REMARKS: MAINE FUNDRAISER FOR MCKERNAN
Shawmut Inn, Kennebunkport
October 5, 1990 6:30 p.m.

Thanks, Jock -- always great to be in Kennebunkport. And thanks to all of you, my neighbors and old friends, for the wonderful warm welcome -- or are you just excited to have the father of a best-selling author in town? I'd figured I was safe, since none of my children or grandchildren like to write -- who would have guessed my **dog** would have written a "lick and tell" book?\\\

I **am** glad to be here -- even though my good friend the Governor has broken with me on a policy issue of crucial importance. Yes, Jock, I saw your press release on broccoli. And after I let you win at your golf tournament last August. \\ I just don't get the same respect on the course President Eisenhower had. When he retired someone asked him if leaving the White House had affected his golf game. Ike said: "Yes. A lot more people **beat** me now."

Well, Jock's never let **my** position interfere with **his** golf. And we all know there's another "championship bout" he's going to win, come November 6. After all, he's one of the most athletic government leaders in the country. He could become the first governor to get his picture on a Wheaties box. \\

Look at that spectacular view out there. Just like ours from Walker's Point, "down the road a piece." I love coming to Kennebunkport -- **it's my anchor to windward**. There's a certain magic about this place: the common-sense values -- the Down East fairness and determination -- the joy of family -- my memories of

coming here every summer except one since I was born. Puts things in perspective. Something in the land and the air and the water. Barbara, the kids and I really enjoy being here -- we kind of refurbish our souls -- get our batteries all charged up. It's our getaway -- I've never found anything like it anywhere else.

And I've never found a Governor quite like Jock anywhere else either. Nor has this state. First Republican in two decades -- and now he'll be the first in many years to win a second term. And he'll be re-elected because of his vigorous, visionary lead-ership. We've all noticed that he's taken Maine to the national forefront in recycling. And he's given the state's youth and adults new hope with job training.

And he hasn't sat back and watched the plague of drugs destroy this state's future. You know, our national war against drugs is one of my top priorities. Our anti-drug czar, Bill Bennett, and I just issued an update on how the battle is going. And we expressed cause for optimism. To have someone like Jock translating that federal intiative to the state level -- well, it's not just important, it's an inspiring example for other leaders. He's even created the Bureau of Intergovernmental Drug Enforcement -- he's made drug trade bad business in this state.

And he's also been working with me in education. Just a year ago, I convened the first Governors Summit on Education. Jock's contributions then were important -- and his continuing commitment has been even more so. In order to compete in the 21st century, we have to give our kids the key to the future --

the best education possible. But our competitors -- like Japan and Germany -- keep their kids in school over 200 days a year. Jock's made it his issue to get Maine kids to spend more than just 175 days -- less than half the year -- in our classrooms.

And, you know, Jock received the "Watchdog of the Treasury" award when he was in Congress. **But when it comes to Maine's budget he's more than a watchdog -- he's a pit bull**. His fiscal prudence and balanced budgets have made Maine one of the few New England states to ride out the recent regional economic problems.

So he understands the national crisis I want to talk to you about tonight. You're my friends. I can speak to you bluntly. And my message is plain -- and of critical importance.

We've made a $500 billion bipartisan budget deal. That was tough. It took a lot of negotiation, a lot of wrangling, a lot of compromise. But it's done. And it's right. Now we have one last step to go. **We must get Congress to approve it**.

We have to put aside partisanship and personal interests. I'll give it to you straight. **If this package goes down -- then the American economy faces recession**. It's as simple as that. This is our last -- and our best -- hope. \\\

Let me make a few points. First. This is our biggest deficit cutting package ever -- with our largest entitlement savings ever --and the toughest, most iron-clad enforcement ever. \\

Second. It is balanced and fair and, let me tell you, after 8 months of tortured negotiations -- we cannot do any better. We have no more time. The secondhand is running on America's future.

Third. It makes real cuts. No mirages. But it assures that the defense program will have what it needs to support our young men and women in the Gulf.

Finally -- and this may be the most important point in the whole package -- this agreement doesn't raise income tax rates -- personal or corporate. And it doesn't touch Social Security Colas, military or federal retirement. \\

The package is tough. So are these times. \\ The package is fair. So is the American spirit. \\ The package is bipartisan. So is the final vote. \\ The package is real. So is our crisis.\\

I don't understate when I warn you that this agreement is all that stands between us and a desperately ill economy. \\ Between growth and decline. Competition and surrender. \\\

You know, John Steinbeck once said: "I've never met such ardent individuals as Maine Yankees. I would hate to try to force them to do anything they didn't want to do." Believe me: I know what he means.

But I also know that inside those strong, independent spirits are hearts of reason, fairness and caring. That's why I know you'll support Jock -- and support this budget package. Because his vision -- and the budget's importance -- are as much legacies you want to leave for your children's future, as are the rugged Maine woods, the spectacular Maine coast, the spirited Maine character.

Thanks for your friendship -- and God bless you, this beautiful state, and our nation.

City/State: Kennebunkport / Portland, ME

Event: McKernan for Governor

Date: Sept. 14, 1990

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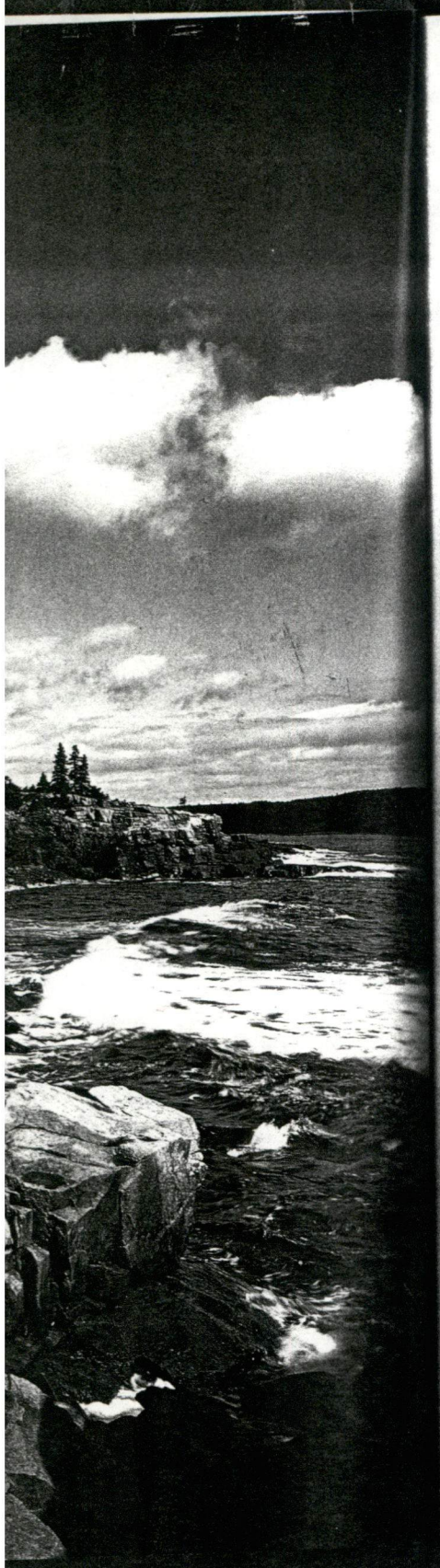

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THE SMITHSONIAN GUIDE TO HISTORIC AMERICA

NORTHERN NEW ENGLAND

MAINE

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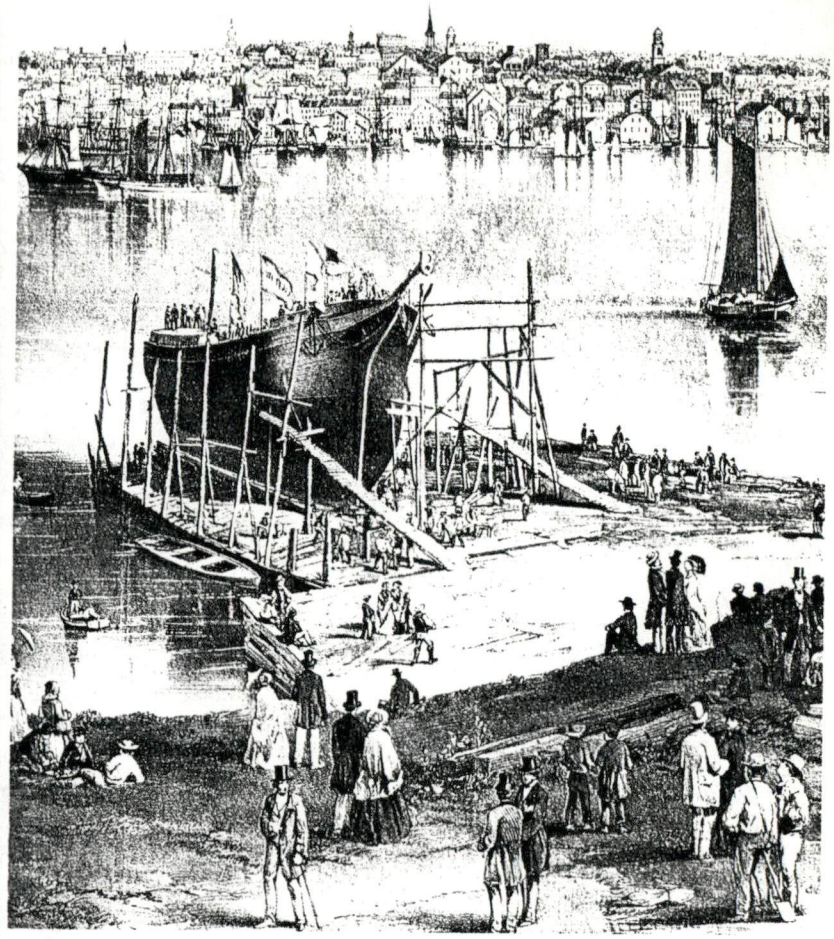
The northeasternmost corner of the United States gave chilly reception to its first transatlantic visitors. The Vikings probably were the first to sail into Maine's waters, about AD 1000. Sixteenth-century explorers scouted the coast, seeking Norumbega, a mythical land of riches much like the El Dorado sought by Hernando Cortes in Mexico at about the same time. Though the explorers never found the Norumbegan paradise and pots of gold, they did discover a more beautiful and—winters excepted—a more hospitable country than they might have expected from the Algonquin name for the place, Land of the Frozen Ground.

No one knows when European fishermen first began making semipermanent camps on the Maine coast to dry their fish, repair their boats, and trade for furs with the Indians. The kings of France and England both granted patents for Maine (the French in 1603 and the English in 1606). The first English settlement in Maine of which there is any record was established in 1607 at the mouth of the Kennebec River. Led by Sir George Popham, these colonists, many of them parolees from English jails, built the first English vessel constructed in America but disbanded after their first winter, the likes of which they had never felt in England.

Exploring the Maine coastline in 1614, Captain John Smith exulted over the natural abundance of "Lobsters . . . Fruits, Birds, Crabs," and "such excellent fish as many as their Net can hold." In 1622 two Englishmen eager to harvest Maine's abundance, John Mason and Sir Ferdinando Gorges, obtained a charter to the sixty-mile strip of coast between the Merrimack and Kennebec rivers and to all of the interior land between them. A 1629 division gave Gorges the land between the Piscataqua and the Kennebec. He planned to create large estates, along feudal lines, but a set of misfortunes, including the wreck of a new ship that was to carry him to America, prevented him from re-creating on this rugged coast a little England of colonial nobles and sturdy peasants. Maine continued as the domain of a tough lot of fishermen and traders.

Massachusetts assumed judicial control over Maine in 1652, and in 1677 Gorges's grandson sold the patent to Massachusetts. (Maine would remain part of Massachusetts until 1820.) The origin of the name of the province is obscure—it may have been so called to distinguish it, the mainland, from the offshore islands. In 1641, the English crown chartered its first city in America at the site of present-day York, Maine. That did not mean, however, that Maine belonged to England alone: The French, allied with Indians,



The Old Fishing Docks, Portland.

fought for their claims, and the Dutch came to fleetingly stake out some territory of their own.

From the 1670s to the end of "Queen Anne's War" in 1713, southern Maine was wracked by a series of wars with the Indians, marked by brutality on both sides. In those decades, the Indians succeeded in reclaiming much of their old land from the English. Entire settlements were abandoned, and streams of impoverished refugees descended on the towns of eastern Massachusetts, where they subsisted on official and private charity. The settlement at Wells survived only by transforming itself into a virtual fortress. In

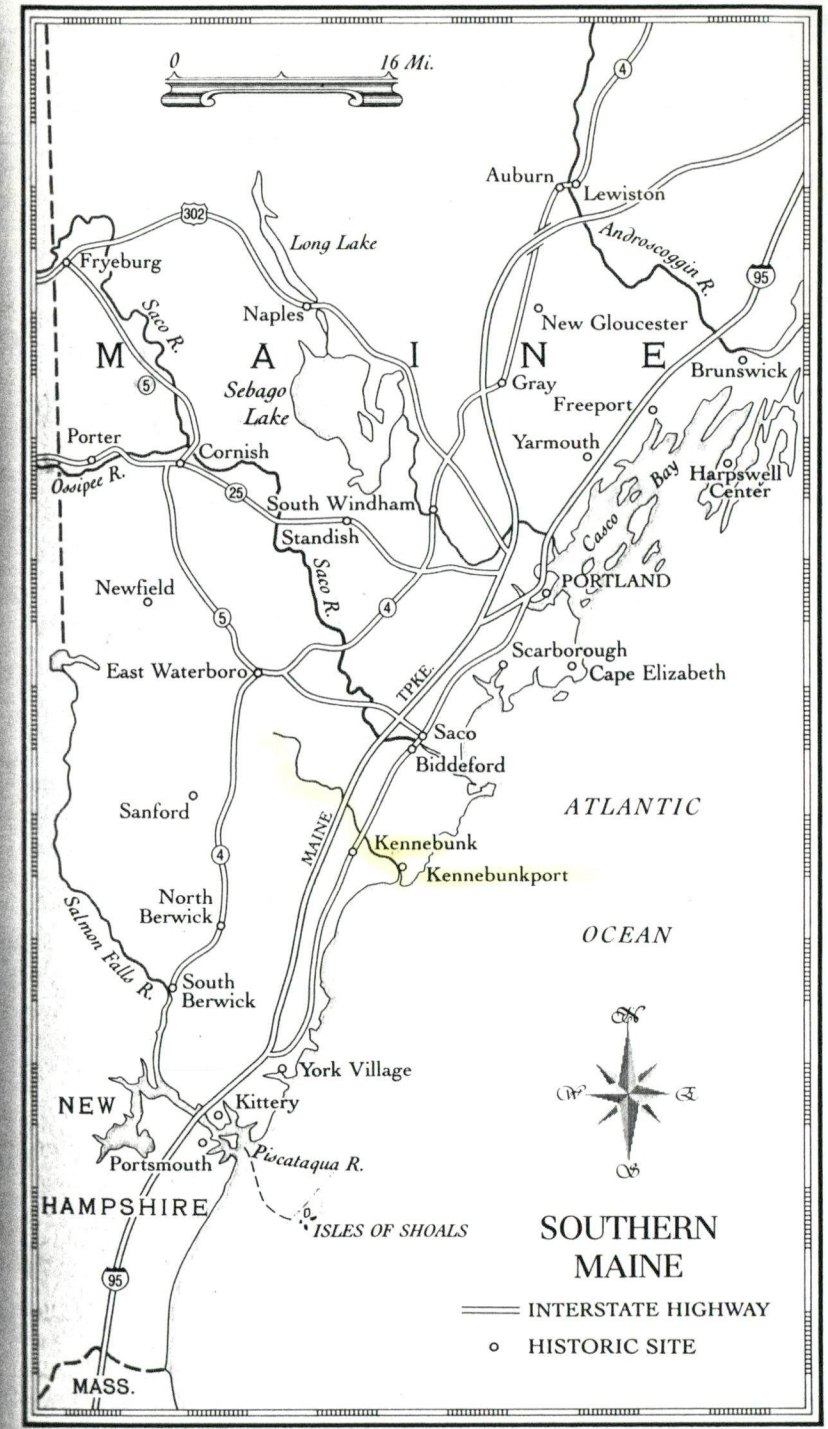
the thirty years of peace after Queen Anne's War, the coast and portions of the interior were rapidly resettled. French territory east of the Penobscot River came into English possession at the end of the French and Indian War in 1759, and the French formally surrendered their interest in the Treaty of Paris, signed in 1763. Except in the far northern borderlands (where the French language still can be heard), Maine became indisputably English.

At the end of the French and Indian War, Maine was still the least developed part of New England, with just fifteen incorporated towns and a population of roughly 20,000, about half that of New Hampshire, and a third of the population of Rhode Island. Fishing and farming settlements dotted the coast between Kittery and the Kennebec River. A primitive road ran parallel to the coast up to the Kennebec. (John Adams, travelling along it in 1771, called the trip "vastly disagreeable.") The interior was settled only to a distance of about twenty miles from the shore, with some deeper settlements along the rivers.

Southern Maine saw no fighting during the Revolution, with the notable exception of the British raid on Falmouth in 1775, in which the town was virtually destroyed. Most of the fighting in the state took place farther north. After the Revolution, Falmouth was rebuilt and renamed Portland. Despite a burgeoning population and some discontent with the policies of the state government in distant Boston, Maine would not become a separate state until 1820. It was admitted to the Union as part of the Missouri Compromise—Maine entered as a free state, Missouri as a slave state. Abolitionist groups formed in Portland and other cities as early as 1830, and Maine sent about 70,000 men to fight for the Union. Hannibal Hamlin, Abraham Lincoln's vice president during the war, was a former Maine governor and U.S. senator.

Industry developed rapidly after the war, when the railroads joined overseas shippers in getting Maine's huge timber harvests to market. The lumber, paper, and pulp industries, granite quarrying, iron and copper mining, and ice harvesting all contributed to the state's economy in the nineteenth century, as did its maritime pursuits—lobstering, cod fishing, sardine canning, and whaling.

This chapter covers the southern corner of Maine, beginning at Kittery and then following a route north along the coast, describing along the way the industrial cities of Berwick; Saco and Biddeford; Portland, Maine's most important urban center; and Brunswick (the site of Bowdoin College).



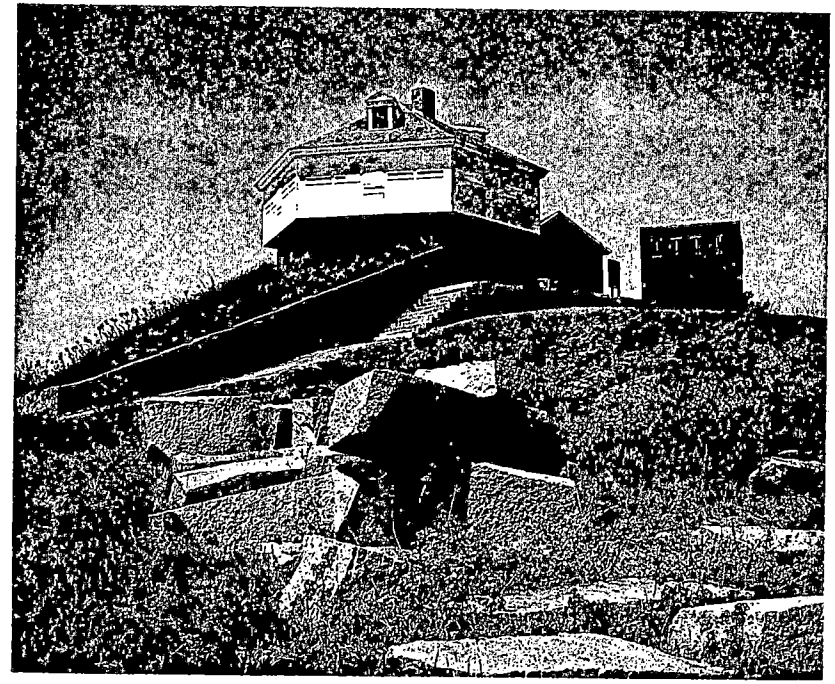
KITTERY

Shortly after Kittery's founding in 1647, the British began building ships in this port city on the Piscataqua River. English warships were constructed here until 1776, when a Continental Navy ship, the *Raleigh,* was launched. In 1777, the *Ranger* sailed out of a Kittery shipyard under the command of John Paul Jones. (A monument to the Revolutionary War hero stands on Route 1, in the center of town.) The *Ranger* proceeded to France to bring news of Burgoyne's surrender, where she received the first official salute given the American flag by a foreign warship. Then, disguised under various flags, the *Ranger* confounded and waylaid British shipping vessels, adding to the war effort at home. She was captured by the British in 1780 and added to their navy.

Kittery remained active in shipbuilding after the Revolutionary War. In 1800 the U.S. Navy established the Portsmouth Naval Shipyard, which today continues to service ships and submarines on a number of Kittery's islands. Submarine construction began at the shipyard with the 1917 *L8*. Seavey Island, the original shipyard site (not open to the public), is almost entirely an historic district with eighteenth-century warehouses and other industrial structures and the Greek Revival residence quarters of naval officers. The **Kittery Historical and Naval Museum** (Rodgers Road, near routes 1 and 236, 207–439–3080) interprets Kittery's and the country's naval shipbuilding history, as well as the history of the community and the lives of the townspeople, through models of ships from the eighteenth century to the present, dioramas, photographs, and paintings. Special exhibits display the museum's assorted artifacts, including early examples of lighting, physicians' instruments, and other trade tools.

Fort McClary

The rise in the land at Kittery's Point, the oldest section of town, was officially ordered fortified in the early eighteenth century against the French, Indians, pirates—and to protect boats from the taxes and duties imposed by the government of New Hampshire. The initial breastwork that made up the fortification was named Fort William in honor of Sir William Pepperrell, a distinguished Maine colonist, justice of the peace, and loyalist. Fort William was garrisoned at the time of the Revolution and renamed Fort McClary in honor of Major Andrew McClary, a casualty of Bunker



The hexagonal blockhouse of Fort McClary, perched on a granite point that has been fortified for nearly three centuries.

Hill. The fort was considered too well fortified for British attack during the Revolution; it was garrisoned during the War of 1812, Civil War, Spanish-American War, and World War I, when it was equipped as an observation post.

Fortification was improved in three major efforts, the first ca. 1808, next in 1844, and again in 1864, during the Civil War. The hexagonal blockhouse, probably built during the middle construction, is composed of a cut-granite first story on a mortared fieldstone foundation, topped with the traditional overhanging second story of squared logs. Maine's Bureau of Parks and Recreation administers the fort's surviving structures: the brick magazine, barracks' foundation, and granite wall from the first phase of improvements ca. 1808; the blockhouse and rifleman's house from the 1844 additions; and the granite powder magazine, unfinished perimeter walls, and two caponiers from the final modifications.

LOCATION: Kittery Point Road, off Route 103. HOURS: June through September: 9–5 Daily. FEE: None. TELEPHONE: 207–439–2845.

The **First Congregational Church** and **Old Parsonage** (Pepperrell Road) are survivors from the early eighteenth century. The church was incorporated in 1714, and the present building—the oldest church building in the state—dates from 1730. The Old Parsonage, now a parish house, was built in 1729.

Nearby is the **William Pepperrell House** (Pepperrell Road, private), built in 1720 as the residence of a Welsh lumber magnate and shipper who first settled on the Isles of Shoals before building this house. His son was named a baronet for leading the attack on the French fort at Louisbourg in King George's War in 1745. The house was remodeled by successive generations of Pepperrells into the structure seen today. Pepperrell died in 1759; in 1760, Lady Pepperrell took advantage of her wealth and built herself a stately and fashionable Georgian mansion. The **Lady Pepperrell House** (Pepperrell Road, private) overlooks the Piscataqua River and Portsmouth Harbor. A hipped roof covers the projecting center pavilion, which is flanked by two-story Ionic pilasters surmounted by a closed pediment. Dentil molding beneath the roof line encircles the house. The porch, fence, and grape arbor are additions from the 1920s. Nearby is a picturesque graveyard with a number of nineteenth-century headstones.

Also on Pepperrell Road is the 1870 **summer home of William Dean Howells** (private), author and editor of *Atlantic* magazine. Howells bought the house in 1902 and spent his summers here, writing and gardening, until 1912. He wrote from his "barnbry," stables he had moved from a corner of the lot and converted to a library, which his son later turned and attached to the house. Howells was publisher and friend to such literati as Henry James and Samuel Clemens, both of whom were guests here. In 1979, Howells's heirs donated the house to Harvard University.

ISLES OF SHOALS

Maine and New Hampshire share the Isles of Shoals. Lying nine miles off the coast, the handful of islands (Duck, Appledore, Smuttynose, Malaga, and Cedar belong to Maine) have a richer history than their barrenness suggests. Credited to Captain John Smith for discovery, they were originally called Smith's Islands and were home to all-male settlements of fishermen until 1647, when a man

OPPOSITE: *The stylish Georgian Lady Pepperrell House, above, and the gambrel-roofed Sir William Pepperrell House, below.*

Stone houses and churches, Isles of Shoals.

named Reynolds battled the General Court of Massachusetts for the right to live with his wife and livestock on the island. It was decided that the woman could stay but the livestock had to go, for fear of disrupting the open-air fish drying and curing. That decision brought families to the Isles of Shoals, primarily to Appledore and Star islands. The islands gained a reputation for decent government, righteous churches, and outstanding education; mainlanders were known to send over their children for schooling. In 1715 the village of Gosport was settled on Star Island, and the islands thrived on whaling and fishing plus a healthy trading business with Spain.

The islands' vulnerability to British attack precipitated the settlers' relocation to the coast at the time of the Revolution. Afterwards, the islands were repopulated, but this time gained a reputation for rum, shipwrecking, and pirating.

Tales of ghosts, pirate treasure, and shipwrecked Spaniards proliferated, but by the 1820s the coast had exerted a proper civilizing influence over the islands. In 1847 Thomas Laighton of Portsmouth, New Hampshire, established the first summer hotel on Appledore Island and then another on Star Island. Through

the early twentieth century the islands attracted intellectuals and artists, counting among their visitors Nathaniel Hawthorne, John Greenleaf Whittier, James Russell Lowell, and Frances Hodgson Burnett. An 1873 double murder on Smuttynose Island, which led to one of the last penal executions in Maine, revived images of the islands' post-revolutionary reputation and most likely aided their decline.

The islands are open to the public for day trips; ferries run regularly from Portsmouth, New Hampshire (603–431–5500).

YORK

Originally settled in the 1630s, the coastal village of York (incorporating York Corner and York Harbor) has a beautifully maintained historic district along both sides of the York River. The town was known earlier as Gorgeana, after its founder, Sir Ferdinando Gorges, before it was renamed in honor of the county in England.

The townspeople defended themselves against a series of Indian raids by raising a series of garrison houses at strategic points. A garrison house is often characterized by its bulky overhanging second story, but other configurations were used as well. The function of the house, providing a stronghold for both defense and offense, overshadowed any strict adherence to one specific form. The **MacIntire Garrison** (Route 91, private) was constructed ca. 1707 but architecturally recalls the seventeenth century. Its sawn log walls, nearly eight inches thick, are covered in dark clapboard siding, giving the structure a dark, seemingly impregnable mass. This garrison house has a second-story overhang and a large central chimney, which was rebuilt in 1909.

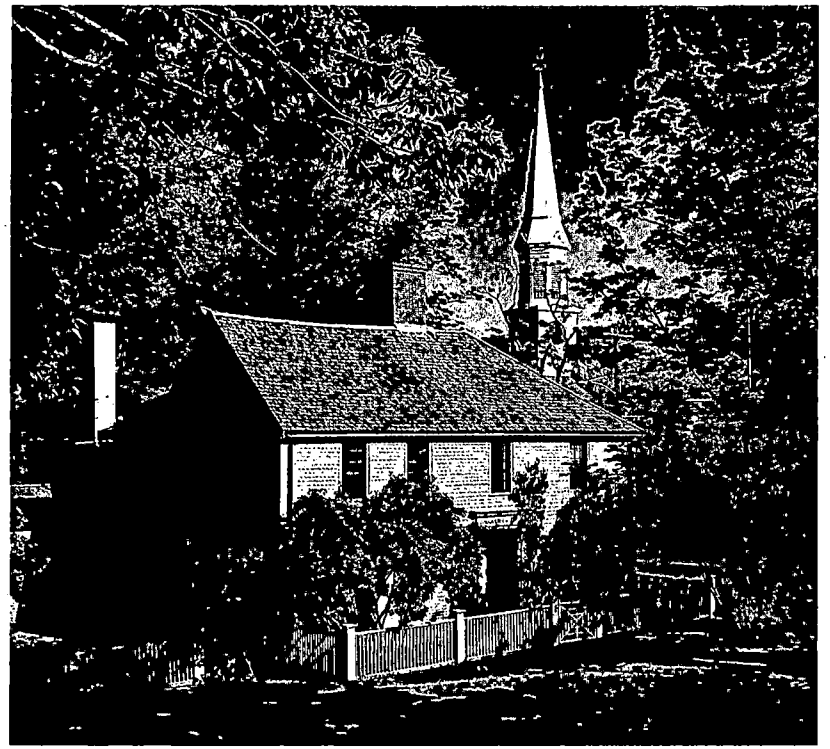
In the 1760s, York merchant and civic leader Jonathan Sayward bought a 1718 Georgian house, enlarged it, and filled the rooms with Queen Anne and Chippendale furniture, paintings, and porcelain. (The story goes that Sayward furnished his house with spoils from an expedition he led against the French in 1745.) Later Sayward generations and subsequent owners kept the house and its furnishings intact. The **Sayward-Wheeler House** (79 Barrell Lane Extension, York Harbor, 207–363–2709) now belongs to the Society for the Preservation of New England Antiquities.

During the Revolution, patriotic local citizens staged their own version of the Boston Tea Party, seizing a shipment of tea from an English sloop rather than pay taxes on it. Residents were also early

industrialists—the town's 1811 cotton mill is among the oldest in the state. After the Civil War, York was a popular summer resort.

The **Old York Historical Society** (York Street and Lindsay Road, 207–363–4974) administers a complex of seven historic buildings dating from the mid-eighteenth century. The society's offices and library are housed in the George Marshall Store, a mid-nineteenth-century general store overlooking Hancock Wharf. Some of the society's collections of furniture, textiles, and books belonged to York's earliest families. Tours of the society's properties, listed below, begin from **Jefferds Tavern** (Lindsay Road). Built in 1750 by Captain Samuel Jefferds, the tavern serves as a visitor center with exhibits and crafts demonstrations.

The 1719 **Old York Gaol** (Jail), one of the oldest public buildings in the country, was originally the King's Prison for the District of Maine. With fieldstone walls nearly three feet thick, it was used as a jail until 1860. In addition to the dungeons and cells used for



A pre-Revolutionary York landmark, the putty-colored Emerson-Wilcox House.

felons and debtors, the gaoler's quarters may also be viewed, furnished according to the household inventory of 1790.

The 1742 **Emerson-Wilcox House** has been many things—post office, tavern, tailor's shop, and private house several times over. It is now a museum of local history and crafts, displaying the country's most comprehensive collection of crewelwork bedhangings; twelve period rooms showcase furniture made in the region.

York's 1745 **Old Schoolhouse,** one of the oldest one-room schoolhouses in Maine, is furnished with original desks, benches, and books as well as exhibits on early schooling in the area. The **John Hancock Warehouse,** named for the Patriot who owned it, is the earliest commercial building in York, built in the mid-1700s. Interpretive materials illustrate river commerce and maritime trade of the region. The Society also administers the 1732 **Elizabeth Perkins House** (South Side Road at Sewall's Bridge). The former home of York's pioneer preservationist reflects the eclectic tastes of a family of collectors of the Colonial Revival period.

SOUTH BERWICK

The town of South Berwick, settled in 1623 on the Salmon Falls River near the Maine–New Hampshire border, figures prominently in Maine's agricultural and industrial history. In 1634 a shipload of the first cows in the state was unloaded on the banks of the Salmon Falls River, thus beginning dairy farming in the area. The first sawmill in Maine was established in 1634 on the falls, downriver from South Berwick village. The town is perhaps best known in New England for the **Berwick Academy,** a highly regarded secondary school dating to 1791.

The **Sarah Orne Jewett House** (5 Portland Street, 207–384–5269) is named for the noted New England author. Built in 1774, the house, which belonged to Jewett's grandfather, brought elegance to South Berwick—its hipped roof, dormer windows, and pediment doorway separated it from its simpler colonial neighbors. The house's interior is elaborate; local legend has it that three ships' carpenters spent 100 days carving the wainscotting, cornices, and door moldings. Jewett's sea captain grandfather and physician father lavishly appointed the house with imported furniture, tapestries, porcelains, and silver.

OVERLEAF: *Hamilton House, which was the setting for one of Sarah Orne Jewett's novels. It faces the Piscataqua River.*

The master bedchamber of Hamilton House contains such fashionable turn-of-the-century appointments as Currier & Ives prints, bird-and-vine wallpaper and a fishnet bed canopy. The chest to the left of the doorway was made by a Piscataqua-area craftsman in the late eighteenth century.

Jewett set her Revolutionary War romance, *The Tory Lover,* in **Hamilton House** (Vaughan's Lane, off Route 236, 207–384–5269), which is dramatically sited on the Piscataqua River just outside the town of South Berwick. Colonel Jonathan Hamilton built the house on the river bluff in 1785. It passed to other owners and survived changes in the local economy from timber to shipping, farming, and manufacturing. In the 1840s the Hamilton estate was a sheep farm. Emily Tyson, a friend of Sarah Orne Jewett's, bought the house at the turn of the century and became one of the country's first patrons of historic house restoration. Tours of the property include the main house, the gardens, and the summer house.

The Old Berwick Historical Society is located in the **Counting House** (Route 4, 207–384–8041), an 1830 brick cotton mill. Local collections include a Jewett family library, Gundalow models, and historic papers.

NORTH BERWICK

The English settlers of North Berwick were fur traders in the 1630s and held on to their town when other settlements were abandoned during the upheavals of the French and Indian Wars. A veteran of those wars, Thomas Hobbs, Jr., built the **Hobb House,** a small inn on Wells Street, in 1763. Quaker Winthrop Morrell built his own two-story farmhouse in 1763, and his family has kept it for centuries. Known as the **Old Morell House,** it, like the Hobbs House, is privately owned.

In the nineteenth century, manufacturing dominated North Berwick's economy. Manufacturers specialized in plows and other farm tools, as well as sleds and toboggans. The **Hussey Plow Company** (Dyer Street, 207–676–2271), a family business since 1835, has turned its original store front and factory into a museum, displaying early agricultural equipment.

SANFORD

At the foothills of the White Mountains, Sanford was named for Peleg Sanford, a seventeenth-century governor of Rhode Island whose stepfather held the original deed to this verdant land. Sawmills and gristmills were operating on the Mousam River as early as 1740. After the Civil War Sanford became a major textile-manufacturing center. Woolen blankets and heavy cotton robes were local specialties. Later, Sanford mills became the automobile industry's major supplier of plush upholstery fabrics. One of the town's industrialists, Thomas Goodall, provided his workers with housing and recreational facilities and built the public library, the town hall, hospital, and baseball stadium. Goodall's **1871 Victorian house** is at 232 Main Street (private).

The **Emery Homestead** (Lebanon Street, private) dates from the 1830s and is an excellent example of "continuous architecture," with main house, barns, sheds, and other structures attached.

KENNEBUNK

Kennebunk's history as an important shipbuilding center is evident in its great variety of nineteenth-century houses. Ranging in style from Colonial to Queen Anne, from somber Federal to exuberant Gothic Revival, the houses were home to the shippers, ship-

builders, and sea captains who populated the town. Among the residences are the **James Smith Homestead** (Route 35, private), a mid-eighteenth-century Georgian farmhouse; the **Bourne Mansion** (8 Bourne Street, private), perhaps the finest Federal house in Maine; and the **Wedding Cake House** (Summer Street, private), a Victorian steamboat fantasy, supposed to have been a sea captain's extravagant gift to his new bride.

The **Brick Store Museum** (117 Main Street, 207–985–4802) began in an 1825 brick dry-goods store built by local merchant and shipowner William Lord and has expanded to fill three connected nineteenth-century buildings. Rotating exhibits pertaining to local social and maritime history are held in the first-floor galleries; on the second floor is a formal gallery of Federal-period furniture, portraits, and paintings of ships. Books, manuscripts, and personal effects of the Maine writer Kenneth Roberts and the novelist and playwright Booth Tarkington are also on display.

The museum also operates the 1803 **Taylor-Barry House** (24 Summer Street), built by the architect and builder Thomas Eaton for a prominent local family of shipmasters and shipowners. The Federal style house features a hipped roof, and the interior retains its original woodwork, moldings, and in the hallway, stencilling attributed to the itinerant stenciller Moses Eaton. Rooms are furnished with original pieces and are decorated in the Federal and mid-Victorian styles. The studio of Edith Barry, a twentieth-century painter, is at the rear of the house. Exhibits on local artists and authors are occasionally held in the house.

KENNEBUNKPORT

Nestled between Cape Porpoise Harbor and the Kennebunk River, this village began as a fishing and shipbuilding center. The historic district (along North and Maine streets and Ocean Avenue) is rich with houses from the eighteenth and nineteenth centuries, showing a stylistic progression from Colonial to Federal, Greek Revival, Gothic Revival, Italianate, and Second Empire. At the close of the nineteenth century, when shipbuilding was on the wane, Kennebunkport emerged as a summer resort. The most conspicuous evidence of the town's resort life is the 1889 **Kennebunk River Club,** a rambling Shingle-style clubhouse on Ocean Avenue, beside the river as it approaches the sea.

OPPOSITE: *A collection of Oriental export Rose Medallion porcelain is kept in the dining room of the Taylor-Barry House, just off the stencilled entrance hall.*

Among the notable houses are **White Columns** (Maine Street. 207–967–2751), an outstanding Greek Revival house with a monumental Doric colonnade topped by a bold pediment. The house was built in 1853 by Charles Perkins, a merchant who sold supplies to the big clipper ships as well as investing in their cargoes. He and his wife, Celia Nott Perkins, moved into the house as newlyweds; an interpretive tour of the house draws heavily from the detailed diaries Celia kept throughout her life there. The house retains all the original wallpaper, carpets, and furnishings, including a painting of the Perkins's daughter, Lela, by Kennebunkport artist Hannah Skeele and two magnificent embroidered crazy quilts made by Celia Perkins.

The three-and-a-half story Federal-period **Captain Lord Mansion** (corner of Green and Pleasant streets) was built from 1812 to 1815 by Captain Nathaniel Lord, a wealthy shipbuilder. The house features an octagonal cupola and a widow's walk. Charles P. Clark, president of the New York–New Haven Railroad and a grandson of Lord, used the house as a summer residence in the late nineteenth century; it is now being operated as an inn.

One of the country's best preserved gristmills is the **Perkins Tide Mill** (Mill Lane). Built in 1749, the mill, powered by tidal waters, remained in operation for nearly two centuries, finally shutting down in 1939. It is currently occupied by a restaurant.

The **Clark Building** (North Street, 207–967–2751) contains a small marine museum displaying artifacts of the shipbuilding era, such as ship models, paintings, tools, and anchors. The building formerly housed the offices for the Clark shipyards.

BIDDEFORD

Divided by the Saco River, the twin towns of Biddeford and Saco became Maine's first major industrial area. The first sawmill was constructed in 1653, and the nineteenth century brought vast brick mills, which still dominate the downtown area. The products of these mills—textiles, textile machinery, lumber, and flour—supplied a large domestic and foreign market.

A **monument** at Leighton's Point in Biddeford commemorates the explorer Richard Vines, who spent the winter in this area in 1616. Permanent settlement was established on June 25, 1630. The **Biddeford Historical Society** (270 Main Street, 207–282–9165), which resides at the McArthur Library, holds the town's records from 1653 to 1855. The library houses local genealogies, mill histories, and historic memorabilia—including photographs and architectural records of the region. The Society also administers the **First Parish Meeting House** (3 Meeting House Road), erected in 1759 and renovated in 1840, which may be seen by appointment.

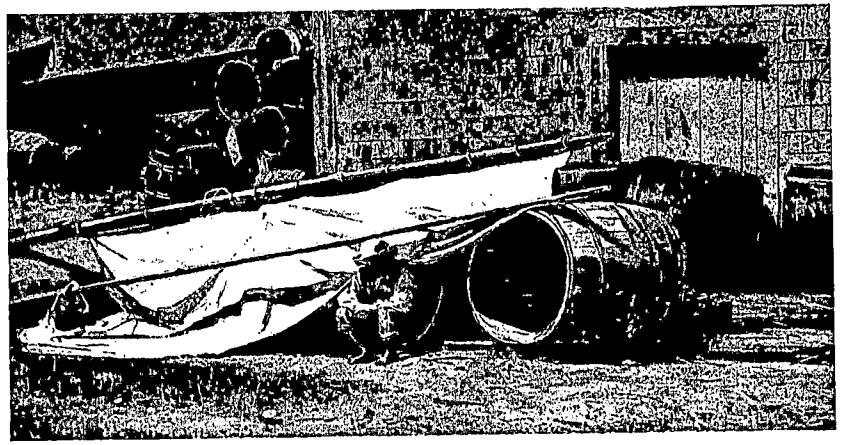
SACO

Sharing Biddeford's industrial history, Saco is also home to the **York Institute Museum** (371 Main Street, 207–282–3031). Established in 1867, the museum houses a superb collection of Maine fine and decorative arts. The adjacent 1881 **Dyer Library** has a large collection of Biddeford and Saco records, including early newspapers, city records, and personal papers.

Nearby on Elm, North, and Upper Main streets are accomplished examples of Federal-period architecture interspersed with the later dwellings of textile-mill owners and workers. Several fine Greek Revival houses (all private) line the side streets.

SCARBOROUGH

On a peninsula just south of Portland is the small town of Scarborough. Its oldest structure, built in 1684, is the **Richard Hunniwell House** (Black Point Road, 207–883–8427), named for its owner, a captain during the Indian wars of the late seventeenth century. The modest shingled house and herb garden are typical of the period.



Winslow Homer, a longtime resident of Scarborough, painted many scenes of Northern New England such as the 1873 Boy in a Boatyard *(detail).*

In 1884, the artist Winslow Homer moved to a carriage house in Prout's Neck, an area of Scarborough, making it both home and studio until his death in 1910. The house, a modest structure built about 1870, offers vast views of the Atlantic that recall the artist's well-known paintings of the sea. The house has changed little since Homer's tenure and remains in his family.

In the Dunstan area of Scarborough is the **Scarborough Historical Society Museum** (Route 1, 207–883–6159). Housed in a 1911 brick building used as a generator house for trolley cars, the museum's collections include records of the town's early families, as well as their household items and tools, and fifteen murals by Roger Deering representing Scarborough's early history beginning in 1630.

On the Dunstan Landing Road a **millstone marker** identifies the birthplace of Rufus King, a signer of the U.S. Constitution, and his brother William, Maine's first governor.

Rising above Maine's rocky shore: the Portland Head Light.

CAPE ELIZABETH

Jutting out into the Atlantic, Cape Elizabeth is the site of two of Maine's lighthouses—the **Portland Head Light,** built in 1790, and **Two Lights,** made of cast iron in 1874. Probably the best-known lighthouse on the eastern seaboard, the Portland Head Light is practically unchanged since George Washington ordered its construction. Off the cape is Richmond's Island, where an early-seventeenth-century trading post and fishing station has been preserved as an archaeological site.

PORTLAND

Beginning in 1623, the Casco Bay Peninsula attracted a series of French and English settlers who fought with one another, with Indian tribes and pirates—and with the brutal winters. The fragile European settlements hung on for nearly a century, occupied in fur trading, fishing, and lumbering. A hardy Massachusetts contingent arrived in 1715 and fortified the site with stone garrisons. By 1770, the place had gained a name—Falmouth—and some prosperity, from shipbuilding, as well as stepped-up exports of fish, furs, and lumber. White pines from the nearby forests became sturdy masts for the British Navy. From the West Indies came molasses to be distilled into rum.

During the Revolution, in October 1775, British ships dropped anchor in Casco Bay and opened fire, nearly leveling the town. Even in ruins, Falmouth was too important to abandon, and a few hundred colonists stayed on through the Revolution.

The town was gradually rebuilt after the war, and as Portland—so named on July 4, 1786—it grew into one of the Atlantic seaboard's major commercial centers. The nineteenth century saw fortunes made from the shipyard, railroad, textile, and lumber industries. By the 1850s, a dozen shipyards were launching trade vessels bound for Russia, India, and Europe. One of the first sugar refineries in the United States was the Portland Sugar Company, opened in 1855. A heavy manufacturer, the Portland Company, made train locomotives and other large industrial equipment for an international market. By the late 1860s, Portland ranked among the top U.S. ports—fourth in imports, fifth in exports. There was also the business of government: Between 1820 (when Maine joined the Union) and 1831, Portland was the state capital. Immigrants arrived from Scandinavia, Ireland, Italy, and Great Britain.

During the Civil War, strongly abolitionist Portland sent 5,000 troops and a fleet of gunboats to the Union. Shortly after the war the city experienced the disaster that has visited so many others: On July 4, 1866, a fire swept out of a tiny boat-house to engulf entire blocks of buildings. One third of Portland was destroyed, altering the development of many of the city's districts. Fore, Middle, and Exchange streets were the hardest hit by the fire. Whereas many of the buildings on the waterfront side of Fore Street survived, leaving architectural examples of Colonial, Federal, and Greek Revival buildings intact, the rebuilding of the devastated Exchange Street provided an array of later architectural styles. The fire accelerated Congress Street's transformation from residential to commercial development, which in turn opened the Eastern and Western promenades to residential building. The Western Promenade became Portland's affluent residential neighborhood, exhibiting the popular Victorian style of the day.

Along the historic waterfront and Portland's older residential streets are houses, churches, and commercial buildings that survived the fire. The **Tate House** (1270 Westbrook Street, 207–774–9781), a handsome Georgian residence built in 1755, belonged to George Tate, "mast agent" for the Royal Navy. Tate's job was to oversee the selection of trees, primarily white pine, used for masts on the king's ships. Mast production and trade helped establish Portland as a center of commerce after suitable timber from Portsmouth, New Hampshire, grew scarce. Tate lived in the house from 1755 to 1794. His son has the distinction of being the only American to become a first admiral in the Russian navy.

The building is unusual for its clerestory, an indented, windowed exterior wall rising above the second story. Inside, the first floor contains fine wood panelling, wide stairways, and tall chimney breasts: The central chimney serves eight fireplaces. The interior is furnished to exhibit the style customary to a wealthy eighteenth-century official. Letters and artifacts relating to Tate's son and collections of pewter and iron kitchen utensils are also displayed.

The Wadsworth-Longfellow House

Boyhood home of American poet Henry Wadsworth Longfellow, this house was the first brick house built in Portland. In 1785 General Peleg Wadsworth, the poet's grandfather, ordered the

OPPOSITE: *A quiet street in Portland. State Street Church rises to the right.*

bricks from Philadelphia and succeeded in having the first story built before running out of them. Perhaps the shortage was due to inexperience with the new building material—the first story has sixteen-inch-thick walls, twice as thick as usual. The second story was built in 1786 with the second shipment of bricks. The top story and Federal style roof of this primarily late Georgian three-story house were completed in 1815 after a fire destroyed the original roof. The changes in the brick patterns from story to story provide evidence of the building's history.

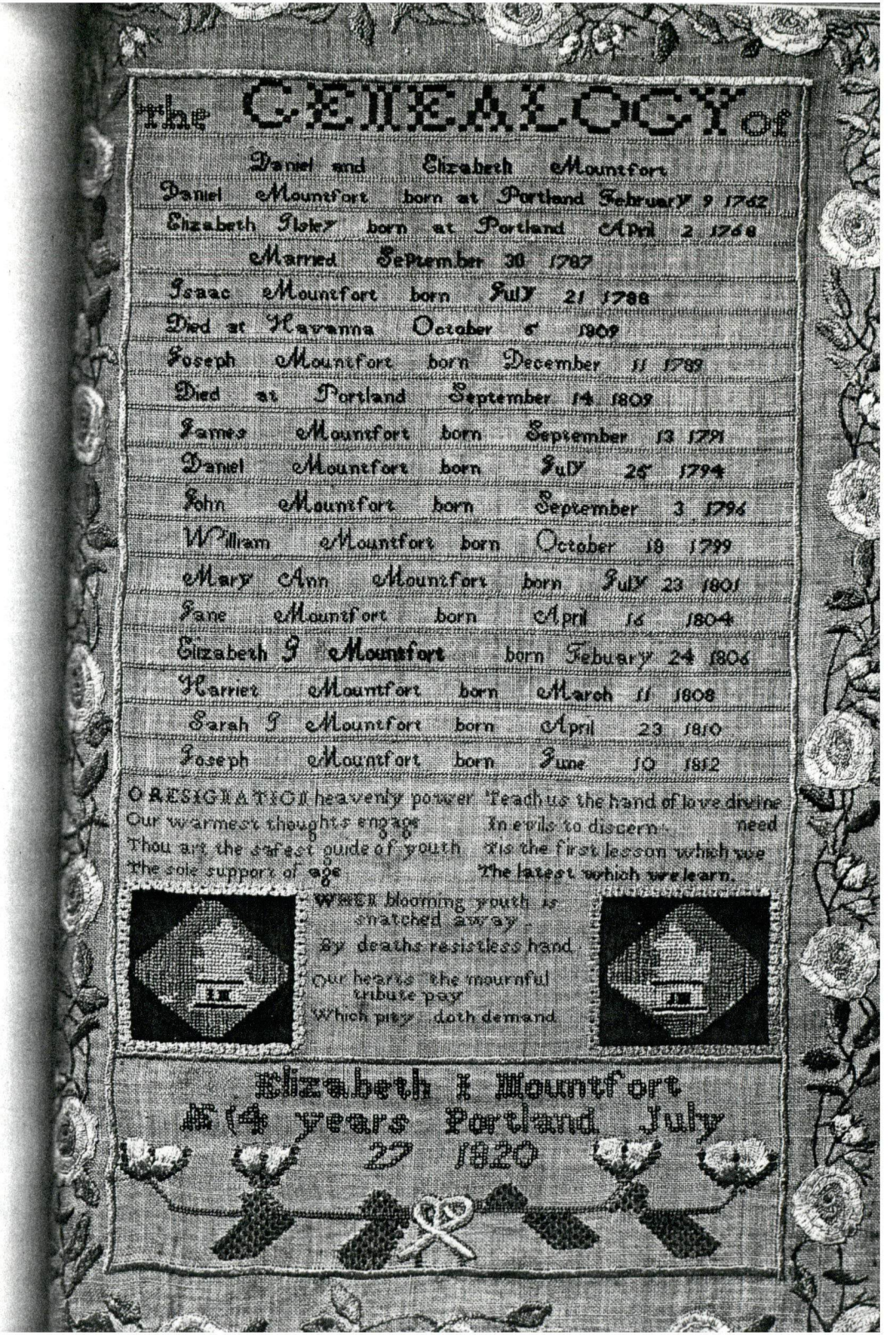
Henry Wadsworth Longfellow's family moved to the house in 1807, when he was an infant. There he grew up with his seven brothers and sisters, his parents, and his aunt. Both the Wadsworths and the Longfellows were descended from *Mayflower* Pilgrims, and his upbringing reflected the family's emphasis on education and moral purpose. Longfellow moved away to attend Bowdoin College in 1821 but returned frequently for lengthy visits. The house was given to the Maine Historical Society in 1901 by Anne Longfellow Pierce, the poet's sister. Wadsworth and Longfellow family furnishings, mementoes, and portraits, as well as an eighteenth-century kitchen are on display.

LOCATION: 487 Congress Street. HOURS: June through mid-October: 10–4 Tuesday–Saturday. FEE: Yes. TELEPHONE: 207–772–1807.

Founded in 1822, the **Maine Historical Society** (485 Congress Street, 207–774–1822) is the fourth oldest such organization in the United States, ranking behind those of Massachusetts (1791), New York (1804), and Rhode Island (1822). Located behind the Longfellow House, its galleries and extensive collections cover genealogy and local and regional history.

At the turn of the nineteenth century, the Federal style of architecture gained in popularity, as evidenced by the buildings of Portland. The **Joseph Holt Ingraham House** (51 State Street, private) was built in 1801 for the prominent businessman and silversmith who is credited with the development of State Street; he later lost his wealth in the War of 1812. The house, which was designed by famed New England architect Alexander Parris, has undergone major changes, leaving the fanlight and cornice the only remaining

OPPOSITE: *A genealogy in sampler form, made by Elizabeth Mountfort of Portland in 1820, from the collection of the Maine Historical Society.*



Federal details. Parris also designed the **Richard Hunnewell House** (156 State Street, private). Built in 1805 for Colonel Hunnewell, a participant in the Boston Tea Party, this Federal mansion was remodeled in the 1920s by John Calvin Stevens, who enlarged it and added the front portico and Palladian window.

McLellan-Sweat House

This house remains an outstanding example of Federal architecture and a tribute to the expectations of a growing city and young country. The three-story brick mansion was built from 1800 to 1801 by John Kimball, Sr., for Major Hugh McLellan, a mariner and founding businessman of Portland. However, the Embargo of 1807 so set back the McLellan fortune that in 1815 the house was sold to Asa Clapp for about a quarter of the cost of its construction. The house was again sold in 1880 to Colonel Lorenzo de Medici Sweat, whose wife bequeathed it to the Portland Society of Art on her death in 1908.

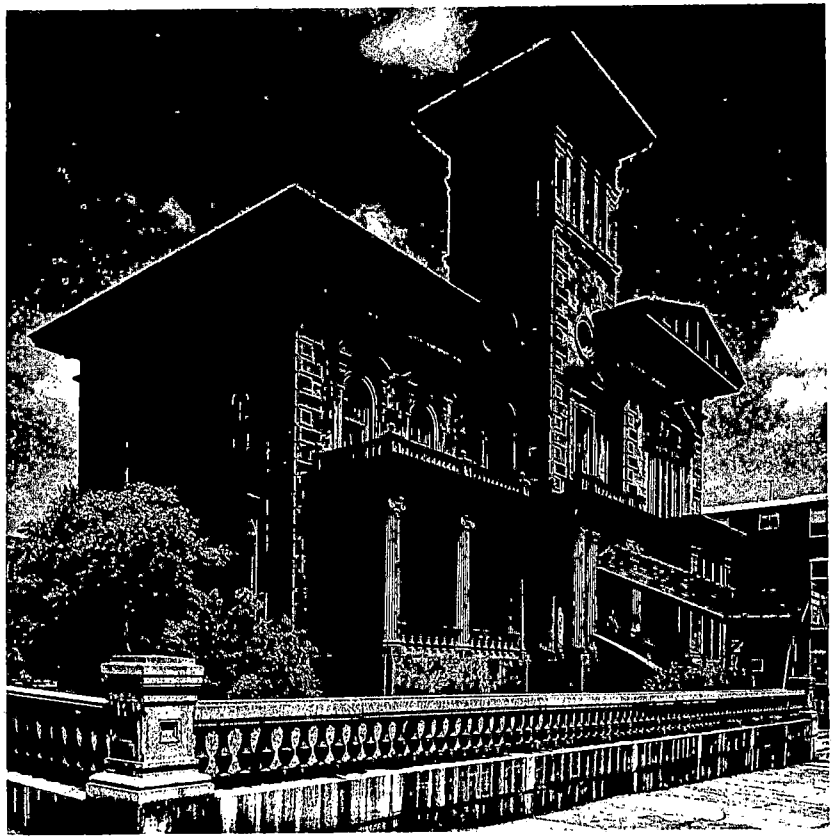
The exterior of the McLellan-Sweat House now boasts its original ochre color, complementing a Palladian window and porticoed doorway with fanlight and sidelights in Federal style. Inside, the optimism of the times is depicted in the dining room mantel ornamentation: A goddess of plenty rides a chariot accompanied by a cupid and cornucopia. Both the interior and exterior of the mansion highlight the attention to detail and scale inherent in Federal styling. The Portland Museum of Art arranges tours through the unfurnished house, focusing on its architectural elements and plan.

LOCATION: 103 Spring Street. HOURS: By appointment. FEE: Yes. TELEPHONE: 207–775–6148.

The **Park Street Row** (88–114 Park Street), the largest rowhouse structure to be erected in Portland, was originally built in 1835 as twenty townhouses forming a U-shape around a park. The remaining fourteen attached brick houses gracefully carry Greek Revival details such as the cast-iron railings that unite the second-floor balconies. Begun as a real estate venture, the complex was sold by the stockholders before completion. Although the project was finished by the individual buyers, it remains a tribute to the forward thinking of its originators.

Morse-Libby House

A dramatic departure from the elegant Federal and restrained Greek Revival houses in Portland is the 1860 Morse-Libby House, better known as the **Victoria Mansion**—the style of the mansion a tribute to the Victorian age of opulent decoration and to the Queen herself. Ruggles Sylvester Morse, a Maine native, earned his fortune in the hotel business in New York, Boston, and New Orleans. He hired the architect Henry Austin to design this mansion in the grand manner of the South. The house was intended to be a summer home, away from the heat of New Orleans, where Morse lived at the time, but with the onset of the Civil War, he and his wife moved to Portland permanently.



A stone villa, complete with Tuscan tower: Portland's Victoria Mansion, also known as the Morse-Libby House.

Extravagant window treatments, ceiling and wall decoration, and suites of furniture in the Morse-Libby House display the fashionable excess of the Rococo Revival.

A fine example of the Italian Villa style, the Victoria Mansion dominates the corner of Park and Danforth streets. A central square tower rises above two stories, a prominent cornice on one side, a classic pediment on the other. The pediment is echoed above the second-story windows on the one side while heavy hood-molds trim those on the other.

Within, the house displays a panoply of ornamentation: extravagant carvings, etched and stained glass, vibrant paintings and frescoes, medallions, cherubim, and richly appointed light fixtures. The painted and carved walls and ceilings, thought to be designed by Gustave Herter of New York, were executed by numerous artisans. A mahogany staircase ascends from a base flanked by bronze torch bearers; hand-carved chestnut panelling adorns the dining room walls; gilt, damask, satin, rosewood, mother of pearl, and marble accent the craftsmanship throughout. Most of the furnishings are original to the Morse household and reflect the taste and wealth of a Victorian entrepreneur.

Morse died in 1893; the house and furnishings were purchased from his estate in 1894 by Joseph Ralph Libby, a Portland merchant. In 1940, after more than a decade of abandonment, the house was bought by Dr. William Holmes and his sister, Clara, who subsequently donated it to the Victoria Society in 1943.

LOCATION: 109 Danforth Street. HOURS: June through August: 10–4 Tuesday–Saturday, 1–4 Sunday. September: 10–1 Tuesday–Saturday, 1–4 Sunday. FEE: Yes. TELEPHONE: 207–772–4841.

Neal Dow Memorial

Built in 1829, this mansion was home of reformer Neal Dow and a center of political activity focusing on temperance, abolition, prison reform, and women's rights. A brigadier general in the Civil War, twice the mayor of Portland, a state legislator, and presidential candidate on the Prohibition ticket, Dow was internationally known for his temperance work. Portland's prosperous rum trade was an affront to Dow, and his response was the Maine Law, which in 1851 prohibited the making and selling of alcohol in the state. He spent much of his life touring the U.S. and abroad to promote his reforms. Dow's son bequeathed the home and furnishings to the Maine Woman's Christian Temperance Union, which maintains it as a memorial to Dow and as their headquarters. Rooms display furnishings original to the house from various periods, as well as paintings, portraits, silver, ornamental ironwork, and family memorabilia—including a set of china emblazoned with Dow's picture, a gift to his wife.

LOCATION: 714 Congress Street. HOURS: 11–4 Daily. FEE: None. TELEPHONE: 207–773–7773.

At 387 Spring Street stands a fine example of mid-nineteenth-century Gothic Revival architecture, a style made popular by American architect Andrew Jackson Downing and reflecting the prevailing romanticism of the day. Designed by Henry Rowe, the John J. Brown House, also known as the **Gothic House** (private), has a central gable with bargeboards and a porch with a Tudor arch, above which sits a simple tracery window. In 1971 the house was moved a half-mile to this location to preserve it from destruction.

The 1866 **Leonard Bond Chapman House** (90 Capisic Street, private) is notable for its mansard roof and concave tower. Chapman was a local historian whose collection of documents forms the foundation of the Maine Historical Society's library holdings on Portland's history.

Portland's oldest church is **First Parish Church** (425 Congress Street), also the city's first stone public building. This Colonial-Federal style structure was built in 1825–1826 on the site of "Old Jerusalem," the parish's wooden meeting house where Maine's constitution was drafted by the Constitutional Convention in 1819. The parish itself dates back to 1674 and its current members work to keep the church as it was when it was built; the pulpit, minister's chair, lighting fixtures, communion table, and even the pulpit Bibles date to the 1820s.

The **Portland Observatory** (138 Congress Street, 207–774–5561) sits on Munjoy Hill, where George Munjoy settled as early as 1659 and where victims of the 1866 fire dwelt in tent cities. The observatory was built in 1807 as a signal tower; a system of signal flags alerted citizens to approaching ships, and ships in distress could be spotted. The tower was closed at the turn of the century and reopened in 1939 as a historic site. The octagonal tower rises 221 feet above sea level, affording panoramic views of the harbor and the White Mountains; visitors climb 102 steps to reach the top.

Also on Munjoy Hill lies the oldest cemetery in Portland, the **Eastern Cemetery** (Congress at Mountfort streets). Chartered in 1688, it dates from the time when Portland was called Falmouth. Many of Portland's prominent citizens were buried here from 1670 to the late 1800s.

The 1828 **Mariner's Church** (368 Fore Street) brought Greek Revival architecture to Portland, though embellished with Federal style cornice and fanlight. The church was part of an unusual scheme: The large, columned structure housed shops on the ground floor—their rent financed the church and its missions—while the church maintained its chapel on the third floor. Built in the dock area of this rum-trading town where temperance was on the rise, the church meant to serve and educate the seamen. The building stands mostly unchanged, with shops operating on the ground floor, but the church is no longer used for worship services.

Another Portland church noted for its architecture is the **Chestnut Street United Methodist Church** (17 Chestnut Street). Designed by Portland architect Charles A. Alexander and built in 1856, it is an early example of Gothic Revival architecture.

At 32 Thomas Street, the 1878 **Williston-West United Church of Christ** stands in its high Victorian Gothic splendor, designed by Francis Fassett and later altered by his onetime partner John Calvin Stevens. Stevens also built the parish house, in 1904. This church is noteworthy not only for its outstanding ecclesiastical architecture but also as the home of the Young People's Society of Christian Endeavor, begun here in 1881. The society sparked the Sunday school movement, providing religious education tailored for children.

The **U.S. Customhouse** (312 Fore Street), a grand edifice in the Second Empire style, is a reminder of Portland's nineteenth-century prosperity. The massive building occupies a complete block on the waterfront, its mansard-roofed towers rising above two stories of New Hampshire granite, topped by an encircling balustrade. The interior chandeliers, woodwork, painted and gilded ceilings, and marble floors remain as elegant as when they were new; both within and without, little has been altered since the building was completed in 1871.

Eighteen hundred buildings were lost in the Great Fire of 1866 and for months many of the 10,000 homeless victims lived in emergency shelters and tent camps, eating in soup kitchens. The **Portland Fire Museum** (157 Spring Street, 207–775–6361, ext. 201), housed in the 1837 granite Greek Revival Fire Station No. 4, documents the history of firefighting in Portland and the Great Fire of 1866, using photos and artifacts.

Portland Museum of Art

As the oldest public art museum in the state, founded in 1882, the institution's original facilities include the 1800 McLellan-Sweat House and the 1911 L.D.M. Sweat Memorial. In 1983, the opening of the Charles Shipman Payson Building, designed in the Postmodern style by Henry Nichols Cobb of I. M. Pei & Partners, increased the museum's space tenfold and provided its current home. Five levels of galleries hold the museum's collections of American and English silver, Chinese art, Federal-period furnishings, American primitives, glass, maritime art, and paintings from the eighteenth century to the present. The core State of Maine Collection includes works by artists such as Charles Codman, Andrew Wyeth, Benjamin Paul Akers, Marsden Hartley, and Peggy Bacon, all of whom lived or worked in the state. The Charles Shipman Payson Collection of Winslow Homer paintings is also part of this core collection. Gallery space is provided for traveling exhibitions of fine and decorative arts.

LOCATION: 7 Congress Square. HOURS: 10–5 Tuesday–Saturday, 12–5 Sunday. FEE: Yes. TELEPHONE: 207–775–6148.

The 1941 Broad Cove Farm, *and other Andrew Wyeth paintings of the Cushing area, are in the Portland Museum of Art (detail).*

Fort Gorges was begun in 1858 on Hog Island, at the entrance to the city's harbor, and served as Portland's principal Civil War fortification. The fort is a massive hexagonal granite pile, typical of defensive military architecture of the time. Ironically, even before its completion in the 1860s, Fort Gorges's architecture was already obsolete. During both world wars, the U.S. Navy stored equipment and ammunition here.

Local architect George M. Harding, practicing in Portland from the 1850s to the 1870s, designed three prominent buildings on Middle Street, known as the Woodman, Rackleff, and Thompson blocks. The buildings were some of the earliest commercial structures built in Portland after the devastating fire of 1866, which explains their homogeneous character. The **Woodman block** (133–141 Middle Street) was the first of the three, built in 1867. Its rounded mansard roof, the most prominent Second Empire feature, tops an Italianate arrangement of windows and ground floor arcade. The cast-iron storefronts on the ground floor were made locally by the Portland Company. Harding put his name at the base of one of the pilasters. The first floor arcade and window arches of the **Rackleff block** (129–131 Middle Street) echo those of the Woodman; the facade, however, sits one foot lower. The flat roof

and vertical groupings of windows give this structure a distinctive Italianate expression. Beyond its rounded corner and across the street, the **Thompson block** (117–125 Middle Street) imitates the Woodman block even more closely. Here a flat mansard roof tops a set of windows. A repetitive oak-leaf-and-acorn detail ornaments the building. Together, the blocks exemplify the grand commercial architecture of the late nineteenth century while concretely asserting Portland's viability after the Great Fire.

Another of Portland's outstanding commercial buildings commemorates the life of John Bundy Brown, the city's embodiment of the American Dream. Brown started work as a grocery clerk and died in 1881 the city's leading capitalist, having founded the Portland Sugar Company and the Falmouth Hotel, a favorite society spot. John Calvin Stevens designed the Queen Anne style **John Bundy Brown Memorial Block** (529–543 Congress Street) in Brown's memory. Its richly textured surface, asymmetrical facade, and variegated roofline are typical elements of this style, more often reserved for domestic structures. The **Greater Portland Landmark Association** (207–774–5561) offers walking tours of these areas.

SOUTH WINDHAM

The little town of South Windham is home to one of the finest Georgian residences in New England, the **Parson Smith House** (87 River Road, 617–227–3956), built in 1764 by the settlement's second pastor. The clapboard house has a handsome, if simple interior, with hand-planed panelling and spacious rooms, a showcase for the decorative styles of the day. The Smith family, among South Windham's original settlers, kept the house for almost 200 years, and many of its furnishings belonged to them. The eighteenth-century kitchen is primarily original, with a ten-foot hearth incorporating a later beehive oven. The house is owned and administered by the Society for the Preservation of New England Antiquities.

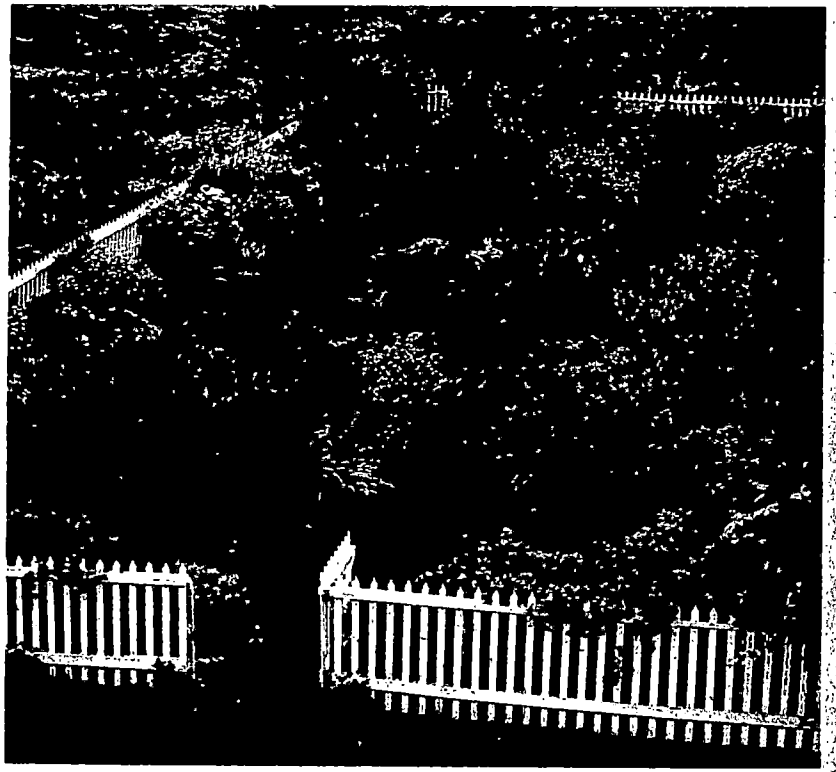
Babb's Covered Bridge, originally built in 1864 and reconstructed after a fire in 1973, crosses the Presumscot River off River Road, about two miles north of town.

STANDISH

The fine Georgian **Marrett House** (Route 25, 617–227–3956) went up for sale the same year it was built—when the Reverend Daniel

Marrett bought it in 1789, the house was only a few months old. It remained in the Marrett family for over 150 years, and each generation made changes outside and in. As a result, its architecture and furnishings reflect many decades of evolving styles. Among its many fine pieces are a Victorian parlor set, an eighteenth-century Newport card table, and Parson Marrett's standing desk, where he wrote his sermons. Marrett's descendants gave the house to the Society for the Preservation of New England Antiquities.

Reverend Marrett's church was Standish's first parish meetinghouse, the **Old Red Church** (Oak Hill Road). The large but graceful frame structure, topped with an impressive cupola, went up in 1804 on land donated by the minister himself. Marrett served as pastor until 1829. Currently owned by the town of Standish, the church holds services in summer. The **museum** of the Standish Historical Society is located on the second floor.



Garden of the Marrett House, Standish.

In nearby **Newfield** is the museum village **Willowbrook** (207–793–2784), an early nineteenth-century compound that includes a schoolhouse, two farmhouses, barns, and sheds.

PORTER

Porter profited from its position downstream from **Kezar Falls,** which powered many woolen mills near the New Hampshire border. Porter also attracted the Bullockites, followers of Jeremiah Bullock, a fundamentalist Baptist. In 1819 the Bullockites built their own church, stark and boxy, now known as the **Porter Old Meeting House** (Colcord Pond Road, 207–625–4667). Until 1900, town meetings were also held here. The historical society has administered the property since 1947.

FRYEBURG

Situated on the fertile Saco River plain, the land called Pequawket by the Indians became one of Maine's first English farming communities. It was later named in honor of Colonel Joseph Frye, who laid out the town lots in 1762.

Two of Fryeburg's earliest residences were incorporated into later structures. The **Squire Chase House** (151 Main Street, private) incorporates the ca. 1767 home of one of the first settlers, Nathaniel Marrill, moved from its original site in 1824. The current structure has been modified by Italianate detailing. The Federal-style **Benjamin Wiley House** (Fish Street, private) also contains an earlier structure, dating from 1772.

NAPLES

Arriving from Massachusetts in 1776, the Perley family acquired farmland around Naples and joined the ranks of the state's most prominent and politically active citizens. Their homestead, originally consisting of 2,000 acres of timberland, includes the 1809 **Perley Farmhouse.**

The **Songo Lock** is a relic of Naples's economic past. Built in 1830, the lock operated for years on the Cumberland–Oxford Canal (off the Songo River), an important trade artery between Portland and points north and west. From the Civil War to the turn of the century, the lock—a massive piece of machinery consisting of a stone frame and wooden gates—conveyed logs to sawmills. It is now used for private boat travel.

YARMOUTH

Sharing Casco Bay with Portland, Yarmouth is now a commuter town, lying just north of the city. A fishing village in the late 1600s, Yarmouth grew into a shipping and shipbuilding center in the nineteenth century. One of its oldest surviving buildings is the **Old Ledge School** (West Main Street, 207–846–6259), a 1738 one-room schoolhouse administered by the Yarmouth Historical Society. The Society also operates a **Museum of Yarmouth History** housed in the town's Merrill Memorial Library, designed in 1905 by A. W. Longfellow of Boston. Exhibits illustrate the region's heritage.

On the campus of **North Yarmouth Academy** (123 Main Street, 207–846–9051) are the Greek Revival **Russell** and **Academy** halls. Russell Hall was built in 1841; Academy Hall went up five years later. The town's **Baptist Meeting House** sits on an elevation above Hillside Street. Renovated twice since it was built in 1796, the church now blends Federal, Greek Revival, and Gothic Revival styles. A twentieth-century treasure is the **Grand Trunk Railroad Station** (57 Main Street). The small, ornate station was built in 1906, when Yarmouth was a stop on the Boston-to-Bangor rail line. It is now a shop.

FREEPORT

An eighteenth-century farming and fishing village, Freeport grew industrially in the 1800s. The **Freeport Historical Society** (45 Main Street, 207–865–3170) is housed in an 1830 brick house furnished with reproductions of nineteenth-century furniture and crafts. The Society also administers the **Pettengill House and Farm,** an eighteenth-century saltbox house on a 140-acre saltwater farm. Characterized by their proximity to the sea, saltwater farms combined agricultural and marine activities—their farmers used salt marshes as pasture land and supplemented their income with shipping and fishing. The farm also includes three outbuildings.

NEW GLOUCESTER

In the early 1700s sixty citizens from Gloucester, Massachusetts, established themselves in Maine in a settlement they named after their old home. Rebuilt after attacks during the French and Indian Wars, New Gloucester grew rapidly on a primarily agricultural basis after the Revolutionary War. Many of its white farmhouses and gray barns are over 200 years old.

ABOVE *and* OVERLEAF: *Shaker Meetinghouse, near Sabbathday Lake and New Gloucester. The blue paint on the interior beams is almost 200 years old.*

The **Shaker Village** (Route 26, 207–926–4597), near Sabbathday Lake, is the remnant of the Shaker community founded there in 1783. The village consists of thirteen buildings, all of them exemplifying the Shaker ideal of uncluttered, functional beauty; some of them—the boys' shop, Shaker store, meetinghouse, ministry's shop—and the herb gardens are open to the public. Within the meetinghouse, the **Shaker Museum** displays many examples of the elegantly simple and functional designs for which the Shakers are known. Collections include furniture, textiles, farm tools.

LEWISTON/AUBURN

Known as Maine's twin cities, Lewiston and Auburn are divided by Lewiston Falls on the Androscoggin River. In its village days of the early nineteenth-century, the west bank of the river—the Auburn side—was known as Goff's Corner, for developer James Goff, Jr., whose store became a popular meeting place. The falls were harnessed to power both cities' textile mills and shoe factories. Shoemaking was a particularly big business in Auburn, with the first of the city's twenty-five shoe factories established in 1835.

Most of the people employed by the factories after the Civil War were French Canadians, who created a rich bicultural society. The French influence is still felt and heard today, particularly in Lewiston where many family names are French. The neighborhood within Oxford, Lincoln, Cedar, and River streets is known as "Little Canada." Lewiston, on the east side of the river, was settled in the 1770s by Paul Hildreth, from Massachusetts. He built a log cabin on the Androscoggin, and operated the first ferry. Lewiston and Auburn grew steadily, as more arrivals from New England, Europe, and Canada came to work in the mills.

Lewiston and Auburn's historic sites date from the cities' late-nineteenth century industrial heyday and include handsome commercial rows, mills built of granite and red brick, and some grand Victorian houses and churches.

In Lewiston's Little Canada, the brick tenements of **Continental Mill Housing** originally spanned many blocks of Oxford Street. Two of the 1865 buildings survive, at numbers 66 to 82. The site of settler Hildreth's log cabin is now occupied by the **Continental Mill** (Oxford Street), a massive structure combining French Empire and Italian Renaissance styles. No longer an active mill, it is still readily identified by its high towers and long mansard roof. Across the street is the Norman Gothic style **St. Mary's Church,** built of Maine granite in 1907. The 1882 **Dominican Block** (141 Lincoln Street, private), a five-story Queen Anne-style building of brick and granite, housed the first school for French Canadians. It was designed by Lewiston's George M. Coombs, one of Maine's busiest architects at the turn of the century.

Coombs also designed the Second Empire **residence of U.S. Senator William P. Frye** (453 Main, private), one of Lewiston's grandest houses. One of Coombs's notable public commissions was the Romanesque **Oak Street School,** featuring elaborate interior woodwork. In 1902, Coombs designed another Romanesque edifice for the city, the public **library** on Park Street. Coombs also left Lewiston its most exotic building, the Shriners' **Kora Temple,** a Moorish, copper-domed structure on Sabattus Street.

The **Grand Trunk Railroad Station** (Lincoln Street) is another important landmark in the city's French-Canadian history—thousands of immigrants arrived in Lewiston at the small, Shingle-style terminal, opened in 1874 on a new branch of the Montreal-to-Portland line. Also of interest are the 1870 **Savings Bank Block** (215 Libson Street), unified beneath a long mansard roof, and Lewiston's baroque **City Hall** (Pine and Park streets), ornate and spired, which was completed in 1892.

In the 1850s Irish immigrants populated the area south of Oxford and Lincoln streets, where some of their modest houses may still be seen. The area was also the site of the city's **1854 gasworks,** although a small brick Greek Revival office building and decorative iron framework that once contained a huge gas tank are all that remain.

On the quiet southern edge of Lewiston is **Bates College.** Founded in 1855 as a Baptist seminary, it was named for Boston benefactor Benjamin E. Bates in 1864, the same year that it became one of the first coeducational colleges in New England. The school's oldest buildings are **Hathorn Hall** and **Parker Hall,** both designed by Gridley J.F. Bryant and both dating to the mid 1850s.

One of the oldest structures in Auburn is the 1827 **Edward Little Mansion** (Main and Vine, private), the Federal-style home of the man known as the city's founding father. Little inherited an enormous tract of land and did much to develop Auburn, establishing the local academy and Auburn's first church.

Auburn's commercial development during the 1870s and 1880s is evident along Main Street. The **Roak Block,** once known as "the cradle of the shoe industry," was named for Jacob Roak, shoe manufacturer, banker, and developer. The industrial rowhouse is composed of nine distinct sections, designed to house nine separate manufacturing operations. Built in 1871, it extends nearly 300 feet in length. Auburn's major textile mill, the 1873 **Barker Mill** (Mill Street), is a decorative industrial facility, with mansard roof, brick relief, and pedimented windows.

The city's high Victorian Gothic style is seen in the **First Universalist Church** (Elm and Pleasant streets). Built in 1876, the brick structure has a high steeple rising from a white, windowed tower. Two of Auburn's notable houses, both private, are the **Charles A. Jordan House** (63 Academy Street), an 1880 Second Empire mansion built by architect Jordan for himself, and the 1889 **Charles L. Cushman House** (8 Cushman Place), designed by George M. Coombs.

The oldest frame building in Auburn is the **Knight House,** built on the west bank of the Androscoggin in 1796 by a settler

named Caleb Lincoln. Bought in 1861 by Nathaniel Knight, a butcher, the house stayed in the Knight family until 1918. Knight's brother, John Adams, published a pro-Union newspaper in England during the Civil War called *The London American*. Agricultural implements, household utensils, clothing, documents, and photographs are displayed at the **Androscoggin Historical Society** (207–784–0586) in the County Courthouse, built 1855–1857, at the corner of Court and Turner streets. An 1882 **monument** to Union soldiers of the Civil War stands on the courthouse grounds.

BRUNSWICK

In 1714 a group of Bostonians bought Brunswick in the Pejepscot Purchase (named for the Indians who inhabited the area). Previous settlements had disappeared, partially due to Indian raids, and in Lovewell's War of 1722 another raid depleted the new settlement. By 1727, however, settlement at Brunswick was stabilized, and the town was incorporated in 1739. Its location at falls on the Androscoggin River, with easy access to the Atlantic Ocean, promised industry and prosperity. The first dam across the river was built in 1753; Maine's first cotton mill was erected at Androscoggin Falls in 1809. The falls provided more than power—the waters were full of salmon to be caught, cured, and shipped throughout New England and overseas. Shipping, lumbering, and related industries also flourished, and in 1802 Bowdoin College opened.

The structures in the **Federal Street Historic District** (including Bowdoin College campus and Park Row), built in the early 1800s in a variety of architectural styles, were restricted by a twenty-foot setback and a two-story limit on buildings. The graciously proportioned lots and wide streets further display the town planner's concern with appropriately exhibiting prosperity.

The **Lincoln Street Historic District** is an early example of lot subdivisions. True to his orderly sense of urban growth, Dr. Isaac Lincoln made the lots an even four rods (66 feet) along the street; a few corner lots were six rods and twenty links (112 feet), with setbacks of sixteen links (10.5 feet). The lots were sold within fifteen months and the majority of dwellings built within two years, giving the district an architectural homogeneity indicative of the mid-nineteenth century.

Harriet Beecher Stowe lived at 63 Federal Street from 1850 to about 1852. While her husband, Calvin Stowe, taught Natural and

Harriet Beecher Stowe wrote Uncle Tom's Cabin *by candlelight in the kitchen of this rambling Federal house.*

Revealed Religions at Bowdoin College, she wrote her famous work, *Uncle Tom's Cabin*. The 1807 structure where the Stowes lived is now an inn.

St. Paul's Episcopal Church, at 27 Pleasant Street, is a modest 1845 work of Richard Upjohn. The same year, Upjohn designed the **First Parish Church** (Main Street and Bath Road), a more characteristic example of the architect's Gothic Revival style.

The century-old **Pejepscot Historical Society** (159 Park Row, 207–729–6606) owns two Victorian houses notable for their architecture and their residents. The **General Joshua L. Chamberlain Civil War Museum** (226 Maine Street), a simple single-story structure when it was built in 1820, was home to Henry Wadsworth Longfellow when he taught at Bowdoin College in the 1830s. Chamberlain—a Civil War hero at the Battle of Gettysburg, governor of Maine, and president of Bowdoin—moved the house to its present location and enlarged it. Among Chamberlain's guests was Ulysses S. Grant. Restored by the historical society, the house contains period furniture and Civil War mementoes.

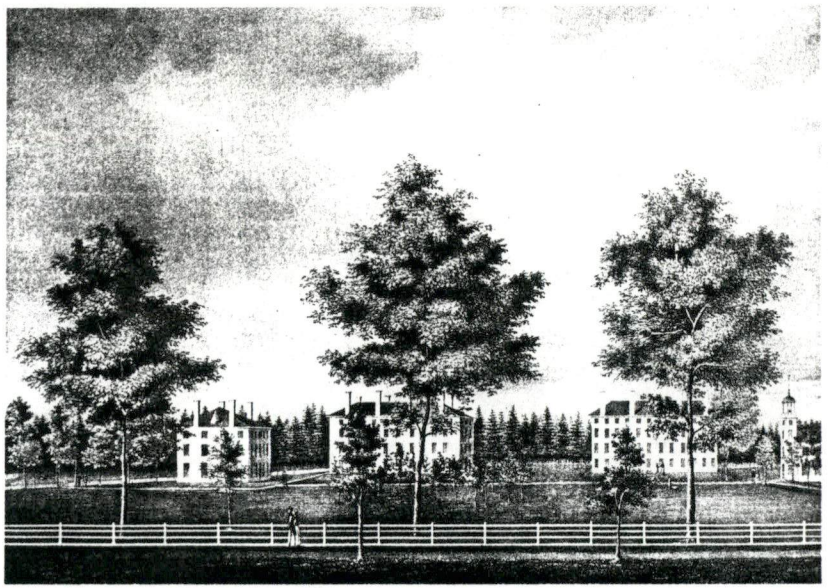
The **Skolfield-Whittier House** (161 Park Row), also administered by the Society, is an Italianate double mansion topped by an eight-sided cupola. It was built in 1858 by George Skolfield, grandson of Irish immigrants who came to Brunswick in 1739, and founder of Brunswick's Skolfield Shipyard in 1801, for his two sons and daughter. The two sides of the house mirror each other, presenting a unified facade, but are split in the rear by an alleyway. Skolfield descendants lived on the south side of the mansion for over 100 years, and in 1982 they donated the house to the Pejepscot Historical Society as a house museum, virtually unchanged since the last half of the nineteenth century. The north side of the mansion, altered extensively in the interior by its successive owners, was purchased by the Society in 1983 and now houses the **Pejepscot Historical Museum.** It contains exhibits on local history, furniture, clothing, household items, and other collections illustrating life in Brunswick from the eighteenth century to the present.

In its seventeen rooms, the south side of the Skolfield-Whittier House Museum reflects three generations of life in Brunswick while remaining true to its Victorian origins. The large drawing room windows are hung with drapes of twill and velvet; also remaining are the twenty-four-candle Belgian chandeliers, an English rosewood piano, delicately needlepointed footstools, and a porcelain French clock with matching vases. The seafaring nature of the Skolfield and Whittier families is documented in paintings of master shipbuilder George Skolfield and the Skolfield ship, *Roger Stewart,* and the display of a ship's barometer used on many Atlantic crossings by Captain Alfred Skolfield. The accumulations of generations of this Yankee trading family add up to a rare trove of nineteenth-century history: Mechanical toys, china-head dolls, pots, pans, books, and ship's logs fill the shelves.

Bowdoin College

Chartered in 1794 and opened in 1802, Maine's oldest college is named for James Bowdoin II, a Massachusetts governor whose son generously endowed the liberal arts institution. Bowdoin College has graduated a number of the country's foremost citizens, among them Franklin Pierce, fourteenth president of the United States; William Pitt Fessenden, secretary of the treasury under Lincoln;

OPPOSITE: *The pantry in the Skolfield-Whittier House contains bowls, tin cups, and other utensils owned by the family.*



A ca. 1840 print of the Bowdoin campus, viewed from the west, with Massachusetts Hall at left. Newer buildings—and pine trees—have filled in the grounds.

Admiral Robert E. Peary; Nathaniel Hawthorne; Henry Wadsworth Longfellow; and the noted abolitionist and Maine governor John Albion Andrews.

The public is welcome on the handsome 110-acre campus, which is part of the Federal Street Historic District. The representative architecture of the campus includes the work of Samuel Melcher; Richard Upjohn; McKim, Mead & White; Hugh Stebbins; and Edward Larabee Barnes. Guided tours of the campus begin at the Moulton Union (207–725–3000).

Massachusetts Hall, the oldest building on campus, was designed by Aaron and Samuel Melcher and has a cornerstone dating from 1799, when construction began. As a result of financial distress suffered by the college in its early years, the building wasn't completed until 1802. At that time it housed the entire college: eight students, one teacher, and the president. Remodeled in the early 1870s and restored and altered in 1936, the building is currently used for dormitory facilities but maintains its original Federal style exterior.

The **Hawthorne-Longfellow Library,** which contains 725,000 volumes plus a fine collection of rare books and manuscripts, is

named for Nathaniel Hawthorne and Henry Wadsworth Longfellow, both members of the class of 1825. On the third floor the library regularly mounts displays from its special collections of Hawthorne and Longfellow manuscripts, books, pamphlets, and memorabilia as well as examples from novelists Kenneth Roberts, Kate Douglas Wiggins, Marguerite Yourcenar, and others.

Peary-Macmillan Arctic Museum

Administered by Bowdoin College, the Peary-Macmillan Arctic Museum commemorates the explorations of Admirals Robert E. Peary and Donald B. Macmillan, another pair of famous alumni, classes of 1877 and 1898, respectively. Peary is best known for his trip to the North Pole; some credit him with being the first man to reach that point. He and his crew sailed from New York in July of 1908 on board the *Roosevelt,* harboring at Cape Sheridan in September and then continuing on sledges in February 1909. Macmillan was his chief assistant on that trip, but his feet froze and he could not complete the journey. When Peary, by his account, reached the Pole on April 6, 1909, his camp consisted of himself, Matthew Henson, and four Eskimos; the others had been sent back as supplies dwindled.

The museum is divided into three sections. The first covers Peary's early career in the tropics and the Arctic with documents, photographs, navigational instruments, and other artifacts from his expeditions. Stuffed musk oxen, polar bears, seals, and a walrus are exhibited on a platform above the gallery.

Peary's famous trek to the North Pole in 1908 to 1909 is covered in the second section of the museum, with in-depth exhibits depicting the methods and equipment he used. Highlighted artifacts include Macmillan's North Pole log and one of five sledges Peary took to the Pole. The box in which Peary carried his navigational equipment, Macmillan's snowshoes, and their pickaxes, guns, and fur garments are also on display. The fur outerwear was Peary's adaptation of Inuit fur clothing worn in North Greenland.

The recent release of Peary's North Pole journal has again cast controversy around his claim to be the first person to reach the North Pole: His navigational errors and extraordinary speed records, in addition to information on Arctic weather patterns, currents, and ice drifts, raise the possibility that Peary missed his goal by as much as sixty miles. However, Peary's Arctic explorations are deservedly commemorated here.

The third part of the museum focuses on Macmillan, whose career included twenty-seven Arctic expeditions, and on the Arctic in the first half of the twentieth century. Inuit soapstone and ivory carvings, bone and antler tools, embroidered and beaded skin clothing, paintings, a full-size kayak, and an egg and bird collection help describe the area and the time. The cameras Macmillan used to capture the Arctic people and landscape are also on display.

Bowdoin alumni have had a strong tie with exploration: In 1869 a Bowdoin professor crewed his ship with students while sailing the coast of Labrador and Greenland. The museum is housed in Hubbard Hall, named for another Bowdoin alumnus and benefactor of both the college and Peary's Arctic adventures. The designer of the museum, Ian M. White, accompanied Macmillan on a trip to the Arctic in 1950.

LOCATION: Hubbard Hall, Bowdoin College. HOURS: 10–4 Tuesday–Friday, 10–5 Saturday, 2–5 Sunday. FEE: None. TELEPHONE: 207–725–3416.

The **Bowdoin College Museum of Art** (207–725–3275), once housed in various campus buildings—including the Chapel, designed by Richard Upjohn—now occupies the Walker Art Building, an 1894 Beaux Arts edifice designed by Charles Follen McKim of McKim, Mead & White. McKim commissioned artwork for the four murals gracing the impressive rotunda to represent the "Four Cities of Art," Athens, by John LaFarge; Florence, by Abbott Thayer; Rome, by Elihu Vedder; and Venice, by Kenyon Cox.

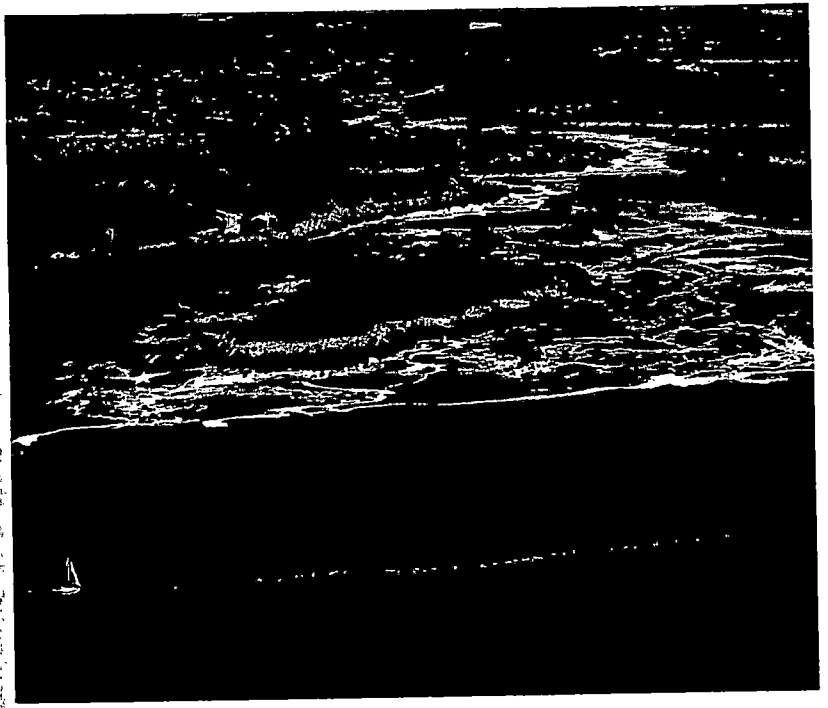
In 1811 James Bowdoin III, first patron of the college and Thomas Jefferson's foreign minister to France and Spain from 1805 to 1808, bequeathed his collection of old master drawings to the school. Today the collection has been expanded to include the Boyd Gallery of American Federal and Colonial portraits, silver, and furniture; the Sophia Walker Gallery, housing American painting and sculpture by John Sloan, Mary Cassatt, Marsden Hartley, Daniel Chester French, and others; the large Winslow Homer Gallery, with memorabilia, graphics, and paintings; a gallery of European painting, sculpture, and decorative arts; and a collection of Mediterranean objects and Oriental ceramics.

The 1849 **Henry Boody House,** now the dean's residence, is named for the college's first professor of rhetoric and oratory. The house, at 256 Maine Street, is conspicuous for its exuberant Carpenter Gothic exterior.

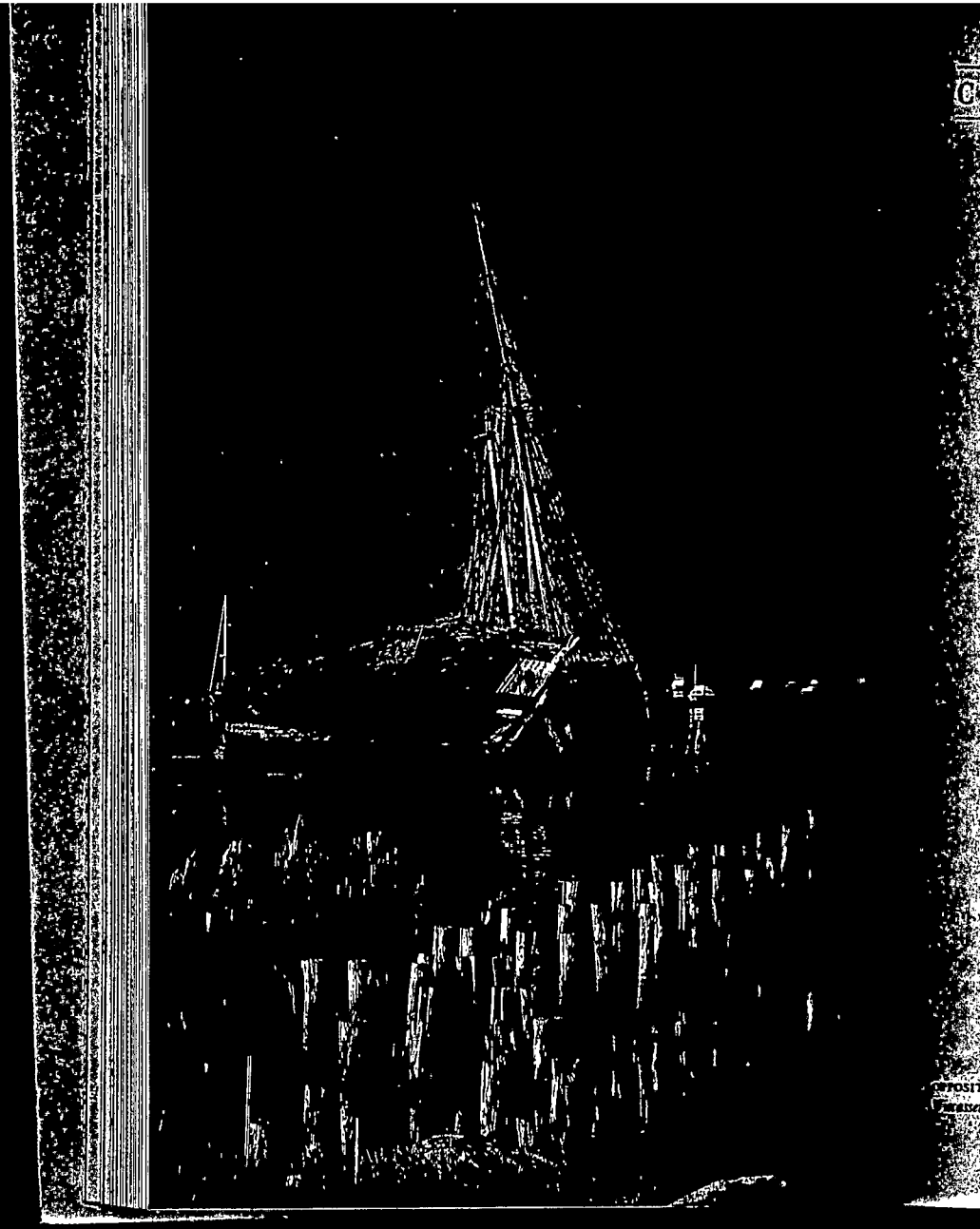
HARPSWELL

On a peninsula just east of Brunswick is Harpswell, a picturesque sea village. **Orr's and Bailey's islands** are off its shores. The **Harpswell Meeting House,** a simple clapboard structure built in 1757, is the oldest surviving meetinghouse in Maine.

After graduating from Bowdoin College in 1877, Robert E. Peary took a job in Washington with the Coast Survey. He took the opportunity to purchase an island in Casco Bay, off the mainland at Harpswell, that he had explored as a youngster. He renamed the island **Eagle Island,** perhaps in token of the first ship that took him to the Arctic, the *Eagle,* and began to build a summer home in 1904. The family spent much time here until Peary's death in 1920, and in 1966 the island was donated to the State of Maine by Peary's daughter. The small, dramatic, rocky island, crossed by nature trails, is accessible from a public landing pier, and the house (207–725–3416) contains Peary family furnishings, photographs from explorations, and mounted animal specimens.



Janquish and Bailey's islands, Casco Bay.



CHAPTER SIX

THE MAINE COAST

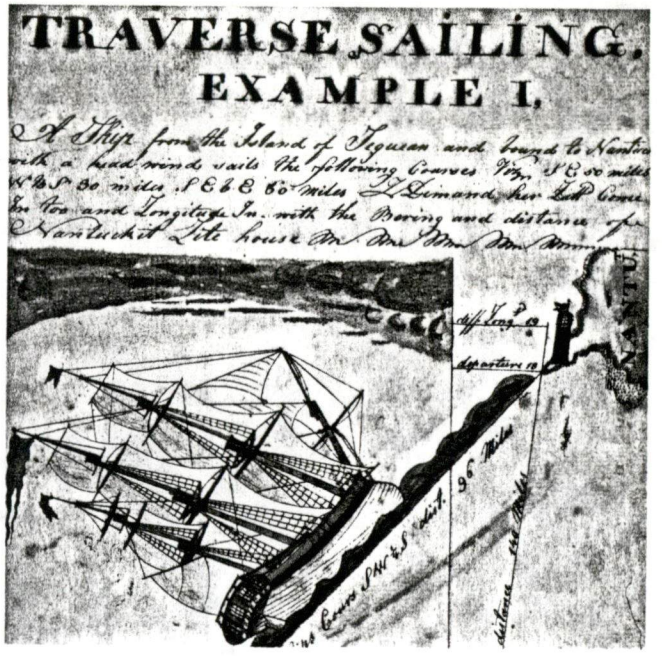
OPPOSITE: *Relics of the shipbuilding era, the 1918* Hesper *and the 1917* Luther Little, *in Somes Sound's harbor.*

The Maine coast has long been known as one of the most beautiful landscapes in America. In 1734 a Massachusetts visitor wrote that "All that Coast appears to be full of commodious Rivers, Bays, Harbours, Coves, and delightful Islands; the most agreeable part of the *Massachusetts Province*, both for Scituation, Fishery, Lumber-Trade, and Culture; and highly worthy of the Publick Care." More than a century earlier, the explorer Samuel de Champlain called the mouth of the Penobscot River "marvelous to behold," with its "numerous islands, rocks, shoals, banks, and breakers on all sides." Marvelous it was, but dangerous as well: Champlain had several mishaps on this coastline.

The first attempt to put down a permanent European colony in the New World took place in far northern Maine—one of the least hospitable places for such an endeavor. The French established a colony on the St. Croix River in 1604, but the pioneers had to give up after just a year. In the international tangle of royal land grants, the territory from Pemaquid to the St. Croix River was part of the colony of New York, granted to the Duke of York in 1664. However, a 1667 treaty ceded the land between the Penobscot and the St. Croix to France. It was soon occupied by the colorful Baron Castin, who lived as a local potentate among the Indians, marrying an Indian woman and carrying on a profitable trade in furs. Castin led Indian raids against the English during King Philip's War but was burned out of his house by an English attack in 1688. The land between the Penobscot and the St. Croix became England's after the French and Indian War.

During the Revolution, the coast of Maine was the site of the war's first naval battle—a small affray in which the people of Machias seized an English boat, the *Margaretta*—and an American naval disaster on a much larger scale. A fleet of forty-four Massachusetts ships attempted to take Fort George at Castine, and all of them were destroyed. One of the participants in the debacle was Paul Revere. In the finger-pointing that followed, Revere was accused of insubordination, unsoldierly conduct, and cowardice, but he was acquitted in a court martial. During the War of 1812 the British captured Castine, rebuilt Fort George, and made it their coastal strongpoint—they controlled the coast from Penobscot to the east throughout the war.

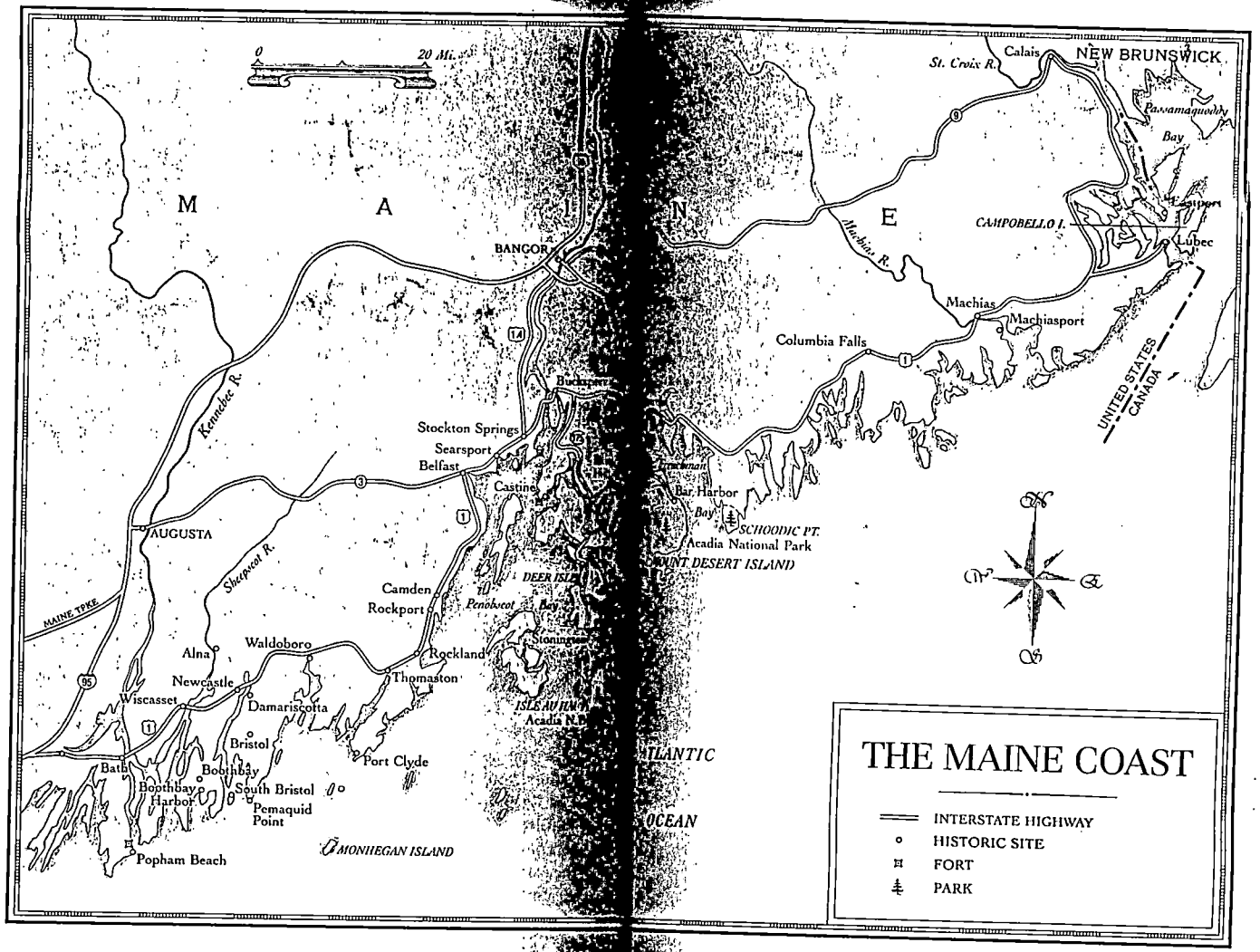
The spectacular scenery along the coast is actually a drowned mountain range, the creation of an ice age 13,000 to 15,000 years ago, when the ocean level was 300 to 500 feet lower. An ice sheet



Detail from an 1805 navigation book, hand-written and illustrated by Captain Francis Rittal of Dresden, Maine.

scraped across a bed of volcanic granite, carving and gouging ridges and U-shaped valleys and depositing large "erratic" boulders. As the ice melted, the earth—freed of the great weight of ice—rose, as did the level of the ocean. The granite valleys were flooded, but the peaks remained above water. Somes Sound, 168 feet deep, is the only fjord on the east coast. In the nineteenth century, the beauty of this area attracted some of the country's foremost landscape painters as well as thousands of wealthy summer visitors, who flocked to the fashionable resort at Bar Harbor. Acadia National Park preserves the rugged landscape of Mount Desert Island, which was visited and named by Champlain.

This chapter begins at Bath and makes its way up the coast to Calais on the St. Croix River.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BANGOR
Kennebec R.
Stockton Springs
Searsport
Belfast
Castine
Bar Harbor
Bay
SCHOODIC PT.
Acadia National Park
MOUNT DESERT ISLAND
AUGUSTA
Sheepscot R.
MAINE TPKE.
Camden
Rockport
DEER ISLE
Penobscot Bay
Stonington
Waldoboro
Alna
Rockland
Thomaston
Newcastle
Wiscasset
Damariscotta
ISLE AU HAUT
Acadia N.P.
Bristol
Port Clyde
Bath
Boothbay
Boothbay Harbor
South Bristol
Pemaquid Point
MONHEGAN ISLAND
Popham Beach
ATLANTIC OCEAN
THE MAINE COAST
INTERSTATE HIGHWAY
HISTORIC SITE
FORT
PARK

MID-COAST: BATH TO CAMDEN

The road from Bath to Camden passes historic ports and islands, shipbuilding centers, towns built up around sawmills and gristmills, and fishing villages. The path is anything but direct, winding through gently rolling hills and skirting seaside cliffs. Some agriculture is evident, from roadside stands selling squash and corn to blueberries raked up in nearby fields.

BATH

Shipbuilding began early in the Bath area when English settlers christened the thirty-ton *Virginia* near here in 1607. Along the banks of the Kennebec River, Bath became a center for masting, shipbuilding, and trade, accompanying the progress of many Maine coastal towns. Various factors, however, lent the town the strength to survive the Embargo of 1807 and the War of 1812. Bath withstood the impact of the Embargo by building a healthy trade relationship with New Orleans and the east coast of America. Industrial diversification increased Bath's resources as iron founding grew in the early 1800s, and the combination of iron and ships gave the town a very prosperous nineteenth century. Italianate, Greek, and Gothic Revival architectures testify to Bath's heyday, especially in the North End, where prosperous shipbuilders made their homes and the commercial district thrived.

Maine Maritime Museum

In 1762, Bath's first commercial shipyard opened. After the Civil War, trade with foreign countries dropped off and, with it, the building of ocean-crossing vessels. Coastal trading demanded a different type of transport, and two Bath shipwrights, Samuel R. Percy and Frank A. Small, knew how to build fine, wooden schooners, perfect for the new trade routes. From 1896 to the 1920s the Percy and Small Shipyard produced over forty schooners and gained a reputation for building some of the largest and finest wooden ships on the coast.

Today, the history and craftsmanship of Maine shipping and shipbuilding are explored and re-created at the **Museum Shipyard,** on the site of the Percy and Small Shipyard. The *Wyoming,*

OPPOSITE: *A replica of an 1830s double-masted pinky schooner, the* Maine *was launched by Bath's Maine Maritime Museum Shipyard in 1985.*

the largest wooden sailing vessel in America, was built here in 1909. The tradition of fine boatbuilding craftsmanship continues through the museum's apprenticeship program, and visitors can view the apprentices at work on small boats, both specially commissioned and for sale through the museum. Other exhibits at the shipyard include models of classic boats, tools and instruments, dioramas, trade goods, and seamen's possessions. Restored shipyard buildings such as an 1897 paint and trenail shop, an 1899 mill and joiner shop, and a 1905 pitch oven portray the shipbuilding industry, while lobstering and cod fishing are explored at a replica lobster cannery and on board the schooner *Sherman Zwicker* when she is in port.

The museum also operates the 1844 Georgian Revival **Sewall House,** named for the prominent shipping family that bought it in 1898. On view here is a trove of maritime art, scrimshaw, ship models and half models, navigational instruments, and sailors' mementoes, as well as displays on shipbuilding, seafaring families, and famous vessels of the Bath Iron Works.

LOCATION: *Percy and Small Shipyard,* 263 Washington Street; *Sewall House,* 963 Washington Street. HOURS: *Shipyard and House:* Mid-May through mid-October: 10–5 Daily; *House (off season):* 10–3 Monday–Saturday, 1–4 Sunday. FEE: Yes. TELEPHONE: 207–443–1316.

Looming over Route 1, the **Bath Iron Works** (207–443–3311) grew out of an 1826 foundry and remains active in shipbuilding. It is open to the public for launching and commissioning ceremonies.

The 1843 **Winter Street Church** (Washington at Winter Street), merging Gothic and Greek Revival styles, dominates the town green. Its striking design was the work of local builder Anthony C. Raymond. The soaring central steeple and solid temple facade effectively unite the two styles of architecture, presenting one of the finest examples of American Gothic in New England.

The unusual church at 804 Washington Street is the Gothic Revival **Chocolate Church,** named for its brown color. Built in 1846, it has recently been rededicated as an arts center, with performance space and an art gallery.

The **Old Bath Custom House and Post Office** (1 Front Street, 207–443–4282) was designed by Ammi Burnham Young in 1858 while he was supervising architect of the Treasury Department. In the lobby is a model of the Bath waterfront as it appeared in the 1800s. The stone Italianate building stands on the site of the estate of William King, a Bath shipbuilder who became first governor of

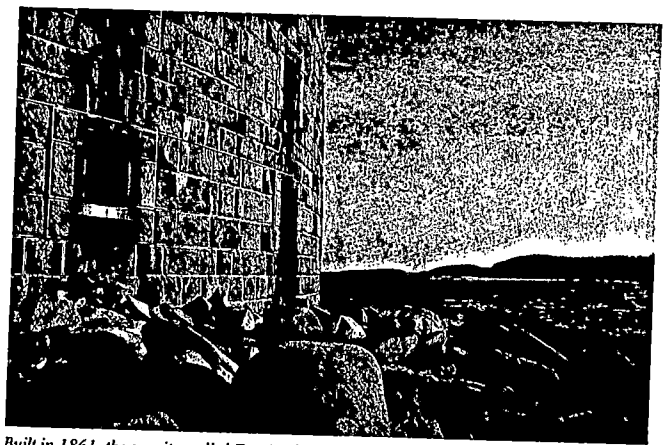
Maine. King also owned an **1809 stone cottage,** one of the earliest Gothic Revival structures in America. On Whiskeag Road, it is now privately owned.

POPHAM

South from Bath, Route 209 winds through grassy marshland to the sea. The terminus of the road is **Popham Beach,** named for Sir George Popham, who in 1607 led a band of his fellow Englishmen to this protected harbor. Popham did not survive his first winter in Maine, and his colony disbanded within a year—though not before they had launched the *Virginia,* the first European ship built in the colonies and the vessel that inaugurated Bath's fame.

In 1775, Benedict Arnold set off from Popham on his daring but ill-fated march against the British in Quebec. His expedition, which had a good chance of conquering Canada, came to grief when a message from Arnold to another American officer fell into British hands, spoiling Arnold's element of surprise. Markers chart the 194-mile **Arnold Trail** to Coburn Gore on the Canadian border. From Popham the trail passes through Hallowell, Skowhegan, Solon, Moscow, Stratton, and Sarampus.

Fort Popham, named for the nearby 1607 English settlement, was built to fortify the mouth of the Kennebec River against Con-



Built in 1861, the granite-walled Fort Popham stands on a strategic site—where the Kennebec River meets the sea—first fortified during the American Revolution.

federate and pro-Confederate European intervention at the beginning of the Civil War. The semicircular granite structure faces the river with thirty-foot walls, broken by two stories of vaulted casemates built to contain thirty-six cannon.

WISCASSET

North from Bath, Route 1 leads straight through picturesque Wiscasset. First settled as a section of the larger town of Pownalborough in the early 1700s, Wiscasset was abandoned during the Indian wars of that time, and resettled around 1730. By 1795 Wiscasset was a town of wealth and prosperity. Its riches came from the post–Revolutionary War lumbering and shipping that aided many of Maine's coastal towns. Along with these towns, Wiscasset was badly hurt by the 1807 Embargo Act and the War of 1812. But during the years of lucrative commerce the citizens of Wiscasset built many large homes and mansions reflecting the wealth and prestige of shipping merchants and lumber barons. Many of these are to be found within Wiscasset's **historic district,** encompassing the village and waterfront.

The 1807 Old Academy Building, Wiscasset, above the Sheepscot River.

Nickels-Sortwell House

One of New England's finest Federal houses, this grand three-story house was built in 1807 by Captain William Nickels, a shipmaster and local politician who made his fortune in lumber and shipping. Two-story pilasters frame the porticoed entry and its elliptical fanlight. The interior is notable for the curved three-floor stairway, lit from a skylight, and handsomely carved woodwork throughout.

After Nickels' death in 1815 the house became Wiscasset's best inn, variously known as Turner's Tavern, Mansion House, Belle Haven, and Wiscasset House. It fell into disrepair and was bought in 1900 by Alvin F. Sortwell, then mayor of Cambridge, Massachusetts, and made into his summer home. The Sortwells restored the house and refurnished it to reflect its Federal origins. The house now belongs to the Society for the Preservation of New England Antiquities, which maintains the property as a museum.

LOCATION: Main and Federal streets. HOURS: June through September: 12–5 Wednesday–Sunday. FEE: Yes. TELEPHONE: 617–227–3956.

Down Federal Street from the Nickels-Sortwell House is the unusual octagonal **Captain George Scott House** (private), built in 1855 by the nineteenth-century shipmaster to plans of Orson Squire Fowler, a phrenologist and proponent of octagonal dwellings. The brick house is in the gracious Italianate style with sandstone and granite window sills and lintels.

The 1807 **Red Brick Schoolhouse** (Warren Street) is also part of Wiscasset's historic district. Used as a school until 1923, it has since functioned in various capacities. The one-time **Customs House and Post Office** (Water Street), now a private residence, has retained its 1870 brick-and-granite Italianate exterior. The **Lincoln County Museum and Old Jail** (207–882–6817) on Federal Street features exhibits on local history that highlight textiles and samplers, photographs of the area, scrimshaw, and Indian artifacts. Two structures make up this site. The jail was built between 1809 and 1811 to accommodate the rowdy seamen and woodsmen attracted to the boom port town. Its walls are built of granite up to forty-one inches thick. The brick jailer's house (1839) was built to replace a previous wooden one that burned down. The kitchen has been restored to its 1840s appearance, and antique farming and carpentering tools are on display in the tool shed. The jail was in use until 1953.

Probably designed to recall a Scottish castle, the Lee-Tucker House is celebrated for its mid-nineteenth-century sea captain's furnishings and freestanding spiral staircase.

Overlooking Wiscasset Harbor, the **Lee-Tucker House,** locally known as **Castle Tucker** (Lee and High streets, 207–882–7364), was built by Judge Silas Lee in 1807. Heavily mortgaged to three neighbors, the house had a variety of occupants until 1858 when it passed to Captain Richard H. Tucker, Jr., third generation of Wiscasset ship captains and owners. He added the portico in 1860 and purchased most of the furnishings now on view. It is still in the possession of his descendants.

Slowly deteriorating in the river harbor are the hulls of two schooners. Side by side, the 1918 *Hesper* and the 1917 *Luther Little* are believed to be the last four-masted schooners built in New England.

FORT EDGECOMB

Just east of Wiscasset, across the Sheepscot River on the tip of Davis Island, is Fort Edgecomb. In the early nineteenth century, Wiscasset's prosperity lay in shipping to and from England and France.

As hostilities between these two countries escalated and England threatened to impound U.S. ships entering French ports, Congress passed the Embargo Act of 1807, which closed all American ports. Built in 1808, Fort Edgecomb was one of many defenses authorized by Congress in response to feared English reprisals. When news of war reached Fort Edgecomb in 1812, the U.S. colors were raised and guns fired, but never in battle. One soldier stationed at Fort Edgecomb in 1814 noted in his diary, "The enemy . . . it is reported are coming with an intent to destroy this fort and Wiscasset," and the British ship *Bulwark* spent that summer harassing the Maine coast. With news of peace in 1815, the guns fired again. The fort was quickly garrisoned in 1864 when the Confederate ship *Tallahassee* sailed into northern waters, but once again, no action was needed.

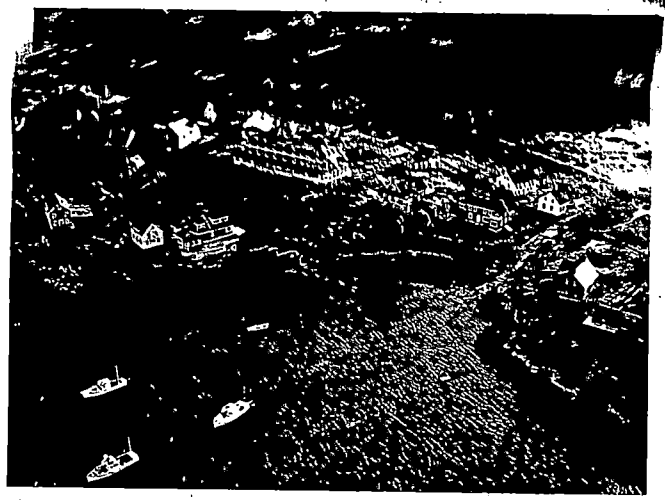
Today the two-story octagonal blockhouse of massive timber and the semicircular earthworks remain within the stockade, which was reconstructed in 1961. Two stone bastions along the river are connected by a curved stone wall. Harbor seals are often seen here in the Sheepscot River.

LOCATION: Davis Island. HOURS: Memorial Day through Labor Day: 9–sunset. FEE: Yes. TELEPHONE: 207–882–7777.

BOOTHBAY

English settlements sprang up in and around this harbor after Captain John Smith sailed up from Jamestown in 1614 and pronounced it an "ideal" fishing station. The town grew first as a seaport, then as a shipbuilding center. Fishing and shipbuilding are still active in Boothbay, and since the nineteenth century it has been a popular resort.

In 1937 a theater was started to entertain the summer residents, an offshoot of which became the country's first museum exclusively devoted to theater, established in 1957. The **Boothbay Theatre Museum** (Corey Lane, 207–633–4536) occupies the 1784 Federal house of Nicholas Knight, one of the town's first settlers. The museum collections date from the eighteenth century to the present, encompassing American theater scale models, portraits, photographs, playbills, set models, costumes, stage jewelry, and holograph material. South of the village proper is **Boothbay Harbor,** known for its lighthouse, the 1822 **Burnt Island Light Station.**



Though the English are credited with its discovery in the late fifteenth century, Monhegan Island was probably visited by Vikings 500 years earlier.

MONHEGAN ISLAND

Situated to the northeast of Boothbay Harbor in the Atlantic Ocean, this island was recorded by John Cabot in 1498. In 1614 Captain John Smith landed here, and his favorable accounts probably hastened settlement, which came in 1625. Abundant fishing has maintained a permanent community here since 1674.

In 1822 Congress appropriated $3,000 to build the **Monhegan lighthouse and keeper's quarters.** First illuminated on July 2, 1824, the light was supervised by a keeper until it was automated in 1959. The lighthouse and its outbuildings are now part of a museum with exhibits on the historical, natural, and economic features of the island. Monhegan Island may be reached from the mainland by ferry from Boothbay Harbor and Port Clyde.

BRISTOL

A center of archaeological activity, Bristol is the location of the **Nahanda Village Site,** a prehistoric coastal Indian encampment. It is believed that the camp was occupied as much as 2,000 years ago,

although the majority of the [illegible] is the Indian village visited by members of the Popham colony in 1607, at which time they recorded the name of the area as Pemaquid. At **Colonial Pemaquid** (Route 130, 207–677–2123), the site of an early-seventeenth-century English settlement, archaeologists have excavated household items, farming implements, stone foundations, and walls.

The settlement is part of a state historic site along with **Fort William Henry,** also on Pemaquid Point. The foundations of the original fort, built by English settlers in 1692 to ward off Indians, pirates, and their French rivals, are here along with a modern replica of the circular, crenelated fort, resembling the stout tower of a medieval castle. Historical artifacts are also on display.

The **Pemaquid Lighthouse** was erected in 1827; its tower was rebuilt eight years later. In 1857 the original stone **keeper's house** was replaced by the present wooden structure, now occupied by the **Fishermen's Museum** (207–677–2494). Maine's 400-year-old fishing industry is illuminated by old charts, photographs, ship models, harpoons, anchors, and nets.

Representative of the eighteenth century is the **Harrington Meeting House** (Old Harrington Road, 207–529–5578). It has

American artist Edward Hopper painted this view of the Pemaquid Lighthouse in the 1920s (detail).

shing

been restored to its 1772 condition, complete with original box pews. That same year, the citizens of Bristol built the **Walpole meeting house** (Route 129) for its sister settlement, **South Bristol.** First a Presbyterian, then a Congregational, church, it reflects superior colonial workmanship inside and out: Even the hand-shaved roof shingles are intact (and still watertight). The pulpit and box pews are original, handcrafted by Bristol cabinetmakers.

Slightly farther out Route 129 is the **Thompson Ice House,** facing a South Bristol pond where ice was harvested for over 150 years, from 1826 to 1986. Ice from this spot was shipped as far as South America. Nine inches of sawdust insulate the double walls. Modern refrigeration has all but ended this Maine industry, which once supplied the nation with 3 million tons of ice each year. The structure is undergoing restoration (1988) and will reopen as a museum.

DAMARISCOTTA

Farther up the Bristol peninsula is Damariscotta, settled on the eastern shore of the Damariscotta River in 1625. Its location at the head of navigable waters encouraged shipbuilding, which brought prosperity to the town in the nineteenth century. A fire in 1845 destroyed most of the town's early buildings, but their replacements, built during the shipbuilding boom, remain intact as the **Main Street Historic District.** Also on Main Street is the one-and-a-half-story **Chapman-Hall House,** built in 1754 by Nathaniel Chapman. Constructed of wood, with a cedar-shingle rooftop and small-paned windows, the house has a central entrance and a central brick chimney. The interior consists of pine panelling and wide-board spruce and pine floors. The house, Damariscotta's oldest surviving building, is open to the public; exhibits include photographs of ships built on Damariscotta River during the period 1754–1820 and small models of ships.

Also in the historic district is the 1802 Federal style **Matthew Cottrill House** (private). Cottrill, an Irish immigrant, became one of Damariscotta's premier merchants. The architect, Nicholas Codd, an Irishman himself, also designed the oldest Catholic church in New England, **St. Patrick's,** on Academy Road in nearby **Newcastle.** Irish immigrants founded the parish in 1796. The steeple houses a Paul Revere bell cast in 1818, the year he died.

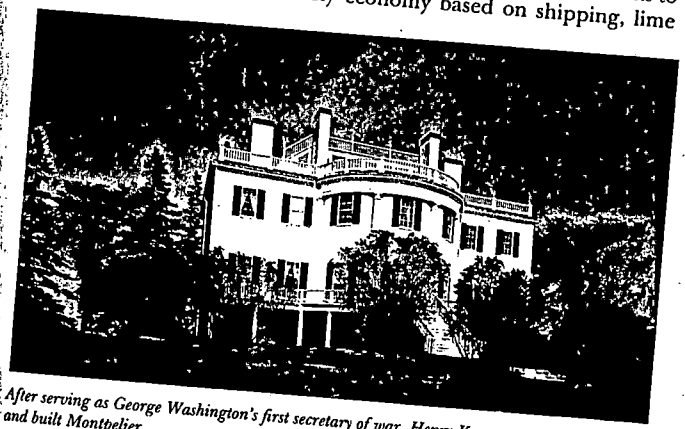
WALDOBORO

A German settlement dating from 1748, Waldoboro lies just inland on the Medomak River, protected from the sea while having immediate access to it. Shipbuilding was a major industry here, and five-masted schooners sailed out of local shipyards. Waldoboro's early German heritage resonates in the **Old German Church** (Route 32, off Route 1), built on the Medomak River in 1772. For many years its services were conducted in German.

The **Waldoborough Historical Society Museum** (Route 220, near Route 1) administers a complex of three buildings, including the **Town Pound,** a rough stone corral put up to contain wandering livestock. Such pounds were common throughout Maine in the early nineteenth century; this one, an 1819 renovation of a 1785 original, is a well-preserved example. The museum also maintains a restored country school, farm kitchen, and a collection of shipping memorabilia, tools, documents, and photographs.

THOMASTON

East of Waldoboro the coastal lands open up, rolling gently to the sea. Thomaston, a trading post in 1630, withstood Indian attacks to grow into a town with a lively economy based on shipping, lime



After serving as George Washington's first secretary of war, Henry Knox retired to Thomaston and built Montpelier.

Montpelier's eighteen rooms are furnished with the Knox family's belongings, including a ca. 1785 mirror-fronted bookcase and ca. 1795 Windsor chairs, made in Philadelphia.

processing, and cask making. The town got a champion with the arrival of Major General Henry Knox, honored veteran of Bunker Hill and the nation's first secretary of war.

A replica of Knox's elegant home, **Montpelier** (Route 131, 207–354–8062), is one of Thomaston's best-visited sites. The making of the Federal house was apparently a 1793 collaboration between famed Boston architect Charles Bulfinch and Knox, who specified such details as an oval parlor, flying staircase, and clerestory windows. The original house, completed in 1795, was badly neglected after it was abandoned by Knox descendants in the 1850s, and it was finally razed later that century. The reproduction, exact in countless details, contains many Knox family treasures, including Colonial and Federal furniture.

The houses in Thomaston's **historic district** date from the nineteenth century, when the town was a bustling port. Fine examples of the Federal, Greek Revival, Gothic Revival, Italianate, and Second Empire styles, built by prosperous seafaring families, line the quiet streets of the district.

ROCKLAND

Once part of Thomaston, Rockland was incorporated as its own town in 1854. Marine enterprise naturally figured here long before

then—early-eighteenth-century English settlers recorded its local Indian name as "Great Landing Place." Through the 1800s, the town grew with shipbuilding and limestone quarrying; the twentieth century brought the resort business, which, unlike its predecessors, continues to thrive.

Farnsworth Homestead

One of Maine's great houses, this Greek Revival townhouse was built in 1854 by Rockland's most prominent businessman, William A. Farnsworth. It was inherited by his surviving child, the reclusive and eccentric Lucy Farnsworth, who lived to be 96. Although Miss Farnsworth neglected the house, she left behind directions for the family estate and the means to finance them. The result is a fine house, museum, and library complex. The museum's permanent collection is especially strong in American art and the decorative arts of the eighteenth and nineteenth centuries, in addition to holdings of European and Oriental art objects.

LOCATION: 19 Elm Street. HOURS: October through May: 10–5 Tuesday–Saturday, 1–5 Sunday. June through September: 10–5 Monday–Saturday, 1–5 Sunday. FEE: Yes. TELEPHONE: 207–596–6457.

The Farnsworth Homestead kitchen, equipped with a slate sink.

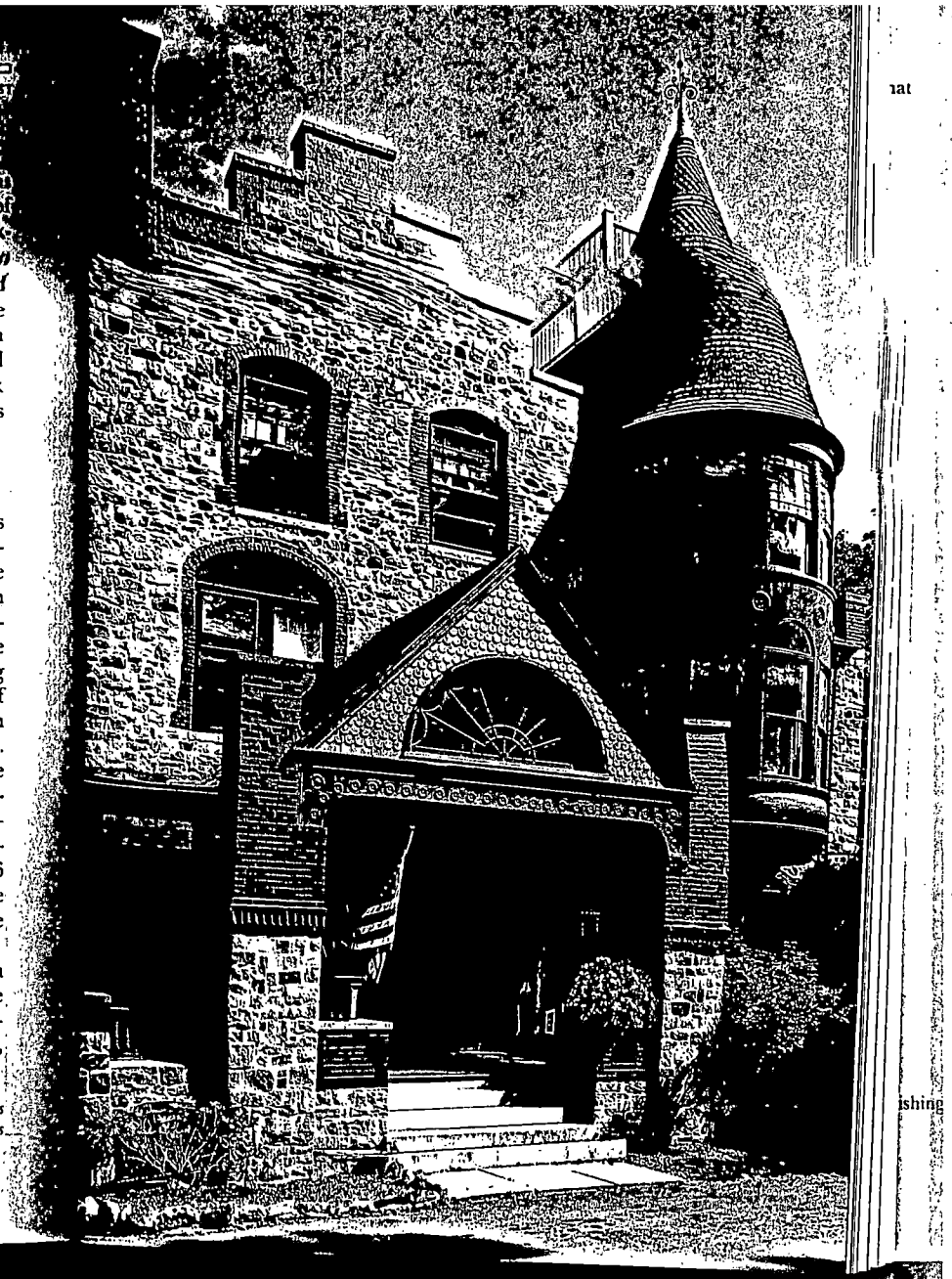
ROCKPORT

Once part of a single municipality with Camden, Rockport has been a separate town since 1891, linked by Route 1. The smaller of the two is Rockport, a longtime exporter of canned sardines, pickled herring, and frozen blueberries. The town also became known for sailmaking and the manufacture of lime used in mortar and plaster. The **Rockport Lime Kilns** produced 2 million casks of the powder in the 1880s and 1890s, when Maine led the country in lime production. A few of the old fieldstone-and-brick kilns still stand on the **Rockport Waterfront.** As the larger coastal towns took over lime production, Rockport turned to the development of its harbor, which remains a favorite among yachtsmen.

CAMDEN

To some, Camden marks the beginning of Maine's mountainous landscape—the local saying is that the town rests "where the mountains meet the sea." To Captain John Smith in 1614, it was the place "under the high mountains . . . against whose feet the sea doth beat." Camden was one of Maine's earliest resorts, attracting seasonal residents as early as the 1830s. By the turn of the century the town was a favorite among the very rich who wanted nothing simple when it came to summer "cottages." One of the grandest of Maine's late-nineteenth-century houses is **Norumbega** (61 High Street, private), built by rags-to-riches millionaire Joseph P. Stearns. His baronial villa and Queen Anne style carriage house are fine examples of the resort lifestyle. The gable-roofed 1904 **American Boathouse** (Atlantic Avenue, 207–236–8500) is another reminder of the country's Gilded Age, when wealthy and often eccentric sportsmen built elaborate shelters for their yachts. In 1926 a prominent seasonal resident, Cyrus H. K. Curtis, publisher of the *Saturday Evening Post,* gave the town the property on which the **Camden Yacht Club** is situated (Bay View Street, 207–236–3014).

The **Conway House** (Conway Road, 207–236–2257) affords a glimpse into Camden's more distant past. The ca. 1770 frame farmhouse still has its brick oven and original hand-hewn woodwork. The house is part of a complex, also including a barn, blacksmith shop, and a museum.



OPPOSITE: *Among Camden's opulent private houses is Norumbega, named for Maine's mythical land of riches.* OVERLEAF: *Seen from Mount Battie, white houses and white boats dot the town of Camden and Penobscot Bay.*

THE NORTHERN COAST

The landscape varies in the northern stretch of the Maine coast, from the green farmlands around Belfast to the rocky promontories of Lubec and Eastport to the flat river harbor of Calais. Historians have suggested that these are the coastlands first explored by the Vikings. Certainly they were known to such later adventurers as Samuel de Champlain, John Cabot, and Captain John Smith. East of the resort islands of Deer Isle and Mount Desert, the Maine landscape opens up—it is a rougher, scrubbier land than that which lies to the south. The ocean, too, seems more powerful this far out; the tides here are among the highest in the world.

BELFAST

Named by the Scotch-Irish who landed here in 1770, Belfast is sited on Penobscot Bay. Scattered during the Revolution, the Belfast settlers regrouped and were thriving by the end of the 1780s. Fishing was their mainstay, as well as agricultural enterprises; Belfast is still a major poultry producer. Tied to Bangor by waterways and later by the railroads, Belfast was an important market and port for inland potato growers and lumbermen throughout the nineteenth century. Its prime location on the bay and the Passagassawakeag River encouraged shipping and shipbuilding.

Many buildings survived from this prosperous period in Belfast's **Commercial Historic District** (Main Street). Chief among these are the elaborate 1879 **Belfast National Bank** and the 1878 Gothic **Masonic Temple** by George M. Harding; the 1856 **Post Office and Custom House** (120 Main Street) by architect Ammi B. Young; and the **Waldo County Courthouse** (73 Church Street) by Benjamin S. Dean.

The Federal-style **First Church in Belfast** (6 Court Street, 207–338–2282), built in 1818, is part of the **Church Street Historic District.** The homes of this residential area reflect the affluence of this port city during the 1800s. A fine example is the 1842 **James Petterson White House** (1 Church Street, private). The architect Calvin A. Ryder modified the temple form of the Greek Revival style to create a sophisticated mansion for one of Belfast's leading citizens. In the early 1800s most of the town's wealthy businessmen built their homes on **Primrose Hill,** where Church and High streets come together; from here they could overlook the prosperity they promoted. This grouping of residences is now a historic

area [illegible] including ship paintings, antique tools and a ca. 1850 drugstore counter.

SEARSPORT

A few miles up the coast from Belfast is Searsport, settled in the 1760s by soldiers from nearby Fort Pownal. The town took hold quickly, with shipbuilding an established industry by the early 1790s. Set on a rolling green landscape, Searsport seems less bucolic than a serious seaport town, with its heavy granite buildings expressing the confidence that they could match whatever the stormy seas might toss ashore.

Penobscot Marine Museum

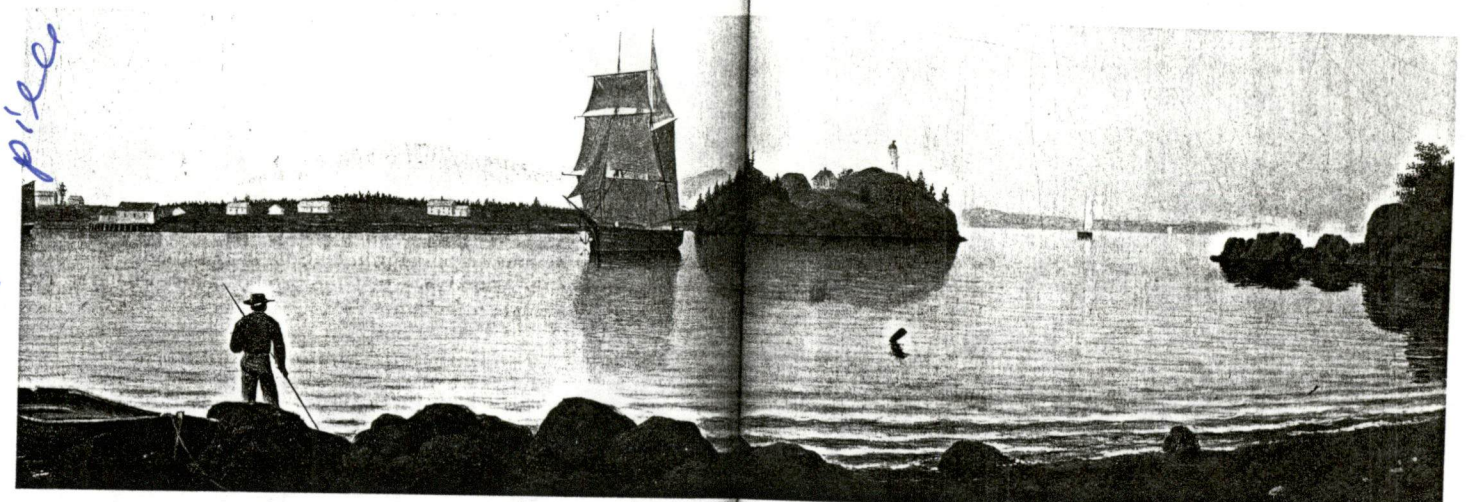
Seven nineteenth-century structures form this reminder of Searsport's heritage in the heyday of Maine shipping. Some 250 sailing vessels and 286 sea captains came from this community. The museum complex includes the **Searsport Town Hall** and four sea captain's homes. Three other buildings display navigational and shipbuilding tools, whaling and fishing artifacts, and treasures from the Orient.

LOCATION: Church Street. HOURS: May through October: 9:30–5 Daily. FEE: Yes. TELEPHONE: 207–548–2529.

FORT KNOX

Named for Thomaston's Henry Knox, this fortification was meant to protect the vulnerable and vital Penobscot River Valley during the Maine–New Brunswick boundary disputes with Britain in the 1840s. The enormous structure, measuring 350 by 250 feet, with walls 40 feet thick, took twenty years to complete. Union soldiers trained here during the Civil War. The first of Maine's granite forts, the massive complex was strategically situated on the west bank of the Penobscot, the gateway to Bangor. Original equipment includes ten-inch and fifteen-inch Rodman cannons, and two hot-shot furnaces. The soldiers' quarters, batteries, parade ground, bakery, powder magazines, and storerooms may be toured.

LOCATION: Route 174, Prospect. HOURS: May through October: 9 AM–Dusk Daily. FEE: Yes. TELEPHONE: 207–469–7719.



This nineteenth-century view of Owl's Head, a resort village south of Rockport in Penobscot Bay, was painted by American artist Fitz Hugh Lane.

CASTINE

Facing Belfast across the Penobscot Bay, Castine is named for the Baron Castin, who arrived from Quebec in the 1670s to take over the trading post for France. He did so handily, winning it from the English, whose first claim on the spot came in 1629, and the Dutch, who briefly occupied it in the 1670s. Castin's life, as it has been recounted over the years, was one legendary adventure after another. An impoverished nobleman, he arrived in New France, determined to claim a royal land grant made to his family. He befriended the Abenaki Indians, canoeing from Quebec to the mouth of the Penobscot. Along the way the teenage baron took on the Abenaki ways and eventually married into the tribe. Castin held his claim for about twenty years until English colonists won it back while the Frenchman was off on a fishing trip with his Indian family and friends.

The British again took over the town of Castine in 1779, building **Fort George** (Wadsworth Cove Road) to keep their hold on the strategic Penobscot Bay. Revolutionaries sailed up from Boston that year, two thousand strong in a fleet of forty-four ships. A delay in action allowed time for British reinforcements to arrive. None of the American vessels survived—they were either sunk, abandoned, or taken over by the better-prepared British in one of the worst defeats in American naval history. One of the shipwrecks, the *Defense,* is the subject of ongoing archaeological study, and the well-preserved earthwork foundations of Fort George may be toured. Castine is one of the prettiest of Maine's coastal towns, preserving many nineteenth-century buildings along Main and Perkins streets. By the docks on Water Street, at the foot of Main, are several late-eighteenth-century brick commercial buildings. At the end of Battle Street, **Dyces Head Lighthouse,** built in 1828, overlooks the Penobscot River.

The Wilson Museum

This complex on Perkins Street includes the one pre-Revolutionary War house to survive in the Castine area, the ca. 1763 **John Perkins House.** Framed by hand-hewn timbers and constructed with hand-forged nails, the house was occupied by the British during the Revolution and again during the War of 1812. It is now restored

Perkins House, now part of the Wilson Museum complex on Castine's harbor. The town's earliest house, it was designed with a Tuscan front doorway.

and furnished with late-eighteenth-century items. The museum, which is administered by the Castine Scientific Society, also includes permanent exhibitions of prehistoric artifacts from North and South America, Europe, and Africa. Displays follow the growth of the human ability to fashion and use tools. Ship models, farm and home equipment, Victorian-era memorabilia, and local historic items are also on display. Special emphasis is given to the North American Indian tribes native to northern New England. Also on the grounds is a working blacksmith shop.

LOCATION: Perkins Street. HOURS: Memorial Day through September: 2–5 Tuesday–Sunday. FEE: For Perkins House.

SEDGWICK–BROOKLIN

Sedgwick is named for Major Robert Sedgwick, who routed the French from Penobscot Bay in 1654. More than a century later the town was incorporated and grew with fishing and farming. A 1790 boat launching inaugurated shipbuilding. The town's cemetery

dates from 1794; the First Baptist Church was built in 1823. Brooklin was chartered in 1859 on land that originally was part of Sedgwick. The Sedgwick-Brooklin Historical Society occupies the 1795 **Reverend Daniel Merrill House** (Route 172, 207–359–8930). The house contains various artifacts from the area's early settlement years, and horse-drawn hearses are on display. Recently moved to the grounds is an 1874 one-room schoolhouse.

At the end of the peninsula, at **Naskeag Point,** a granite marker commemorates a 1778 British raid, apparently provoked by a Patroit who fired upon a passing ship, killing a sailor.

DEER ISLE

Granite quarrying and sardine canning were the founding businesses of Deer Isle, which attracted a resort trade in the late nineteenth century. The high seas lap up to these jagged shores, and legend has it that Deer Isle drew more than its share of smugglers, pirates, and slave runners. Worn memorial stones in the island's cemeteries honor sea captains and sailors lost off the coasts of Africa, China, and Greenland.

One of Deer Isle's earliest houses is the 1775 **Reverend Peter Powers House** (Sunshine Road, private), a gift from the First Congregational Church to its new minister. The islanders found a staunch defender of American independence in Powers, who had been hounded out of New Hampshire by his Tory congregation.

The **Deer Isle–Stonington Historical Society** maintains the 1830 **Salome Sellers House,** which has been restored and furnished with original and period items. Antique farm, quarry, and carpenter's tools are on display in the toolroom. An exhibit building contains displays of ship models, compasses, telescopes, and other local and maritime items.

BLUE HILL

A group from Andover, Massachusetts, settled the undulating western shore of Blue Hill Bay in 1762 and went to work as lumbermen and fishermen. In the nineteenth century, shipbuilding and overseas trade brought some wealth to the town, and the discovery of copper in 1876 ushered in a mining boom. Starting about the same time, granite quarries were opened. Many eighteenth- and nineteenth-century houses, as well as public and commercial buildings, overlook the harbor, forming a historic district

that includes the **Holt House** (Water Street), a restored Federal residence. Administered by the Blue Hill Historical Society, it is noteworthy for local memorabilia and its stenciled wall decorations. The carriage house holds examples of early local industries.

Blue Hill's first minister was Jonathan Fisher, who came here in 1796. Fisher was a linguist, printer, inventor, gifted artisan, and painter who built and furnished his 1815 house largely by himself. His house is now open as the **Jonathan Fisher Memorial** (Main Street, 207–374–2757).

ELLSWORTH

Since its founding in 1763, Ellsworth has made the most of the sixty-foot Union River Falls. Sawmills and shipbuilding flourished here. With its spire and colonnade, the **Ellsworth Congregational Church** (Cross Street) has been the focal point of the town since 1846, when the edifice went up on a hill above the Union River. Equally impressive are the pair of **Old Hancock County Buildings,** stout Greek Revival landmarks on Cross Street. Probably the most famous site in Ellsworth is the **Colonel Black Mansion** (West Main Street, 207–667–8671), built by John Black, who came from England at the age of 13 to be the clerk of the great Bingham Estate in

The Black Mansion introduced Georgian formality to the mill town of Ellsworth. OPPOSITE: *Portraits hang over the mansion's beautifully wrought staircase.*

Maine. He became agent in 1810 and later general agent, a position he held until his son was appointed in his place in 1850. Black spared no expense on his stately home, importing its distinctive red bricks from Philadelphia—the 1826 residence could be a Georgian townhouse on Rittenhouse Square. The rooms of period furniture, porcelain, and glass; the carriage house; and the gardens are open.

The Ellsworth Public Library occupies the 1837 **Seth Tisdale House,** named for its owner, celebrated locally for his service in the Revolutionary War. The Ellsworth Historical Society on State Street is headquartered in the brick-and-granite **Old Jail,** built as the county jail and sheriff's residence in 1886. The **Stanwood Wildlife Sanctuary** (Route 3, 207–667–8460) includes a Cape Cod–style house built in 1850 by Ellsworth sea captain Roswell Stanwood. It passed to his daughter, Cordelia, an ornithologist and photographer. A bird sanctuary was later established on the grounds. The homestead and sanctuary are open year-round.

MOUNT DESERT ISLAND

Maine has been called the land of a thousands islands, a claim upheld by Mt. Desert's abundance of satellites, many of them with charming names: Burnt Porcupine, Egg Rock, Ironbound, Turtle, Rum Key, Cranberry, Little Duck. Geological forces have formed Mt. Desert itself into perhaps the single most dramatic natural setting in the state, with its hills—one of them a 1500-foot "mountain"—craggy seaside cliffs, lakes, and heavily forested interior. The island, it seems, has always been known for its terrain: the Abenaki Indians who came over from the mainland to fish and gather shellfish on the island called it Pemetic, "the sloping land." When Samuel de Champlain landed here in 1604, he looked to the rugged mountaintops and named it "L'isle des monts deserts," the "Isle of bare mountains."

The first open clash between the French and the English over territory in the New World took place here in 1613, when the English explorer Samuel Argall burned a Jesuit mission and took the survivors captive, selling some into slavery and casting the rest adrift on the open sea. Disputes over the island continued until the English finally gained control of it in 1760, in the French and Indian War. After the Revolution, the settlers prospered on logging, fishing, farming, and shipbuilding.

The transformation of Mount Desert Island from an island of small towns to a popular resort began in the 1850s, with the advent of regular steamboat runs from the mainland. The painter Thomas Cole, founder of the Hudson River School, was one of the first to discover the spectacular scenery on the island; he came here to paint in the summer, and other artists and writers soon joined him. [illegible] in the city. By the end of the nineteenth century, many of the richest families in the country—the Astors, the Vanderbilts, the Rockefellers—had built summer homes on the island. Referred to somewhat disingenuously as "cottages," many of these houses were more on the order of mansions.

Efforts to preserve the natural beauty of the island began in the early 1900s, when a group of summer residents, led by Boston millionaire George Dorr, began acquiring land. By 1913, they had accumulated about 6,000 acres, which they donated to the federal government. In 1919, this land was made a national park, which has continued to grow as a result of additional donations. Known today as **Acadia National Park,** it now coyers some 38,000 acres, encompassing a large area of Mount Desert Island, portions of several smaller islands, and part of Schoodic Peninsula.

The first permanent settlement on Mt. Desert was **Somesville,** a nine-family hamlet established in 1759 by the Massachusetts governor. Somesville's white-painted Victorian houses range in style from the simple to the exuberant, meshing with the scenery as if they had grown from the ground. It is a beautiful spot, probably the first place on the island to be discovered by artists and "rusticators," as the city folk who sought seasonal country comforts and Atlantic air were known. Thomas Cole and Frederic Church, another Hudson River School painter, were among Somesville's visitors in the 1850s.

The **Mount Desert Island Historical Society Museum** (opposite the mill pond, 207–244–3898) is in Somesville, and its collection of maps, deeds, and various artifacts sets forth a colorful local history. The Society maintains a list of landmarks in the island's communities, including **Northeast Harbor, Bernard,** and **Tremont.** In addition, information is available on **Islesford, Southwest Harbor,** and the **Cranberry Isles.**

BAR HARBOR

In its heyday, this scenic town rivaled even fashionable Newport as a mecca for the rich and socially prominent; it remains popular today, and many extravagant and stately houses still stand as reminders of the Gilded Age. Artists and other visitors began coming here in the 1850s, boarding with the villagers. In 1855, the Agamont House was opened as an inn for summer residents, and the local economy began to shift from fishing and shipbuilding to the care and feeding of city folk.

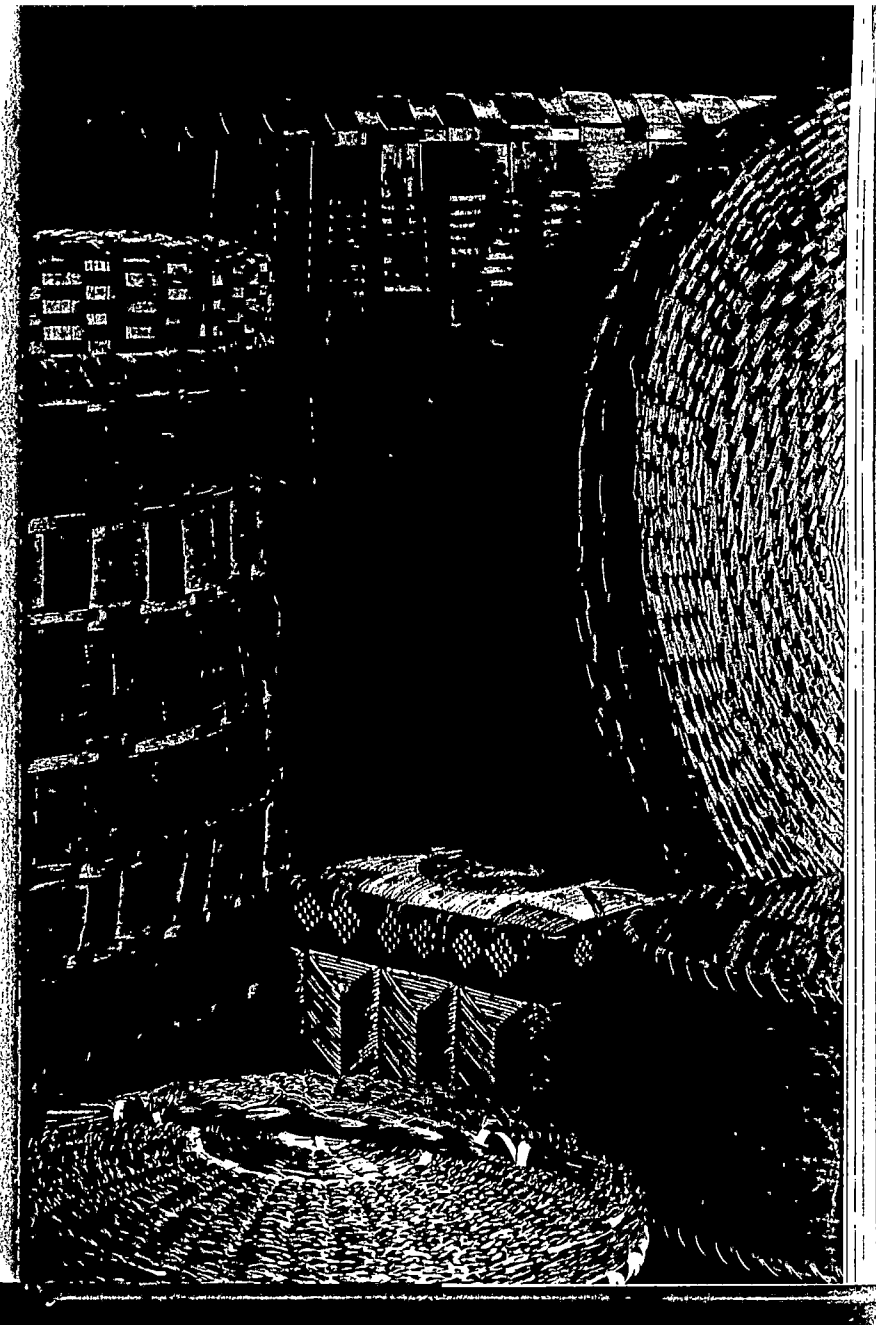
The first summer residence, **Petunia Cottage** (West Street), was built in 1877 for the express purpose of renting to vacationers but was soon bought by physician and author S. Weir Mitchell. Soon, the off-islanders began building their own homes, usually on a grand scale. Many of the houses were designed by prominent Boston and New York architects, and a variety of styles are represented. **Redwood** (Bayberry Lane), built in 1879, is one of the earliest Shingle-style houses in the United States. Other notable houses include the magnificent Colonial Revival **Reverie Cove** (Harbor Lane), built in 1895; **The Turrets** (Eden Street), an 1895 granite cottage done in the Chateauesque style; the 1910 **Eogonos** (Eden Street), designed by Guy Lowell, architect of the Boston Museum of Fine Arts; and **La Rochelle** (West Street), a 1903 French Renaissance mansion. The 1932 **Criterion Theatre,** an art deco movie palace, is one of the finest examples of this style in the country. The history of Bar Harbor is documented in photographs, hotel registers, and other memorabilia in the **Bar Harbor Historical Society Museum** (34 Mt. Desert Street, 207–288–4245).

Abbe Museum

Overlooking the wild gardens of Acadia is the Abbe Museum. A New York surgeon, Robert Abbe amassed great collections of prehistoric artifacts during his summers in Bar Harbor, and in 1926 he built a museum to house them. Most of the exhibits represent Northeast American Indians, including the Passamaquoddy and Penobscot tribes: arrowheads and stone implements, baskets of birchbark and sweet grass, tools and ornaments of bone.

LOCATION: Route 3. HOURS: Mid-May through June: 10–4 Daily. July through August: 9–5 Daily. September through mid-December: 10–4 Daily. FEE: Yes. TELEPHONE: 207–288–3519.

OPPOSITE: *Basketry from the Abbe Museum collection.*



COLUMBIA FALLS

The early nineteenth-century prosperity of Columbia Falls is evident in one of Maine's most beautiful residences, the **Thomas Ruggles House** (Route 1, 207–483–4637), named for the local jack-of-all-trades—Ruggles was a judge, lumber magnate, owner of a general store, and postmaster. His house, built in 1818, is one of understated elegance. Its celebrated flying staircase and detailed interior woodwork, often said to be the work of an English craftsman using a single penknife, are more likely the work of New England woodcarver Alvah Peterson. The delicate woodwork of the 1820 **Samuel Bucknam House** (Route 1, private) is also attributed to Peterson. Bucknam's grandfather, Revolutionary officer John Bucknam, was one of Columbia Falls's first settlers; the **Captain John Bucknam House** (Route 1, private), built in 1792, is one of the oldest in Columbia Falls.

MACHIAS

The small coastal town of Machias was the scene of the first naval battle of the Revolution, in June 1775. The townspeople, stirred by the recent events at Lexington and Concord, refused to supply a British schooner, the *Margaretta,* with lumber intended for British barracks in Boston. The ship's captain, a Captain Moore, threatened to fire on the town if they did not comply. In response, a band of forty townspeople led by Jeremiah O'Brien boarded a British sloop, the *Unity,* and, "armed with guns, swords, axes and pitchforks" (in O'Brien's words), engaged and defeated the *Margaretta.* Captain Moore died the next day of wounds sustained in battle. O'Brien was given command of the *Unity,* which was rechristened the *Machias Liberty* and armed with the *Margaretta*'s guns; a few weeks later, he captured another British schooner.

The townspeople gathered to plan the attacks in the 1770 **Burnham Tavern** (Free and Main streets, 207–255–4432), and the wounded were brought there after the battle. Now a museum, the tavern is furnished with pieces dating from the 1600s to the Revolution; muskets used in the battle are on display, along with other artifacts of local history.

OPPOSITE: *Ruggles House, a treasure box of craftsmanship, is celebrated for its flying staircase and detailed woodcarving.*

Machias was an important railroad center for lumbering communities up north, and a relic of that trade, the oak and iron **Steam Locomotive *Lion,*** is on permanent display at the University of Maine's Machias campus. In service for half a century, the locomotive was retired in 1896.

Nearby is **Machiasport,** first settled by English colonists in 1763 and later a prosperous lumber and shipbuilding center. The Federal style **Gates House** (Route 92, 207–255–8461) has been restored to its 1807 construction and interior decoration. Home to the Machiasport Historical Society, the house includes a museum as well as period rooms and a marine and genealogical library.

EASTPORT

At the tip of Passamaquoddy Bay on Moose Island is Eastport, the easternmost city in the U.S. Settled in 1772, Eastport grew with fishing and sardine canning. The Border Historical Society operates the **Barracks Museum,** which was part of the original officers' quarters and barracks of Fort Sullivan, built in 1808 as tensions rose between England and the U.S. The British invaded Eastport in 1814 and held the town four years—long after the War of 1812 was over. Among the museum's collections are war artifacts, ships' tools, geneological records, and costumes. Remains of the fort's **Powder House** may be seen on Fort Hill, on McKinley Street. (The hill also affords a view of Campobello, site of Franklin Delano Roosevelt's summer home in Canada.) Since before 1794 British soldiers, smugglers, sea captains, and shipwreck victims have been buried in Eastport's **Hillside Cemetery,** on High Street. The town's Federal-style **Central Congregational Church** on Middle Street was built in 1829.

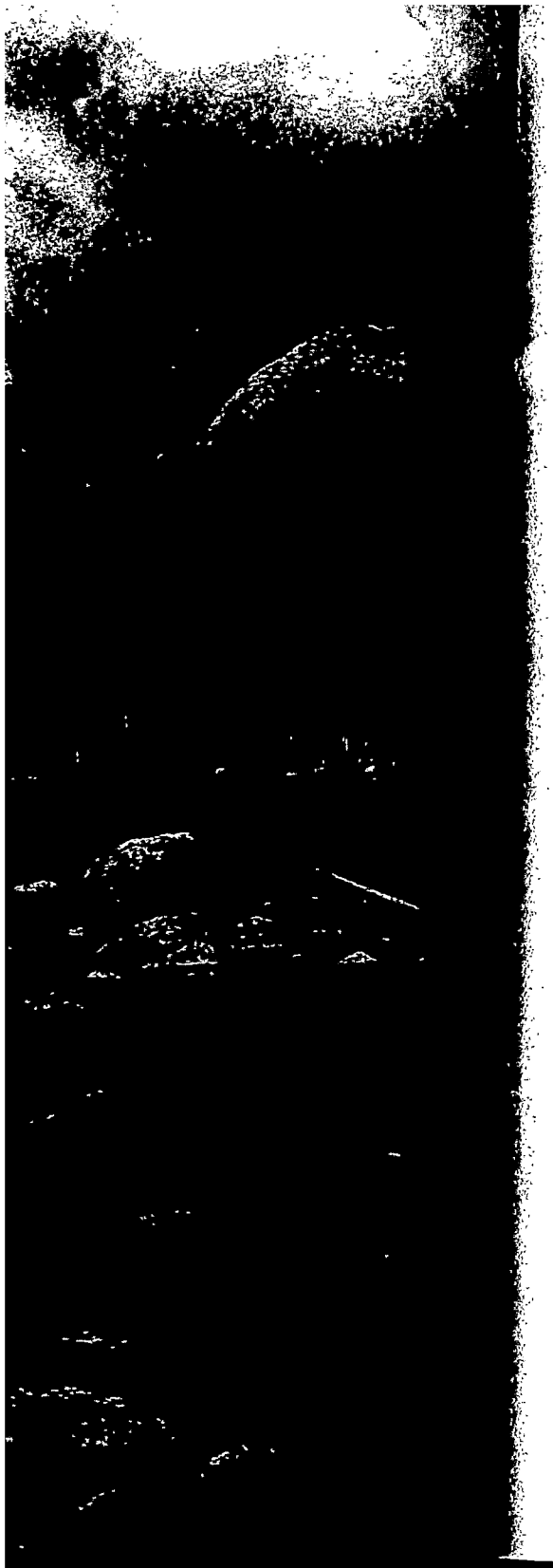
In 1891 a new customs house and post office was built to replace an 1850 structure that burned in an 1886 fire. Much of Eastport's downtown historic district, built after the fire, reflects the Italianate styling popular at the time. Back on the mainland is **Pleasant Point** (207-853-4045), a Passamaquoddy reservation (population about 700), and the **Waponahki Museum.** The museum's exhibits present a pictorial history of the Indians, as well as displaying artifacts, a 100-year-old birchbark canoe, and mannequins in traditional Passamaquoddy dress.

Nineteenth-century houses in Calais.

CALAIS

Calais was established on the St. Croix River in 1809 and steadily grew as word spread among the French and English colonies of its fine forests, fishing, and arable soil. The **Calais Historic District** faces the river from Main Street, with few of its significant buildings predating a devastating 1870 fire. Among those survivors are the Gothic Revival **Gilmore** (316 Main Street, private) and **Washburn** (318 Main Street, private) houses, and a Victorian mansion so outrageously ornate it is known as **Hamilton's Folly** (78 South Street, private), after the man, Thomas Hamilton, who built it and went bankrupt.

In July 1604, Samuel de Champlain and the Sieur de Monts landed on the island of **St. Croix** with a group of eighty Frenchmen, intending to set up a trading post. Had the venture been successful, it would have been the first permanent settlement north of South Carolina, but it was doomed to failure by the harsh winter, lack of drinking water, and an outbreak of scurvy that wiped out half the colonists. The village was abandoned the following year. Foundations and graves have been unearthed by archaeological excavations, but no structures remain standing. St. Croix is not open to the public, but it may be viewed from a small red-granite **enclosure** atop a hill overlooking the island (off Route 1). Brass plaques detail the history of the short-lived settlement.



CHAPTER SEVEN

THE MAINE INTERIOR

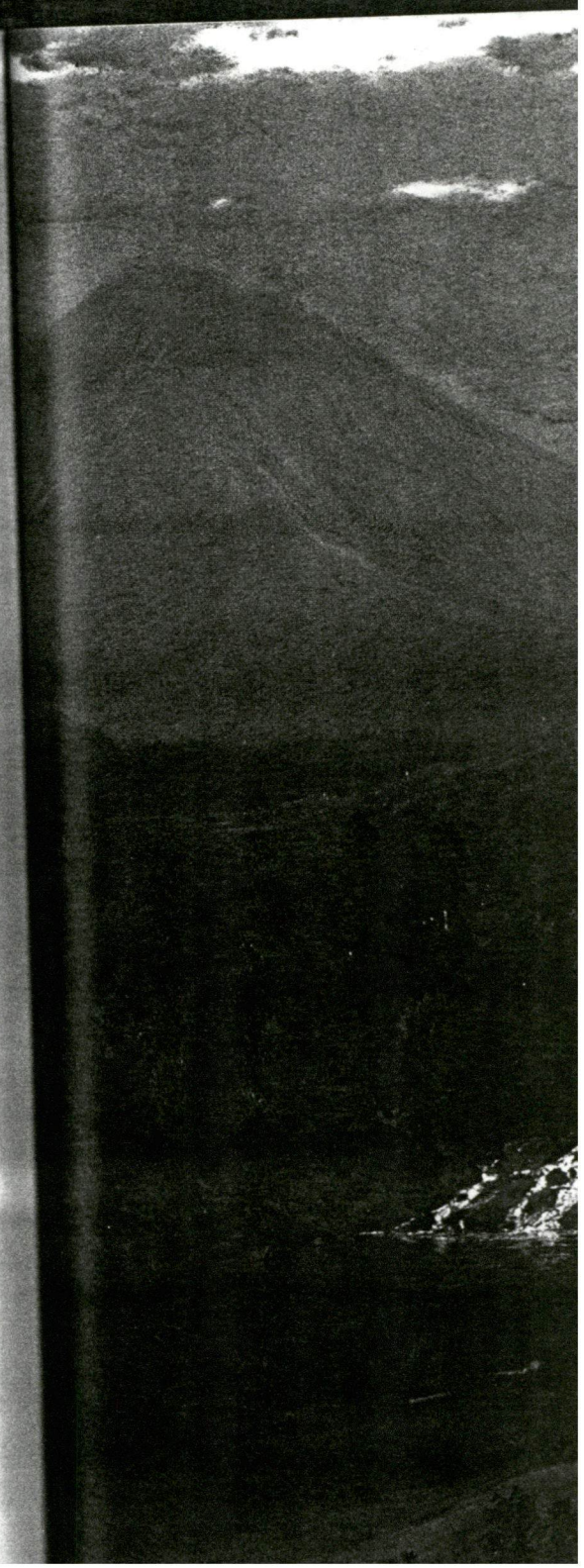
OPPOSITE: *Mount Katahdin, from the rivers of Baxter State Park.*

Maine is large—half the size of all of New England—and about 80 percent of it is covered with forests of white pine, balsam fir, basswood, birch, oak, maple, hemlock, beech, and spruce. Mile-high Mount Katahdin, in the center of Maine, is the state's tallest peak. More than 5,000 rivers and streams pour through Maine; lakes and large ponds number 2,500. For thousands of years these waters were fished for salmon, brook trout, and bass by the Indians and in more recent times by sport fishermen. Men of means built great lodges in the woods or stayed at fashionable resort hotels.

The interior was sparsely settled by Europeans, but Indians occupied these lands almost as soon as the glaciers receded, 10,000 to 12,000 years ago. Evidence of human occupation in that era has been found in the vicinity of Chase and Munsungun lakes, which are believed to have been formed by glaciers. Stone tools and animal bones dating from 6,000 to 8,000 years ago have been found near Cobbosseecontee Lake. Of more recent date, from 3,000 to 6,000 years ago, was the culture of the Red Paint people, so called because their burials all contained deposits of a red ochre paint. Little is known of them, despite the many Red Paint graves that have been discovered, beyond the fact that they were skilled artisans. The Indians of the historical period were the Abenaki, of the large Algonquin linguistic group.

French traders generally coexisted peacefully with the Abenaki, trading furs, while the land-hungry English settlers clashed repeatedly with the Indians. The Abenaki, particularly along the coast, suffered tremendously in an epidemic in 1616—estimates of mortality run as high as 75 percent. The series of wars that began with King Philip's War in the 1670s went well for the Indians at first, but their defeat in the French and Indian War in the 1750s broke their power.

In 1786 the state of Massachusetts sold huge tracts of unsettled land in northern Maine to wealthy speculators, notably William Bingham of Philadelphia, who bought 1 million acres and acquired another million from General Henry Knox. At the same time, the surviving Indians of Maine were made wards of the state and lost title to all their lands. Few Mainers regretted any discomfiture of the Indians, but many resented the land policies of Massachusetts and the absentee landowners.



(OPPOSITE: *Detail from Frederic E. Church's* Mt. Ktaadin *(Katahdin), painted in 1853.*

The far northern county of Aroostook is the largest and loneliest county in Maine. Towns of any size are the exception on these wide-open flat acres. Potato farming is a major industry in this region, and enormous trucks carry the crops southward to markets in Maine, New England, and other parts of the country. Along the green St. John River valley are small farming communities, many of them founded by Acadians, the French Canadians driven from their homes by the English in the late 1700s.

After the Revolution, the United States and Britain anxiously shared the northern border region, competing for its wealth of timber, game, and minerals. Each country trespassed against the other in disputes that lasted over fifty years. Between February and May 1839 there was a confrontation, called the "Aroostook War," which threatened to erupt into violence. Some 10,000 Maine troops massed along the Aroostook River, and the federal government agreed to send 50,000 more. But before any shooting started, a border was agreed upon by negotiation and formalized in the Webster-Ashburton Treaty.

Maine's great lumber boom began after the Revolution and gathered force through the nineteenth century. Augusta and Bangor both prospered as centers of milling and trade in lumber. The Penobscot River carried the harvest of the interior forests to Bangor, which, in the middle of the nineteenth century, was one of the world's largest producers of wood products.

This chapter begins with Augusta, the state capital, proceeds northward to Waterville, and then detours to the west. The route then takes up with Bangor, proceeds directly north, and then loops south along the Canadian border to Houlton.

CENTRAL REGION

AUGUSTA

Augusta had been settled for over 200 years when it became Maine's capital in 1831. The earliest pioneers did well trading with the Indians for furs, fish, and timber, but they abandoned the settlement around 1700. Settlers returned, however, in the mid-eighteenth century as timber for construction became highly valued, and the town developed on both sides of the Kennebec River. Augusta became an active port, sending timber, furs, and other

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Maine St

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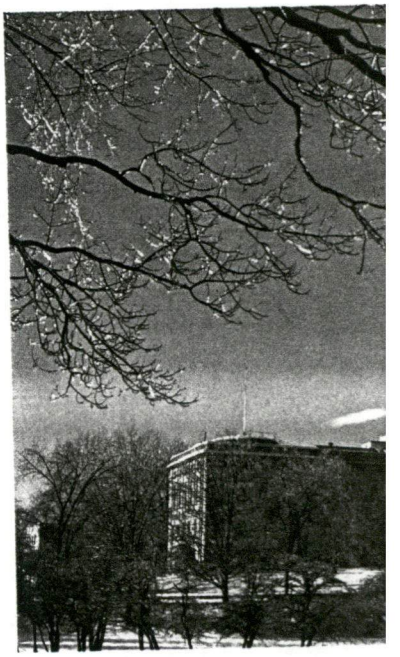

The Maine State House in Augusta as it
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REGION

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goods forty-five miles downriver to the sea. One of its chief exports was ice, harvested from the Kennebec each winter and packed in sawdust for points south. In 1832 the capital was moved from Portland to Augusta. Within a decade not only sawmills but cotton mills as well were adding to the prosperity of the thriving city.

Maine State House

While citizens of Portland made several attempts to move the capital back to their city, their cause faded in the face of Charles Bulfinch's impressive structure in Augusta. The architect based the classical design of Maine's capitol on his earlier one for the Massachusetts State House; the building material, however, was indigenous to Maine: granite from Hollowell. Construction began in 1829 and lasted until January 1832. Its completion was a prelude to many alterations, additions, and renovations, beginning with a remodeling of the interior in 1857. Between 1890 and 1891 a three-story wing was added to the rear of the building according to

The Maine State House in Augusta as it has appeared since 1910, when final elaborations were made on Charles Bulfinch's 1829 original.

architect John Calvin Spofford's design, attuned to Bulfinch's original plans. Architect G. Henri Desmond paid less attention to maintaining the integrity of the earlier designs; in 1909–1910 he added two large side wings and replaced the original low dome with an almost 200-foot steel dome covered in copper and topped by *Wisdom,* a gold-covered statue sculptured by W. Clark Noble. Bulfinch's mark is still visible in the front Greek Revival portico and its recessed wall. As the demands of civil government varied, the structure that housed it followed suit; the State House reflects its own history. A self-guided tour of the capitol grounds and State House includes temporary exhibits about Maine and local history, dioramas of native wildlife, portraits of governors, and legislative chambers.

LOCATION: State and Capitol streets. HOURS: 9–5 Monday–Friday, 10–4 Saturday, 1–4 Sunday. FEE: None. TELEPHONE: 207–289–2301.

The **Maine State Museum** (207–289–2301), about a hundred yards south of the State House, offers an excellent overview of the state's natural, industrial, and social history. Curators have devised dioramas of Maine's natural settings, and there is a gem and mineral exhibit. An extensive exhibit, "Made in Maine," presents the history of the state's products and industries. Historical settings of both factory and home display the various crafts of sewing, weaving, furniture making, and shoe making. Principal industrial tools and methods are explained.

Across from the capitol is **Blaine House** (207–289–2301), the Federal-style residence of Maine's governor. As governors' mansions go, the clapboard, green-shuttered house, sitting behind a picket fence, is modest. Sea captain James Hall built it for himself in 1833; the house takes its name from a later resident, James G. Blaine, a Maine congressman who became Speaker of the House, a U.S. senator, a presidential candidate, and secretary of state under presidents Garfield and Harrison. Blaine died in 1893, and in 1919 his descendants gave the house to the state, to be used as the official residence of Maine's governors and their families.

Fort Western (16 Cony Street, 207–626–2385), a 1754 fortification, also served as a store and, in the nineteenth century, as a tenement for factory workers. The main building, a 100-by-32-foot

OPPOSITE: *The three-story Maine capitol rotunda soars 185 feet above the first floor.*

Fort Western, raised on the east bank of the Kennebec River in the mid-eighteenth century.

rectangle of hewn logs covered in shingles and topped by four huge chimneys, is one of the finest remnants of colonial America. Today it is a **museum** that interprets the military, economic, and social history of the Kennebec River Valley.

In 1827 the U.S. government built an **arsenal** in Augusta to defend the frontier at the time of the boundary dispute with England. The arsenal consisted of fifteen buildings, most of them of granite. Ammunition manufactured here supplied the Mexican War, the Civil War, and the Spanish-American War. Ten of the granite buildings survive and are still in use by the state. Known as the **Kennebec Arsenal Historic District,** they are located at the end of Arsenal Street, on the river.

The **Kennebec County Courthouse** (95 State Street) is one of the earliest Greek Revival structures in Maine (1829), with a full Ionic colonnade. Also of architectural interest is the **Old Post Office** (1886), a fabulous Romanesque edifice, and one of the distinguished Victorian buildings on Water Street in downtown Augusta. A central round tower set on a square base is echoed by a

rounded tower at each of the buildi
arches, and ornate dormers with rou
postal station, and offices.

ALNA

The town of Alna is known chiefly f
Head Tide, located on the Sheepscot
raison d'être of the village: Mills o
Sheepscot, giving Head Tide an act
from pre-Revolutionary times into th
Head Tide's mills produced thousand

Along the north and south banks
Head Tide Historic District, are the v
teenth-century houses, a store, chur
1789 **Alna Meeting House** (Route 21
Colonial buildings. The **Schoolhouse,**
sible to miss—its tall cupola pokes ab
scape. Built in 1795, it is Maine's seco
house, fifty years younger than York's.

Clustered on the Sheepscot River, one- and two-century
Historic District.

East of Waterville, where the Kennebec merges with the Sebasticook River, lies **Winslow,** primarily a farming community. In 1754, English colonists built **Fort Halifax** on the Sebasticook to protect their fragile settlements from the French and Indians. The fort was also a crucial link during the Revolution and a way station for Benedict Arnold on his ill-fated march to Quebec. Its blockhouse, believed to be the oldest in the United States until its demise in 1987 floodwaters, is being reconstructed (1988).

WATERVILLE

Just south of Skowhegan, the aptly named Waterville was born on the Kennebec's Tionic Falls, which drove the town's lumber mills. River drivers also took advantage of the water's power, sending logs over the falls to be milled in town.

The Redington Museum

Housed in an 1814 frame house built by one of Waterville's early pioneers, this well-appointed museum is administered by the Waterville Historical Society and documents the early years of the town. Asa Redington, a Revolutionary War veteran of George Washington's elite Honor Guard, built the house with an eye to the elegance of the time, as evidenced by the spiral staircase, the original fireplaces, and the woodwork. Five period rooms of the late eighteenth and early nineteenth centuries contain antiques and furnishings original to the Redingtons and other pioneering families, including Chippendale and Hepplewhite pieces; a collection of clocks; kitchen utensils; period children's toys, among them a Victorian and a Colonial Revival dollhouse; and family portraits.

The museum's library includes diaries and archives from the mid-eighteenth century to the twentieth, plus an extensive collection of local newspapers and early photographs. Other exhibits include displays of early craftsmanship, technological developments in the logging and transportation fields, firearms, Civil War memorabilia, early business marquees, musical instruments, Indian artifacts, and period costumes. Adjacent to the museum is the **LaVerdiere Apothecary Museum,** housing an extensive collection of pharmaceutical paraphernalia and furnishings, such as brass and mahogany cabinets, shelves filled with early patent medicines,

Waterville's authentically furnished and stocked

extracts, oils, herbs, and equipm
tion-preparation area and a n
stained-glass trim, the museum re
of the nineteenth century.

LOCATION: 64 Silver Street. HOU
Tuesday–Saturday. FEE: Yes. TELE

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Waterville Opera House on Cast
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Waterville's authentically furnished and stocked nineteenth-century LaVerdiere Apothecary.

extracts, oils, herbs, and equipment. With an authentic prescription-preparation area and a mirrored fountain backed with stained-glass trim, the museum recalls the soda fountain–drugstore of the nineteenth century.

LOCATION: 64 Silver Street. HOURS: May through September: 2–6 Tuesday–Saturday. FEE: Yes. TELEPHONE: 207–872–9439.

Another particularly picturesque element of the past resides in the **Waterville Opera House** on Castonguay Square. Built at the turn of the century, this well-preserved Colonial Revival structure predates the movie house, harking back to the age of local and traveling theater companies. An early example of Art Deco architecture, the concrete-and-steel **Professional Building** (177 and 179 Main Street), was built in 1923 with stylistic detailing in the reliefs, shield motifs, and low archways.

North of Waterville is some of the most beautiful countryside in Maine—rolling hills, enormous lakes, waterfalls, and streams. Along the waterways grew such mill towns as Hermon, Newburgh Center, Plymouth, Burnham, and Damascus. After 1856, the railroads gave birth to other communities—Fairfield, Shawmut, Anson, and Sidney. **Skowhegan** (an Indian word for "a place to watch

fish") was settled in 1771 by two homesteaders, Peter Heywood and Joseph Weston, who brought their families and a few head of cattle from Concord, Massachusetts.

The mid- to late-nineteenth century prosperity of Skowhegan as a regional business center is apparent in its **historic district,** which comprises nearly forty commercial buildings along Water and Russett Streets, as well as Madison Avenue. Virtually all late-nineteenth-century architectural styles are represented here in varying states of renovation. The **Skowhegan History House** (Norridgewock Avenue, 207–474–3140), a dignified, Greek Revival brick residence, is furnished appropriately for its year of construction, 1839. Local documents and artifacts are also on display.

Farther west are fertile agricultural lands, settled for the most part by the English in the 1770s. Highways here roll past fields of corn, potatoes, and pumpkins and past apple orchards. **Farmington,** as its name implies, is a typical farming community on the banks of the Sandy River in the Oxford Hills. The **Little Red Schoolhouse Museum** (Route 2) is complete with desks and books from the last century; built in 1852, it served Farmington's students for over 100 years. It is a visitor center in summer.

Downriver at **Farmington Falls** is the **Old Union Meeting House,** completed in 1827 by a Farmington carpenter, Benjamin Butler. In style the meetinghouse harks back to the eighteenth century, with a steeple in the mode of the London architect Christopher Wren. Used by a variety of denominations before they built their own churches, it now houses the Union Baptist Church. On Holly Road, the **Nordica Homestead Museum** (207–778–2042) pays tribute to the famous opera soprano Lillian Nordica (née Norton). The 1840 Cape Cod–style home, built by her father, was Nordica's home before her mother launched her operatic career. In 1891, Nordica made her debut at the Metropolitan Opera. Her expertise lay in Wagnerian roles, and she in fact studied under Wagner's widow. Nordica spent her last summer here in 1911; she died in 1914. The museum includes concert gowns, programs, stage jewels, music, and other Nordica memorabilia from her career and the family home.

RUMFORD

The largest town in the Oxford Hills, Rumford developed as an industrial and a resort center. The Ellis, Swift, and Concord rivers flow into the Androscoggin, whose powerful falls have driven the

town's pulp and paper mills since t
historic district reflects the town
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The **Strathglass Park Histori**
early twentieth-century planned c
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hired noted architect Cass H. Gilbe
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One of the best-preserved one-roo
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JMFORD

ford Hills, Rumford developed as an r. The Ellis, Swift, and Concord rivers whose powerful falls have driven the

town's pulp and paper mills since the late 1800s. The commercial **historic district** reflects the town's fortunes at the turn of the century when Oxford Paper and other companies boosted the local economy. Major downtown buildings, all within sight of the Androscoggin Falls, include the Colonial Revival **Municipal Building,** designed by Harry S. Coombs in 1916; the 1906 Beaux-Arts **Rumford Falls Power Company Building;** the 1910 **Strathglass Building,** also of Beaux-Arts design; and the 1911 Classical Revival **Mechanic Institute.**

The **Strathglass Park Historic District** is an example of an early twentieth-century planned community. Hugh J. Chisolm, a developer for Rumford Falls and the Oxford Paper Company, hired noted architect Cass H. Gilbert to design a residential development for the millworkers. Between 1901 and 1902 fifty-one solid and attractive duplexes, surrounded by gracious lawns, were built on blocks divided by tree-lined avenues. Public services, such as garbage and snow removal, were taken care of by the company. Not until 1948 and 1949 were the lots sold privately.

NEWRY

One of the best-preserved one-room schoolhouses in the country, with its 1895 furnishings intact, is the **Lower Sunday River School** on Sunday River Road in Newry. The town's graceful covered bridge, the **Sunday River Bridge,** was built in 1870. One half of the bridge was assembled on each shore and then settled into place and joined in the center.

The narrow roads and highways heading northwest of Newry toward Baxter State Park seem hardly more than wilderness trails themselves, barely penetrating the heavy forests. But they lead to Maine's lake country. From the mid-1800s, while the sailing set summered at the state's coastal resorts, inland sportsmen stalked moose and fly-fished at Flagstaff and Rangeley lakes. In **Rangeley,** the **Rangeley Lakes Region Historical Society** (Main and Richardson streets) has a large collection of photographs from the resort era. Funds to build the classically designed **Rangeley Public Library** (Lake Street, 207–864–5529) were raised in the early 1900s by summer and permanent residents. The library houses an exceptional collection of material written by—and about—the natural scientist Wilhelm Reich, who fled Nazi Germany and eventually

settled in Maine. A student of Sigmund Freud, Reich developed a controversial theory based on a universal biological energy he called orgone. (He named his compound in Maine "Orgonon.") Three miles west of Rangeley is the **Wilhelm Reich Museum** (Dodge Pond Road, 207–864–3443), housed in Reich's observatory. Built of native fieldstone in the Bauhaus style, the building contains his equipment and paintings as well as exhibits on his work. Reich, who died in 1957, enjoyed the region's low humidity and abundant forests, lakes, and mountains, which reminded him of Europe. His study and library are also on view.

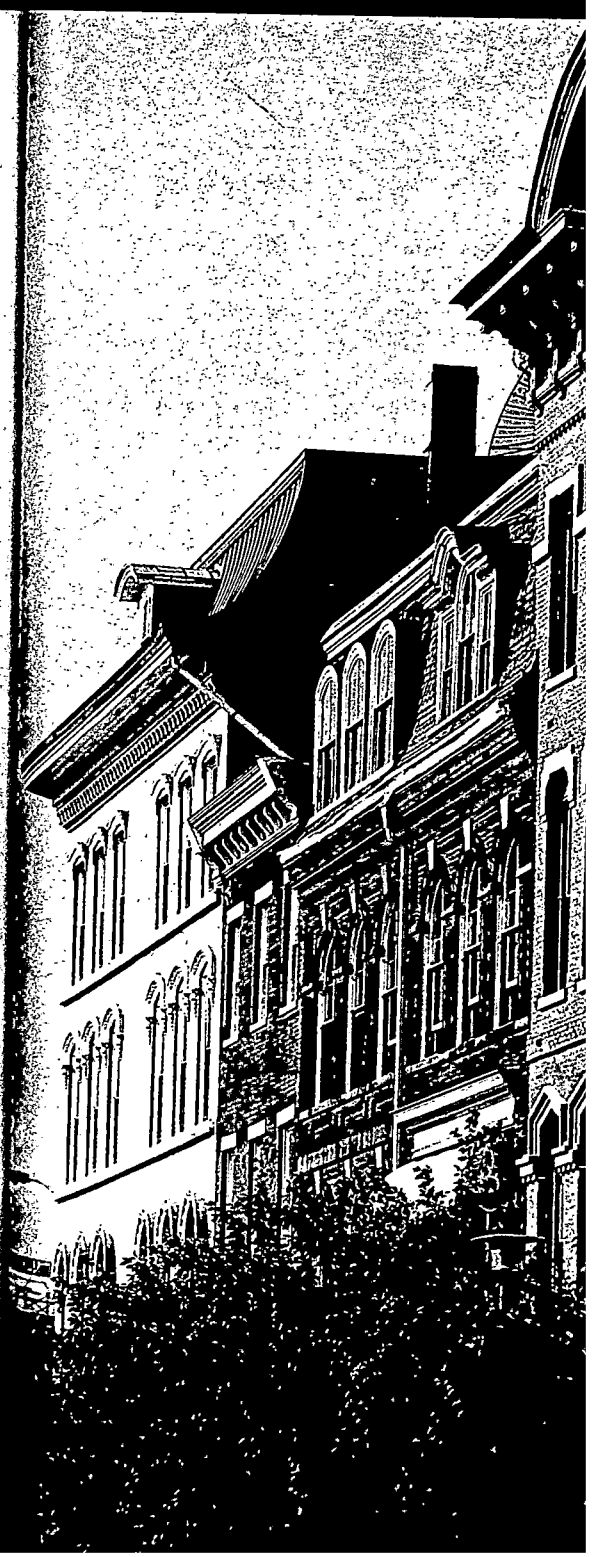
THE EASTERN INTERIOR

BANGOR

In his journal of 1604, Samuel de Champlain recorded his impressions of the hilly west bank of the Penobscot River. The land there, twenty-three miles inland and thick with oak trees, struck the French explorer as "pleasant and agreeable," as did the Indians who inhabited the area. It would be another century and a half before a Massachusetts pioneer, Jacob Buswell, settled at the pleasant and agreeable spot that would grow into one of Maine's most rollicking towns. Buswell's community, at first known as Kenduskeag Plantation after the tributary stream that runs through town, made its living by exporting fur pelts and lumber. In about 1800 Bangor got its present name—apparently from the title of a favorite hymn of the town's pastor. Bangor now began to come into its own, with businesses and population expanding even as the War of 1812 brought blockades and other British aggressions.

Harvesting pine and spruce trees upstream from Bangor along a great length of the Penobscot, timbermen floated logs to Bangor mills. From them in the 1850s came an enormous supply of lumber, shingles, clapboards, and lath. Much of that wood went out to sea from Bangor in locally made ships—the river town was an active port with a lively overseas trade. Bangor traded with the West Indies, too, exchanging its large winter ice harvest for their molasses, sugar, and rum.

In the mid-nineteenth century, railroads tied Bangor and its timber goods to all points south. The town boomed as many came



OPPOSITE: *Nineteenth-century buildings on Broad Street, in Bangor's Market Square Historic District.*

to make their fortunes—in lumber, milling, shipbuilding, and land speculation. The newcomers created an exciting city, full of cultural diversions. And as with most boom towns, the lumberjacks and sailors found no shortage of saloons and brothels.

The citizens built an extremely good-looking town, which is still in evidence, despite the ravages of a 1911 fire and the urban renewal of the late 1960s. The **West Market Square Historic District** consists of two downtown blocks, defined by State, Main, and Broad streets and the Kenduskeag Stream. The first open marketplace in Bangor, it was also where many set up shop in handsome brick and granite buildings—doctors, booksellers, grocers, shoemakers, druggists, hatters. Much of the area was the 1830s design work of Charles G. Bryant, a prominent hometown architect. His best-known commercial commission is **Bangor House** (174 Main), a grand hotel of its day (built 1833–1834), receiving such guests as Ulysses S. Grant, Daniel Webster, and Theodore Roosevelt. It is now an apartment building.

In the same decade Bryant drew up plans for the **City Common,** east of Broadway, and for **Mount Hope Cemetery.** Landscaped with ponds, trees, and pathways, the cemetery was inspired by Mount Auburn in Cambridge, Massachusetts, the nation's first garden cemetery. Mount Hope is filled with elaborate Victorian monuments, marble urns, granite obelisks, and ironwork. A cannon marks the site of the Grand Army Lot, a burial ground consecrated in 1864 for Civil War veterans.

The city's increasing number of rich entrepreneurs commissioned Bryant and other architects to design houses. Most of the clients preferred to build just south of Main Street in what is now called the **High Street Historic District** (a triangle defined by Union, Columbia, and Hammond streets). Rising above the district is the **Hammond Street Congregational Church,** built in 1853. Built in 1822, the **William Mason House** (62 High Street, private) is probably the oldest brick house in the district. Bryant's **George W. Brown House** (43 High Street, private) and **Pickering House** (39 High Street, private), both built in 1833–1835, are gable-roofed twins with Greek Revival porticoes.

Another of Bangor's historic residential neighborhoods is bounded by Essex, Center, Garland, and State streets. Developed in the 1830s, the **Broadway Historic District** includes several houses designed by architect Charles Bryant, including the Greek

Revival **Smith-Boutelle House** (private) berland. The elaborate doorway, contair sports a top panel of anthemion leave Greek Revival style. One resident of th telle, Civil War naval officer, publisher *and Courier,* and nine-term congressman were three U.S. presidents—Garfield, H Penobscot off Broadway is Bryant's **Ken-** graceful Greek Revival double house wi

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Revival **Smith-Boutelle House** (private) on Broadway near Cumberland. The elaborate doorway, contained within a Doric portico, sports a top panel of anthemion leaves, a popular motif of the Greek Revival style. One resident of the house was Charles Boutelle, Civil War naval officer, publisher of the Bangor *Daily Whig and Courier,* and nine-term congressman. Among Boutelle's guests were three U.S. presidents—Garfield, Harrison, and McKinley. On Penobscot off Broadway is Bryant's **Ken-Cutting House** (private), a graceful Greek Revival double house with wrought-iron railings.

Perhaps the city's most beloved landmark is the 1898 **Bangor Standpipe and Observatory,** which dominates Thomas Hill, the highest elevation in the city, a hilly former Indian hunting ground. Probably the only Shingle-style standpipe in the nation, it handsomely shrouds a huge water tank (now used only in emergencies). The balustrade is lit at night. Also notable in the area is the massive, red brick **Bangor Children's Home.** Built 1868–1869 as an orphanage, it is now a day-care center and private school.

The **Bangor Public Library,** boasting nearly half a million volumes and renowned as a great repository of state and local history, was founded in 1845, but its present building on Hammond Street was built in 1912, after the fire that gutted the area. In fact, the neighborhood is known as the **Great Fire Historic District** for the reconstruction that occurred between 1911 and 1915. Among the library's neighbors are the **Bangor Savings Bank,** the **Bangor High School** (now an apartment building called the Schoolhouse), and the Romanesque **Graham Building.**

One of the earliest examples in the state of the Greek Revival temple style is the 1832 **Zebulon Smith House** (55 Summer Street, private), once one of a line of fashionable residences that announced the wealth of their owners. Smith was a jeweler and silversmith. Another Greek Revival structure is the **Nathaniel Hatch House** at 117 Court Street, with porticoes at both the front and back of the house. The history of the house's owners reflects the boom-time fluctuations of American mid-nineteenth-century society. Nathaniel Hatch, a prosperous banker, built the house in 1832–1833 and sold it soon afterward to Samuel Farrar, who worked with his father in lumber after ill health forced him to give up studying law. In 1857, when his successful business floundered, Farrar sold the house, packed up, and moved to Wisconsin. The house is currently run by the Bangor Housing Authority.

The mahagony-rich entrance hall of Isaac Farrar Mansion in Bangor.

Lumber baron and merchant Isaac Farrar ordered the finest materials for his house, which was the first known U.S. commission of English architect Richard Upjohn. The 1833 **Isaac Farrar Mansion** (166 Union Street, 207–941–2808) contains marble mantles, stained-glass windows, mahogany wainscotting, and much carved woodwork. It has been extensively remodeled. Across from it is the Greek Revival cottage that Upjohn designed in 1836 for lawyer Thomas A. Hill. Now headquarters of the Bangor Historical Society and Museum, the **Hill House** (159 Union Street, 207–942–5766) has a completely restored downstairs floor, the highlight of which is a grand double parlor, furnished to Victorian perfection. In the 1840s the house passed to Samuel Dale, mayor of Bangor, whose guests included Ulysses S. Grant. Among the rotating exhibits are nineteenth-century letters and diaries, photographs, and paintings, as well as household tools and utensils, many of them made in Bangor.

The ornate wallpaper in the Farrar entrance h

In the front hallway of the
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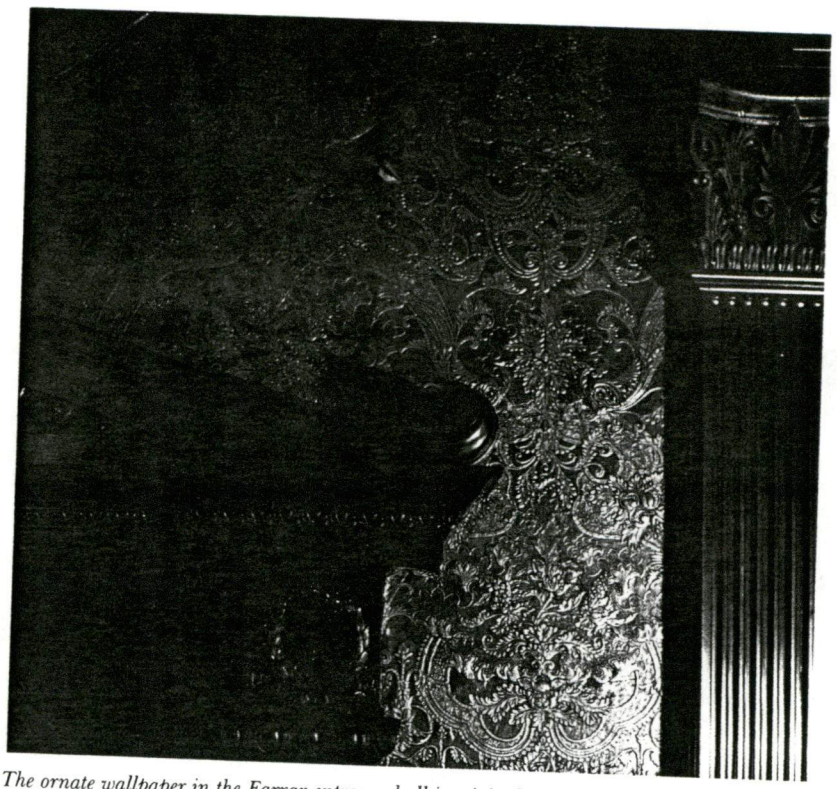

The ornate wallpaper in the Farrar entrance hall is original, dating from 1833.

In the front hallway of the Hill House is a desk that belonged to Hannibal Hamlin, a prominent Maine politician before he became Abraham Lincoln's vice president. Born in Paris Hill in 1809, he died in Bangor in 1891 and is buried in Mount Hope Cemetery. A farmer and lawyer based in Hampden, just south of Bangor, Hamlin entered politics as a Jacksonian Democrat. He served first in the state House of Representatives (1836–1841), was elected to the U.S. House of Representatives in 1843, and then to the Senate. His abolitionist views led him to resign from the Democratic Party, and in 1856 he was elected Maine's first Republican governor. The following year he was reelected to the U.S. Senate. Although chosen by Lincoln as his running mate in 1860, Hamlin was passed over in 1864 for Andrew Johnson, who became president upon Lincoln's assassination. The Maine electorate returned Hamlin to the U.S. Senate in 1869, where he served until 1881. Before retiring to Bangor, he served as U.S. minister to Spain.

Maine's 1st Repub. Governor

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In Bangor, Hamlin lived at 15 Fifth Street, in an 1848 mansard-roofed house that is now the official residence of presidents of the **Bangor Theological Seminary.** Moved to Bangor from Hampden in 1819, the seminary boasts significant buildings, including the 1827 **Old Commons Building,** the 1833 **Maine Hall,** and the 1858 **Chapel.**

Bordering the seminary is the **Whitney Park Historic District.** Clustered around West Broadway between Union and Hammond streets, it was developed during the Civil War era by a generation of prosperous newcomers to Bangor. They built large houses in the popular Victorian styles such as Queen Anne and Shingle. One of the most exuberant is the Italianate **William Arnold House** (47 West Broadway, private) built by a local merchant in 1857. The **Penobscot Nation Museum** (207–827–6545) in Old Town exhibits a range of Indian artifacts including basketry, clothing, stone tools and sculpture, and birchbark artwork.

The heritage of Bangor's logging industry is the subject of exhibits at the **Maine Forest and Logging Museum** (Route 178 in Bradley, 207–942–4228), scheduled for completion in 1991. The centerpiece of the complex is a re-creation of Leonard's Mills, active in 1797. Exhibits explain the sawmill process—from northern wood harvesting, spring log drives, the establishment of logging camps, and forest management to the actual milling (the waterwheel driven by Blackman Stream). Froes, adzes, broad axes, pick poles, and other eighteenth-century tools are on display. The chronology ends with the modern lumber and paper industries.

At **Greenville,** summer residents got around Moosehead Lake on the *Katahdin,* one of Maine's last and largest steamboats. Built at the Bath Iron Works in 1914, the powerful vessel carried passengers and logs between various points on the forty-mile-long lake. Resort hotels such as the **Mount Kineo House** (207–695–2702) commandeered her services for popular excursions. She made her farewell passenger run in 1938 and her final run in 1976. Now a steamboat-era exhibit at the **Moosehead Marine Museum,** the *Katahdin* has been restored and outfitted with displays of her history.

KATAHDIN IRON WORKS

East of Greenville, on **Silver Lake,** are the Katahdin Iron Works, abandoned in 1890. The blast furnace and kiln remain, survivors

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LOCATION: Off Route 11, five mil
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TELEPHONE: 207–645–4217.

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of the once-fiery operation, the only one of its kind in the state. Katahdin was a factory town, built along with the ironworks in 1843—the workers' houses, town hall, train depot, school, stores, auxiliary farms, and boardinghouses are now gone. Taking raw materials from its mineral-rich location, Katahdin produced about twenty tons of pig iron a day in the early 1880s, sending it to markets by rail and river. For a while, the Katahdin furnace blasted nonstop, and the factory produced iron farm tools, parts for machinery, and wheels for railroad cars. After the 1880s, Katahdin could not compete with the newer and more centrally located technology in Pittsburgh, Pennsylvania. Of Katahdin's extensive operation, only one of fourteen kilns and the blast-furnace tower remain and have been renovated, massive and impressive monuments to the passage of boom-time prosperity and society.

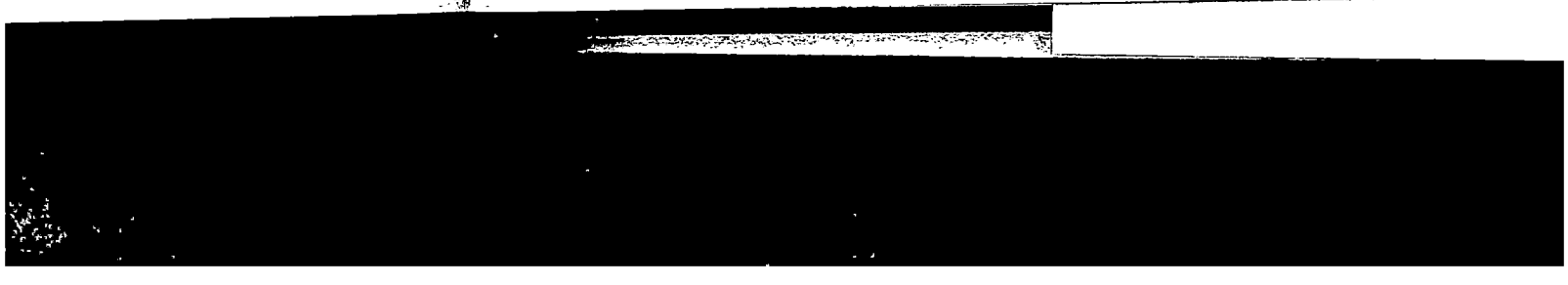
LOCATION: Off Route 11, five miles north of Brownsville Junction. HOURS: Memorial Day through Labor Day: 9–5 Daily. FEE: None. TELEPHONE: 207–645–4217.

Chamberlain Lake is just above **Baxter State Park** (207–723–9616), established in 1931. Near the southeast corner of the park is **Mount Katahdin,** northern terminus of the **Appalachian Trail,** blazed by foresters in the 1920s. The 2,100-mile wilderness trail connects Maine's Baxter Peak to Georgia's Mount Springer.

South of Fort Kent, beginning at **Eagle Lake** and stretching southwest to Chamberlain Lake, lie the remains of a remarkable logging-transportation system in the **Tramway Historical District.** The steam-driven Tramway was engineered in 1902 to solve the problem of getting logs from lumbering areas to the waterways for transportation to markets.

In 1841 the waters of Chamberlain Lake had been diverted into the east branch of the Penobscot River. By the beginning of the twentieth century, lumber in the surrounding area had been depleted. The Tramway was developed to carry logs 3,000 feet over land from the timber-rich Eagle Lake area to Chamberlain Lake, which had links to the mills on the Penobscot and the overseas markets. A 6,000-foot steel cable formed a single loop between the two lakes, along which trucks were attached every 10 feet. The trucks ran along 22-inch-gauge rails, with the delivery line on a

OVERLEAF: *Mount Katahdin rises 5,268 feet above autumnal forests.*



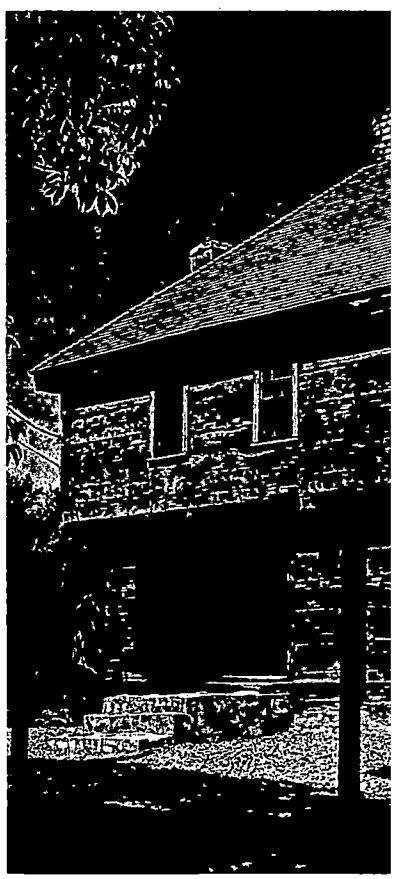
raised wooden structure directly above that of the return line. A 9-foot sprocket wheel was driven by steam at the Chamberlain end, drawing the cable and trucks along the route. A log spanned two trucks on its way to Chamberlain Lake, and the trucks returned empty and upside down to Eagle Lake.

Although it was made obsolete by more powerful log haulers and locomotives, the Tramway was never destroyed, and its entire length remains virtually intact. Between 1927 and 1933 a railroad line ran each summer from the Tramway district to Umbazooksus Lake to continue feeding the lumber-mill market, this time to the west branch of the Penobscot River. The railroad engines were subsequently stored in Eagle Lake in a structure that later burned to the ground. The Tramway and the exposed engines of the railway are extraordinary relics of Maine's land, technology, and logging industry.

FORT KENT

Maine's northern border with Canada became a focal point of conflict between the United States and Britain beginning in 1755, when French-Acadians moved into the region known as the Madawaska Territory to escape increasing British domination in Canada. After the American Revolution, the United States and Britain competed for the region's wealth in game, lumber, and minerals. Each country trespassed against the other, creating disputes that continued over fifty years and culminated in the Aroostook War of 1838–1839. This purely diplomatic but potentially bloody confrontation resulted in the establishment of the St. John River as Maine's international border with New Brunswick, Canada.

In the winter of 1838–1839, military troops, sent by the governments of the United States, Great Britain, Maine, and New Brunswick, converged on the lumbering region of the Aroostook Valley. Each was determined to exercise control over the land rich in spruce, cedar, and white pine. Within six weeks officials had settled on an uneasy truce, and the troops withdrew. At the end of 1839, however, a Maine public-land agent hired a local force to establish and monitor the state's claim to the area. The militia, numbering thirty-six men, chose the meeting of the Fish and St. John rivers to locate the **Fort Kent Blockhouse** (Blockhouse Road and West Main Street, 207–834–3866), named for the then-governor of Maine, Edward Kent. New Brunswick and Great Britain



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The stocky Fort Kent Blockhouse, a landmark of Maine's border disputes.

countered with an establishment twenty miles away, and the heated confrontation continued. In 1841 the U.S. government sought to end the persistent and potentially dangerous dispute by relieving the civil militia and installing federal troops at Fort Kent. The threat of serious conflict forced negotiations that ended in the Webster-Ashburton Treaty in 1842.

In 1843 the last of the federal troops left Fort Kent. It was sold into private hands in 1858 and was used as a family residence. The state purchased the blockhouse in 1891.

Built of thick, squared cedar logs, the blockhouse, with its prominent second-story overhang, most closely resembles fortifications erected a century before 1839, perhaps as a result of the lack

ıing

of modern engineering expertise of the local civil militia when it began its task. Inside the rough-hewn structure are pictorial displays of the dispute era, as well as a selection of lumbering equipment.

In 1785 the Acadians landed upriver at St. David in the Madawaska area. They planted a cross on the southern shore of the St. John River to commemorate their safe passage from British persecution in Canada and their establishment in Maine. The **Madawaska Historic Museum** and **Acadian Cross Historic Shrine** (Route 1, 207–728–4518) now mark that point of entry; exhibits include a century-old Acadian schoolhouse and 150-year-old homestead.

VAN BUREN

Each year profitable timber harvests enliven towns up and down the St. John River—Hamlin, Grand Isle, Notre Dame, Lille, Cyr Plantation. One of the larger logging towns is Van Buren, named for President Martin Van Buren, who once visited here. Many of its loggers (as well as most of the river valley's farmers and businessmen) are descendants of the original French Acadians. The local economy is based on lumbering, farming, and small businesses.

Van Buren's **Acadian Village** (Route 1, 207–868–2691) consists of reconstructed and relocated eighteenth- and nineteenth-century houses and cabins, barns, a railroad station, general store, church, and barber, shoe, and blacksmith shops. The houses are appointed with period furnishings and crafts; the barns, shops, and other buildings are set up with appropriate equipment from plows to blacksmith's anvils to barber chairs. The entire grouping gives visitors a look into early life on Maine's northern frontier.

At the junction of Route 1 and four state highways is **Caribou,** a shipping center for Aroostook potato farmers. Some of them are descendants of Scandinavians who came to northern Maine in the 1870s, settling in the communities they named **New Sweden** and **Stockholm.** Their history is preserved by the **New Sweden Historical Society Museum** (off Route 161, 207–896–5639), whose exhibits include two Swedish log cabins and a replica of an 1870 community hall. Immigrant artifacts, documents, and photographs also are housed in the **Stockholm Museum** (Main and Lake streets), which occupies the town's old general store and post office.

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Bridge, spanning the Meduxnekea

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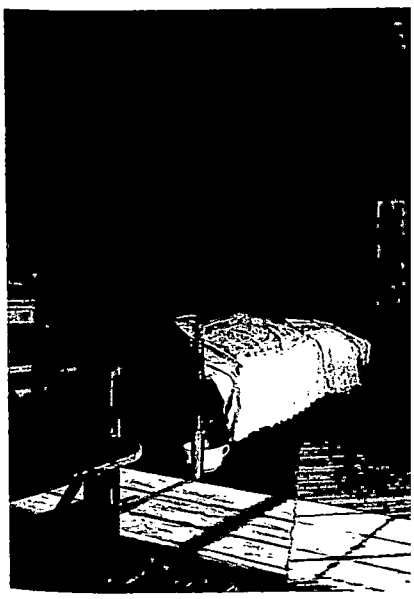

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HOULTON

Hub of three railroads—the Bangor and Aroostook, the New Brunswick, and the Aroostook Valley lines—the pioneer community of Houlton grew into a real market town in the 1890s, with impressive commercial buildings constructed along **Market Square.** Built in 1907, the **First National Bank** is of a particularly noble Grecian design. The **Aroostook Historical and Art Museum** (109 Main Street, 207–532–4216) occupies a 1903 Colonial Revival house, the finest residence of its time in Houlton. Surviving from the town's earlier days, and indeed the earliest surviving structure in Aroostook County, is the 1813 **Black Hawk Putnam Tavern** at 22 North Street. Now an office building, the structure served as the town's hotel during its frontier years. The original exterior has been preserved.

One of New Sweden's log cabins contains a spinning wheel and other belongings of the family who built it in 1894.

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Notes on Architecture

EARLY COLONIAL

JOHN PERKINS HOUSE, ME

In the eastern colonies, Europeans first built houses using a medieval, vertical asymmetry, which in the eighteenth century evolved toward Classical symmetry. Roofs were gabled and hipped, often with prominent exterior chimneys. Small casement windows became larger and more evenly spaced and balanced on each facade.

GEORGIAN

LADY PEPPERRELL HOUSE, ME

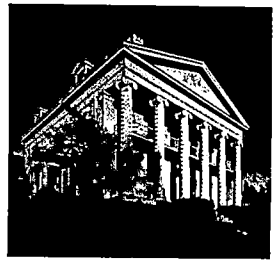
Beginning in Boston as early as 1686, and only much later elsewhere, the design of houses became balanced about a central axis, with only careful, stripped detail. A few large houses incorporated double-story pilasters. Sash windows with rectilinear panes replaced casements. Hipped roofs accentuated the balanced and strict proportions inherited from Italy and Holland via England and Scotland.

FEDERAL

PORTSMOUTH ATHENAEUM, NH

The post-Revolutionary style sometimes called "Federal" was more flexible and delicate than the more formal Georgian. It evolved from archaeological discoveries at Pompeii and Herculaneum in Italy in the 1750s, as well as in contemporary French interior planning principles. A fan-shaped window over the door is its most characteristic detail.

GREEK REVIVAL



FOLLETT HOUSE, VT

The Greek Revival manifested itself in severe, stripped, rectilinear proportions, occasionally a set of columns or pilasters, and even, in a few instances, Greek-temple form. It combined Greek and Roman forms—low pitched pediments, simple moldings, rounded arches, and shallow domes—and was used in official buildings and many private houses.

COUNTRY VERNACULAR

NORTHPORT, ME

The builders of many modest structures in northern New England were concerned only with function, not with stylistic considerations. Many farmhouses and barns do not fit easily into any stylistic designation, although they grew out of building traditions of the colonial period. One distinctive regional building type is the connected house and barn, which developed in the severe climate of Maine and New Hampshire. Simple wooden farmhouses are connected—by means of a rear ell, woodshed, carriage house, and outhouse—to the barn, an arrangement that ultimately proved to be a fire hazard.

GOTHIC REVIVAL

After about 1830, darker colors, asymmetry, broken skylines, verticality, and the pointed arch began to appear. New machinery produced carved and pierced trim along the eaves. Roofs became steep and gabled; "porches" or "piazzas" became more spacious. Oriel and bay windows were common and there was greater use of stained glass.

ITALIANATE

MORSE-LIBBY HOUSE, ME

The Italianate style began to appear in the 1840s, both in a formal, balanced "palazzo" style and in a picturesque "villa" style. Both had round-headed windows and arcaded porches. Commercial structures were often made of cast iron, with a ground floor of large arcaded windows with smaller windows on each successive rising story.

SECOND EMPIRE

PARK-McCULLOUGH HOUSE, VT

After 1860, Parisian fashion inspired American builders to use mansard roofs, dark colors, and varied textures, including shingles, tiles, and ironwork, especially on balconies and skylines. With their ornamental quoins, balustrades, pavilions, pediments, columns, and pilasters, Second Empire buildings recalled many historical styles.

QUEEN ANNE

The Queen Anne style emphasized contrasts of form, texture, and color. Large encircling verandahs, tall chimneys, turrets, towers, and a multitude of textures are typical of the style. The ground floor might be of stone or brick, the upper floors of stucco, shingle, or clapboard. Specially shaped bricks and plaques were used for decoration. Panels of stained glass outlined or filled the windows. Gabled or hipped steep roofs, and pediments, Venetian windows, and front and corner bay windows were typical.

SHINGLE STYLE

The Shingle Style bore the stamp of a new generation of professional architects led by Henry Hobson Richardson (1838–1886). Sheathed in wooden shingles, its forms were smoothed and unified. Verandahs, turrets, and complex roofs were sometimes used, but they were thoroughly integrated into a whole that emphasized uniformity of surface rather than a jumble of forms. The style was a domestic and informal expression of what became known as Richardsonian Romanesque.

RICHARDSONIAN ROMANESQUE

Richardsonian Romanesque made use of the massive forms and ornamental details of the Romanesque: rounded arches, towers, stone and brick facing. The solidity and gravity of the masses were accentuated by deep recesses for windows and entrances and by rough stone masonry, stubby columns, strong horizontals, rounded towers with conical caps, and repetitive, botanical ornament.

RENAISSANCE REVIVAL OR BEAUX ARTS

Later, in the 1880s and 1890s, American architects who had studied at the Ecole des Beaux Arts in Paris brought a new Renaissance Revival to the United States. Sometimes used in urban mansions, but generally reserved for public and academic buildings, it borrowed from three centuries of Renaissance detail—much of it French—and put together picturesque combinations from widely differing periods.

ECLECTIC PERIOD REVIVALS

CASTLE IN THE CLOUDS, NH

During the first decades of the twentieth century, revivals of diverse architectural styles became popular in the United States, particularly for residential buildings. Architects designed Swiss chalets, half-timbered Tudor houses, and Norman chateaus with equal enthusiasm. Many of these houses were modeled on rural structures and constructed in suburban settings. Although widely divergent in appearance, they have similar plans, site orientations, and general scale, brought about by similarities in building sites and by clients' desires for spacious interiors.