

# The Newsletter of the Tremont Historical Society

Vol. 20, No. 1

Fall 2017

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

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## NOT A GOOD IDEA TO DEPEND TOO MUCH ON PEOPLE'S GOOD NATURE!

*More than a year ago I introduced Volume 19 No. 1 with an apology based on certain physical ailments which I blamed for the absence of Newsletters over too long a period of time. Production of that issue was quite a pleasant task, as it turned out, and neither hip replacements nor sore shoulders nor carpal-tunnel-like wrist impairment could actually prevent it from being a lot of fun! But as the next months passed I realized that like the poet who needs a muse to fuel creative work, something akin to that seems to be needed (and this past year, lacking!) for me to get going in producing another edition. So I'll not tell you tales of pains and strains or surgical adventures or deep-seated fatigues to excuse myself—just the fact that I haven't been able to muster enough inspiration to get going! But now at last I think I can fill the next pages with something you might find amusing or nostalgic or at least a diversion from your own impairments of body or mind!*

John MacDuffie

*We began our 2016 active season with a book-signing event when Laurie Schreiber introduced to us and the rest of the reading public her new book Boatbuilding on Mount Desert Island, published by History Press. I thought at the time that the boatbuilder about whom I knew the least was Sim Davis. So with Laurie's and her publisher's permission, a portion of the chapter about Sim is reprinted here.*

## NOBODY BUILT THEM LIKE SIM DAVIS

There's a great old building on the Bass Harbor shore. In recent decades, it was used by a few boatyards to store spars. But it goes back at least to the early 1900's, when it was part of a large complex called McKinley Fish & Freezer Company, a cold storage plant.

In between fish and spars, Grandville "Sim" Davis was there building boats. He left telltales. A friend of mine who worked for Morris Yachts, the yard's owner up to 2015, took me for a tour—the building was sturdy, its bits tattered and salty. Sim's ghostly presence starts outside on the sawed-back ways under the building, moves to the cavernous first floor that once housed large vessels under construction, takes you up narrow stairs to Sim's steambox on an upper balcony and then up more stairs to the attic.

"Watch out. Many a person has gotten clobbered," Bruce said, warning me against a low beam. A bit of light filters through a few windows. Adjusting to the dark, I notice a complex of curves and straight lines penciled on the worn wood floor. This was where Sim lofted his designs; the lines here represent his last boat. "Here's the centerline," he said, walking the far-flung length of the floor. "Here's the first station. This is the stem down here. This straight line is probably the base line." We creep through the gloom, finding numbers for each station. "This was a huge boat, probably the biggest thing he ever built. The shop won't take any bigger. They were here on their hands and knees, laying this stuff out."

## 60-Ft. "Liberty Belle" Is Good Sea Boat

The 60' dragger *Liberty Belle*, newest addition to Provincetown's fleet, left on her maiden fishing trip July 13. The vessel was designed and built by Davis Boat Yard, McKinley, Me., and is owned by Captains Henry H. Passion and Edgar W. Francis, Jr. Capt. Passion also owns the 57' *Liberty* and the 60' *Liberty II*.

Powered with a D13000, 115 hp. Caterpillar Diesel turning a 22 x 34 Columbian propeller through a 2:1 Twin Disc reduction gear, the boat makes better than 10 knots. Her lines provide good bearing forward and enable the vessel to carry a load without going down at the head. Her stern is square with a 12" cambre, and the underwater section is especially designed to prevent pounding. The bow is strongly flared to keep water off the deck.

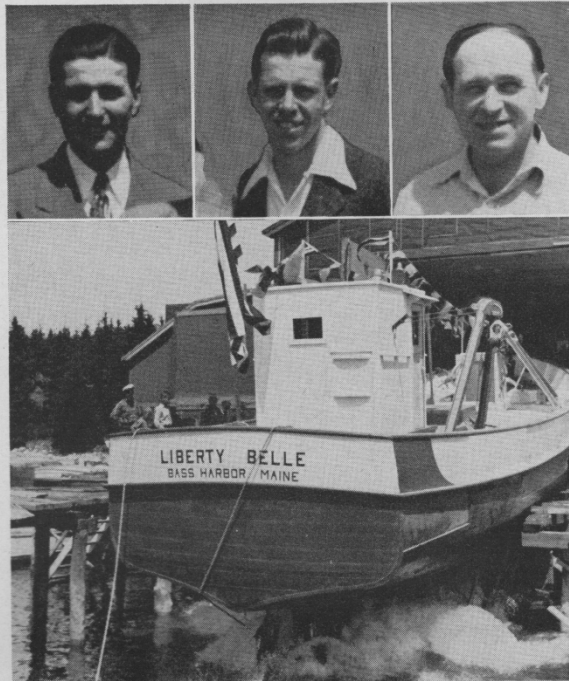
The dragger has a beam of 17' and draft of 7'6". She is framed with double 1 $\frac{3}{4}$  x 4 $\frac{1}{2}$  steambent, laminated oak on 12" centers, planked with 1 $\frac{3}{4}$ " fir and decked with 2" native cedar. All fastenings are galvanized and bolting is extra heavy with nuts and washers on either end.

The vessel left the boat yard, completely outfitted, on July 3, following a fast launching and christening by Mrs. Passion. Among those present at the launching were William Sklaroff and A. E. Cockcroft of Stanley Fisheries, Manset, Me.

Accommodations are provided for 4 men in the fo'c's'le, while there are 2 bunks off the engine room and one thwartship berth in the pilothouse. The quarters are finished in cedar sheathing and birch trim. Access to the engine room companionway is provided from the pilothouse as well as from the after deck.

The vessel has a capacity of 60,000 lbs. of iced fish, and carries 750 gallons of fuel oil in tanks either side of the engine and 100 gallons of fresh water. Hathaway Machinery Co. supplied the gallows frames, blocks, and its Model 1335-40 winch, as well as the steering gear and 3" bronze shaft. Other equipment on the boat includes a No. 2 $\frac{1}{2}$  Edson hand deck pump, 32-volt Exide batteries, Marine Products washdown pump, Kelvin-White compass, Submarine Signal Fathometer and No. 214 Shipmate galley range.

The *Liberty Belle* is the third dragger to be built by Davis, the



Launching of the 60' dragger "Liberty Belle" at Davis Boat Yard, McKinley, Me. Top panel, from left to right, Capt. Henry H. Passion, Capt. Edgar W. Francis, Jr., owners; and builder Grandville W. Davis.

other two having been the 52' *Dawn*, owned by Capt. Frank Raymond of Provincetown, and the 58' *Stanley* formerly of Southwest Harbor and now operating out of Plymouth, Mass. Facilities at the yard were enlarged recently to handle construction work on two vessels, and at the present time the yard is completing the 62'9" dragger *Dorothy & Betty II* for Elmer L. Gross of Stonington, Me., which will be powered with a 165 hp. General Motors Diesel with 4.4:1 reduction gear.

*The article above gives a good idea of the dimensions, construction, and equipment of the vessels built by Sim Davis and crew. The excerpts following are from Laurie Schreiber's chapter on Sim Davis's astonishing career. Ed.*

Sim's nephew, Bob Davis, remembered heading up the crew to build that last boat. It was in the early 1970's. Sim was in his eighth decade and increasingly troubled by arthritis, but he had taken the job to design and build a sixty-foot party fishing boat for a New Jersey customer. Sim was meticulous; Bob followed his directions closely. "His workmanship was good in everything he did. He was very fussy," he said. "He had a unique way of putting in the shaft log. He would want that dovetailed into the keel. You're handling a two hundred-pound piece of oak. I don't know how many times I put that all the way down and back. You had to set it just like it was glued there. I'm not sure if dovetailing is any better, but if you find a boat with that piece dovetailed into the keel, it's Sim's boat."

Sim's grandson, Michael Dawes, also worked here a while. Mike recalled measuring and cutting the planks to fit each other exactly. "You had to keep adjusting so it looked good when it was done. And when each plank went in, you had to plane a caulking seam in it, and so on," he said. "Gramps never had geometry. He just knew what it should look like. He had an eye and a knack for it, and that came from years of experience."

Sim was born in 1897 on Frenchboro, a small island nine miles off Bass Harbor. His roots on Frenchboro and Swan's Island go back to the early 1800's. His grandfather, Captain William Davis, was a fisherman. His father, Leaman Davis, built boats and operated one of the first island businesses dedicated to buying lobsters, selling them to a Portland dealer, according to Hauling By Hand: the Life and Times of a Maine Island by Dean Lawrence Lunt.

Sim was one of nine children. He likely learned boatbuilding from his father; two brothers, Ben Davis Sr. and Elmer "Goog" Davis, also built boats. When he was twenty-one, Sim married Violet Thurlow, another Frenchboro native. It was apparently a shotgun wedding, as several months after the wedding, they had their first child, Theda. Their daughter June came along a year later, followed by Marilyn, who died at age eight. Thelma was the baby.

Times were tough. June lived with her grandmother most of the time because Sim and Violet couldn't afford all the kids. In Lunt's book, June recalled that her grandmother made all her clothes, even her underpants. The children went barefoot in the summer so they wouldn't wear out their shoes. But she and Theda had plenty of fun. "We went berrying up in the woods. We had playhouses all over the place," she said in the Lunt book. "There was a great tree with a swing, and under it was a rock and that rock was a playhouse."

June was young when the family moved to Bass Harbor. Called McKinley at the time, it was a village of fishermen, boatbuilders and people who worked at the Underwood sardine packing plant, getting paid two cents per can. When the herring boats came in, the factory whistle blew to signal packers to come down. June was the fastest packer. But even then, no one was getting rich.

The family's home was near the shop; there was a set of rustic cabins out back. Violet worked at the plant, handled the books for her husband's company and took care of the cabins, rented seasonally. She'd cuss about the salt spray on the windows. "Danged house, so near the water!" Mike recalled her saying.

Sim was active in civic affairs, helping establish ferry service between his wharf and Frenchboro and Swan's Island and investing in the Southwest Boat Corporation, where he worked a short time. Mostly, though, he was on his own, partly because he was a tough old bird, cussing and losing his temper, and nobody liked to work with him. "He was kind of grumpy. He wanted it his way," Mike said. "But he built stuff to last."

A short fellow, perhaps five-foot-six, he cleaned up well, grew stout with age and liked to joke. In his retirement, he would recite poetry and sing songs or "blither away," as Mike said, on his CB. The FCC once fined him. "My grandmother was so embarrassed," Mike said. He was a real character.

He worked nonstop. A friend from Frenchboro who also moved to McKinley, Carroll Lunt, would one day have Sim build a boat for him. "Long before daylight, in the winter, no matter how cold, he'd go right down and go to work," Carroll recalled. The building was uninsulated, with only a woodstove to heat the cavernous space. "There'd be no fire until someone came down to build one. He'd say, 'Gosh, it's cold in here.' And he'd keep on working."

"He would just come up for meals," Mike said. "He drove himself hard as hell, working into the night, then crawling into bed. It was a tough living."

It was a thriving business in the 1940s and early '50s. Known for his rugged construction, Sim built two or three boats very year. "Gramps had a Cadillac. Father said that meant he had arrived," Mike laughed. Muriel Davisson knows that it was 1941 when Sim built the *Esther I*, a classy lobsterboat that her father designed for fishing and charter parties. Her mother was varnishing the cabin, and Muriel was born that night. "Must have been the fumes," she laughed.



*The fifty-two-foot Gary Alan and fifty-four-foot Lawrence Wayne, both herring carriers, were built for sardine-packing plants in Jonesport and Milbridge. The ships joined a fleet of more than ninety carriers that bailed herring out of the stop-seines and transported them to packing plants then prevalent in most Maine coastal towns.*

*Top photo, Tremont Historical Society collection; bottom from Michael Ryan*



## Harriet Hinton – Postmistress of Bernard

By John MacDuffie

My family first came to Bernard in 1938 when I was 7 years old. My parents bought the Benjamin Benson homestead just under the hill at the last turn on Steamboat Wharf Rd. Just above it was the homestead of Shirley and Cora Kelley. At the center of the little neighborhood of “downtown Bernard” at the junction of Bernard and Steamboat Wharf and Rice roads, across from the Kelleys in one direction and the Clarence Hardings (former Tremont House hotel) in the other and in a third direction the home of Clarence “Cass” Smith and his wife “Mrs. Smith” (who was by way of being a lady preacher) was the Post Office.

The home of the Bernard Post Office was what is now known as The Old Red Store. Crossing the small open porch, one went into a modest-sized “lobby” where a barred window and counter were flanked by rows of boxes which were opened by double combination dials. But for people like the MacDuffies, newly come to stay summers in the Benson place, the protocol was to approach the window, and ask Postmistress Harriet if we had any mail. She seemed always to wait for us to deliver our request, even though of course she knew us by sight the second day we came in. (“We” would include my brother Malcolm and me, 9 and 7 years of age, and Malcolm Sr. and Margaret MacDuffie, our parents.) After our request, Harriet would reach out of sight somewhere and bring out letters and advertising matter for us to carry home. I cannot remember having any sort of conversation with Harriet beyond this.



But Harriet had a life, lived in the house across the yard from the Post Office, with her parents, Hiram and Mabel Condon. Her father served as Postmaster for a number of years, and they owned the building (which had been a grocery and meat market complete with ice house, named T.W. Jackson’s, and had hosted a pool room and barbershop upstairs, in past decades.) Harriet was their only child. She was born in 1904, christened Helen Harriet Condon. Apparently Harriet was always the approved name, as we seem to see her referred to as Helen seldom, if ever. Her class at Southwest Harbor High School was 1921.

A diary Harriet kept reveals that she was fond of movies, which could be seen in those days at both Southwest Harbor and McKinley (now Bass Harbor.) She attended the Tremont Women’s Club and contributed chapters to both of the serial mystery novels the members composed (published as Two Tall Tales by Tremont Historical Society in 2012, edited by Muriel Davisson.) She referred to the annual visit of “the inspectors” to the post office in words suggesting a stressful time for her. Occasionally there was mention of “getting a permanent.” Not many other details are given in that diary, except one topic which would understandably loom large for a mother: the doings of her only son, Paul, born in 1927. His various times of ill health, his need for transportation to school and special events, his college years at Colby. Then his teaching jobs at East Machias and later, Lincoln. And, since she and Paul lived with her parents, occasional references to trips or occasions shared with them. At least according to the diary, it was a fairly sedate, quiet life with few highlights and no evident crises or misfortunes. The Little Red Store as it was called then, at the all-important corner of Rice, Steamboat Wharf and Bernard Roads, seemed the focus of comings and goings for the neighborhood there on the shores of Bass Harbor.



Paul's father, William K. Hinton, was a Navy man born in Cambridge, Ohio who came to serve for a time at the Seawall Naval Radio Station during his four year enlistment. His diary includes a note that he met Harriet "on the mail truck" on March 12, 1921 and was "with her for the first time" on April 1 the same year. He left for a new posting on Dec. 31, 1921. The only other mention of Harriet in his diary is that he celebrated his 22<sup>nd</sup> birthday on July 22, 1922 "with my wife." Town records say that they were wed on July 11, 1922 at the home of the officiating minister in Brookline Mass. A newspaper account of the wedding says that "only the parents of the young couple were informed of the engagement and intended marriage" which had been announced at the previous Christmas time.



William's enlistment ended on March 31, 1923 after service on a number of Navy ships which kept him away from Bernard except for very brief visits. Since their courtship had taken place during the period of only fifteen months while he was stationed at Seawall and Otter Cliffs, it was inevitable that the young couple were apart far more than they were together. We know little of his pursuits in Bernard after discharge except one brief note in his diary that on December 8th of 1925 he was installed as Worshipful Master of the Masonic Lodge of McKinley. An unknown source says that for a time in the 1940's he operated a radio shop in the Old Red Store, most likely on the second floor since the Post Office used the lower level from 1928 into the 1950's. After that time we seem to know little of William Hinton's life in Bernard, or elsewhere. One elder citizen who remembers William and Harriet as neighbors says "they never got along."

Their son Paul was born on June 2, 1927. He graduated from Pemetich High School in 1946 and Colby College in 1950. In 1970 he received a master's degree from the University of Maine and another in library science in 1976. After he returned from teaching several years in Lincoln and began his employment as librarian at MDI High School in 1973, he and Harriet shared the Condon house near the Old Red Store where for a time Paul also operated an antique shop while pursuing an active second career as a caterer. Some years after Harriet's death on Feb. 11, 1984 Paul built a house off the Lopaus Point Road which he referred to as Harriet's House, explaining that she had never had a home which was really her own; he incorporated features in its design which he knew she would have enjoyed.



*Baby Paul with Grandma Mabel*



ceremony was welcomed. Ed.

*A concrete reminder of Helen Harriet Condon Hinton's life in Bernard is her wedding dress, pictured here as it is displayed at the Country Store Museum in Bass Harbor, owned by the Tremont Historical Society. Hanging above it is the bridegroom's navy uniform jacket and hat which were worn on that day by William K. Hinton. Among the unanswered questions in their story is why they were married in Brookline, Mass. at the home of the pastor of Boston's Tremont Temple. William's home town was Cambridge, Ohio. The newspaper clipping about the wedding mentions that this was not a public affair, either for neighbors in Maine or those in Ohio. A large city church like Tremont Temple seems not to have been a likely attraction for this small-town couple. In Harriet's diary the only references to church-going referred to her parents, not to herself. Yet...the fact that the church in Boston was Tremont Temple might have somehow attracted them. It was on Tremont St., where many of that city's finest shops and restaurants were located. The church (of the Baptist persuasion) had purchased its first building from Tremont Theater. We might surmise that a trip to that distant city with the dream of a wedding in a great and imposing edifice on such a street, named after the very same town in which the bride lived, could be exciting and enticing. It may have been a bit of a comedown to find that use of the huge church building was not in their budget. So the pastor's kind offer of his home for the*

## *Carrie's Dream*

by Virginia Libhart

Harbor Seal Publishing, 2005

Children's Historical Fiction

Review by Kathie Pratt

The Tremont Historical Society offers a treasure trove of books, all by local authors. There are memoirs, novels, poetry, and nautical nonfiction. Among these are three little jewels of historical fiction for children by Tremont resident Virginia Libhart. The first book, *Carrie's Dream*, introduces us to Nancy Caroline Dawes, A.K.A. "Carrie," a twelve year old girl based on the real-life great grandmother of Mrs. Libhart's husband Wayne. While the plot is fictionalized, the setting is true and the characters actually existed. Nancy Caroline Dawes, with married name Nice, is buried in the cemetery on Marsh Road, here in Tremont.



If we want our history to survive and be honored, we must make it accessible to our children. We must impress its importance upon them. Historical fiction is a great way to hook their interest. This book is geared toward readers from about 3<sup>rd</sup> to 5<sup>th</sup> grade, or to be read aloud to younger children.

Mrs. Libhart was inspired by trips to family land on Black Island for camping and picnics. She wrote the book for her granddaughters. Other family members contributed with cover art, editing, and moral support. The result is a lasting family heirloom and a contribution to our town's culture and history.

When boats were the major mode of conveyance, the outer islands were populated year-round. Gradually, as trucks, trains, roads, and tracks took over, the people moved off. Most islands now have seasonal homes or are deserted altogether. *Carrie's Dream* takes us back to 1860, when island families were self-sufficient by necessity. We learn, right from page one, that all creatures pull their weight, even the four-legged.

*"Clementine is a barn cat. Her job is to catch mice. Everyone here on Black Island has jobs to do."*

Libhart gives us many descriptions of these characters' jobs throughout the story. They have household chores of sewing, cooking, and carrying water for dishes, laundry, and bathing. Of course they cut the wood to heat this water and their homes. Farm chores include milking, shearing, sowing and harvesting crops, even feed corn for the livestock. They dig clams for food and bait, and dry cod to eat and sell.



*“It seemed like our life was a constant round of preserving food by canning, salting, or smoking. It always made me feel good to see the hams and bacon hanging in the smoke shed and the cellar shelves crowded with jars of fruits and vegetables. It was all hard work, but it was worth it.”*

Carrie cheerfully helps in every area, but bristles privately at housework. She prefers work outdoors, and also longs for more education. She writes in her journal:

*“I dream about what I'll do when I'm grown up. Should I be a schoolteacher? I might like that but I'd have to go to school before I could teach others. Could I get a job? Where? Doing what? Women work in factories and shops. Maybe I could go to Bangor or even Boston. It's nice to dream but I'll probably end up staying right here, and get married like all the other girls.”*

It's not all work and no play, though. Woven into the story are accounts of holiday feasts and picnics, mischief wreaked by boy cousins, tide pool swimming, and visits from friends and kin on other islands. Simple gifts were so appreciated, as when Carrie's seafaring brother brought her a necklace made of tropical shells, or when she went off island and had but 25 cents to buy a gift for a friend who stayed behind. There are a few catastrophes which add excitement and illustrate the hardships of island life. No spoilers given here-- you will have to read it for yourself to find out exactly what Carrie is dreaming and whether her dream comes true!

## **BOOK SALES**

Muriel Trask Davisson

Visitors to the Historical Society's Country Store Museum have the opportunity to leaf through a fine collection in the museum bookstore and purchase books related to Tremont, Mount Desert Island and Maine. The bookstore currently has 42 titles and a DVD about local boat builder Robert "Chummy" Rich that follows the building of a traditional wooden boat *Andromeda*. The store carries primarily books by current and former residents of Tremont or dealing with subjects related to Tremont. It features 7 of Ruth Moore's 14 novels, a collection of her short stories edited by Sven Davisson and a collection of her letters edited by Maine author Sandy Phippen. The short story introduction is a biography of Ruth and the letters read like an autobiography. Ruth was born and raised on Gotts Island and returned to live and write in Bass Harbor from 1947 until her death in 1989. Other Tremont authors include Ruth's partner Eleanor Mayo, Nan Lincoln, Laurie Schreiber, Virginia and Wayne Libhart and Ruth Grierson. One treasure is *Two Tall Tales*, a book with two stories written by members of the Tremont Women's Club in the 1940s and '50s. Virginia Libhart's three books are about a young girl growing up on a local island. *Working the Sea* by Wendell Seavey, a lobsterman who grew up in Bernard, provides many colorful anecdotes about lobster fishing. Also available are a few books related to Mount Desert Island and the Maine coast. *Acadia National Park* by MDI resident Paul Richardson tells the story of Acadia's establishment and development and *Bar Harbor in the Roaring Twenties* includes a chapter on a 1927 tsunami that struck Bass Harbor. *Cemeteries of Cranberry Isles and the Towns of Mount Desert Island* by Thomas Vining provides a wealth of valuable genealogical information. *Maine Windjammer Cruises - Keeping the Tradition Alive* by Capt. Ray Williamson has information and many wonderful photos of Maine windjammers.

Each year we add at least one new book. Two years ago we added a book of poetry by Tremont resident Weslea Sidon, *The Fool Sings*. Last year we introduced *Boatbuilding on MDI* by local freelance writer Laurie Schreiber with a book signing at the Museum on opening day. Our latest addition is a collection of essays about special characteristics of islands *Where Edges Don't Hold* by Christina Marsden Gillis. In 2008 the Society began making our books available via the Newsletter. Now books can be ordered from anywhere in the world. See book list and ordering information following.

## BOOKS AVAILABLE - 2017

<u>Author</u>	<u>Title</u>	<u>Price</u>	<u>Plus 5.5% Tax</u>
Peter Blanchard III	We Were an Island	27.95	29.54
	<i>The Maine life of Art and Nan Kellam [on Placentia Island]</i>		
Raymond C.S. Finney	Summers with Percy	15.00	15.83
Christina Marsden Gillis	Writing on Stone	24.95	26.33
Christina Marsden Gillis	Where Edges Don't Hold	8.95	9.44
Ruth Gortner Grierson (text) & Richard Johnson (photos)	A is for Acadia	15.95	16.83
Virginia Libhart	Makin' Do	\$8.95	9.44
	Carrie's Dream	8.95	9.44
	Carrie Makes Waves	8.95	9.44
Wayne Libhart	A Lobsterman's Quest	10.95	11.56
	Downeast Justice	9.95	10.50
	The Deadly Hunt	10.95	11.56
	The DNA Connection	12.95	13.66
	The Gourmet Club Murder	10.95	11.56
	The Inheritance	10.95	11.56
	The Jury is Out	10.00	10.55
	The Jury is Excused	14.95	15.78
	The Mystery of the Clone's Grave	10.95	11.56
	The Sedi Defense	10.95	11.56
Nan Lincoln	The Summer of Cecily	18.95	20.00
Eleanor Mayo	Turn Home	16.95	17.88
	October Fire	16.95	17.88
Ruth Moore	The Weir	14.95	15.78
	Spoonhandle	13.95	14.78
	Fire Balloon	15.00	15.83
	Candlemas Bay	10.95	11.56
	Speak to the Winds	15.00	15.83
	Walk Down Main Street	8.95	9.44
	The Tired Apple Tree ( <i>poetry</i> )	8.50	8.97
<i>Native of Gott's Island, Tremont Maine, 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, Editor	Foley Craddock	14.95	15.78
	<i>Short stories by Ruth Moore and Eleanor Mayo</i>		
Sandy Phippen	High Clouds Soaring, Clouds...	16.95	18.00
	<i>Letters of Ruth Moore</i>		

Paul S. Richardson	The Creation and Growth of Acadia National Park	29.95	31.60
Raymond Robbins	A History of the Houses of West Tremont, Maine, Vol. II	36.00	37.98
Laurie Schreiber	BoatBuilding on Mount Desert Island	21.99	23.20
Wendell Seavey	Working the Sea <i>Autobiographical</i>	16.95	17.88
Weslea Sidon	The Fool Sings ( <i>poetry</i> )	---	16.00
Sheldon "Smitty" Smith	Memories of a Lifetime ( <i>poetry</i> )	10.00	10.55
Craig Milner & Ralph Stanley	Ralph Stanley: Tales of a Maine Boat Builder	24.95	26.33
Tremont Women's Club Muriel Trask Davisson, Ed. <i>Serially written by 24 members of the Tremont Women's Club, 1940s and 1950s</i>	Two Tall Tales	9.95	10.50
Thomas Vining	Cemeteries of Cranberry Isles and The Towns of Mount Desert Is.	---	35.00
Capt. Ray Williamson	Maine Windjammer Cruises Keeping the Tradition Alive	48.00	50.64
Luann Yetter	Bar Harbor in the Roaring Twenties	21.99	23.20
DVD	Chummy Rich Maine Boat Builder THS Members Non-members	14.95 19.95	15.78 21.05

7/3/17

## 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, or contributions to the Annual Fund in any amount, provide membership through the next June.

Name(s) \_\_\_\_\_

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  
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Permit No. 7

**FALL 2017 NEWSLETTER**