

The Newsletter of the Tremont Historical Society

Vol. 10 No. 1

Winter 2007

Published periodically at Bass Harbor, Maine. The Society is a non-profit organization, whose officers are: Arlene Bartlett, President; Charles Liebow, Vice President; John MacDuffie, Secretary; and Michael Smith, Treasurer. The Newsletter is ordinarily mailed to members and contributors.

From the President's Desk

As we turn our calendars to a new year we start to reminisce about the past year: the many things we accomplished and other projects that will be carried over to the New Year. 2006 was a good year for the Museum, and even though there was a slow start in July, our number of visitors increased.

Our monthly programs offered a wide range of speakers and topics, with the meetings attracting fairly good attendance.

The Annual Appeal is in progress at this writing, and we wish to thank all of you who responded. The membership has also increased because of the mass mailing of the Annual Appeal letters to all postal customers in Bernard, Bass Harbor, and Seal Cove. We welcome our new members and hope you will participate in every way you can. We especially hope you will enjoy this Newsletter. Our Editor, John MacDuffie, puts a lot of time and effort into each issue. He is always eager to receive materials which members may be able to contribute, or suggestions to help in the production of future editions.

The Museum will open for the 2007 season on Saturday July 7th, and remain open on Wednesdays and Saturdays from 1:00 to 4:00 p.m. until mid-October. Any changes in our schedule will be found in the Tremont news column of the Bar Harbor Times.

We do have one last request. If anyone in our membership would be willing to help us greet our Museum visitors this coming summer, please call me at 207-244-5268, or write me at P.O. Box 215, Bass Harbor ME 04653. We will line up an informational meeting for all who will help with this important service to the public, sometime around the end of June. Your help is much needed, and will be greatly appreciated!

Sincerely,

Arlene Bartlett, President
244-5268

"Let's Ask Ralph!"

We are initiating a new feature in our Newsletters. Questions of various sorts will be posed, sometimes by your Editor and sometimes by you—and these will go to our Historian, Ralph Stanley. This time, "Let's Ask Ralph" the following: *cont. next page*

1. Among materials for shipbuilding described in your writings, “rails,” “wales” and “trunnels” are included. Can you define these for us?
2. In the harrowing tale of a shipwreck included in your writings, it was stated that the vessel was “steered by hawser.” Can you explain how this was done?

Watch for Ralph’s answers in our next issue. Ed.

RALPH’S PAGE

Being a reproduction of articles of historical interest, selected by Ralph Stanley

Editor’s Note: We are pleased to offer an article which was the script for a program which our Historian, Ralph Stanley, presented at one of our Member meetings in 2006. When I asked permission to use this in the Newsletter, wondering if it was copyrighted, Ralph replied, “No, and it’s still a work in progress.” As we know, serious historians are always looking for information to fill in the gaps in their research; and they are usually sufficiently humble that when someone occasionally disputes something they have offered as fact, they are pretty open-minded about the possibility of error. Therefore, if anyone has anything to offer to Ralph on the subject of shipbuilding on MDI, please send it to me as a Letter to the Editor which we can share with everyone.

SHIPBUILDING ON MOUNT DESERT ISLAND

RALPH W. STANLEY

Shipbuilding began on Mount Desert Island soon after the settlers came in the early 1760’s. I think the settlers came not with the intentions to build ships but rather to build a home for themselves. They found a lot of timber growing on the island and there were streams and tidal coves where a mill could be set up harnessing the waterpower to saw logs into lumber, which was sold and shipped away in vessels.

Another product to be shipped away was codfish. Fishermen caught the fish by hook and line during the season and, after curing the fish, took them away to market in the off season mostly in their own vessels. They soon found it more to their advantage to keep their vessels fishing and ship their fish in other vessels. Over the years other products produced on Mount Desert Island such as ice, bricks and stone were added to the cargoes to be shipped away. Cobblestones were shipped from Duck Island. A family named Bartlett lived at William Gilley’s farm on Duck Island in the 1840’s. I believe in their spare time they selected and gathered stones of the proper size and shape, piling them in a spot where it would be convenient to load them in a boat to be transported to a vessel anchored off the shore. The sea at Duck Island is almost always rough and calm days would have to be selected to load a vessel.

The settlers also had a need for supplies from away that were not available here and a vessel was practically guaranteed a cargo each way. The settlers soon started to build their own

vessels. There was plenty of good shipbuilding wood growing on Mount Desert Island. I have not found any real records of shipbuilding in the early days of settlement but there are oral traditions that have been passed down through the generations.

The first vessel for which I can find a record is the 105-ton schooner "Lively" built possibly by Abraham Somes at Somesville in 1872. The "Lively" was owned by Samuel and Daniel Bartlett of Beverly, Christopher Bartlett of Mt. Desert and James Carter of Blue Hill. The second vessel was the 49-ton "Lucy", also built at Somesville in 1785. This vessel was probably built and owned by Abraham Somes and named for his daughter.

Abraham Somes had a sawmill on his stream at Somesville and eventually there were four or five large mills on that stream, a sawmill, a gristmill, a tannery and a woolen mill. There was a shoe making business in connection with the tannery and a factory that manufactured Japan, a drier used in paint. Members of the Somes family owned and operated all of these enterprises.

The third vessel for which I can find a record was the schooner "Sally" of 65 tons built in 1799 at Eden, now the town of Bar Harbor. This vessel was sold to Boston. The next vessel was the schooner "Saucy Jack" built at Somesville in 1804 by Abraham Somes. She was a vessel of 66 tons.

Fourth was the schooner "Hazard" of 120 tons built in 1809 at Eden by Israel Higgins for Samuel Hadlock of Little Cranberry Island. The "Hazard" sailed from Little Cranberry Island for many years and was commanded by Israel Higgins, Jr.

Hadlock was an enterprising ship owner and businessman. He and his father had extensive woodlands and a mill at Northeast Harbor until the woodland burned and the mill washed down stream. After his father's death he moved to Little Cranberry Island where with his brother and others he engaged in fishing and shipping. During the war of 1812 he sailed the schooner "Ocean" of 90 tons to Labrador where he caught and cured a cargo of codfish. He successfully ran the blockade and sailed to Oporto, Spain where he sold his fish. He then returned to Marblehead, no doubt with a valuable return cargo and again successfully ran the blockade. With the money he made from this voyage he built a store at Little Cranberry Island where he carried on a successful business in general merchandise for many years, while his fleet of fishing and coasting vessels was actively engaged in adding to his material wealth.

Hadlock was owner and part owner of many vessels. Among those were the schooner "Cranberry" of 50 tons built at Eden in 1810; the schooner "Nabby"; the schooner "Hancock"; the sloop "Polly"; the schooner "Marthy" which sank in 1794; the schooner "Defiance" which was lost at sea in 1800 and the schooner "Franklin". (I do not know where or when these vessels were built). In addition Hadlock owned the following vessels. The schooner "Ice Plant" of 160 tons was built at Eden in 1819; the schooner "Victory" built at Eden in 1820; the schooner "Five Brothers" built at Eden in 1839; the schooner "Hero" of 47 tons built at Eden in 1823; the schooner "Otter" of 100 tons built in 1823 at Mt. Desert at a cost of \$3396.18 and employed in whaling and hunting seals; the schooner "Minerva" built in 1821 and lost in 1829 (some records say built at Cranberry Island while others say Mt. Desert); the brig "Nestor" built in 1824 at Eden and lost in 1828; the brig "Level" 193 tons built at Cranberry Island in 1826 and lost in 1830; the brig "Actress" built in 1826 at Mt. Desert and lost in 1831; the brig "Beaver" 180 tons built at Trenton in 1824. The largest vessel to be built at Little Cranberry Island was the schooner "Samuel Hadlock" of 106 tons. This vessel was launched in 1848 and was commanded by Samuel's grandson, Edwin Hadlock.

It may seem that Hadlock lost a lot of vessels but if they had made several successful voyages they had probably paid for their cost and more. His greatest loss was four of his five sons. Capt. Samuel, Jr. along with his son and 17 other local men was lost in the schooner "Minerva" in the Arctic in 1829! The account of this is in the book "God's Pocket" by Rachel Field. Two more sons, Epps and Jonathan, were lost on a voyage to the West Indies in the schooner "Otter" and his fourth son Elijah died with a fever on a voyage to Cuba in the brig "Beaver".

Nathan Clark, one of the early settlers at Southwest Harbor, had a tide mill at Norwood's Cove and he also owned woodland near Western Mountain where he had a lumber camp. A crew stayed in the camp each winter cutting logs and hauling them to Norwood's Cove where they piled them on the ice. In the spring the logs were floated to the mill where they were sawed into lumber. Nathan Clark's son, Henry Clark, owned a number of schooners employed in carrying lumber to market. He also owned a brick kiln and brickyard. Sometimes a vessel would have to sail in ballast, that is empty, but needing some weight to make the vessel sail properly. Bricks made good ballast as they could be sold when the vessel reached its destination, as opposed to rocks that might have to be thrown away.

From the early 1760's through 1809 I have been able to verify 7 vessels built during this time. I believe there were more but I have found no records. I have heard about a bark named the "Lion" of 200 tons supposedly built at Somesville by Abraham Somes and commanded by his sons. This vessel was one year and six months old and had completed five voyages. She was in Long Island Sound and leaking badly and was run ashore somewhere in Connecticut where the vessel broke up, the crew being all saved. However, I have never been able to verify this.

In 1808 a vessel of 249 tons with a ship rig named "Adaline" was built at Eden. Her homeport was Salem.

From 1810 through 1819 I have found twenty vessels built. For the next ten years, 1820 through 1829, I find eighty-four. This is the most for any ten-year period. When Maine became a state in 1820 there was a great period of growth and there was a great demand for ships and shipbuilding became an important industry.

Eben Hamor who compiled much of the early history of the town of Eden (now the town of Bar Harbor) wrote, "Shipbuilding and sailing these ships was the biggest industry around here." (M.D.I.) Shipyards were everywhere, three in Southwest Harbor. In the early days tradition has it that vessels were built on the shores of the millpond at Norwood's Cove. There were five shipyards at Somesville and three shipbuilding sites at Cranberry Island Pool. When my great grandfather, Enoch B. Stanley, bought property at the Pool from Lewis Gilley, a vessel was under construction on the shore and the bowsprit extended over the roof of the house. I believe this vessel was the bark "Canton" built by Lewis Gilley in 1847. There were shipbuilding sites at Little Cranberry Island and Sutton's Island. Vessels were built at two places at Bass Harbor; also at Richtown; Duck Cove; Seal Cove; Indian Point; Clark's Cove at Town Hill; Salisbury Cove; Hull's Cove; and in Bar Harbor. There was a shipyard on Tinker's Island in Blue Hill Bay where in the 1840's a number of vessels were built including a brig of 190 tons. Many vessels were built at Thompson's Island in Mt. Desert Narrows.

From 1830 through 1839 fifty-seven vessels were built. Four of these were built for Charles Parker of Salem. The schooner "Leader" 163 tons in 1821; the brig "John" 194 tons in 1823; the brig "Warrior" of 204 tons in 1824; the brig "Pactolus" of 170 tons in 1825. I think all these vessels

were built at Thompson's Island. I don't know who Charles Parker was but I have found a Charles Parker who joined the Salem Marine Society in 1828 and that he died in 1838 at the age of fifty-three.

From 1840 through 1849 fifty-four vessels were built, three less than the previous ten years.

From 1850 through 1859 I find seventy-nine vessels were built. For the year 1851, I find thirteen vessels built, 1852 I find eight, while in 1853 I find fourteen vessels built with eleven built in 1854.

1860 to 1869 shows a decline with only twenty-four built. During the years of the Civil War only nine vessels were built.

The next ten years, 1870 to 1879 is only slightly better with twenty-six vessels. There is a sharp decline in the 80's with only eight, and in the 90's with only two. In 1902 only two small sailing vessels were built.

Prominent shipbuilders from the late 1840's through the 1870's were the Newman brothers Henry, William, Samuel and Enoch. They were sons of Jonathan and Sarah (Spurling) Newman.

Henry Newman was master builder of the 195 ton schooner "George Kilbome" in 1854, the 118 ton schooner "George B. Somes" in 1867, the 129 ton schooner, "Light of the East" in 1869, the 117 ton schooner "Silver Heels" in 1872, the 145 ton schooner "Kate Newman" in 1874 and the 283 ton three-master "Carrie M. Richardson" in 1874. I think Samuel Newman or William Newman may have also worked on this vessel. Henry Newman was master builder of a schooner named "Atavilia" at Ellsworth and the steam tugboat "Little Round Top" used for years to tow vessels in and out of the Union River. He was also master builder of a brig "John A. Buck" built at Orland.

William Newman was master builder of the 114 ton schooner "Antelope" in 1859, the 153 ton schooner "Ella Frances" in 1872, the 31 ton schooner "Ella Eudora" in 1872, the 137 ton schooner "Fred C. Holden" in 1872, the 54 ton schooner "Kate Clark" in 1873, the 289 ton three-master "Joseph Wilde" in 1873, and the 154 ton schooner "Abraham Richardson" in 1874.

Samuel Newman was master builder of the 125 ton schooner "J. Tinker" built in 1851 at Seal Cove, the 166 ton schooner "Quickstep" in 1856, the 139 ton schooner "Northern Light" in 1865, the 86 ton schooner "Mary F. Cushman" and the 36 ton schooner "H. W. Cushman", both built in 1872 at Somesville.

Enoch Newman built the 82 ton schooner "Montezuma" in 1849 and I believe Enoch was also involved with his brother Samuel in building the 180 ton brig "Abigail and Maria" at Cranberry Island in 1851. Enoch later moved to Orland and built vessels there and at Bucksport. He probably worked with Henry Newman building the brig "John A. Buck". No doubt these Newman brothers were master builders of many of the other vessels built during this period.

The settlers on Mount Desert Island were fortunate to have a lot of good shipbuilding timber growing on the island. There was a lot of oak and in the early days rock maple was used for keels and lower timbers. Rock maple was very strong and durable when submerged in the sea as it would be in a vessel. White pine was generally used to plank the decks while oak was selected for planking and rails. Sometimes beech was used in planking.

In the Maine Maritime Museum, there is an account book that belonged to William Heath of Seal Cove that covers the building of a brig of 246 tons named the "Etrurian" at Seal Cove. The book names forty people who contributed work or furnished materials for this vessel. Some were paid cash but most were paid by credit at the Heath's Store. Work started on this vessel in late 1839 and she was launched Feb. 10, 1842. Heman Cousins from Lamoine or East Trenton, as it was called then, was paid \$15.00 for making the half model for the vessel. He was probably the master builder as I have found also that he was master builder of vessels built at Lamoine. Many of the people who furnished labor and ship timbers have descendents still living on Mount Desert Island.

Capt. Jonathan Tinker with his schooner "Welcome Return" was hired on June 18, 1841 at the rate of \$4.00 a day to go to Ellsworth after oak. It took him four and one half days.

David Barker of Ellsworth furnished 2585 bd. ft. of hardwood three-inch planks while Jonathan Barker furnished 950 board feet of hardwood three-inch planks. Austin H. Jordan furnished 882 board feet of four by fourteen-inch rails @ \$15.00 / thousand totaling \$13.23; 340 board feet of four by seventeen-inch rails @ \$15.00 / thousand totaling \$5.10; 230 board feet of four by eight-inch wales @ \$13.75 / thousand totaling \$31.66; and 2327 board feet of three-inch planks @ \$14.00 / thousand totaling \$32.75. This lumber was surveyed by Alfred Langdon. Today (2004) this material, if you could get it, would cost over \$20,000.

Again Capt. Tinker was hired with the schooner "Welcome Return" to go to "Between the Hills", as Somesville was called then, to get more lumber furnished by George B. Somes. This was probably pine for the decks.

Edwin Kittredge was paid \$25.00 each for two masts of twenty inches diameter and \$10.00 for one bowsprit.

Isaac Grant and his son, together with Mathew Stewart and his son Abram along with Jack Webber were employed to caulk the vessel. Nathan Cousins did the blacksmith work and William Thompson supplied oak trunnels. Moody — White, ship chandlers of Boston supplied other materials.

Owners of the vessel were William Heath, Capt. Charles Branscom, Charles Mitchell and possibly others.

Following are some news articles concerning some of the vessels built on Mount Desert Island:

Nov. 21, 1851; Ellsworth Herald

Launched on the 19th from the yard of Capt. Wills Carver, at Seal Cove, a new schooner of 125 tons, called the "J. Tinker" and owned by Capts. Tinker, Reed, Carver and others. The schooner was built by Master Samuel S. Newman, who has gained to himself credit by the neatness, strength of work and form of model, surpassing any other built in this place. She is to be commanded by Capt. E. D. Reed.

1851; Ellsworth Herald

Launched on the 28th Nov. from the yard of Wm. P. Preble, Esq., at Cranberry Isle, a fine

copper fastened brig of about 180 tons called the "Hannah and Abigail", owned by Wm. P. Preble of Cranberry Isles; E. S. and Samuel S. Newman and Capt. B. Spurling of Tremont who is to command her.

Apr. 1853; Eastern Freeman

Launched at Eden from the yard of Master Jesse H. Mayo the superior built schooner "Onward" of 125 tons owned by J. H. Mayo, W. T. Thomas, C. T. Thomas, Alex Higgins, A. Higgins, A. Mayo, E. L. Higgins and Capt. Thomas H. Leland who is to command her.

Aug. 12, 1853; Ellsworth Herald

Launched in Tremont on the 8th from the yard of Capt. Maurice Rich of Bass Harbor a fine schooner of 144 tons called the "New Zealand" and is to be commanded by Capt. C. Mullen.

July 8, 1864; Ellsworth American

Launched at Eden on June 20th from the yard of Mr. Thomas Knowles a fine bark of about 400 tons called the "Annie E. Gray". She was built for Capt. Gray (who is to command her) and others of Bucksport. The bark is a good model, excellent workmanship and is a most substantial vessel.

Mar. 28, 1878; Ellsworth American

The schooner "Abraham Richardson" of Tremont, which has been employed by a theatrical troupe for two years among the West Indies Islands, will come home in ballast and be replanked. (worms in that warm water had riddled her planking.)

May 30, 1878; Ellsworth American

Schooner "Abraham Richardson", Reed, at Philadelphia from Cardenas report, May 14 struck on Cape Hatteras Shoal and lost rudder, and started cutwater, blew away mainsail, swept decks and steered by hawser for four days until a temporary rudder could be made.

June 4, 1886; Mt. Desert Herald

Hulls Cove. On Tuesday forenoon the handsome new schooner "Kate L. Pray" was launched at Hull's Cove. She is 64 feet on the keel, 21 feet beam 80 tons burden, carpenter's measurement. The master builder and principal owner is Mr. Elihu T. Hamor of Bar Harbor.

Jan. 4, 1889; Bar Harbor Record

T. G. Lunt of Tremont, master of the schooner "Montezuma" of Calais arrived at Yarmouth, N.S. Dec. 26 with 3 of his crew. The "Montezuma" was 78 tons and 38 years old (according to my figures she was 40 years old). She left Machias Dec. 14th for Boston with lumber and soon after, during a heavy wind, was struck by a large sea, which carried away the only boat, and the vessel began leaking badly. The deck load being frozen together could not be thrown overboard. The men were driven from the cabin and all the fresh water was spoiled by the sea. They had to hang the provisions from the main boom, but this got under water, and for 7 days the only food the crew had was a quarter of fresh beef only partly cooked, and a little water caught in a

bucket during a shower. The cold was intense. On the 21st the schooner "Edward D." rescued the crew and carried them to Yarmouth. The rescued men are T. G. Lunt, Salem T. Lunt, Fred E. Commice and Harvey Hurd. The Captain and Hurd have their feet badly frozen.

(The "Montezuma" was built at Tremont in 1849. W. S. Newman was listed as owner in 1849. Possibly he was the master builder.)

Oct. 30, 1890; Bar Harbor Record

The new schooner built the past summer at Hull's Cove is nearly ready for launching. She is a fine model and her builder, Porter Brewer, may well be proud of this his first venture as a master builder. She will be a freighter about 80 tons, carpenter's measurement, named "Alice M. Leland", and commanded by Capt. Isaac Somes of Mt. Desert.

Nov. 19, 1891; Bar Harbor Record

The new schooner "Fanny Earl", which has been building during the summer on Sutton's Island for Capt. Eugene Stanley was successfully launched on last Saturday's tide in the presence of about 200, who had gathered at an early hour from the several islands in the vicinity to witness the launch. We noticed that one of the number, Mrs. Richardson, who resides near where the vessel was built, who has reached the ripe age of 92 years, walked to the shore as she had never seen a vessel launched. The old lady was considerably annoyed by the numerous sailboats darting to and fro in the track where the vessel soon was to go, as she was afraid some of them must be run down. The schooner is a credit to her builder, Mr. Strout of Gouldsboro.

Jan. 23, 1901; Bar Harbor Record

Sutton. The many friends of Capt. Eugene Stanley of Friendship, formerly of this town, will be glad to read the particulars concerning the shipwreck and loss of the schooner "Fannie Earl" as written by himself after being taken from the wreck by the steamer "Cheseapeake" bound for England. He writes as follows:

"At Sea. Dec.16,1900 — I left Princetown (possibly Provincetown) Dec. 8. Left Boston Dec. 6. When off Gloucester the foresail gave out. When about 1/3 the way from Halibut Point to Portsmouth, the mainsail gave out in the double reef. We got it down and put the third reef in it; that lasted only a few minutes. The wind was still fair, but before we reached the shoals (Isle of Shoals) the wind changed more West. We could then make a NE course. I thought we could get down to Matinicus Rock by morning and anchor, then get towed in, but when off Seguin the wind changed to ESE very light. We came north 15 miles and Wed. morning the wind blew a gale NW We had to keep off again.

"Thursday morning the wind came SW We took our flying jib and bent it for a mainsail, we also had a forestaysail and topsail set. We came NW 53 miles I felt sure we could get into Nova Scotia Friday but that morning the wind blew a gale from the NW and with thick snow and all we could was go before the wind as we had no sail to heave to under. Saturday morning was the first time we could take the hatches off, so I went to work bailing sand overboard to lighten her out of water. I had been at work about half an hour when I saw a steamer, which proved to be the "Cheseapeake" and would pass within 2 miles of us. I set the flag but they did not see us until they had passed by, then they turned back after us. The vessel sunk in 1/2 hour alter leaving her, bearing NW by N 138 miles off Cape Sable. The captain and officers on the steamer are kind to me. I have the best to eat and a good room.

“Dec. 18 - NE gale today crossing the banks.

“Dec. 21 - Heavy gale SW, sea breaking over the steamer.

“Dec. 24 - Last night and today we had heavy gales. The bulwarks were broken in on the starboard side. The men on the bridge filled their boots (the bridge is 24 feet from the water). This kind of passage makes me wish for the land.

“Dec. 27 - We are going up the English Channel today, and will get to London tomorrow afternoon.”

Capt. Stanley expects to make a return on the steamer “Cheseapeake” arriving at Philadelphia Jan. 20.

(Throughout this harrowing tale, no mention is made of his mate and sole crewman, whose portion of the tale is found in the next entry.)

Jan. 30, 1901 Bar Harbor Record

Center — All in this vicinity are pleased to learn that William F. Hanna, mate of the abandoned schooner “Fannie Earl” arrived safely in New York, Jan. 15 after a 12 days passage from London, England. As Will is every inch a sailor he shipped the day following, on the schooner “J. M. Harlow”, Capt. Charles Lunt, bound to New Bedford where she will haul up for the winter. He expects to arrive home in a few days. Capt. Hanna is 41 years old, and began a seafaring life when he was a lad of 9 years. He served in the capacity of mate on his father’s vessel when he was 15 years old. Soon after he became 21, he sailed master and made many trips to the West Indies and southern ports. And this was his first shipwreck. The crew of the “Fannie Earl” consisted only of Capt. Stanley and Mr. Hanna, whose home is at SW Hbr. His father Capt. William Hanna lives at West Tremont and is a smart and active sea captain. He has passed his 60th birthday.

I will buy a jelly doughnut for the person who detects the strange inconsistencies in the above account of how the mate got home compared to the way his skipper did. Ed.

May 25, 1893— Bar Harbor Record

Sunday morning, May 13th about 9 A.M., the crew of the Whitehead Life Saving Station near Rockland discovered the schooner “Alice M. Leland” of Somesville, ashore on Otter Island with all sail set. A close investigation revealed to the astonished crew the fact that there was no one aboard, and that there was about a foot of water in the hold. They found the side lights still burning, but the compass was gone. The davit tackles were swinging loose but no boat could be found either by the vessel or in the vicinity of the wreck. The “Alice M. Leland” hailed from and was owned in Somesville, Mt. Desert. She was loaded with stone for New York, shipped by T. M. Blaisdell of Franklin, and was commanded by Capt. Isaac Somes of Mt. Desert, who was part owner. The crew consisted of two men also from the Island.

A few days after, Capt. Somes and crew arrived at Rockland. The schooner had struck on a rock and was supposed to be sinking, and the crew took to the boat and landed on an island where rough weather kept them prisoners for several days.

Dec. 20, 1899- Bar Harbor Record

The following correspondence will be read with interest by many. Capt. Sawyer is nearly 72 years of age and after following the sea for many years is passing his declining days in the pretty village of Seal Cove.

A few days ago Capt. C. H. Sawyer of this place noted in the paper that Lieut. Wood of the British Army had been killed in the South African War And that his father, J. Taylor Wood, who commanded the Confederate "S. S. Tallahasee" in the Civil War was living in Halifax, N. S. Capt. Sawyer recognized in the father's name a gentleman whom he once met on the high seas. The government record of the meeting reads as follows:

"Schooner "Spokane" of Tremont, Caleb H. Sawyer, master, sailed from Calais, Me. on the 28th of July 1864, with a cargo of laths bound for Philadelphia. On the 12th of Aug. following in lat. 40 degrees 13 minutes, long. 71 degrees 45 minutes was captured and burned by the "Tallahasee"."

In a spirit of friend ship Capt. Sawyer addressed a letter to Comm. Wood reminding him of the sea incident and offering expressions of condolence. Promptly Capt. Sawyer received the following reply, which he values highly.

Halifax, N. S. Dec 2, 1899

Capt Caleb Sawyer, Seal Cove
My Dear Sir:

I feel deeply indebted for your kind and sympathetic letter. Coming from one who by the fortunes of war was thrown in my way, losing his all, moves me deeply. I rejoice that you were repaid for your vessel. With best wishes.

Yours sincerely

J. Taylor Wood

(The "Spokane" was 156 tons built in 1856 at Tremont.)

Sources:

Bar Harbor Record

Mount Desert Herald

Ellsworth American

Ellsworth Herald

Eastern Freeman

Life Saving Reports

Maine Maritime Museum Library

The Jesup Library — Eben Hamor Papers

Islesford Historical Society

Islesford Museum — Sawtelle Papers

Traditions and Records — Southwest Harbor and Somesville

Fairburn — Merchant Sail

G. W. Blount White Library at Mystic Seaport — Boston Shipping List

Editor's Note:

The following Response Form gives readers of the Newsletter an opportunity to show support for our work in recording Tremont history and making various artifacts and materials available to the public through the Country Store Museum. Membership by payment of dues is only one way of doing this. Another is by responding to our Annual Appeal each year in late summer or early fall. For those who live in the area, we invite your offer of time and effort to help by staffing the Museum or work in other areas of interest to you. Please let us know of your interest in contributing to the fulfillment of our Mission.



RESPONSE FORM

Please clip and mail to Tremont Historical Society, P.O. Box 215, Bass Harbor ME 04653

Yes I/we wish to begin membership in the Tremont Historical Society

Yes I/we wish to renew membership for another year.

Enclosed is my check in the amount of \$10.00 per person for annual dues.

Please make checks payable to Tremont Historical Society

Dues paid at any time of the year will provide membership status through the next June.

Contributions to the Annual Fund in any amount carry membership status until the following June.

Please list names of all persons for whom dues are paid, or all donors of contributions.

Name _____ Phone _____

Address _____

Check if this is a summer address If different, please enter winter address below:

Address _____

MISSION STATEMENT

Adopted June 24, 2002

By the Membership

Tremont Historical Society

The Tremont Historical Society shall be dedicated to preservation of the history of the towns of Tremont and Southwest Harbor and adjacent islands. It will achieve this mission by gathering, cataloging, preserving, and making available to the public historical materials, such as genealogies and information showing the growth and development of the towns, as well as artifacts.

Tremont Historical Society
P.O. Box 215
Bass Harbor ME 04653

Non-Profit
Organization
Postage Paid
Bass Harbor ME
04653
Permit No. 7

WINTER 2007 NEWSLETTER

Prepared especially for