

From the Falls to the Bay

A tour of historic Brunswick, Maine



GEN. JOSHUA L. CHAMBERLAIN HOUSE

from "Morituri Salutamus"

written for the 50th anniversary of his class of 1825 at Bowdoin College by Henry Wadsworth Longfellow

O ye familiar scenes, -ye groves of pine,
That once were mine and are no longer mine,-
Thou river, widening through the meadows
green
To the vast sea, so near and yet unseen,-
Ye halls, in whose seclusion and repose
Phantoms of fame, like exhalations, rose
And vanished, -we who are about to die,
Salute you; earth and air and sea and
sky,
And the Imperial Sun that scatters down
His sovereign splendors upon grove and town.

Private homes on the tour are not open to the public

History of Brunswick

An Englishman, Thomas Purchase, seeking adventure in a free land, arrived in the region of Pejepscot (Brunswick's first name) about 1628. He and partner George Way discovered this area and were later granted a "Patent Right" to the territory by the Plymouth Company of Massachusetts. In 1639, Purchase entered into an agreement with John Winthrop, Governor of the Massachusetts Bay Company, granting Massachusetts all the land at Pejepscot, and submitting to Massachusetts authority.

Pejepscot was the first settlement west of the Kennebec River to take this action, an authority which continued until 1820, when Maine became a separate state. The first convention to seriously consider separation was held in Brunswick in 1816, but efforts were unsuccessful.

Purchase was a hunter, trapper, fisherman and trader with the Indians. The Androscoggin, teeming with salmon and sturgeon, was known as the best fishery in New England. At the falls was the area's oldest Indian trading post.

Apparently Purchase's dealing with the Indians were not altogether good ones; for in King Philip's War in 1675, the first attack was on his house. He fled to Boston where he died in 1678.

Richard Wharton, a Boston merchant, was the next man on the scene buying up all the territory now within Brunswick, Harpswell and Topsham, except for a few islands. His agreement with the Indians allowed both to accomplish their desires, but Wharton left and did not return, thus ending the 17th century settlement.

In 1714, in the General Court of Massachusetts, land accumulated by Wharton was finally sold to a group of Boston merchants. Organized as the Pejepscot Proprietors were John Rusk, John Watts, David Jeffries, Oliver Noyes, Adam Winthrop, Stephen Minot, Thomas Hutchinson and John Wentworth. As a commercial enterprise, they sold land in small lots to establish a settlement and also to make their fortunes. But the Proprietors never made a fortune because they met the early settlers on their level of ability to pay.

The General Court passed a resolution in 1715 stipulating that this township be called "Brunswick," honoring The Elector of Brunswick-Lunenburg, who in 1714, had been crowned King of England as George I. The same year the Proprietors signed a "Mutual Bond," a document agreeing to a majority vote rule and that all votes and orders were to be recorded. These documents became known as the famous "Pejepscot Papers."

The Proprietors built Fort George of stone at the falls in 1715, where an earlier Fort Andros had been located. Fort George became the center of community life. The township population began to grow in 1718 with the arrival of the Scotch-Irish immigrants. Beyond the center of town, the development did not follow the "plan of a single line from the falls to Maquoit Bay," but rather was made up of rural communities in New Meadows, Maquoit and Bunganuc. The meetinghouse was built in 1735 "in the midway between Maquoit and Maquoit." Destroyed by fire in 1834, it was located beside the burial ground on lower Maine Street.

In 1739, the township became the 11th incorporated town in the Province of Maine.

After the Revolutionary War, the town "took on a new prosperity." Brunswick became a great lumbering center,

due to the water power available at the dams. At the falls in 1820, there were 25 sawmills in operation. Brunswick also became known as a manufacturing center for cotton and wool, with the first, but unsuccessful, company established in 1809. The most famous mill, Cabot Mfg. Co., was organized in 1857. Employees were mostly French-Canadians who came from the Province of Quebec and settled in mill-owned tenements.

One of the most important influences shaping the growth and character of Brunswick was the founding of Bowdoin College, incorporated in 1794. The site was chosen because the Proprietors gave 200 acres of pine wooded plains, originally a part of the Town Common. The college took the name of James Bowdoin of Boston, a benefactor in both land and money.

The coming of the railroad in 1849 caused considerable impact on the economy, with Brunswick being one of three great rail centers in Maine.

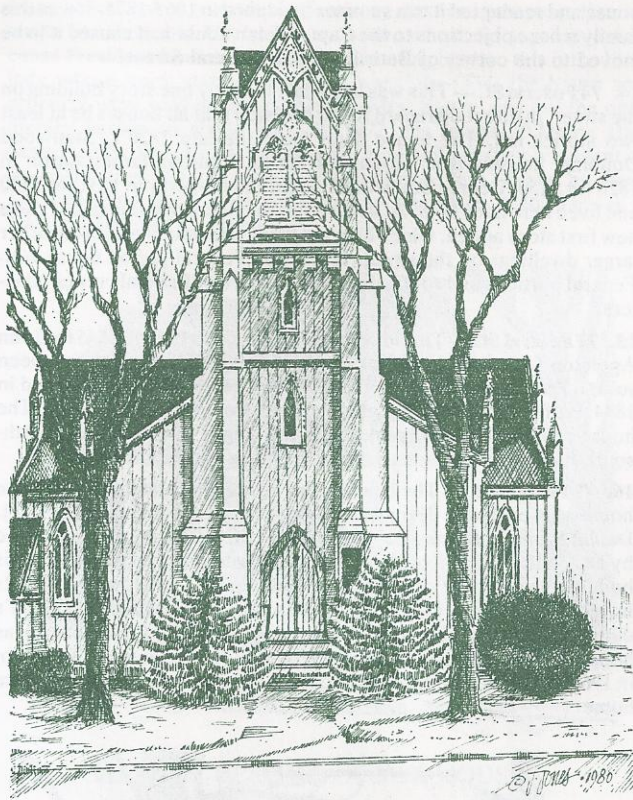
The town continued to grow and today is a fine example of a thriving Maine center. The history will take on a new perspective as you learn the fascinating stories about people and places which are on the walking and driving tours! Enjoy!

Three men contributed greatly to the architectural design of Brunswick during the early 19th century and their influences are worthy of note.

Samuel Melcher III, born at New Meadows in 1775, was a shipbuilder and housewright of some significance, building "all of the early Bowdoin College architecture and most of the notable homes in Brunswick and Topsham" in the early 1800's. Melcher had no "formal architectural training," but he learned quickly from experience and observation of Salem and Boston buildings. With the prosperity the town enjoyed after 1800, the financial opportunity to build houses of this stature was here. Melcher was "able to achieve the essential ends of Federal architecture with a minimum of elaboration and expense." There is no doubt that when he died in 1862, he left an architectural mark on the town that has never been surpassed.

Anthony Coombs Raymond (1798-1879) was a creative and skilled untrained professional journeyman-architect. He was born in Harpswell and was an assistant to Melcher. Between 1827 and his move to Bath in 1840, he built five churches, the Tontine Hotel, a large cotton mill, and the Brunswick townhouse. The Winter Street Church in Bath is his greatest achievement, with its unique "carpenter Gothic" doorways. He was injured in a fall in 1875 and paralyzed. The Raymond road is named after him. Raymond buildings include the Union Meeting House and Elijah Kellogg Church in Harpswell, Phippsburg Congregational Church, Union Meeting House at Growstown, and rebuilding of Maine Hall at Bowdoin College in 1836.

Brunswick has the distinction of three "Upjohn" churches — First Parish, St. Paul's Episcopal and King's Chapel at Bowdoin College. Richard Upjohn, born in England in 1802 and apprenticed as a cabinet-maker, was "probably the most eminent church architect in the 19th century." He landed in New York in 1829 with his wife and son, and moved to New Bedford, Mass., in 1830, to begin the career for which he was so famous.



FIRST PARISH CHURCH

Intown Walking Tour (Plan a minimum of two hours.)

1. First Parish Church — The walking tour begins at the town's most familiar landmark, First Parish Church, on the hill of Maine Street and across the street from Bowdoin College. Designed by Richard Upjohn and dedicated in 1846, this board and batten cruciform church is a fine example of Gothic Revival architecture. The most striking feature of the interior design is the elaborate wooden hammer-beam trussing.

Notable persons who have spoken from the pulpit include Henry Wadsworth Longfellow, President William Howard Taft, Edna St. Vincent Millay, Eleanor Roosevelt and Martin Luther King. In 1851, Harriet Beecher Stowe, sitting in Pew 23, was inspired to write "Uncle Tom's Cabin," the book that aroused the conscience of the nation and contributed to the Civil War. The church is on the National Register of Historic Places.

Maine Street — Looking north is Maine Street, the Mall and Park Row. Laid out in 1717 by the Pejepscot Proprietors as a "twelve rod road" from Fort George to Maquoit Bay, Maine Street was the widest in the state. It was given the name "Maine" in 1821 in honor of the new state. The Mall in the center was originally a beaver swamp. The lower end in front of School Street was known as "Maine Square." In 1802, the Mall was surrounded by a high fence in an effort to confine animals and hide its unsightly tangle from public view. By 1826, the Mall was an eyesore and the citizens united in a yearly effort to drain the swamp. In 1838 the first Village Improvement Committee was appointed to see that the fence was completed and that trees were planted tastefully. The Mall continues to be a playground and gathering place for the townspeople.

2. 226 Maine Street — At the corner of Maine and Potter Streets is the Gen. Joshua L. Chamberlain House. Built in 1820 by a Capt. Pierce, it was originally a cottage consisting of only the second and third stories. Henry W. Longfellow and his bride made their first home here. Gen. Chamberlain had the house jacked up and a first floor built under it, because the cottage was too small for his many visitors after the Civil War. Gen. Chamberlain acquired the house in 1861 and occupied it until his death. The Maltese cross on the chimneys was the insignia of the 20th Maine which he commanded.

Gen. Chamberlain (1828-1914), scholar, theologian, soldier, governor of Maine, Bowdoin College president, and business executive, was one of the most versatile men in American history. Born in

Brewer, he graduated from Bowdoin and Bangor Theological Seminary, joining the Bowdoin faculty in 1856 as an instructor in religion, and ultimately became professor of modern languages.

During the Civil War, he gave three and a half years of service to his country and was the hero of Little Round Top. He participated in 20 major battles. After the war, he was elected governor by the largest majority ever given in the state. In 1876, he became president of Bowdoin, serving until 1883. He then became president of a railroad construction company in Florida. In 1900, Gen. Chamberlain was appointed surveyor of customs at the port of Portland.

3. Bowdoin College — On the Bowdoin College campus is Massachusetts Hall, built in 1802, the earliest building. Attributed to Samuel Melcher III, it is a fine example of Federal architecture with its restraint and delicate proportions. In 1802, the hall contained the president's home, dormitory, chapel and lecture/recitation rooms for all eight students and two faculty members (the president and a professor of languages). To change classes, President Joseph McKeen thumped his cane against the staircase. The building is on the National Register.

King's Chapel at Bowdoin was designed by Richard Upjohn, started in 1845 and completed in 1855. It was a very avant-garde building at the time, with Upjohn choosing a medieval style, German Romanesque, resembling a 12th century church lighted by clerestory windows. The seating is arranged along the walls facing a wide center aisle in the traditional English collegiate manner. The richly frescoed walls and ceilings are a good example of mid-19th century American decorative art.

Walker Art Building was designed by Charles McKim and built in 1892-1894. It is a neo-Renaissance brick structure, set on a granite podium with a Pantheon-type dome on a low drum. The four murals inside the rotunda represent Athens, Rome, Florence and Venice, cities venerated by educated Americans of the late Victorian era.

Hubbard Hall nearby was designed by Henry Vaughan of Boston and constructed in 1902-1903 in the collegiate Gothic tradition of brick, granite and limestone, with a battlemented tower. Formerly the library, it houses the Peary-MacMillan Arctic Museum.

Federal Street — Federal Street was laid out in 1803. At that time the majority of land from Bath Road to the railroad bridge was owned by Robert Dunning and Col. William Stanwood. Part of Col. Stanwood's land became the original Bowdoin Campus. Once the street was laid out, Dunning and Stanwood began selling lots of varying size on either side. Those purchasing the largest tracts were David Dunlap (Bowdoin overseer) and Robert P. Dunlap (Bowdoin class of 1815 and governor of Maine). But the earliest purchases were made by Rev. Benjamin Titcomb for \$500, Parker Cleaveland and John Abbott, both Bowdoin professors, all in 1805.

As an example of "development zoning" all houses were to be at least two stories high and set back from the street 20 feet. Original lot widths were to be 82 feet. As time went by, economics tended to lower this dimension on the west side and increase it on the east.

The area of Federal, School, Green, Park Row, Cleaveland, Bath and Maine streets, and the Bowdoin Campus, is included in the Federal Street Historic District. It represents the "highest concentration of homes and buildings of architectural merit within Brunswick" and "reflects Brunswick's historical role as an important commercial and educational center."

4. 85 Federal St. — Dating from 1860, this house was built by Capt. Francis C. Jordan upon his return from the California Gold Rush and originally located at 77 Federal St. It is a 16-room Italianate style house with carved interior woodwork and lovely white and black marble fireplaces. In 1867, the house was sold to Bowdoin College for \$9,000, as Capt. Jordan and his wife were at sea most of the year. The residence was used as the President's house until President Samuel Harris resigned in 1871, after which it stood vacant for a while. At this time, Mr. and Mrs. Peleg Chandler, who were living in the Parker Cleaveland house, wanted the house moved because it blocked the light from their windows and because they wanted a larger yard for their family and garden. In 1874, Chandler arranged to have the house moved through the back yards of the Chapman and Cram houses to the corner lot where it stands today. Since 1885 the house has been in continuous use by Bowdoin presidents. In 1926 the ballroom wing was added on the northern side. Regarded as the best local example of wood Italianate architecture, the house is so similar in design to the Alfred Skolfield house on Park Row that the two may have been designed by the same architect. Also of the same design are the Burnett house at 232 Maine St. and the Delta Sigma house at 259 Maine St.

5. **84-86 Federal St.** — Ira Merryman (1806-1880), a yeoman and stonemason, had this house built about 1837, the lot having been acquired from R.P. Dunlap in 1836. The house seems to have been designed as a double one and two families are shown living here on the 1846 map. Bowdoin owns the house for faculty apartments.

6. **83 Federal St.** — This Greek Revival style house was built in 1859 for Marshall Cram (1804-1889), a Bridgton businessman, state legislator and Bowdoin overseer. It remained in the Cram family until 1933, when Prof. Marshall Perley Cram willed the house to Bowdoin. In the 1960's, the house was renovated to serve its present function as the Alumni House.

7. **82 Federal St.** — William Field built two houses on Federal Street, the first at 80 Federal about 1832 and this one about 1850, purchasing the land in two parcels from Robert P. Dunlap. This house may have been built for his son, W.R. Field Jr. The house is late Greek Revival, containing porticos and pediments on the sides, with pilasters and full-length windows on the front. Characteristic of the period is a double parlor across the front with chimneys at either end, and a hallway parallel to the street.

8. **79 Federal St.** — This house, probably the oldest on the street, was built circa 1790 and moved to its present location in 1821. Col. David Stanwood was the original owner of the house but financial reverses resulted in his creditors, namely David Dunlap, getting the house in 1823. It remained in his family until 1865 when it was sold to Prof. Cyrus Brackett, and then to Prof. Henry Chapman in 1873. The interior is 18th century with a circular staircase opposite the front door, fireplaces in the front rooms, and an original kitchen on the far side of the chimney.

9. **15 Cleaveland St.** — Built about 1811 for Robert Dunning this house was constructed either by Samuel Melcher who lived at 11 Cleaveland (now removed) or by Aaron Dunning, then living at 17 Cleaveland. It is one of the better examples of the period. Robert was a distant cousin of Aaron and actually lived elsewhere at this time. His sisters married Aaron and Samuel Melcher. This house was later acquired by John Grows, who owned a livery stable at what is now the Pilgrim House for First Parish Church.

10. **185 Park Row** — This house dates from 1798 and was at one time a two-family house, originally built for Shimeuel Owen. It has been suggested that the Melcher family rented the house from 1829 on and purchased the property in 1840, but family tradition states that the house was built by Samuel Melcher III, and either Samuel II or Aaron. It should be noted particularly for its doorways and for the detail work done by the Melcher family and still in evidence. This house represents "the most advanced architecture in Brunswick prior to Bowdoin."

11. **179 Park Row** — Also known as the Upham house, this house of David Dunlap was designed and built by Samuel Melcher III in 1817. This house was one of the most costly erected in Brunswick at that time, as Dunlap received \$4,000 for the property in 1819. The house has a circular staircase, chimneys centered on the ends of the front rectangle and an elaborate entrance. Prof. Thomas Upham and his wife lived in the house for many years. Both active in town affairs, they befriended Harriet Beecher Stowe on her arrival in town and maintained that relationship for years. The house is now the home of the Elks Lodge.

12. **76 Federal St.** — Aaron Dunning (1779-1861) was an apprentice to Samuel Melcher III, who eventually began designing and building houses on his own. He built this one for himself in 1807. Nathaniel Hawthorne lived here during his junior year at Bowdoin and it is said that he spent much time gazing from his window across the street in hopes of seeing the Cleavelands' maid come outside. They never met, but he watched her often. Between 1828 and 1856, Joseph McKeen, son of the first Bowdoin president, and treasurer of the college for 30 years, owned the house.

13. **75 Federal St.** — When Parker Cleaveland arrived in Brunswick in 1805, he contracted with Samuel Melcher III to build a new house for him and his bride. Built at a cost of \$2,700, it was ready for the Cleavelands in 1806. He was to be Bowdoin's first professor of mathematics and natural philosophy, but in his early years in Brunswick he also developed a strong love and lifelong interest in mineralogy, geology and chemistry. The Federal style house has a four-over-four room arrangement around a central hall. The ell, carriage house and barn date from 1820-1850.

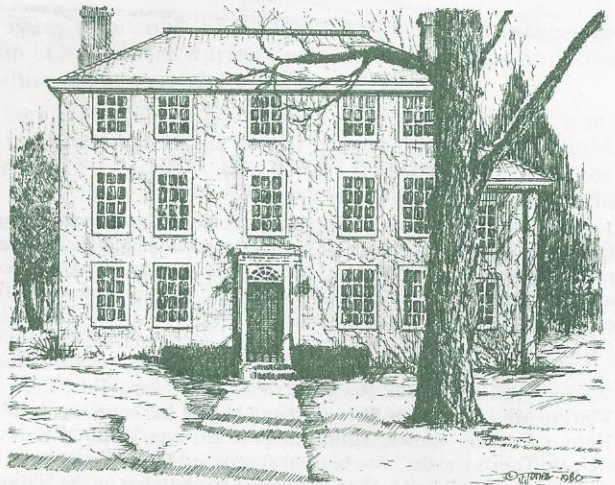
In 1807, Cleaveland proposed that the college buy his house, which it did in 1813, and he lived here the rest of his life. After his death his daughter Martha and her husband Peleg Chandler repurchased the

house and readapted it to a summer residence in 1865-1875. It was this family whose objections to the Capt. Jordan house had caused it to be moved to the corner of Bath Road and Federal Street.

14. **74 Federal St.** — This was originally the only one story building on the street, in direct disregard to the decision that all houses be at least two stories tall. The house dates from the late 1820's. Stanwood Dunning, housewright, purchased the lot from his father Aaron in 1826 for \$150. George Stanwood bought the property in 1831 for \$330 and lived here until 1848. At some point the first story was raised and a new first story added, which brought the house into line with the other larger dwellings on the street. It is a fine Federal period house with Federal porticos and roof balustrade and Greek Revival corner pilasters.

15. **71 Federal St.** — This lovely brick house was built in 1845 for John Appleton Cleaveland, son of Parker Cleaveland. The lot had been sold to Prof. John Abbott in 1805, but he had not developed it, and in 1844 Prof. Cleaveland bought the land from Abbott's estate. The house contains a double parlor with full length windows and a north-south hallway dividing parlors from dining and kitchen areas.

16. **72 Federal St.** — The land for this house was bought for \$80! The house was probably designed and built by Aaron Dunning for Capt. Daniel Stone, a Brunswick merchant in 1820. The house was rented by Dr. Nathan Smith, head of the new Bowdoin Medical School. This building was the site of the first hospital in Maine. Other occupants have included Capt. Joseph McClellan and Narcissa Stone, Daniel's daughter and prominent businesswoman. In 1905, the house was bought by Dr. Alaric Haskell, local dentist. It was given to Bowdoin in 1967 and recently purchased from the college, reverting to a private home.



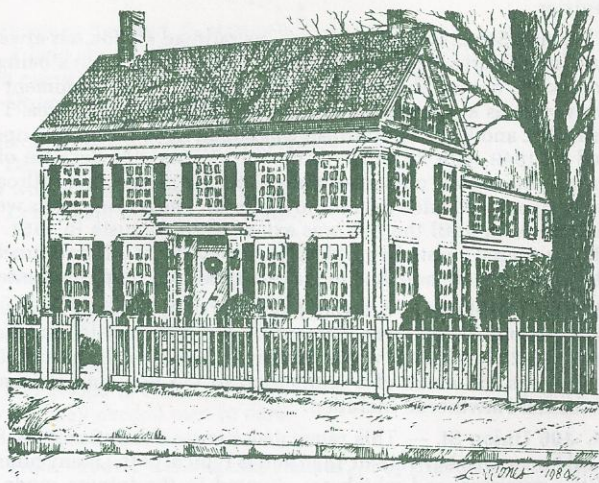
MASSACHUSETTS HALL, BOWDOIN COLLEGE

17. **70 Federal St.** — When Capt. Jordan first lived on Federal St., it was in this house which he had built about 1850. He did not sell this house until 1866. Jordan has been referred to as a "profane old ship captain" who raised corn and ran a cannery. Jordan Avenue is named for him.

18. **64 Federal St.** — Adam Lemont (1797-1874) moved from Bath to Brunswick about 1835. Soon after arriving in town, he purchased a part of Prof. Upham's land that faced Federal Street and had a house built in the Greek Revival style of the time. Lemont's family was very active in shipbuilding in Bath. He was active in lumbering, in a tannery, and in trade as a member of the firm Lemont, Forsaith, and Hall. He was president of the Brunswick Maine Insurance Company and of the Union National Bank. He may also have been responsible for the house at 13 Federal St. known as the Ezra Drew house as he owned that lot before selling it to Drew in 1823. Lemont's daughter married H.A. Randall and the house remained in the Randall family well into the 20th Century.

19. **63 Federal St.** — Built by Samuel Melcher III in 1807 for Rev. Benjamin Titcomb, this house is more popularly known as the Stowe House. There has been extensive remodeling of the house but there is indication that the basic outlines of the front section are original including the flush siding which was used to simulate stone. Many additions were probably made in the Harriet Beecher Stowe era. Calvin and Harriet Stowe arrived in 1850 and lived there until 1852

when he was called to Andover Seminary. In those two years Harriet wrote her immortal *Uncle Tom's Cabin*, whose fiery prose would cause President Lincoln to remark on meeting her "so this is the little lady whose book started this great war." In 1854, the house and property were sold in several pieces. Mrs. Stowe was not the only literary person to reside here. In 1822, his rooms at Maine Hall destroyed by fire, Henry Wadsworth Longfellow, then a student at Bowdoin, took a room here while the house was owned by Rev. Titcomb. The house was converted to an inn in 1946. This is a National Historic Landmark.



HARRIET BEECHER STOWE HOUSE

20. 159-161 Park Row — This double house was erected in 1856 by "Master" George Skolfield for his two sons and their wives. The bricks were imported from France. It contains nine fireplaces and was also heated by three furnaces. It was probably designed by the same architect who did the Capt. Jordan house on Federal Street, and is one of the finest examples of Brick Italianate design. Capt. Samuel Skolfield was in the India trade and Capt. Alfred carried molasses and cotton and eventually went into business in Liverpool. This is one of three Skolfield houses on Park Row, the others being 155-157 and 153 Park Row, each separated from the street by an iron fence.

21. 12 School St. — This hall was erected in 1826 as a result of a schism in the Baptist Society in town. After 10 years the differences were settled and the trustees approached First Parish Church with a proposal of selling the hall for \$500. It served as a vestry until 1892 when the parish house was built. From 1891-1975, the hall served as the headquarters of the Pejepscot Historical Society and is now its Varney Lecture Hall.

22. 36 Federal St. — Built circa 1840, this house is a Greek Revival style — one of the finest examples of the period. There is some evidence that at least part of the building predates 1840 and it is possible that the kitchen area could have been a small building in back of some Maine Street buildings. Until the 1930's, this property was known for selling milk by the bucketful from the cows that grazed on the property that extended over to School Street. In back of the property was a delivery road that housed stables for the Tontine Hotel and the express companies.

23. 32 Federal St. — This house was built between 1828 and 1846 and is an example of the Greek Revival style done in brick, with a wood and stone trim. Deacon John Perry, founder of the first Sunday School in Maine, lived here at one time.

24. 31 Federal St. — This Federal style house was built in 1827 by Samuel Melcher III for Ethan Earle, a merchant and civic-minded citizen. It was restored for Edward W. Wheeler, long time town meeting moderator, in the Colonial Revival style by John Calvin Stevens of Portland in 1927.

25. 27 Federal St. — This house was built by Samuel Melcher III in 1825-1826. Part of the house was an older building that was on the property and the rest of the structure was constructed to enlarge that building. It is the only three story Federal style house on the street. The Dunlap family is an historic one in Brunswick, dating back to Rev. Robert Dunlap, the first regularly settled minister. Robert Pinckney Dunlap, Rev. Robert's grandson, was born in Brunswick in 1794, and graduated from Bowdoin in 1815. In 1834 he was elected to

the first of four terms as Governor. His niece Frances, who lived with his family for a time, became governess to James Russell Lowell's children and his second wife. Dunlap died Oct. 20, 1859.

26. 25 Federal St. — This two and a half story Federal style house is circa 1828. It was to this house that Henry Wadsworth Longfellow brought his wife when he returned to Bowdoin as a professor of modern languages. He came here in 1829 and taught until 1835 when he accepted a call to Harvard. While in Brunswick his first volume of poetry was published. This house was later the home of Chief Justice Barrows.

27. 11 Federal St. — This Federal style, two and a half story house is also circa 1828. James Cary Jr. was a clockmaker of some fame who lived in Brunswick. In 1805, he was apprenticed to Robert Eastman, who owned the house at 17 Federal St. In 1806, he became a partner in Eastman and Cary and in 1809 he bought Eastman's share of the business, and carried on the watch, clock, and jewelry making business. His imprint "J. Cary" was familiar on tall clocks and silver spoons of the day. His specialty was brass clock movements. One of his apprentices was Aaron Dennison who devised the making of watches by machinery and went on to found "Howard, David, & Dennison" which eventually became the Boston Watch Co. makers of fine watches, the first of which is now in the Smithsonian Institution.

28. 7 Federal St. — Designed and built circa 1828 by Samuel Melcher III, this Federal period house is noted for its portico and doorway. President Woods of Bowdoin had rooms here, and it was here that a fire destroyed many of his manuscripts and papers which he was using to prepare a life of his father and an account of Andover Seminary.

29. 10 Water St. — At the foot of Federal Street, across the Route 1 ramp is "The Cove" of the Androscoggin River. There on Water Street is the Narcissa Stone House, built by Samuel Melcher in 1820, on the site of the cabin of Thomas Purchase, Brunswick's first settler. The house is of the Federal period with excellent workmanship and a beautiful staircase. Narcissa Stone (1801-1877) was one of 10 children of Capt. Daniel Stone. She worked in her father's store and became one of Brunswick's most liberated women of her time. She owned many businesses and various pieces of property. A very intelligent woman, she was a great benefactress in the town.

30. Cabot Mill — Across Maine Street on the river is the Lewis Industrial Building, still locally known as the Cabot Mill. At one time (1939) it was a cotton textile mill employing 1,100 workers. The first cotton mill was built in 1809 here on the site of Fort George and burned in 1825. It was rebuilt by Raymond in 1834, and in 1867, wings were added. The plant was completely rebuilt in 1891.

In the 1840's, the mill employed 160 persons and by the late 1880's the work force was 675, mostly French-Canadians. The mill continued in operation until after World War II which the machinery was shipped south and the mill was closed. The building now houses several small businesses.

In the middle 1800's, the Cabot Mfg. Co., owner of the mill, built employee housing on lower Maine Street. These tenements were demolished when Route 1 was constructed in 1961. A stone marker at the mill notes the site of Fort George, placed there by the DAR.

31. Bow Street — This tenement building on Bow Street is the only remaining example of the housing built by the Cabot Mill for its employees. It was built before 1865 and has been remodeled into modern apartments.

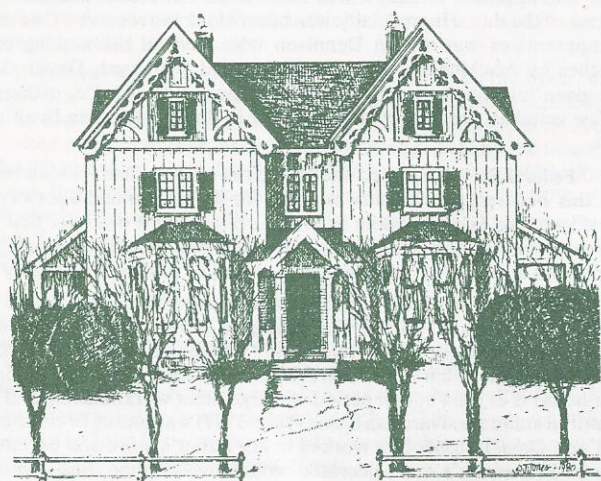
32. 4 Oak St. — The Dunlap-Gilman Mansion (1799), on the National Register of Historic Places, is a Federal house built by the respected Melcher brothers. It was considered the finest house in Brunswick upon its completion. It has a view of the river, lawns reaching to Maine Street, and unparalleled gardens. The mansion had 24 rooms including a 50-foot drawing room, innovative central hall, a three-story mahogany staircase, and much attention to detail, especially in the window blinds and fireplace frames. The pediment columns and portico were added decades later. The first owner, John Dunlap, was considered to be the richest man in the District. The son of Brunswick's first settled minister, he accrued wealth in fur trade, lumber mills, shipping and merchandising. Charles J. Gilman, a politician and Congressman serving from the 1860's through the 1880's, married Alice McKeen Dunlap. The house remained in the family until 1929. It is now divided into apartments.

Lincoln Street — Lincoln Street is a National Historic District. The street should be viewed in its entirety. The predominantly Greek-Revival homes remain fairly unchanged since their construction. Most were built in the 1840's and shortly thereafter. They reflect the styles

current then; given the uniform setback and orientation, this is a very early development. Imagine this street more narrow and tree lined, and step into the mid-nineteenth century.

33. 11 Lincoln St. — The Pejepscot Historical Society Museum, houses the area's memorabilia. Museum public hours are 1 to 4:30 p.m., Monday to Friday. This transitional Greek-Revival Italianate house was built in 1857 by Capt. George McManus who lived in this house only a few years until his death in 1864. The bricks used in the front of the building are oiled bricks that had been used as ballast in ships. The house is noteworthy for its consistent proportions and detail, and has not been altered much at all. The house is on the National Register of Historic Places.

34. 3 Lincoln St. — An exception to the vintage houses on the street is the John Dunlap house at 3 Lincoln St. Dunlap resided here before moving to the mansion. This is considered the oldest house in the



HENRY BOODY HOUSE

village (1772). This Colonial/Colonial Revival home has been moved from Maine Street and has been altered. It served as a public house once and Tallyrand, the French statesman, probably stayed here. It was the home of Dr. Isaac Lincoln, a respected 19th century town leader.

35. 2 High St. — The Baldwin house on the northwest corner of High and Union Streets was built in 1858. This Victorian home was one of the nicest of the neighborhood, about midway between the Gilman Mansion and the O'Brien house (now removed) at the head of Cumberland Street. The house was owned for years by the mill interests and housed the superintendent of the mill.

36. 31 Union St. — This mansard style apartment building on the northeast corner of Union and Cumberland streets was built around 1880. It was one of the town's first large apartment buildings and was built specifically for that purpose.

37. 26 Cumberland St. — Across Union Street on the northwest corner is a building that was a private home for a Capt. Skolfield in 1865, then later was a boarding house. In the 20th century, the building was converted into the Brunswick hospital — and is now a nursing home. Note the brackets under the mansard roof, a feature carried over from the Italianate style.

38. 35 Union St. — The Romanesque school building, the old Union Street School, was built in 1845. It is the oldest standing school building in town. The Maine Street side is a 20th century addition.

39. 36 Pleasant St. — The Dunning-Lovell house on the northwest corner of Union and Pleasant Streets is of the Federal period. Built by 1810, the house has undergone some changes. The original door was on the east side; the original ell was replaced by the present porch and garage. Note the hipped roof and chimneys and imagine the original fireplaces and winding staircase of yesteryear. John Dunning, first owner, inherited the rights to the land and river in the area of Fort George. Besides profiting from these, he was involved with cloth manufacturing and gas lights.

40. 32 Pleasant St. — The Dewey-Snow house is on the northeast corner of Pleasant and Union streets. Some claim this Colonial/pre-Federal house, built in 1802 or earlier, is one of the oldest in the area. It is an example of the early utilitarian houses.

Pleasant Street — Pleasant Street was laid out in 1811 as the county road to Freeport and was lined with early capes and Federal houses. Try to imagine this street as it once was.

41. St. Paul's Church — St. Paul's Church was designed by the renowned church architect Richard Upjohn. It was built in 1844-45 at a cost of \$4,000 contributed by friends from Rhode Island, New York and Philadelphia. In 1858 the arched ceiling was added to improve acoustics. Memorial windows were added between 1868-1873. Codman House beside the church is in the Queen Anne style and was built much later. The church is on the National Register.

42. Union Street Railroad Site — The railroad station has always been in this area. Continuing the impetus of the town's being a stagecoach center, the railroad was vital in the development of Brunswick as a commercial and industrial center of the area. The Kennebec and Portland Railroad was begun in 1847 and first operated in 1849 with 24 miles of track to Yarmouth. Because of a disagreement over passenger fares with the connecting railroad, the company extended its track to Portland. The headquarters were in Brunswick until the line was extended to Augusta in 1851. In 1870 the depot boasted a building 160 by 100 feet with three tracks. The depot was demolished to make way for the shopping center.

43. 23-25 Noble St. — A tavern (1802-03) originally at the edge of the Bowdoin campus was dismantled and rebuilt with modification at 23-25 Noble St. It was argued that the original location of the tavern was too much of a temptation to the Bowdoin students, Nathaniel Hawthorne included.

44. 106 Union St. — This renovated simple domestic Greek Revival house was built about 1860 and is typical of the many houses of the neighborhood which are situated in the intown mode of gable end facing the street. This particular house is located on a long, narrow city lot, and an extensive garden occupies the back yard.

45. 6 McKeen St. — The McKeen house is the characteristic center chimney Cape Cod cottage of the 1700's "modified by extensions to the basic rectangle." The house was built about 1776 by Samuel Stanwood, son of an Irish immigrant. He sold it in 1804 to Bowdoin's first president, Joseph as a retirement home. Descendants of President McKeen have resided here ever since.

46. 256 Maine St. — The Boody House is the "most interesting" house built in town in the 1840's. Constructed in 1849, the house was designed by Philadelphia architect Gervase Wheeler for Prof. Henry H. Boody, who later was a state senator and New York railroad executive. The wooden American Gothic Revival house has all the trimmings of its time, complete with vertical siding and steeply pitched roofs. The house, owned by Bowdoin College and occupied by its Dean, is on the National Register of Historic Places.

47. 6-8 College St. — The John Brown Russwurm Afro-American Center occupies this double house built in 1827 by Samuel Melcher. It was constructed for close friends, Profs. William Smyth and Alpheus Spring Packard, who were both married in 1827 and lived here with their brides. Prof. Smyth was active in the formation, in Philadelphia, of the American Anti-Slavery Society in 1833. He helped to extend the movement in Maine. His home was used as a station on the "underground railroad" and concealed many who were escaping to Canada. When built, the house was on the edge of a thick forest of pines.

48. 26 College St. — This was the home of the James William Coffin family. Robert Peter Tristram Coffin, the Pulitzer Prize poet, grew up here after the family moved in from their saltwater farm on Great Island so their children could attend Brunswick schools.

49. 28 College St. — This home was built in 1780 near where the Casco Bay Country Store now stands. It was purchased and moved to this site 100 years ago by James Coffin. His daughter now lives in the house.

50. 38 College St. — Built in 1790 as a farmhouse of one and a half stories, this home was here before the site for Bowdoin College was selected. It is still in the same family. Its present appearance probably came about in 1881. The son who received the property in 1892 made further changes and enlarged the house to 16 rooms. Coffin Street formed the rear boundary of the farm which extended in open fields down Harpswell Street.

51. Pine Grove Cemetery — This cemetery was laid out in 1825, with the land originally a part of the college grounds. Many notable citizens are buried here.

Growstown-Maquoit-Bunganuc

'MATTHEW THORNTON'
from "Three Citizens of Brunswick"
by Robert Peter Tristram Coffin

Tip-top high tide at Maquoit,
High noon of the day,
The butter of the buttercups
Spilled into the bay.

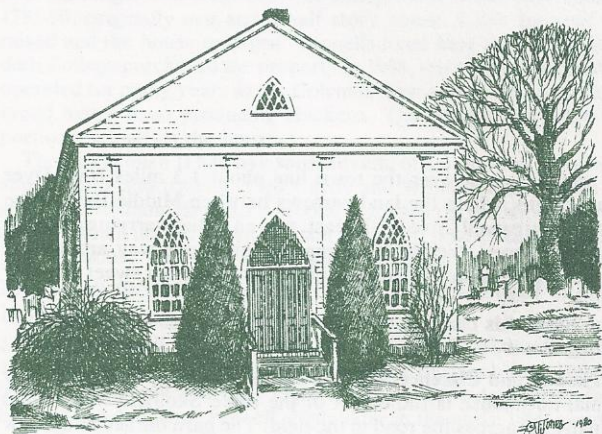
Seventeen-hundred, twenty-two,
A land alive with Summer
On every daisy of the field
Drummed a tiny drummer.

The sweetness of the year poured out
Deep honey in the sun,
In woods behind the English hay
Lean death came on the run...

That little son James Thornton saved
From death in blue Maquoit
Grew and took his place among
Our nation's strong and great.

A famous doctor, he stood up
and helped to found a nation,
When they needed men to dare,
He signed the 'Declaration'.

From "People Behave Like Ballads," copyright, 1946, by Robert P. Tristram Coffin, MacMillan Company, New York. Reprinted with permission from Robert P.T. Coffin Jr., Newton, Mass.



GROWSTOWN BAPTIST CHURCH

Country Driving Tour

(Plan a minimum of two hours.)

This old agricultural area of town is reached from Maine Street by turning right onto McKean Street, left onto Church Road and proceeding south. The historic importance of the Growstown area was farming, dairy farming being the most prevalent. It was named after several Grows families who resided there.

The road from Maquoit Landing to Bunganuc was laid out in 1760, much the same as today. Around 1722, William W. Woodside settled at Maquoit and obtained command of the blockhouse, achieving the rank of captain. A large, active man he was feared by the Indians, traded with them and usually got the best of the bargain. This blockhouse was very popular during the many years of Indian attacks, being situated at the end of the twelve rod road.

In 1743 Capt. Woodside received a deed for 350 acres at the western end of Maquoit "beginning at the mouth of the Puggymuggy River" for L50. He and some of his children settled this land which became the very active area of Bunganuc.

There is evidence that the first houses were built along the water for safety. Joseph Melcher, a housewright who was the brother of Samuel, settled on a farm here and probably influenced the architecture. Highland Road is a good example of an untouched farming area.

Bunganuc, which was shortened from Bunganunganuc, was an Indian word meaning high bank brook. This "brook" runs near the

Goodwin home into the bay, and was the center of industrial activity for many years. As early as 1716, Samuel Came built the running gear for a double sawmill (two up and down saws). This mill provided lumber for many years reaching its peak in 1845 but was gone by 1871.

A brickyard at the landing in the late 1700's supplied materials for homes built in the area. There was a gristmill, run by Vincent Woodside, William's son, here in 1752. Remains of the dam that supplied the water power are still visible.

At this landing, as well as at Maquoit Landing, there were boatyards. Wood, lumber and provisions were shipped to Boston from both points between 1790 and 1850 in sloops which held 90 cords.

Fishing was very important as an industry and as a source of food.

1. Growstown Baptist Church — The Free Will Baptists became organized as a parish with 40 members in 1800. Some had been meeting as early as 1783 in homes, including that of William Alexander on Highland Road. The first pastor, who died in 1813, was the first to be buried in the churchyard. The congregation reorganized with Congregationalists and Universalists to build this church in 1827. Known as the Elder Lamb Meeting House for many years, it was built by Anthony Raymond, a local architect.

By 1851, there were 366 members, but a decline in population caused the church to close in 1910. In 1883, the church was remodeled, with two windows on the west side boarded up and a choir loft added, which has since been removed. Pews were replaced and doors of the original pews were used for wall paneling. In 1884, the church was rededicated when the chandelier was given in memory of the Melcher family. A revival and reopening took place in 1926.

2. Growstown School — In 1849, James Otis donated land and built this school house, 26 by 30 feet, of good frame, covered by sound boards, with six windows (12 over 8 panes), two doors, and painted two good coats of lite straw color, for \$250. It would revert to the land donor when no longer used as a school.

3. Maurice Dionne Farm — This farmhouse was built by Josiah Melcher. Eleven children were born here including Osborn, who took over the farm when his father died in the late 1700's. Both Josiah and Osborn were shipbuilders. Osborn married Margery Loring of Yarmouth. They brought four elm trees back from their honeymoon on the bottom of their chaise. Only one tree remained in 1953.

The barn clock was originally on the Town Hall, Maine Street, demolished in 1961.

4. Crystal Spring Farm — George Woodside built this farmhouse in 1820, with his son Albion taking it over in 1859. The house was cut in half, one end moved and a middle section built. The Woodside granite quarry is located west of Woodside Road. The Woodside family gave the stone slab for the church and dragged it by oxen across the snow to the site. Many church parishioners were baptized in the quarry. Ledges slant into the water making it ideal for this purpose. The Melchers and the Woodsides felt that the Pleasant Hill Road, known then as Post Road and laid out in 1794, was too near their property. Even though they were deacons, they fought about the road, evidence of which still remains, for generations and always drove on the side opposite their houses.

5. Blockhouse Site — Here at the end of the twelve rod road was the blockhouse which afforded the community protection during the Indian Wars of the 1700's.

6. Stoddard House — A good example of the Greek Revival style of architecture, this house was probably built by James Melcher in the late 1700's. It has the pedimental gable and pilasters on the corners and heavy trim.

7. Wilson-Hoppe House — The main section of this home is about 200 years old and was probably built by Melcher for the Woodsides who were sea-going ship's carpenters.

8. Gammon House — This later Greek Revival style house with plainer trim than the Stoddard home was built in 1812. The outbuildings have been rebuilt but similar to the originals in style. This was a Woodside home which remained in the Woodside family until 1965.

9. Bunganuc Schoolhouse — At the corner of Bunganuc and Church roads is the Anthony Yuodsnukis home, once the Bunganuc School. It was built about 1875 on land donated by Benjamin Woodside and replaced a brick building that was constructed soon after the Revolutionary War. It closed permanently in 1955 after operating continuously for over 100 years except for a brief period in the 1930's.

10. Joseph Goodwin House — A Cape Cod, the architecture of this house built by Anthony Morse has been altered. It is thought to be the oldest home in the area and to have been inhabited by Capt. Woodside. Before the road and culvert were put in, a larger portion of the basement was exposed on the front side of the house and contained large double doors. This was the entrance to the basement where a tavern was run in 1799, and later a post office and store in 1880. Over this entrance was a porch which ran the length of the house. It was built here at Bunganuc Landing, at the head of the bay, because it was a good spot to watch for Indians.

11. John Henshaw House — In 1785, Benjamin Chase came to Bunganuc from Old Orchard and lived in a log cabin on the Hauling Up Road. In 1794, he was a surveyor of highways, and 1799 he ran a tavern for Capt. Woodside. Chase built this house for his son to be used as a stage coach inn because of its corner location of the Bunganuc and Litchfield (no longer in existence) roads. Pleasant Hill Road became the state road, and a stage stop was located there in a house since moved to Halifax, Mass. Once in Freeport, the Henshaw house was legally annexed to Brunswick in 1790.

Of colonial architecture with Greek Revival trim, the house is much more elegant than surrounding farms. There were originally long attached sheds for stages and a large barn for the horses. The front hall was a beautiful stairway with several turns. When Henry W. Longfellow was at Bowdoin, he used to visit Chase's daughter, Susan, and was impressed with a clock in the front hall, which inspired him to write "The Old Clock on the Stairs" in 1845.

12. McKee Farm — This home was built about 1800 and was originally located on the left of the driveway, but moved to its present location around 1850 possibly because of dampness in the vegetable cellar caused by the well nearby. The cost was so great that the owner sold the house shortly afterward. In 1870, the barn was built. The A. Montford family lived here before that date.

13. Walter Minott Farm — This Minott Cape, ell and barn were built by Joseph Alexander in 1836. The architecture and arrangement is typical of a Maine farm of that date.

14. Minott House — This house was built in 1798 by William Alexander, who with his wife Betsy had come from Harpswell in 1792. It was originally of Federal style with a hipped roof. The chimney was 11 feet square and contained five fireplaces. A chimney fire once caused the whole house to shake. When the roof was rebuilt, it added 10 feet to the attic. The present roof has a square cut to provide access to the chimney in case of fire. The Growstown church was organized in this house.

15. James Minott Farm — The oldest part of this farm is the ell built by a Merriman who married Mary Melcher, Noah Melcher's sister. The kitchen was on the first floor and their seven children slept in the attic. After 1850, Moses Cripps, for whom Cripps Ledge is named, lived here with his family.

16. First Parish Burial Ground — This cemetery is near the site of the first meeting house of the First Parish Church. The meeting house was started in 1719 and was destroyed by fire in 1834. Rev. James Woodside, father of Capt. William Woodside, preached here for a time, but because the congregation was not satisfied with his views, he returned to England.

17. Site of Matthew Thornton's Residence — Matthew Thornton, born in Ireland in 1714, came to Brunswick with his parents in 1718, and lived in a log cabin at this site until 1722. A savage Indian attack forced the family to flee the blockhouse at Maquoit, escaping by canoe into the bay. He later lived in Connecticut, Massachusetts, and New Hampshire.

Thornton was known as a theologian, physician, surgeon, soldier, lawyer, judge, councilor and legislator. He served as president of the New Hampshire provincial government during the American Revolution, and was elected a representative from New Hampshire to the first Continental Congress but arrived after the signing of the Declaration of Independence. Being aware of the significance of the document, he asked permission to sign it and his signature is the last on the list.

Skolfield Area-Pennellville

The 'Benjamin Sewall'
from "Three Citizens of Brunswick"
by Robert Peter Tristram Coffin

The old Maquoit Road smoked from town to sea
With carriages, buckboard and carryall,
Old ladies under fringe and canopy,
Buggies and red wagons loaded low
To their gunwales with pent dynamite
Of boys with deep blue morning in their eyes.

The year was at its heaviest with fruit,
The road was edged with flames of maple trees,
Down Pennell's Wharf Road moved the laughing town
In striped trousers, hoops and holiday,
Past the eight mansions of the Pennell Brothers,
Past lawns and houses that the Greeks might dream.
Brunswick was on foot, on hoof, on wheels,
The sun was climbing high towards the noon,
The tide was run its highest of the year.

October twenty-seventh, seventy-four,
The largest ship of Brunswick high on shore....

The 'Benjamin Sewall,' youngest Pennell ship,
And greatest of them all, keen for the sea!

"From "People Behave Like Ballads," copyright, 1946, by Robert P. Tristram Coffin, MacMillan Company, New York. Reprinted with permission from Robert P.T. Coffin Jr., Newton, Mass.

To reach this section, turn right at the stop light by Bowdoin College on Bath Road, and proceed south on Route 123. Or, go down the Mere Point Road, turning left onto Middle Bay Road which leads to Dyer Corner. Route 123 toward the sea was begun in the late 1700's, and where the sea begins at the outskirts of town was a busy shipbuilding center of over 150 vessels. All that remains are the beautiful homes built by the Skolfields and the Pennells.

The earliest ships, before 1800, were built at the head of Middle Bay near Dyer Corner by John Given and Thomas Pennell II. The Skol-

field yard was just over the town line about 1.3 miles from Dyer Corner. Here, where the land narrows between Middle Bay on the west and Harpswell Cove on the east, was an Indian carrying place for portaging canoes, thereby avoiding the long waterway around the Harpswell peninsula. Indians also came here to gather sweet grass for baskets.

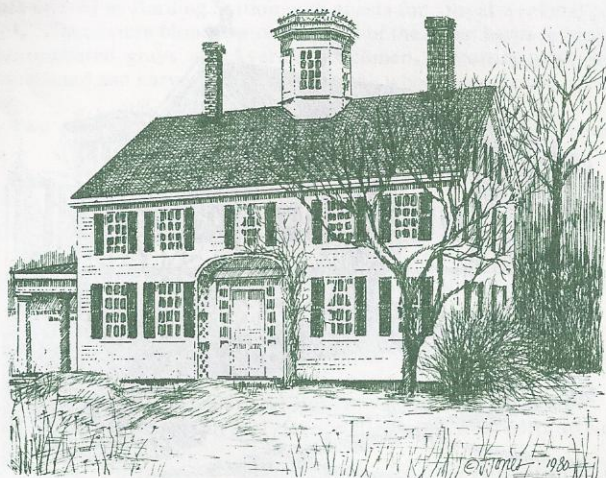
The Skolfields came to the area as early as 1740 and began shipbuilding about 1800.

18. Thomas and Clarence Skolfield House — This late 18th century colonial farmhouse is the oldest of the three Skolfield houses and originally set across the road in the field. The barn burned and a new barn (1857) was built across the road. The main house was moved here by 60 yoke of oxen.

19. "Merrucoonegan Farm" — "Master George" Skolfield, the most active and renowned shipbuilder, was born in a house on Granny Knoll on this farm and the cellar hole depression can still be seen. He and his brother, Capt. Clement, built and lived in the central section of "Merrucoonegan" (Indian for carrying place), still owned and occupied by descendants. The small cove on the east side of the road was the shipyard site.

It is said that "Master George" at 24 had to borrow a dollar to purchase a board axe to fell timber for building his ships. While still a relatively young man, he employed over 100 workmen and became one of Brunswick's and Harpswell's wealthiest citizens. George R. Skolfield, son of "Master George," was also very prominent in the business, building some of the largest ships. He, too, lived at "Merrucoonegan" and could look down on the yard, where "bed log" — ways running out into the water — are still visible today. Shipbuilding was of great economic importance in early days with the number of people employed and the sawmills it supported at the falls. Lack of access to the railroads helped contribute to its decline. The farm is on the National Register of Historic Places.

20. "Oonegan" — "Master George" was a man of independence. Angry at Harpswell assessors for taxing a ship still on the ways, he built this house over the townline in Brunswick and moved his shipyard to the Brunswick side of the little creek in 1834. The creek is the dividing line between the two towns, thereby giving Brunswick the benefit of his taxes. The last ship built here was in 1885. The Skolfield



JAMES PENNELL HOUSE

vessels, in most cases, were owned and commanded by family members and had an excellent reputation for being well-built and fitted out. This house has been nominated for the National Register.

21. Thomas Pennell II property — Returning toward Brunswick, turn left at Dyer Corner onto Middle Bay Road, and left again onto Pennellville Road, laid out in 1770. Thomas Pennell II bought land here in 1760. He built a house here and a shipyard at the head of Middle Bay, both no longer standing. Parts of this present house date back to 1785-90, originally one and a half story house. Later the roof was raised and the house enlarged. Pennells lived here until 1870. Bowdoin College purchased the property in 1968, after it was successfully operated for many years as the Coleman Research Farm, a facility to breed better meat producing chickens. The college has since sold portions, including the house.

Thomas Pennell II had five sons, several of whom were involved in shipbuilding and trading. Two, Jacob and William, built homes still standing. William also had a second shipyard on the shore near the Jacob Pennell house. When William became a seacaptain, he sold his yard to Jacob, who built ships there during the early 1800's.

22. Pennell House — This later Pennell house belonged to one of Jacob's sons.

23. Jacob Pennell House — This yellow Cape Cod home, begun in 1794 and enlarged in 1806, was the home of Jacob and Deborah (Dunning) Pennell and their eight sons and three daughters. Jacob became the dominant Pennell shipbuilder in the early 1800's and, as other descendants of Thomas II moved away, he acquired their land. His sons, Jacob Jr., Benjamin, Joseph, James, Charles, Robert and John, became the Pennell Bros. in a third shipyard started by James at the end of Pennellville Road. Some structural beams in the cellar are charred on the underside taken from an earlier house which burned.

24. Andrew Dunning House — Built in the mid-1800's, this was the

home of Andrew Dunning and his wife, the former Harriet Pennell, sister of the Pennell brothers.

25. Capt. William Pennell House — Capt. William Pennell bought this land in 1780 and built a story and a half house, which was later enlarged and remodeled in 1862. Jacob Jr. and his wife lived here during the days of the Pennell Bros. shipyard, with Pennells continuing to live here into the 1900's. Pulitzer Prize winning poet, author and Bowdoin College professor, Robert Peter Tristram Coffin, owned the house at one time and spent summers here. His book, *Captain Abby and Captain John*, published in 1939, contains an interesting description of the house and delightfully tells the story of the Pennell family and shipyard.

26. James Pennell House — This is the loveliest of all Pennell homes, built by James, the master craftsman, in 1837. The cupola, symmetry and columns at the side are interesting features. His descendants still own the house.

27. Charles Pennell House — This is the home of Charles Pennell, treasurer of Pennell Bros. and what would be known in today's vernacular as the P.R. man. He and his second wife, Cornelia Adams, had a large family. The home, built in 1843, was known for its friendliness and gracious entertaining, particularly to guests who came to watch the ship launchings.

28. Benjamin Pennell House — This was the home of Benjamin Pennell, one of the Pennell Bros. About 1900 it became a popular summer boarding house, Bay View Farm, and Helen Keller was a guest there. The barn date is a remodeling one.

29. Pennell Shipyard Site — Here at the end of the road was the site of Pennell Bros. shipyard, a thriving business from 1834 to the launching of the last and largest ship, the "Benjamin Sewall," in 1874. The yard, one of the largest of the century, was greatly hurt by the death of James, the master builder, in 1866, from injuries suffered during a ship's construction. There was also a brickyard here. There are no stonewalls in the area, because the stones were used as ballasts for the ships on their journey to be outfitted in Bath or Portland. Local people got 80 cents a ton for rocks delivered to the yards. The decline of wooden sailing ships was signaled by the development of metal hulls and engines for power.

30. Given House — Returning on Pennellville Road, take the first left to Pennell Way, to the Given House. The land was purchased in 1735, and the house was built about 1800. There are six fireplaces in the house, three on each floor. One upstairs bedroom has Indian shutters. The present barn was built in 1917.

31. Simpson's Point — A short distance to the left is the road to Simpson's Point, settled somewhat later with the road built in 1837. A large wharf called "New Wharf" was built here by Brunswick citizens for commerce, but railroads soon made it of less value. Several small shipyards existed here simultaneously, the most noteworthy being Samuel Dunning, E.G. and I.G. Simpson and Robert Given. It is said that Robert Given built his ships almost singlehandedly sometimes taking as long as three years to complete. He would not go into debt for their construction and would stop building, and work at something else until he had money enough to complete them.

Later Gen. Joshua L. Chamberlain had a summer home here and there was a summer boarding house. At low tide the remains of a stone pier are still visible in the bay.

New Meadows

Romance of New Meadows River by Moses Owen

New Meadows flows the same to-day!

With dancing waters to the sea,

And tells her story all the way,

Replete with love and melody.

The wild woods bend on either side,

To cast their shadows in the stream,

And sunbeams sparkle on her tide,

Like bright thoughts in a Poet's dream.

To reach New Meadows, take the Bath Road east from First Parish Church to Cook's Corner. Turn right at the stoplight onto Route 24, traveling 1.2 miles to Board Road on the left, and Coombs Road on the right. Early maps show Board Road extending four straight miles from the river to the center of town, named so because it was originally made for hauling lumber at the falls to the shipyards.

Thomas Purchase is believed to have been the first settler, about 1628, living possibly at Lower Carrying Place, an area where Indians portaged canoes from Merrymeeting Bay to the New Meadows River. Later, he moved to Brunswick Falls for fishing and trading with the Indians. Thomas Stevens arrived in 1675, buying land from Indians and settled at Lower Carrying Place, too.

When the Scotch and Irish settlers arrived in the early 1700's, one account relates that they called the salt marshes along the river "meadows," because their cattle could feed on the meadow hay until fields could be cleared for upland hay. A thriving community existed here in the 1700's because of access to the river. During the Fifth Indian War in 1747, blockhouses were built at Ham's Hill and Adams Road. The town built the Second Parish Meetinghouse on Wilcox Hill in 1755 (behind "Meadowsweet") to serve the growing settlement. In 1762, settlers petitioned the General Court of Massachusetts to separate from Brunswick, but permission was never granted.

Settlers farmed, fished and worked in the gristmills and sawmills

operating as early as 1753. The earliest ship in the region was believed built by John Lemont in 1745 on the New Meadows. Shipbuilding was a significant industry with major yards owned before 1800 by Peterson and at the mid-1800's by Given.

Packet sailing boats regularly plied the river. One story relates that a ship of 74 tons was built in the dooryard of its owner and hauled one-half mile to the water. It took 150 yoke of oxen to haul her. It was a great week for New Meadows, for it was said "if the rum they drank had been put into a dry dock, it would have floated her!"

From the Revolutionary War until the War of 1812, salt works operated along the shore. The first successful lime kiln was at New Meadows about 1799, owned by Robert Jordan, with the discovery of local lime credited to young Nathan Woodward in 1796. Most limerock was found near the New Meadows Church (1800), Coombs Road, and was a thriving business until 1860. The lime used in the construction of King's Chapel at Bowdoin College was burned here.

32. New Meadows Church — About 1790, people with theological views different from those of the First Parish Meetinghouse in Brunswick formed the Baptist Society. They refused to pay taxes to First Parish and incorporated legally in 1794 as "The Baptist Religious Society in Brunswick, Harpswell and Bath." The meetinghouse on Coombs Road was built in 1800 by the Society and rebuilt in 1848 by Raymond.

33. New Meadows Cemetery — Many early settlers of this region, including numerous sea captains, are buried in this cemetery off the Coombs Road.

34. Jordan-Davis House — Two sea captains who were relatives built twin houses in New Meadows. This "twin" on Board Road was built by Capt. Coan Jordan, who was owner and master of the ship, "Africa," constructed at the Given yard in 1853. The handcrafted interior woodwork is outstanding.

35. Woodward-Holbrook Farm — This early 1800's Cape Cod farmhouse, home of two early prominent New Meadows families, is located on an old County road, which once ran parallel to the Board Road, from the river to Freeport, and was heavily traveled.

36. Given Shipyard Site — Nothing remains of the thriving shipyard once located at the end of the County road and owned by Joseph C. "Master Joe" Given. It was one of three major Brunswick shipyards during its operation from about 1849 to the 1870's. Among the ships launched were the "Rebecca," "Arabia," "Africa," "Greenland," "Marcia Greenleaf," "A.P. Jordan" and "Josephine."

37. Snow Farm — This Cape Cod farmhouse is still occupied by the Snow family, which has owned this land since its purchase by Isaac Snow from the Pejepsco Proprietors in 1739. "Deacon" Isaac Snow was an early selectman. A barn and carriage house have been removed from the property.

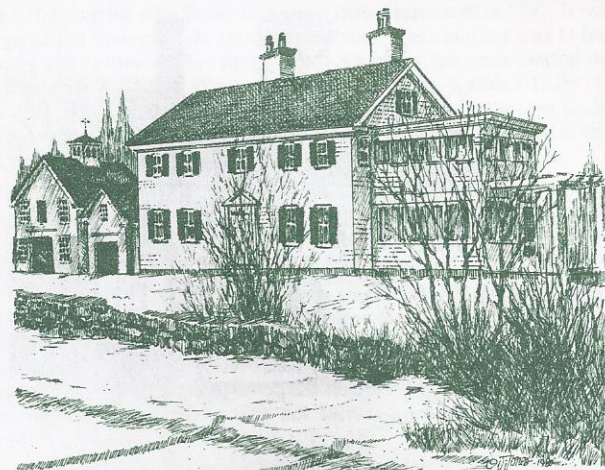
38. Groves House — This brick farmhouse was built in 1840 by Samuel Groves, a farmer.

39. Thomas House — Capt. Benjamin Larrabee came to Brunswick from Portland in 1727 and took command of Fort George at the Falls. Later, he lived with his family at New Meadows on this site. He was the agent for the Pejepsco Proprietors; before town incorporation, he had principal management of the township. Larrabee was also one of the first four selectmen in 1739. The middle part of this house is believed to be late 18th century with the front part added early in the 19th century. Several generations of the Thomas family have occupied this house, with Andrew Jackson Thomas and his bride, Caroline Holbrook, settling here in 1853, farming the property their entire lives.

40. Marsh Cemeteries — Several early sea captains and farmers, and their families, are buried here at the head of Thomas Bay. The Bay and Point are named for Col. Charles Thomas, a hero of the Revolutionary War, who is buried here with his wife.

41. "Meadowsweet" — Deacon Samuel Hinkley was the first settler on this extensive property, building here after 1742. He, too, was one of the first four selectmen in 1739 and represented Brunswick in the General Court of Massachusetts for many terms. Hinkley donated the land for the Second Parish Meetinghouse built up beyond in the woods about 1756 on the discontinued Bull Rock Road.

His son-in-law, Capt. James Thompson, who lived across the road, ran an inn on the property from 1750 to 1780. The Hinkley property was sold about 1781 to Capt. John Peterson of Duxbury, Mass., who tore down the Hinkley saltbox and built his own imposing structure completed in 1783. Capt. Peterson, besides being a shipmaster and shipbuilder, operated sawmills, a shipyard, store, gristmill, and to



HARDING FARM

accommodate the packet boat trade on the river, opened a Customs House in his home. He acquired extensive landholdings as well.

Capt. Peterson was the prime instigator and principal stockholder in building the unsuccessful canal from the New Meadows to Kennebec Rivers. In 1796, he moved to Bath and established a thriving shipbuilding business there, apparently in protest over the lack of interest in his canal. In 1804, the property was purchased by Francis Adams of Charlestown, Mass. and later sold to a relative, Bartlett Adams, a Brunswick banker who married Martha Conant. Later, Mrs. Adams and her son, Jacob Conant, developed the "shore" dinner and served it here, its reputation becoming widely known. In 1917, the property was purchased by Edward Buffam Varney, grandfather of C. Warren Ring, current owner. Mr. Ring's children are the fifth generation in the family to reside in this classic "ship captain's" house.

42. Cattle Pound — Here are the remains of the first town cattle pound, built in the second half of the 1700's. A stone wall enclosure, it was originally eight feet high, 20 feet square, and an iron gate hung at one corner. When animals roamed at large, officers placed them in the pound. Only when farmers identified their animals and paid a fee, did the pound officer return them to their rightful owner.

43. Deehan Farm — This 18th century colonial farm is one of the oldest in the area with its front door facing south onto the discontinued road. The front hall has a small circular staircase with a one-piece railing. A small cupboard in the hall opens onto the central chimney, where blankets were once stored for warming.

44. Ward Cape — This 1700's three-bay Cape Cod farmhouse faces the old shore road to Bull Rock Bridge (named after a rock in the river) which was built in 1835. It features three lights over the front door, a low roof line and inside wood paneling and low ceilings. A double cellar is said to have been built, with the inside part offering protection from the Indians by rolling a rock in front of the door. The center chimney was removed over 60 years ago because the house beams were built into it.

45. Harding Farm — The first Harding was Capt. Samuel of Truro, Mass., who drifted up the river after he was shipwrecked off Georgetown. He lived here in 1760, purchasing the "Thompson Plantation" from Brig. Gen. Samuel Thompson of Revolutionary War fame and a long-time representative to the General Court. Thompson was a grandson of Deacon Hinkley and son of Capt. Thompson. His 100-acre plot was the first lot on the original Proprietor's map to extend from the Androscooggin to New Meadows Rivers. The original house, to which many additions have been made, was a hand-hewn log cabin 20 by 35 feet. Capt. Samuel and his wife, Johanna, raised eight children here.

The Harding area was named for Capt. Robert H. Harding, a privateer during the War of 1812 and the oldest son of Capt. Samuel.

In the 19th century, this homestead dominated the New Meadows scene. Large additions and modernizations were made in 1800 and 1850, when there were 23 rooms for family and servants. By inheritance, the farm passed into the female line of the family to the "Snow girls," Salome, Sophia and Susan, daughters of Sophia Harding Snow, a sister of Capt. Robert. During the Snow reign, great wealth

was expended. They build a stone wharf at the shore. Private railroad cars arrived at Harding Station with guests for "royal weekend parties." There were blooded stocks in one of the finest barns in Maine, thoroughbred grays and liveried coachmen, a trotting park with grandstand and harvest suppers "with the whole countryside attending."

Two ells were removed to the north field to become separate

houses, one of which has burned, and a barn was moved to an adjoining farm. Some of the pumpkin pine wainscoting boards are 30-inches wide, evidence of the trees which grew on the farm.

Early in this century, William and Winthrop Harding, great-great nephews of Capt. Robert, purchased the farm from the female line, with William soon becoming sole owner. He and his wife, Lillian, owned the property until the mid-1960's.

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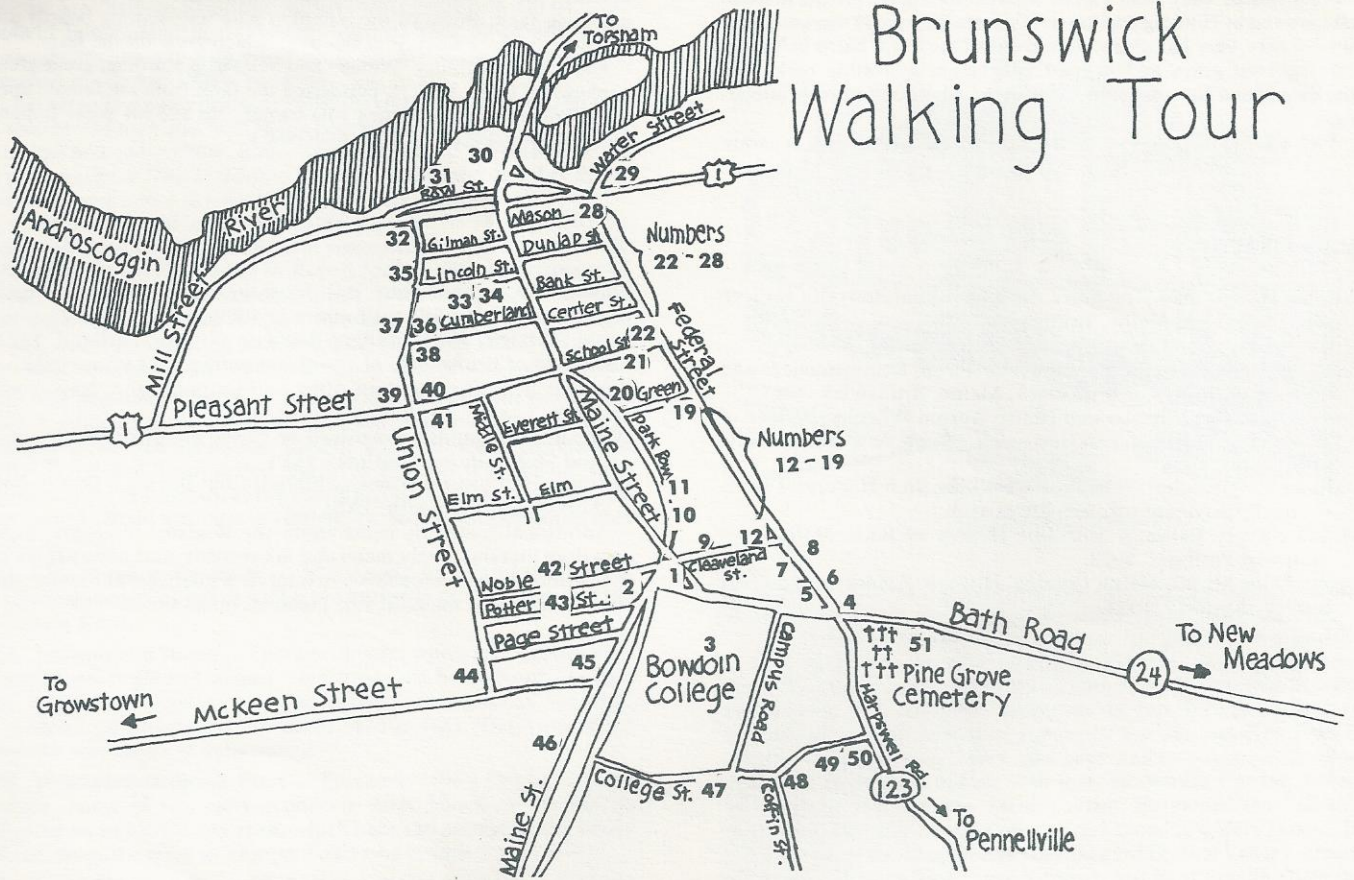
Additional materials came from: the Registry of Deeds, local cemetery markers, early maps and tax records, and newspapers of the period. Also invaluable were interviews with area citizens who shared verifiable material and personal mementoes.

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Brunswick Walking Tour



Driving Tour

