

The Newsletter of the Tremont Historical Society

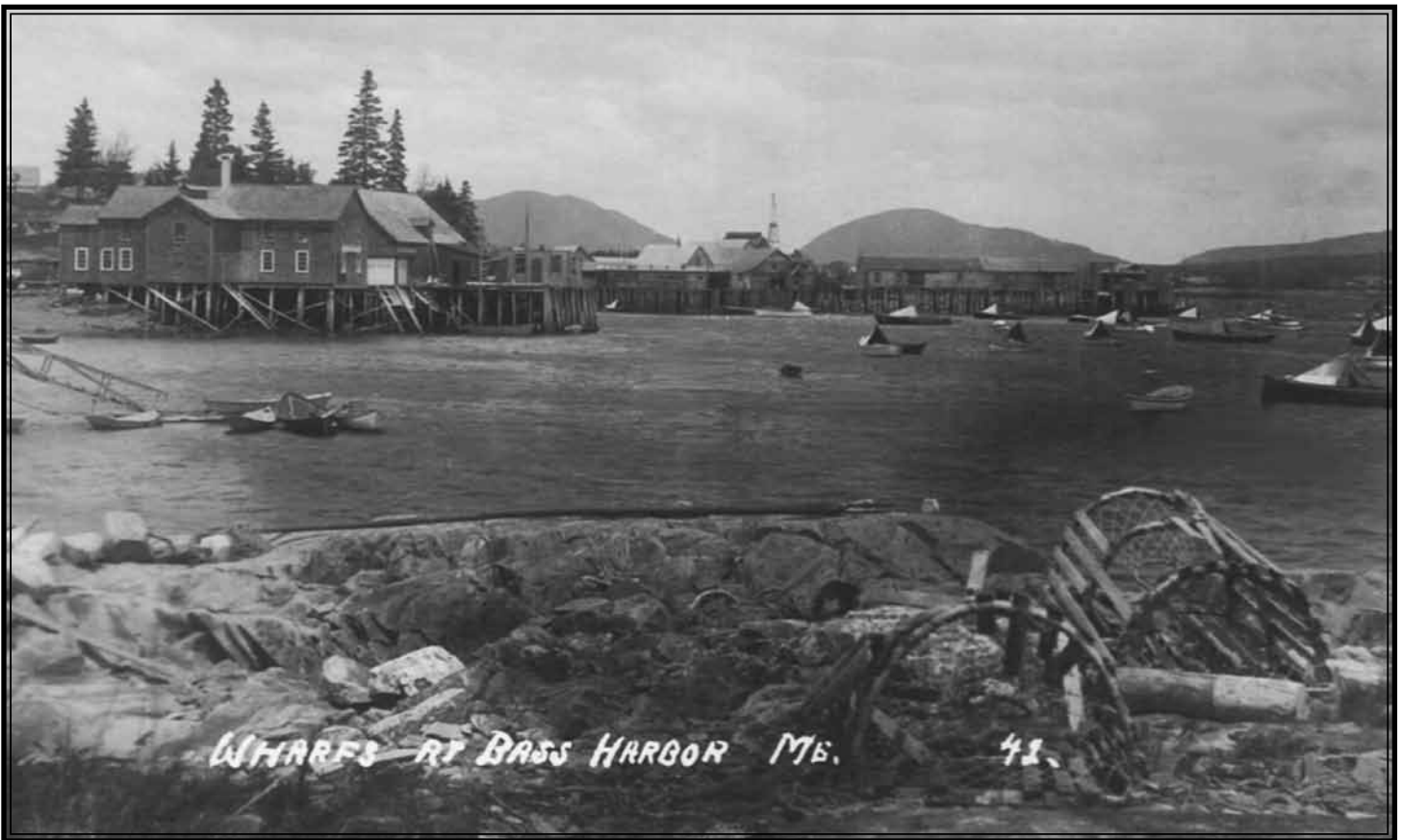
Vol. 13, No. 1

Spring 2010

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

Next Members' Meeting of Tremont Historical Society Monday, March 22, 7:00 p.m. at Bass Harbor Memorial Library

Richard M. "Rick" Savage will speak on Samuel de Champlain
Everyone is Welcome!



We are pleased to share an enlarged photo of a post-card which is in our collection at the Country Store Museum, showing Bass Harbor in an earlier time with an interesting collection of fishing craft in view. Notice the unusual conformity of the lobster boats of this era--all small, all with simple spray hoods, all powered (no doubt) with small engines of the two-cycle type commonly called "one-lungers." The very extensive fish-wharf with the Mt. Desert hills behind it, the present-day Thurston wharf to the left. At the extreme left may be seen the Kelley house, and just in front of it the Benson homestead's three-holer outhouse. In the foreground, lobster traps on the shore of Tryhouse Point, and a modern type of float with ramp and row-boats. The number 41 printed--could it mean 1941? The Editor would like to know.

RALPH'S PAGE

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

Mt. Desert Herald, Jan. 13, 1909

Cranberry Island. The Boston Globe said recently:

To encounter, on the fishing grounds off the Maine coast, the ancient fishing schooner *Rozella*, might well cause the beholder to wonder if he hadn't somehow stepped back half a century, or to expect the *Flying Dutchman* to heave in sight ahead. And indeed, this oldest of Maine fishermen with her bluff bow, stumpy bowsprit, and square heavy stern with its cumbrous davits, yet able and long-legged, does annually cause much wonderment.

Built of sturdy New England white oak at Essex, Mass. in 1840, the *Rozella* is practically the only fishing schooner of the period which was not years ago converted into a coaster. Capt. Stanley of Cranberry Islands, her owner, can't see why she shouldn't be a fish killer now as well as 69 years ago, and the advent of clipper Gloucester schooners has reduced the old banker's fares not a particle. Each summer she lands at Southwest Harbor wharves handline trips as heavy as in her palmy days out of Cape Ann.

Every fall, for upward of 20 years at least, when most of her sister craft have been hauled up, the *Rozella* has loaded cargoes of dry fish for Gloucester, after which she has gone to Portsmouth and taken on return trips of apples and vegetables. The *Rozella* regularly makes two or three such trips a season in the hardest weather, and it would occasion little surprise if her doughty skipper some day squared away for the West Indies with a cargo, after the manner of the Lunenburg schooners.

Notwithstanding her 69 years the *Rozella* is in apparently as good shape as many of the modern fishermen, and it is very seldom that recourse is had to the pumps. Those who know the stout little schooner best, fully expect her to reach the century mark. She is 36 gross and 22 net tonnage, 54.3 feet long, 16.4 feet wide and 6.8 feet deep.

Nov. 27, 1885

Southwest Harbor. Capt. J.T.R. Freeman has broken ground for the erection of a store. It is to be 28 by 35 feet, two stories high, and will be filled with ladies' and gentlemen's general furnishing goods and fancy articles. It will be very centrally located and he will undoubtedly have a flourishing trade, as by his fair dealing and genial manners he cannot fail to secure patronage. Mr. John Gilley has taken the contract to lay the foundation, and Mr. Lionel Clark to construct the building.

May 7, 1886

Capt. Freeman's store is now ready for customers and presents a very fine appearance. As he keeps but one line of goods, ladies' and gentlemen's furnishing goods, he will be able to satisfy all as to quality and price, and will undoubtedly have an increasing trade.

March 4, 1887

Outer Long Island. The *Abbie Morse* came into our harbor one night recently, from Grand Manan bank. It had been blowing heavy for 2 days and nights, from the northward and very cold. The first day they reached Mt. Desert Rock and succeeded in getting an anchor down by bending a new cable which they had in the hold; they were literally covered with ice. They reefed down as snug as possible, but still she strained badly so that she leaked a good deal. They didn't have but one day to set while they were out, and that day they couldn't get the dories off the deck, there was so much ice on them. They have breasted many a cold northwester and blinding snow storm this winter. It is a hard life.

Bar Harbor Record Oct. 30, 1890

Bass Harbor. The principal seat of the fishing industry of Mt. Desert Island is Bass Harbor in the town of Tremont. It will be a revelation to many who are interested in the fishing business to learn that for the season of 1889 Bass Harbor was second only to Portland in this state in the amount of codfish bought and sold. For the season of 1890 Bass Harbor will no doubt lead all the ports in Maine in the business. In the term codfish are included hake, haddock, pollock and cusk.

In order that the public may have some idea of the immense interests involved in this line, I will quote from figures at hand, showing the business done by Mr. James Parker, formerly of Gloucester, Mass., an old and tried expert at buying, and a man who has better knowledge, perhaps, of what a fish is and ought to be, than any other man on this coast.

There are, at the present time, twenty-one vessels owned in the neighborhood and manned by native crews, working for this firm. Among them are the following craft: *Margaret Leonard, Julia, Fanny Reed, Forrest Oak, Rover's Bride, Eliz. Ellen, Zenobia, Lena R. Gay, Nellie Gaskell, Signet, Morning Light, Telephone, Mayflower*; etc. These score or more vessels will range from 10 to 50 tons. The average cost of vessel and outfit is about \$1000, making a total investment of \$21,000 all of which amount has been acquired by the local fishermen within a few years. The average crew is about 7, the fleet alone thus employing about 150 men; and sometimes these vessels have shared as much as \$400 net per man. Besides this home fleet, there are scores of outside vessels which have come in to dispose of their fares.

During the last season the firm bought from home fishermen, 20,000 quintals of fish, 48,000 lbs. of sounds, and 7,500 gals. of oil. The money paid out for these purchases and distributed in the community amounted to \$80,000.

Richardson Bros. & Libby is another firm in the fish business at Bass Harbor. They have built a new wharf and sheds, and in spite of the delay occasioned by building, have done a very successful business this season, buying over 6,000 quintals of fish. They own one of the best stands in the harbor, and another year will find them prosecuting an extensive and lucrative trade.

--E.N. Benson

The following items concerning the Steamboat Wharf at Bernard, included again in this issue, hark back to the talk on this subject by Harvey Kelley, which concludes beginning on page 5 . Ed.

March 11, 1882

The timber is about all ready for the new steamboat wharf at Bass Harbor, and it is expected to be finished by the first of May. It is hoped that the directors of the several steamboat lines running so close by will not hesitate to stop their boats there. They have a prospect of quite a large business in freight and passengers, both in the immediate vicinity of the wharf and also from all the western side of the island.

Oct. 1, 1882

The steamboat wharf at Bass Harbor is progressing finely.

(another version found in these records has the last word spelled "fnally." Noticing the dates and content of the previous item, which spelling do you think is correct? Ed.)



A photo by George Neal, about 1900, showing the steamboat wharf at the end of the road in Bernard which now bears its name. On the point to the left is the Try House where whales harpooned from rowing boats in the outer harbor were brought to “try out” the oil. To the right is the house where Charles Harding lived for many years, now owned by Irving Silverman. Behind it, above the roof, is the chimney of the Trask House still in that family. To the left in the middle foreground is the store and wharf operated by Harvey Kelley’s grandfather, Daniel Benson, and the smaller building nearby, his “fish house.” In the field, part of the Benson homestead, the tiny building is the well-house, replaced nowadays by a stone curbing and cover on the MacDuffie property. Perceptive readers of this publication will have noticed by now that this photo is almost, but not quite, the same as the one published in the last issue. Notice that there are no children posed by the well-house; the field has been mowed recently; the fence along the road seems to have been repaired; and there are numerous sailing vessels in this photo which did not appear in the previous one. There is also evident along the shore on the eastern side of the harbor a weir which was owned by an ancestor of David Lawson, a present-day member of the Board of THS.

THE BASS HARBOR STEAMBOAT WHARF CO.

Talk by Harvey Kelley at Tremont Historical Society

Nov. 25, 2002

Continued from Winter 2009 issue

I have here the book which as far as I know is the only documentation of the business. It is entitled "Records of the Bass Harbor Steamboat Wharf Company." The reason that I happen to have it is that my grandfather Dan Benson was the last Clerk of the steamboat company. In some cases the records are quite well done, other places they were--well, not quite sloppy, they were simply not there. It has in it the names of the people who bought the shares in the company, and it was very obvious that they were from all sections of town.

To get a picture of what they were doing, I'd like to show you a couple of photos of this area of Bass Harbor, which was known as West Bass Harbor, taken about that time, from the top of our hill. *(the following description may be followed by reference to the photo on the facing page, another version of which appeared on the first page of the previous issue. In the next section of his talk Harvey described the various buildings in that photo in the same manner as was told in the caption under the photo. Ed.)*

Dr. George Neal, who took these pictures, was the local doctor in Southwest Harbor, and was much interested in the West Bass Harbor area because his wife was part of the Murphy family who had gotten their start in the house which today belongs to Irving Silverman, on the right in the photo. (Dr. Neal, by the way, also took three striking photos of the mountains of MDI from the Manset shore, and these were combined into a single panoramic view which today can be seen in the entry to the lobby of the Bar Harbor Bank and Trust in Southwest Harbor. Dr. Neal's home and office were located on the site where the bank now stands.)

Eben Clark, whose home stood on the property where the Tremont Community Building and school now stand, at the head of the harbor, was one of the first group of shareholders and was active until the end of the Steamboat Wharf Company, and served as their legal advisor. He was a justice of the peace, I believe, as most of their records were viewed by him and attested to as being correct. He was the last president of the company before it folded up.

We also need to take a look at Bass Harbor as it existed at that time. It's important to realize that there was quite a lot going on here. There was a livery stable--we didn't have cars and we didn't have trains, so if anything came ashore you had to haul it by horse and wagon. In the area back of the Old Red Store, recently Paul Hinton's antique business, actually where the Hinton (previously Condon) house is, there was a livery stable where they even had entertainment in the form of some Western horses and cowboys which were brought in. The name of the proprietor was Lewis Benson (that Benson name keeps on cropping up in this area! One of Lew Benson's grandsons, incidentally, was Lewis Nelson who owned property across from the Congregational Church where Lewis Lane goes down to the shore, and another member of the same family has owned a good portion of Lopaus Point.) These folks who grew up here went away, were successful in business, and later came back to their home territory.

The house, known locally as the Harding house (now owned by my daughter Carolyn Gothard) which is near the location of the Benson livery stable, was later occupied by T.W. Jackson, whose wife was a Benson. It was nearly twice its present size, and was known in the 1880's as the Tremont House, a year-round hotel which catered to the summer people, but in other seasons was open to trades-people and others in need of board and room. Stores in the area included the Benson store on the wharf, the Cough

store (where Rosemary Tilden currently lives) which was the beginning of the Cough family enterprises that expanded greatly in Bar Harbor. Later T.W. Jackson began his business career in the little red building on the corner, selling groceries and meats, with a pool-room and barbershop upstairs. The Watson wharf (now F.W. Thurston's) was a general outfitter of vessels. The present Town Wharf was a thriving fish-wharf, buying and processing great quantities of fish from the groundfishing vessels operating in the area. (The group of businessmen who tried to organize a railroad connection on the mainland later, did so because of the huge volume of fish which could have become a major cargo for that enterprise.)

On the other side of the harbor was the P.W. Richardson Store where the Museum is now operating, the sardine cannery which in the early days had relocated from Southwest Harbor because of the pressure to develop Clark's Point for the summer trade. The O.M. Kittredge Store was located at the Head of the Harbor, opposite the present Community Building, and was quite busy due to Mr. Kittredge's energetic promotion of special sales to attract business.

This is a partial picture of a rather bustling, enterprising place with a good deal of commercial activity, which supported the idea that a steamboat wharf was much needed and would be successful. The first meeting for the purpose of organizing the business was held in January of 1881, at the schoolhouse on Columbia Ave. (This later was remodeled for a home, and finally was used as a storage building for the Bass Harbor Boatshop operated by Bobby Rich. It stood where there is today a small parking area opposite the road leading down to the shop.)

They were very particular about doing things in a businesslike manner. Benjamin Benson was the moderator for the first meeting where officers were elected, including President Lewis Benson (of the livery stable) and Treasurer O.M. Kittredge (of the store), and Lewis Freeman as Auditor. Shares were to be sold at \$10 each. There were 74 persons who purchased 109 shares in all, according to the record book which can be examined. These owner-investors were located all around the harbor, with no section being dominant. The company was formed in proper legal fashion, and the building of the wharf (authorized by a town meeting to be "60 by 40 feet, with the walk on shore to be 20 feet wide, and the Directors to have the privilege of 5 feet larger or smaller on the pier." In a separate vote they decided "to build the wharf 4 feet above the highest tides." Construction began in 1882. When it was finished in 1883, the total cost was recorded as \$1538.70. They had left in the treasury at that time \$7.08.

Their income was derived from the wharfage charges to vessels using the wharf, but the records are very sketchy as regards income. Just previous to the building of the wharf, there had been predecessors to the Eastern Steamship Co., including the Rockland, Bar Harbor and Sullivan lines. It was aggravating to the local residents to see the steamboats go by every morning, and to know that they'd have to harness up the horse and go to Southwest Harbor if they wanted to do any business with them. Lines ran out of Blue Hill to Rockland and various other places, in fact a good many small steamers ran hither and yon whenever someone thought they could make a dollar with them. The Directors did manage to negotiate with the Bangor and Bar Harbor Steamship Co., which ran boats from Rockland to Bar Harbor, and this line had the privilege of landing freight here, for the magnificent sum of \$50 a year. The wharf could charge the people who picked up the freight once it was on the wharf, but the book we have shows no record of what those charges were. The buildings which can be seen on the wharf in our photo were for storage of freight under cover, so there could have been storage fees as well as wharfage--but we are disappointed in our search for the amounts of any such fees. The best information we can find tells that once a \$5 fine was established for anyone who, after a warning, persisted in trotting a horse over the walkway onto the wharf.

The Directors apparently had an argument with some of the local lobstermen, because in the minutes of one meeting they decreed that lobster cars would no longer be permitted to be laid alongside the wharf, as too much damage was done when there was a sea running.

One small portion of the book was used by Willis Watson when he was Treasurer in 1897. Numerous cash receipts from individuals were shown in the range of \$1 to \$10, with one payment from the steamship company of \$50 for the year's wharfage. Total income was \$118.05. The facing page, however, showed expenses of \$115.41 (for logs, spikes, timber, nails, and two padlocks) so the balance on hand at year-end was \$2.64!

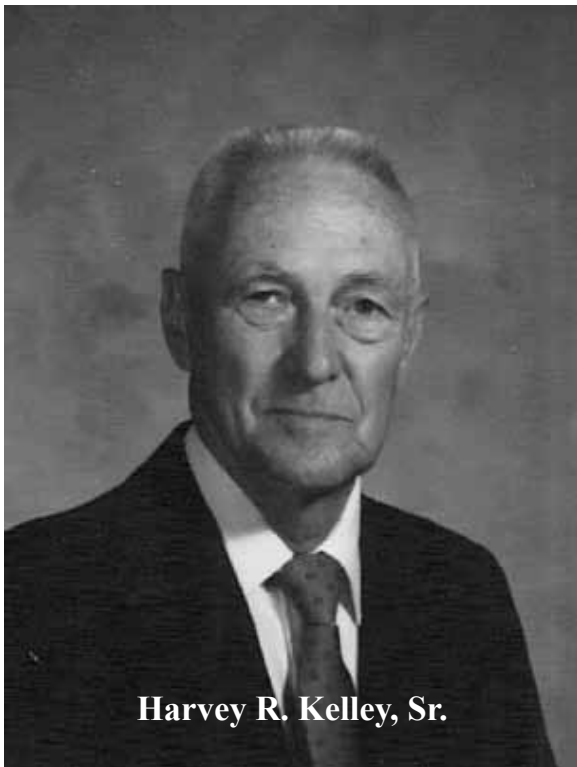
Toward the end of the record book, information peters off gradually to the point where at the annual meetings in both 1900 and 1901, the meeting was called to order, and there being no members present, it was immediately adjourned!

We don't know anything else from records anywhere, but the wharf undoubtedly stood for some time after the company folded. There were still signs of it when I was five or six years old (about 1921,) as I can remember being out with my grandfather in a peapod on a nice calm day, and he stopping and having me look over the side and down to bottom where we could see some of the cribwork that was still there from that wharf.

By the way, I have not mentioned one remarkable, and perhaps telling feature of this company. The wharfinger (the man who runs the wharf, collects the fees, etc.) was a volunteer who served without pay. Benjamin Benson served in this capacity for quite awhile. A couple of others who lived in the neighborhood did the job, and for the last few years my grandfather, Dan Benson, was wharfinger. Because of that (and it was recorded at one of the Directors' meetings that they would not pay anything for those essential services!) it is probable that a good many fees which should have been collected, never were.

Those are the highlights. Probably the most exciting thing that happened was that the *Cimbria* came in one day, in the fog, and wound up on the ledges. I've heard all kinds of stories on that, as to what actually happened. There were those who claimed it was just because the fog was so thick that they simply misjudged; another school of thought claimed that the engineer had been imbibing, and misheard or misinterpreted the bells coming from the pilot house, so the density of the fog was perhaps as much to blame in that department as in the harbor. Ralph Stanley's version is that the assistant engineer was on duty, but due to his having been hired only a short time before, had not yet properly learned the bells.) Anyway, she went on the rocks, was not much damaged and was eventually hauled off by a tug. This steamer, by the way, did the bulk of freight deliveries to Bass Harbor in those years. She was 116' in length, a well-built vessel and had been planned for the Rockland to Bar Harbor run. A few years later the Eastern Steamship Co. began running larger vessels from Boston to Rockland, connecting with runs down the coast to many various way-points which unfortunately continued to by-pass Bass Harbor just as they had done before the Steamboat Wharf Company came into being.

So, it was not a long venture, but it was certainly an unusual venture in terms of community cooperation. It was not an illustrious venture in any kind of broad terms, but to me it was remarkable because it brought together visionaries from three separate sections of a coastal community, ordinary people who nevertheless found it worthwhile to work together for the common good. Presidents of the corporation included Lewis Benson, John Young, Morris Rich, Perry Richardson, Eben Clark, Frank McMullen, and others at one time or another--who were community leaders known and respected around the harbor. That makes it a story very much worth telling, and I thank you for your interest and attention.



Harvey R. Kelley, Sr.

Harvey Raymond Kelley, Sr., 93, died December 25 at his home in Bernard. He was born June 1, 1916 in Bernard, the son of Shirley R. and Cora M. (Berry) Kelley. He attended Bernard schools and graduated Williams High School in Oakland. He then went to Farmington Normal School where his education helped to prepare him for his first teaching job at Islesford. During his teaching career he continued his education at Boston University.

In 1940 Harvey married Louise Hattie Thurston. They taught together in Trevett. In 1940 he became principal of Pemetec Grammar School until 1943. He then served as principal in Lynnfield, Mass. Grammar School, and from there taught at Boothbay Harbor High School and coached varsity basketball. He left Boothbay to assume the position of Dean of Instruction at Farmington State Teachers College. For 23 years of his teaching career he worked as a yacht captain in the summers.

On leaving Farmington in 1952, he engaged in reporting for the Rockland Courier Gazette. In the mid-1950's he returned to his true calling--the welfare and education of young people, accepting the principal's job at South School in Rockland, where

he remained until 1960. During that time he moved his family to live aboard the schooner *Mabel* in Camden harbor. During two summers they sailed her to the Boothbay region and environs.

From South School Harvey went to Norwalk, Conn. As principal of the new and innovative Fox Run School, where he worked tirelessly toward the success of the town's newly mandated school integration plan. Because there were no favorable anchorages to accommodate a young family with two daughters and a son, sadly schooner *Mabel* was left behind.

On returning to Maine he was the editor of the Republican Journal in Belfast. However, as before, Harvey preferred working for the growth and well-being of the youth and left to serve as principal of Swanville, East Side, and Governor Anderson schools in MSAD 34. During those summers he served as first mate of the tugboat *Clyde Holmes*, thus pursuing his love of the sea.

Retirement from school administration provided Harvey the opportunity to follow his many interests. He served as interim principal three times at Pemetec Grammar School and once in Northeast Harbor. He pursued his desire to see continued growth in the education of youth by serving as supervisor to student teachers studying at the University of Maine, for 23 years.

For many years Harvey served as a selectman for the Town of Tremont, and moderator of town meetings. He was an active member of the Bass Harbor Memorial Library, the Tremont Historical Society, and the Lions Club of MDI. He was emissary for the town along with two others from MDI who went to Washington D.C. to urge Congress to establish the Acadia National Park Advisory Commission; he was a founding member of the Commission and served as its chairman from 1998 to 2001.

In 2006 the Town of Tremont presented him with a Good Citizenship Award. This award, now named the Harvey Kelley Good Citizenship Award, has been presented to a Tremont citizen each year since then in recognition of outstanding service to the town.

Harvey is survived by his wife of 69 years, Louise; a son, Harvey R. Kelley, Jr. and wife Dianne, of Sullivan; two daughters, Carolyn Gothard of Bernard and Margaret Jones of Northport; five grandchildren, Laurel Laster of Hampden, Conn., Jennifer Zoehler of Lebanon, Tenn., Daniel Cummings of Waldoboro, Carrie Bachman of Minneapolis, Minn., and Colin Kelley of Sullivan; eleven great-grandchildren; brother-in-law, Frederick Kenney of Hope Valley, R.I., sisters-in-law Elizabeth Keniston of Falmouth, Lillian McNeil of Thomaston, and Ruth Stevens of Rockland; several nieces and nephews and special nephew, John Upham and wife LeeAnn of Thomaston.

He was predeceased by his sister, Barbara Kenney; grandson, Raymond Cummings; sister-in-law, Gwendolyn Robinson and brother-in-law, Edward Thurston.

Memorial services were held on January 9, 2010 at Jordan-Fernald in Somesville. Private interment will be at Lopaus Point Cemetery, in the spring.

A WASP IN OUR MIDST!!

By John MacDuffie

Being an avid reader of the Bangor Daily News, I pricked up my ears when an article appeared letting us know that a group of three Maine women were to be among 200 or so of the survivors of the WASPs (Women Airforce Service Pilots) brought to Washington D.C. for long-overdue recognition of their service during World War II. I was even more interested to see that one of these women was Phyllis Paradis who lives on Shore Road in Bass Harbor. The newspaper story was well-written and informative, but I wanted to meet the lady who lived so close to the harbor where so much history has taken place. I knew that my space in this newsletter would be very limited, and my self-imposed publication schedule would not allow me to make very much of this story--but perhaps in a small way I could “scoop” the MDI papers in making contact with one of the three Mainers who had so recently received the Congressional Gold Medal from a grateful nation.

This is a very brief report, simply to say that I made an appointment and spent a delightful 90 minutes with Phyllis on March 12th, the very day after she had returned home from the medal ceremony. I found her at least as much interested in the history of this community as I was in her flying career. She told me of being part of a summer family that came to Gott’s Island when she was very young (and today she is 91!) She wanted to know all about our Historical Society and our Newsletter. My hopes for a “scoop” were dashed when she told me that Laurie Schreiber had interviewed her that very morning, and would be producing one of her very excellent local stories very soon in the Bar Harbor Times. So while your Editor had an enjoyable personal contact with WASP Phyllis Paradis, I am recommending that my readers obtain the Bar Harbor Times to learn all about her remarkable career and her long life of interesting and challenging experiences.

One thing which I forgot that day, I’ll accomplish here in print. I wanted to say, “Thank you, Phyllis, for your service!”

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BOOKS FOR SALE!

As visitors to the Country Store Museum are aware, the Historical Society carries a number of books which we think might be of interest to folks near and far. Some are historical in nature; others are of various sorts, with Tremont authors. The Directors have recently decided to offer these books by mail to readers of the Newsletter. The following list will serve as your catalog.

Books Available from the Tremont Historical Society

<u>Author</u>	<u>Title</u>	<u>Price</u>	<u>Plus 5% Tax</u>
Raymond C.S. Finney	Summers with Percy <i>A Biography of Percy Reed</i>	15.00	15.75
Dean Lunt	Hauling by Hand <i>History of Frenchboro</i>	25.00	26.25
24.95	Christina Gillis	26.20	Writing on Stone
16.75	Ruth Grierson (text)		A is for Acadia
	Richard Johnson (photos)		15.95
Wayne Libhart	The Jury is Out	10.00	10.50
	The Jury is Excused	14.95	15.70
Virginia Libhart	The Enchanted Land	8.95	9.40
	Carrie's Dream (ages 12-15)	8.95	9.40
	Carrie Makes Waves (ages 12-15)	8.95	9.40
	Makin' Do (ages 12-15)	8.95	9.40
Ruth Moore	The Weir	14.95	15.70
	Spoonhandle	13.95	14.65
	The Fire Balloon	15.00	15.75
	Candlemas Bay	10.95	11.50
	Speak to the Winds	10.95	11.50
	A Walk Down Main Street	10.95	11.50
	Tired Apple Tree (poems)	8.50	8.95
<i>Native of Gott's Island, whose novels received the following plaudit from the New York Times: "It is doubtful if any American writer has ever done a better job of communicating a people, their talk, their thoughts, their geography and their way of life."</i>			
Sven Davisson, Ed.	Foley Craddock <i>Stories by Ruth Moore and Eleanor Mayo</i>	14.95	15.70
Sandy Phippen, Ed.	High Clouds <i>Letters of Ruth Moore</i>	16.95	17.80
Paul S. Richardson	The Creation and Growth of Acadia National Park	29.95	31.45
Wendell Seavey	Working the Sea <i>Autobiographical</i>	15.95	16.75
Sheldon "Smitty" Smith	Memories of a Lifetime (poems)	10.00	10.50
Craig Milner & Ralph Stanley	Ralph Stanley: Tales of a Maine Boat Builder	24.95	26.20
Tremont Women's Club Muriel Trask Davisson, Ed.	Two Tall Tales	9.95	10.45
<i>Serially written by 24 members of the Tremont Women's Club, 1940's and '50's</i>			

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Book Orders should be sent to Tremont Historical Society, P.O. Box 215, Bass Harbor ME 04653. Please add shipping costs of \$3.00 per book, and 50 cents for each additional book in the same order.

We also have many copies of a booklet published in 1998, "The Historic Homes of the Town of Tremont," with photos and historical facts on 85 structures in the Town of Tremont. These booklets are available free on request. If mailed, we ask for a donation of \$1 to cover mailing costs.

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.

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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 _____

If you would like to receive e-mail notices of meetings, etc. please enter address below.

E-mail 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.

SPRING 2010 NEWSLETTER

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

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