History of Cape Elizabeth Maine

Marian Peabblies Johnson

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1954

A history of Cape Elizabeth, Maine.

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Boston University

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Boston University
Boston University
School of Education

Major Project

A HISTORY OF CAPE ELIZABETH, MAINE

Submitted by
Marian Peabbls Johnson
B.S. in Education - Rutgers University, 1932

In Partial Fulfillment of Requirements for
the Degree of Master of Education
1954

Boston University
School of Education
Library
First Reader: Franklin C. Roberts
Professor of Education

Second Reader: William C. Kvaraceus
Professor of Education
The most familiar area of understanding for any person, be it child or adult, is his own immediate environment. He is interested in his home, his family, his neighborhood and his community. This tendency to be interested in his recognizable surroundings invariably leads to an interest in the past history of that environment—to know how the people lived who inhabited this same area during its early beginnings and in its progressive stages of growth. He becomes interested in the local traditions and landmarks of an earlier era. These are the people for whom I have tried to jot down some facts about Cape Elizabeth. As there has been no history of the town written up to the present time, except for a few paragraphs here and there in the histories which have been written about Portland, I have had to get most of my information from old records, such as Town Reports, family diaries, and old newspaper accounts of various events.

There have been many inquiries at the library about the early history of the town, both by adults and adolescents. Many of the Boy Scouts, who have a very active organization desire some information in order to get their badge in local history, and are nonplussed when they can find so little written material on this subject. Some people delight in digging into old records and spending hours finding historical facts, but the greater number prefer to relax and spend their time reading the assembled facts.
Because of my interest in the subject and because of repeated requests to do something of this sort, I have begun this work. I realize that calling this a History of Cape Elizabeth is an erroneous title, for it is far from being adequate as a history of the town, but in the short time in which I had to work, I have spent several hundred hours in research. I shall continue to work on it as time goes on and add to the amount that I have already given to the library.

As most of the information was gleaned from old family records, Town Reports and newspaper accounts, I shall use few footnotes. A bibliography will appear at the end of chapters where I have used other sources. Where quotations from authors of books appear, footnotes will be used.

In order that the reader may better understand this history, the matter of names must be made clear. This district has been known by so many different ones that it very often leads to confusion when so many different places are mentioned.

Portland was called Machigonne by the Indians and it was still called by that name by the fishermen who came to its shores from England for many years after it was named Casco by the first settlers. After it was burned for the first time and rebuilt, it was known as New Casco. After being burned and rebuilt for the second time it was known as Falmouth. It was called Falmouth for many years until it was given the present name of Portland.

Cape Elizabeth, that section south of Fore River, was set apart from Falmouth as a separate Parish in 1735, and was incorporated as a
town in 1765. Three sections of Cape Elizabeth were Spurwink, Purpooduck, and Pond Cove. In 1895, agitation was begun to separate the northern and southern parts of the town. This division took place and the northern part is now the city of South Portland.
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CHAPTER I.

A DESCRIPTION OF THE TOWN
Cape Elizabeth

Typical of the State of Maine's coastal scenery, the rugged shores of Cape Elizabeth leave an impression not only of strength but of reticence. There is a sturdiness about the countryside and its people that makes understandable the unsung nature of the early settlers now written into the characters of their descendants who still wrest a hard sustenance from this region of rocky though fertile soil and stormy seas. A large part of the town is still forested with white pine, sometimes called "masting pine" because in Colonial days the larger trees were reserved for masts for the Royal Navy. Hemlock, its bark valuable for tanning and so important in the early times, still grows but is not as plentiful as formerly. Balsam fir, red spruce, swamp maple and red oak are common as is tamarack, locally called by its Indian name of hackmatack, and white birch and poplar and enough of the sugar maples to have supplied the early settlers with sap to make sugar and syrup for their needs. Crescents of sandy beaches are separated by wild cliffs whose slate sides are battered by pitching waves and wind-tossed spray.

There are two ponds within the confines of the town which are called Great Pond and Richard's Pond both near the end of the Cape. The outlet of the Great Pond is still called Alewife Brook because of the number of those fish taken from its waters each season by the early settlers, both for eating purposes and for spreading on their land. This spread of fish together with the seaweed found in plentiful amounts along the shores made a fertilizer which was almost as complete in the needed elements for fertile crops as the modern commercial variety which
is sold today.

Cape Elizabeth has suffered little from hurricanes and has felt few earthquakes, although all of this area was rocked by an earthquake of sharp intensity in October, 1727. It was part of the tremor that laid waste the island of Martinique. Of this quake, the Reverend Thomas Smith wrote in his inimitable journal that "there was a general revival of religion" after stone walls and chimneys tumbled about the heads of the stolid but backsliding citizens.

The climate of Cape Elizabeth is what the natives call "salubrious". Hot and cold spells are of short duration; ninety degrees is reached about three times a year and the zero mark is touched anywhere from two to five times annually. Even when Portland suffers from what they call a "hot spell", the people of this section feel the off-shore breezes. There is a difference of anywhere between three to ten degrees between the temperature of Cape Elizabeth and its near neighbor, Portland—warmer in winter and cooler in summer.

There is some fog in the summer months, August being the worst month for this nuisance. The all-time record snowfall for this region occurred January 23, 1935, when a layer of 23.3 inches blanketed the ground. The gale of March 12, 1939, deposited twenty-one inches of snow, and was the most severe March storm in Portland's and its environs' history, the famed "Great Blizzard of 1888" having left only thirteen inches of snow. The storm of November 27, 1898, will always be known hereabouts as the "Portland Gale", because of the foundering of the ill-fated steamer "Portland". The steamer sailed for the port of Portland.
from Boston on Thanksgiving Eve, most of its one hundred sixty passengers holiday-bound and many of them members of prominent families in this locality. Just where the "Portland" was struck by the gale has long been a topic among the local seamen; and tales of the drowning of the full passenger list grow as the years pass. More than fifty Maine vessels were lost in this terrific tempest which lasted two days.

Speckled alder cover swamp and pasture land, and the scented white flowers of several almost indistinguishable varieties of shad-bush are the first harbingers of spring; shad-bush is used in the making of fishing rods. Common too are staghorn sumac and hawthorn. Witch hazel usually borders most forest areas, and choke berry is found along stone walls of farms. Bayberry, once gathered by housewives who perfumed linen with its leaves and moulded candles from its berry wax, is common along the shores. Sweet lavender and sweet white clover which were always gathered by the natives to make their closets fragrant abound along the roadsides vying with the bright blue of the chicory blossoms which are said to have sprung from seeds brought over on the ill-fated vessel, "Bohemian". The seeds of this plant were brought to this country to start a new industry in the new world—that of making a brew of its leaves which would take the place of coffee, a rare but much sought after drink by the people of that era.

Many wild animals are still to be seen in this locality. Foxes have been very numerous the past year because pheasants have been on the increase but those beautiful game birds are fast being killed off by these and other predatory animals. Many deer can be seen during the
summer months but they disappear with the hunting season.

Although cod, flounder, pollock and mackerel can be caught along the shore, the most sport seems to be in fishing for the cutters which are found in the masses of seaweed and rocks along the shore. Almost any summer day, on the rocks can be seen numerous vacationers and natives with their long cutter poles enjoying this sport. This fish, although it is bony, makes excellent eating and old-timers used them for chowders. The waters off-shore have so many lobster traps that it seems as if one could almost walk from buoy to buoy. Many citizens of the town make their living by lobster fishing, a very lucrativ e one during the World War II years. It is a heart-rending job, however, when a sudden storm at sea destroys the traps and deposits in a mangled mass of debris the fruits of the entire winter's labor.

The farms for which the town has long been famous are not large as compared to those of the mid-west but contain anywhere from ten to sixty acres. Although the farmers try to diversify their crops, the main crop raised is lettuce which demands the highest price in the Boston market. The soil here seems ideally suited to its growth and the plants come to maturity when the lettuce of the Boston area has been ruined by the heat. Before the arrival of refrigerated trucks, the principal crops raised in this locality were cabbage, Hubbard squash, carrots, potatoes and parsnips. These are still planted but not in such large quantities as formerly.

Singularly free from the influence of immigration, many of the older native families still retain the characteristics of their forbears;
generous-hearted, conservative and somewhat unresponsive in their talk, they are becoming more tolerant in their opinions, whether political, religious, or social. The influence of their forbears is especially noticeable in their speech, although with radio, television and modern education, the people are tending to change their type of speech to a more modern though less euphonious one and it is seldom indeed that one today can hear the picturesque drawl of a Maine native unless it is on the radio where it is distorted and made unattractive for some purpose.

The northern part of the town is being built up at a rapid rate, and with each advancing year the rural areas are being taken over as the sites for other beautiful homes. But with this building, the people have sacrificed as few trees as possible realizing that the natural growth of trees enhances the beauty of their homes.

Most of the people in town depend upon the industries of Portland and South Portland for a living and Cape Elizabeth has often facetiously been referred to as "Portland's bedroom".

There are no dance halls or bar rooms in the town and liquor is not allowed to be sold. Community dances are often held in the Town Hall, sometimes just for fun or sometimes when some worthy project needs to be financed.

The evaluative analysis of a good town may be found in the progressive thinking and actions of its citizens, in the way they look to the future and build with the welfare of its future citizens in mind—to progress so that these youngsters will fit in with the scheme of their local and national governments for the greatest happiness and good for
all concerned.

I think we can agree that the citizens of our town are trying to do this and we can do more than hope that it will have a bright and worthwhile future by always taking part in the affairs of the town and using our great prerogative of voting at each town meeting.
Page 2. Family Records, No date.

CHAPTER II.

THE ISLE OF BACCHUS
THE ISLE OF BACCHUS

The Isle of Bacchus, now better known as Richmond's Island, is perhaps one of the most interesting landmarks of the early adventurers along the Maine coast. It was here that one of the earliest if not the earliest trading posts was established in 1620.

It is probable that the first European to visit this island was Champlain, who came here in 1605 as he sailed along the coast with Dullonts. Champlain says in his journal, "It should be called the Isle of Bacchus by reason of its luxuriant vineyards which grow here in wild profusion." Here, according to him, was a place which was wonderfully endowed by nature—a wooded island lying near the mainland and affording a safe anchorage. It was, so far as its physical features were to be considered, not only easy of access but also its low rolling slopes were especially adapted to occupation.

A second visit was made by Champlain to this island, at which time the grapes of which he speaks were just beginning to ripen. He again declared it to be a place for which men might yearn.

George Richmond found his way here prior to 1628, and gave to the island its present name of Richmond's Island. He engaged in the fishing business and built a vessel from the native timber which is supposed to have been one of the first vessels built in New England. It was in 1628 that he gave up whatever right he may have had to the use and occupation of the island to a squatter named Walter Bagnall, who had preceded him to the spot and who made life unpleasant for all those around him by his quarrelsome nature and sharp dealings. We know by the records that Bagnall had lived
on the island for seven years at the time of his death.

Walter Bagnall, or "Big Walt" as he was called, was a man of unseemly reputation. He had maintained a trading station and, by fair means or foul, had amassed a small fortune for those days. In the few years before Richmond left, Bagnall had gleaned over four hundred pounds. He cheated and mistreated the Indians who came to trade. Finally one October night, an Indian sachem named Squidraysett murdered "Big Walt" and set fire to his trading post. This sachem lost no time in leaving the island and hid out successfully from those who demanded his life for killing a white man. The sad fact is that because Squidraysett could not be apprehended, an old Indian living near Bagnall and known to be innocent was killed in the guilty one's place by order of the Massachusetts Council.

Bagnall, after he had rid himself of neighbor Richmond, had applied to the New England Council for a lawful grant to the land on which he had settled and it was approved— alas, too late for poor "Walt". The grant was accorded to him in December of 1631, but he had paid the penalty for his unscrupulous deeds the previous October.

After Bagnall's death the grant became inoperative, but it was found that this deed was preceded by a single day by the grant to Robert Trelawny and Moses Goodyear of the same island and the adjoining mainland.

In Bagnall's time the fur of the beaver constituted his principal trade. These skins were highly prized by the English and the Indians brought them in great quantities to exchange for "kill-devil" (rum). The Indians round about devoted their energies to gathering the furs from tribes further inland who exchanged them for the much-prized wampum of Periwinkle shells—a
medium of much value among the inland tribes.

John Winter, another sharp trader, became the agent for Robert Trelawny, and through his greed for personal wealth built up the trading post to great importance. He came in 1632, but before settling down permanently, sailed for England in order to bring back livestock and goods for trade. Before he sailed, he served notice to Cleeve and Tucker to vacate their houses which they had built on the mainland across from the island. Cleeve, whom we find to be a man of quarrelsome temperament, met his match in Winter, and although he lingered until Winter came back from England, finally gave up to his opponent's demands and moved to Paimouth in 1633.

No sooner were their cabins vacated on the banks of the Spurwink River than Winter entered into their immediate occupancy. During the thirteen years of Winter's rule as Trelawny's agent, he made Richmond's Island a port of great importance. Its harbor was frequently thronged with vessels from England and elsewhere bound hither on various enterprises. Some came to fish; some with merchandise from Spain; some on voyages for beaver and to trade with the settlers up and down the coast. Wines from Spain and strong liquors from the West Indies formed a staple exchange and were paid for mainly with fish.

By means of an analysis of the times, we learn about the settlement on the island at this time. It had grown from the single storehouse of Bagnall (which had been burned and rebuilt after his death) into a compact settlement of sixty houses. These were supported by a lucrative trade and controlled by a man whose scruples toward all others had progressed to the single thought and desire to enrich himself at the expense of all with whom he came in contact.
Besides his trading post, Winter began to plant various crops, and engaged in the rearing of cattle, hogs and goats. In his letters to Trollemy, we learn that he planted "barley, peas, pumpkins, carrots, parsnips, onions, garlic, radishes, turnips, cabbage lettuce, parsley and herbs."

Under Winter's thrifty management, a church was built on the island, for he professed to be a good Episcopalian. On one of his voyages to England, he had brought back a young minister named Richard Gibson. Winter and the young parson did not see "eye-to-eye" however. It is said the young man did not appreciate the charms of Sarah Winter (Winter's daughter) for whom the father had ambitions. In fact, Mr. Gibson much preferred the young bound girl of Winter, and after trying in vain to get Winter to give her to him, paid for her full time and married her much to Sarah's chagrin. Of course, the minister did not long remain on the island, but moved with his pretty bride to Portsmouth.

With his hopes still high that he might find someone worthy of his daughter, Winter sent for another minister. This man, Robert Jordan, although young was a man of many talents and probably realizing the future possibilities married Sarah. His alliance with Sarah was a master stroke, for hardly more than five years later he had assimilated the extensive interests of Trollemy here, to become a man of landed wealth and of considerable influence. Robert Jordan was an Oxford University graduate and had a nature no less thrifty than his father-in-law.

It was with a determined persistence that despite resistance from the Puritan Governor Winthrop, Robert Jordan adhered to the High Church and
its influence was long felt in this vicinity. His christening font is in existence and is exhibited by the Maine Historical Society. Although thrifty to the point of stinginess, he was a man of good character and became a powerful influence for many miles around.

Upon the breaking out of the Indian hostilities of 1676, Robert Jordan retired to Fortescue and there spent the rest of his days until his death in 1679, leaving his six sons in possession of the fifteen thousand acres more or less. The broad acres of Cape Elizabeth best represent the ancient plantation of this man and where many of his descendants may be found today. The story of Robert Jordan and his descendants is a history of the town.

As for Richmond Island, the almost hundred buildings have entirely disappeared and the island has been given over as pasture to the sheep of the present owner, with one or two small buildings where the lobster fishermen who are caretakers maintain their business.

With diligence one may still find arrow heads and a few small remembrances of the original inhabitants. It is interesting to note that in 1855, a man while plowing dug up an earthen pot filled with gold and silver coins and a signet ring. The ring and the pot filled with coins may be seen in the Maine Historical building. Was this the savings of some thrifty settler or was it stolen by Squidwyssett on the night he killed Eagnall and dropped by him in his hasty retreat from the island? Nobody will ever know.

One may wonder why such a flourishing colony should have been abandoned. Before he died, Trelawney became impoverished and Robert Jordan
came into possession of all of his land in this vicinity. At this time the heirs of Sir Ferdinand Gorgas had been reinstated in their succession under the original grant. As these people were so much more agreeable to having new settlers, people flocked to Falmouth (Portland) to live amid more agreeable surroundings. And that harbor better filled their needs than had the one of Richmond's Island. So this former place of importance now was relegated to be the landing place of a few small fishing vessels and Falmouth soon became the port of call of nearly all the trading vessels.

The buildings in time became empty and soon fell in decay.


Page 12. 1/Tristram F. Jordan, (Compilation), The Jordan Memorial, David Clapp & Son, Boston, 1882, p. 27.


2/Ibid.
CHAPTER III.

TROUBLOUS TIMES
Indian Wars

Like Old Falmouth and the rest of the coastal settlements, Cape Elizabeth had its dark period of Indian war history. For a period of about forty-three years the early settlers of this town had been living in rude comfort and contentment in their log dwellings scattered about the Cape. Then in 1675, almost without warning, came widespread hostility from the Indians. That this was quite unexpected is indicated by the fact that the white men had no defensive military organization whatever. Purpoolduck felt the first fury of the attack. The Indians burned all the houses in that part of town while most of the occupants fled to the islands for safety. Spurwink was also destroyed, and the Reverend Robert Jordan barely had time to flee from his dwelling house which was burned with all its contents. The minister with his wife and six sons escaped and made their way to Newcastle by boat. For eight years, the whole of Cape Elizabeth remained a scene of desolation and ruin.

After the peace of 1690, a few of the old settlers straggled back to the cheerless sites of their former homes and started to rebuild. The Jordan family of Spurwink was the first to return, and in the spring of 1703, a number of families had returned to Purpoolduck and erected houses there. All of the people had large families, even though some had died at the hands of the Indians, and every member of the family entered zealously upon the task of reviving the former settlement. They tried to get the land back into condition for farming by cutting down the bushes and clearing up the rubble around the sites of their former homes.
At the breaking out of the war between France and England in 1702, fears were entertained by the settlers that the Indians would again begin hostilities. To prevent this calamity, Governor Dudley visited the Indians along the coast and held conferences with them to get the general feeling of the tribes.

On the twentieth of June, a grand council was held at the fort in New Casco which was attended by the chiefs of all the tribes in this territory. The meeting was conducted in the most friendly manner, and the natives assured the governor that they aimed at nothing but friendship and peace. As a pledge of their sincerity, they presented him with a belt of wampum, and each party added a great number of stones to the two pillars called the Two Brothers which had been erected on that spot during a former treaty in testimony of their agreement. After the ceremony several guns were fired and the Indians expressed their joy by chanting and dancing.

Within two months from this time, August, 1703, the whole eastern country was in flames, "no house standing, nor garrison unattacked". At this time five hundred French and Indians, divided into small groups, simultaneously attacked all the settlements from Casco to Wells. The settlers at Purpoooduck were the worst sufferers in this sudden attack. There were nine families near the point (Spring Point) who were not protected by the garrison. The Indians came suddenly upon them when the men were at work or at sea, killed twenty-five people and took several prisoners. Spurwink, principally occupied by the Jordan families, was attacked at the same time and twenty-two Jordans were killed and many were taken prisoners. Dominicus Jordan, third son of Robert Jordan, was
killed and his family which consisted of six children were carried to Canada and sold.

The eastern towns were not the only places which suffered in this war. Deerfield and other western Massachusetts towns were raided and destroyed. At this time the Massachusetts government offered forty pounds for every Indian scalp.

These hostilities continued until 1713, when the treaty was signed in Europe between the French and the English. Now the Indians sent a flag of truce desiring peace and asked that a conference be held at Casco. The governor being notified of their request said he would meet with them at Portsmouth. On July 13, 1713, delegates from all the Indian tribes expressed their satisfaction at the terms of the treaty. Thus was peace made again after ten years of constant strife in New England.

By one of the articles of the treaty the English were allowed to enter their former settlements without molestation or claim on the part of the Indians; while to the latter was reserved the right of hunting, fishing and fowling freely. There was also a stipulation in the treaty that government should establish convenient trading houses for the Indians, where they might buy their supplies without the fraud and extortion which had been practiced upon them in former times.

The people had hardly become settled in their homes before they were destined to encounter new troubles and difficulties from the Indians. The peace of 1713 was of short duration. In 1720, the Indians urged on by the French began to burn houses and kill cattle in isolated places, but further hostilities were prevented by Colonel Walton of New Hampshire who was sent with two hundred men to guard the frontiers.
After a period of three years, dissension arose among those in the military service.

William Dummer, the new governor, had several men stationed in Falmouth. In 1723, there were three garrisons here. In September of this year, the garrisons at Purpoodelk and Spurwink were increased to twelve and nine men respectively, and placed under the command of Lieutenant Dominicus Jordan who had been redeemed from the Indians by his family.

The Indians remained in their retreat near Canada, where they had been placed by the French, during the winter, but with the coming of spring they again harassed the whole line of frontier settlements. Spurwink was again attacked and several were killed and wounded, while still others were taken back to Canada to be sold.

Indian scalps were now worth one hundred pounds as numerous war parties were scattered over the countryside plundering and murdering the inhabitants and eluding all pursuit.

The governor, discouraged by the ill success of the militia to check this marauder warfare, determined to attack the Indians in their stronghold at Norridgewock, the headquarters of this warlike tribe. The undertaking was a complete success and the capture of Father Rasle and many Indians was celebrated throughout New England as the greatest achievement since the end of Philip's War. Again another treaty was made in Boston in December, 1725, after the Penobscot tribe had sued for peace.
Falmouth and its outlying districts had suffered less in this last war than formerly as it was the headquarters of the troops, but its growth and prosperity was checked. Immediately after the war, however, new settlers began to arrive, and the affairs of the town soon began to appear brighter.

In 1727, eight persons settled at Pond Cove in Cape Elizabeth where they built a garrison for their defense, and agreed to support each other in peace and war.

Although the town of Falmouth progressed steadily onward, its progress was occasionally disturbed and impeded by circumstances which affected the whole country. War was again declared by England against France in 1744. The General Court of Massachusetts anticipating approaching danger made some preparations to meet it.

As early as April, 1742, the government ordered breastworks and a platform for ten twelve-pounders to be built on the "Neck" to protect the harbor. Twelve blockhouses were built—six between Berwick and Falmouth and six to the east of Falmouth. The province of Maine furnished two regiments containing 1,655 men of whom 500 came from Falmouth.

In addition to these precautionary measures, the governor entered into a treaty with the Penobscot Indians who promised to remain neutral during the war. Peaceful overtures were unsuccessful with other Indians who helped the French, so war was declared in November and a high premium of four hundred pounds was offered for Indian scalps.
Purpoooduck and other settlements on the Cape were so well covered that they enjoyed comparative quiet during the first year of the war, and the men of these places were at liberty to go in pursuit of the small parties committing crimes in other nearby settlements.

In the spring of 1746, the people of Falmouth were kept in constant agitation by repeated raids; the terror was greater because the enemy could hardly ever be apprehended after their sudden visits.

The excitement was raised to a higher point of apprehension not only here but all along the coast by an expected invasion by the French. On the 10th. of September, a French fleet consisting of eleven ships arrived with the purpose of destroying the whole coast of New England. On receipt of this news, the country was aroused to a sense of its danger and 15,000 men from all New England areas marched into Boston for the protection of that place. Similar precautions were taken here in Falmouth.

On the sixteenth of October, a public fast was kept on account of the danger, to pray that it might be averted. While this was going on, news was received that a terrible epidemic was spreading through the French fleet, that their admiral was dead and a violent gale had destroyed some of their best ships. Thus New England, which had suffered so terribly in its settlement, was saved in a most unusual manner.

The spring of 1747 witnessed the renewal of Indian attacks. The government, although appealed to by our inhabitants, had provided but one company of fifty men, thirty of whom were sent to Topsham to guard government timber. In this emergency a company of special volunteers was immediately raised in this town, another in Purpoooduck, and a third
in North Yarmouth. The volunteers transported two whaleboats to Sebago Pond for the purpose of pursuing the Indians in that direction. The Indians continued to raid outlying districts for two years, but in July the treaty of Aix-la-Chapelle put an end to the warfare here as well as in Europe. During this war, the French stronghold at Louisburg on the island of Cape Breton was destroyed in 1745. The French for years past while holding Louisburg sought on every occasion to disrupt the fishing and commerce of the English, so with the capture of this fort, the settlers rejoiced greatly, although several men from this town lost their lives during the siege.

Another treaty with the Indians was signed but the spirit of peace did not prevail, and it was soon evident that this treaty did no more good than former ones had, for soon the Indians began lurking around to see where best to raid.

The year 1750 proved to be a very distressing one for the people of Falmouth. The people were very despondent because the Indians were again attempting to do damage whenever and wherever they could; a severe epidemic of smallpox was racing through the settlement and they had to struggle through the mixup of a sudden change in the currency from pounds to dollars.

Both England and France were trying their best to gain control of North America, and both countries did their utmost to get the Indian tribes to help them. The year 1755 found the colonies from Virginia to the St. Lawrence River engaged in another war with the French and Indians, although the English did not formally declare war until 1756.
The war went on with determination on both sides until the capture of Quebec by the English. With the loss of this important city, the power of the French was forever broken in the eastern part of North America. The Indians finding they could no longer fight without the power and influence of the French forces entered into another treaty of peace. From this time on, they forever ceased to be a formidable foe to the northern colonies.

When it is considered how much blood had been shed in the various French and Indian wars, and how much sorrow, hardship and destruction had been brought upon the English colonists by the influence of the French over the Indians, we cannot be surprised at the satisfaction of the long-suffering colonists at the removal of the French in Canada.

Cape Elizabeth had sent its full quota of men to all of the battle areas. Many never returned and all suffered from the consequences of the long, drawn-out wars.
Garrisons and Forts  

During the French and Indian wars there were at least three garrisons built for the settlers in Cape Elizabeth; one at the Jordan settlement in Spurwink, one at Purpoeduck, and one at Pond Cove. Today it is difficult to find the exact location of these old garrison houses, except the one at Pond Cove. This place still bears the name of Garrison Hill. This spot was the gathering place for several families who lived near the middle part of the town.

During the Revolutionary War, there was a primitive fort and built-up earthworks near Highhead on the point at the very end of the Cape. Men were stationed here to watch for ships that were about to enter Falmouth Harbor, so the people there might be warned in advance of an attack. There were also breastworks built by the government on the site where Fort Preble now stands. Fort Preble was first named Fort Hancock, and it is this fort that we hear so much of during the Revolution. This fort was rebuilt in 1804 and named for Commander Edward Preble of Portland who became famous during the Barbary Wars.

In the winter months of 1776, a fort was built at Spring Point, and guns were mounted on and around the fort. This is where Fort Williams is now located. Portland Head Lighthouse is on the site where the guns were placed. This is a very advantageous spot for seeing up and down the harbor. The following contains two regimental orders given at that time concerning that fort.

January 11, 1776. To Captain Bryant Horton: Your commission gives you the command at Cape Elizabeth. You will take your post forthwith, and keep such guards on the sea coast as the
number of men under your command will admit of—on the approach of an enemy you are to fire an alarm with three guns on Spring Point. See that your men are at their barracks at nine o'clock in the evening, and at roll call, and obey such orders as may be given by the officer in command. Daniel Illsley, Commanding Officer.

Falmouth, May 7, 1776. General orders for the company at Cape Elizabeth: That you shall keep one sergeant and corporal with seven privates as a guard on Portland Point—on the discovery of a ship to fire a gun on the Point as an alarm, and in case of any number of small vessels, more than two, and large enough for armed vessels, to fire two guns at Spring Point, and in case they prove to be enemies, to use your best endeavors to annoy them. Jonathon Mitchell, Commanding Officer.

This gives an idea of the small number of men left at home to guard the harbor. Most of the young men were away in the Continental Army.

Fort Williams and Fort Preble were very active for many years between the Civil War and World War I. They had a large personnel and they were the center of mobilization of troops in this area. Gradually as their gun emplacements became antiquated and other spots further down the harbor seemed more adequate for modern protection, Fort Preble was finally deactivated after World War II and Fort Williams keeps but a skeleton crew to supervise the work of civilians hired by the government. It is used primarily as an induction center for the young men from all over the state who are entering the service.

In the late nineteen-thirties, United States Army engineers made many underground installations at Highhead on Cape Elizabeth and the Federal Government bought all of the adjacent land at this point. This was garrisoned by a large contingent of soldiers during World War II, but has since been abandoned. A high Radar tower was built on the highest point of land which the government had bought from Fred Murray. This too has been deactivated.
Revolutionary War  England made the mistake of trying to make the colonists pay in high taxes for the expenses incurred by the French and Indian Wars. This was undoubtedly fair in theory, but the colonists were finding the going difficult enough without the exorbitant taxes demanded by the mother country. Their homes had been destroyed, not just once but in many cases several times, and their fields had to lie fallow for long periods when the marauding Indians were attacking the settlements.

The people in this area suffered particularly by the Navigation Act as they could not ply their trade with the West Indies upon which the prosperity and regrowth of their town depended. Other taxes took their toll and the people suffered in righteous indignation when the tax on tea was announced. The economic welfare of the colonists was shaky at the best, and the added burden of this tax served to incense the people.

In 1768, our forefathers had an opportunity to show what part they intended to play in the approaching struggle. On the twentieth of September, the selectmen issued a proclamation stating that they desired “to choose a person or persons as a committee to join the convention to be held in Fanning Hall on the twenty-second of October when they will meet to consider the grievances that the provinces are involved in—and they request the inhabitants to meet the following day to decide whether they will unite with Falmouth in choosing such a committee, and allow travelling expenses and fees of such a representative.” The townsmen held a meeting and resolved that they would not submit to obnoxious laws passed by a Parliament in which they had no
representation, that they by nature loved liberty, and rather than surrender that prized possession they would perish. They decided with an overwhelming vote to send a representative at once to Boston.

Cape Elizabeth was in one of the most exposed sections during the war, but at no time did her people waver in their devotion to their country. They early resolved to resist British oppression, and to stand steadfast by the other towns in the colonies without regard to consequences. They were courageous and were not daunted by the fact that the lives of their fathers and their own lives had been forever interrupted by struggles. Many men here made their living by fishing and they realized that their livelihood would soon be threatened by enemy ships.

As early as 1772, the town chose Deacon Henry Dyer, Joseph Mariner, Dr. Nathaniel Jones, Dr. Clement Jordan, and Daniel Strout, a Committee of Correspondence, and June 22, 1774, they voted seventeen pounds to purchase a stock of powder, balls and flints. They chose most of the above mentioned men as delegates to the convention of September 21, 1774, to consider what to do about the alarming state of affairs.

The town elected, October, 1774, Nathaniel Jordan, Jr., Captain, and Dr. Nathaniel Jones, Lieutenant of the Spurwink company, and Samuel Dunn, Lieutenant of the Purpooduck company, and authorized these officers to choose their ensigns.

When the citizens of Boston took the bit in their teeth and proceeded to dump the tea into Boston Harbor, the news was received
here in Falmouth with great joy. A militia was enlisted at once to aid the people of Boston should the need arise.

In January, 1775, the people of all the towns in this vicinity sent to the suffering poor of Boston forty-four and one-half cords of firewood. Strange to say, there was a great scarcity of firewood at Boston during at least the first years of the war.

Soon after the news of the battle of Lexington was received, a town meeting was held to consider the situation and decide what they would do. Of course there was great consternation and alarm, but they voted to defend their town and send assistance to others. They ordered "that there be eight men on the watch every night, two at the Cape, two at Portland Point and four between Spring Point and the ferry." The watch was to begin at eight o'clock and continue until daylight.

The town also voted that they would furnish the minute men, when called upon to march to the westward or elsewhere, with provisions for a fortnight and one dollar for each man, also with arms and bayonets for those who had none. (The arms and bayonets were voted to be returned into the town stock when the men should be dismissed).

On the day of the town meeting, Capt. David Dunn enlisted sixty-one men, all but two being from this town. In June, David Strout raised a seacoast company of forty-nine men from this town and Scarborough.

Batteries of guns were placed in advantageous spots to protect the harbor and surrounding areas.

On October 16, 1775, Falmouth was bombarded by a British fleet and barely escaped entire destruction. Tories were routed out of the
city when it was known that their homes were saved from burning by the British who were putting the torch to the rest of the town.

When the town received their copy of the Declaration of Independence, the clerk, David Strout, engrossed it on the records of the town in a plain, clear hand "to remain a perpetual memorial thereof".

In town meeting of 1778, it was voted that the town pay two hundred dollars bounty for soldiers for the Continental army, and voted to supply with provisions the families of the soldiers who were serving that army, which they continued to do until the end of the war.

There is no mention of any Tories from this parish although there were some at Falmouth.
War of 1812

Almost before the young country had a chance to recover from the Revolutionary War and to "get on its feet", trouble was again upon the people. The British impressed men from our ships to help serve in the war being waged by England against Napoleon. Again the people in this part of the country suffered because much of their work was on the sea in trading ships. Again a large quota of men from this town answered to the call of their country for the war which took place in 1812. The outcome of this war was helped materially by men, boats and other material furnished by this town.

After this conflict, the citizens of Cape Elizabeth enjoyed about fifty years of peace which they used to good advantage in building up the seafaring trade in which many of them were employed. Vessels were built here for the West Indies trade. Farmers also enjoyed greater prosperity from the acreage which they at this time were able to increase yearly by cutting down the forests which covered the town and enlarging their fields. With the enlargement of the settlement at Falmouth, the farmers found a ready market for their produce.
Almost immediately after the firing upon of Fort Sumter, a large delegation of men from Cape Elizabeth showed where their sympathies lay by enlisting at once at the call for volunteers by President Lincoln. Others waited for the second call and only a very few bought the services of a substitute. This practice was followed at that time but few here availed themselves of this privilege. They were eager to go as young men have been wont to do throughout the ages, but now with a special purpose—to preserve the unity of that country for which their fathers had gone through so much to form.

Many fathers and sons died in this conflict and others came home wounded but ready to go to work again where they had left off. The few families who had held slaves freed them at the time of the Emancipation Proclamation. Not much is told of the slaves in New England, but it is known that a few families here possessed them. (There is a cove on one of the beaches of Cape Elizabeth where one of these slaves is supposed to have settled after having been freed.)

Civil War

Grand Army of the Republic Post

Almost immediately after the firing upon of Fort Sumter, a large delegation of men from Cape Elizabeth showed where their sympathies lay by enlisting at once at the call for volunteers by President Lincoln. Others waited for the second call and only a very few bought the services of a substitute. This practice was followed at that time but few here availed themselves of this privilege. They were eager to go as young men have been wont to do throughout the ages, but now with a special purpose—to preserve the unity of that country for which their fathers had gone through so much to form.

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Grand Army of the Republic Post

A Grand Army of the Republic Post was established at Cape Elizabeth and the veterans took a very active part in the Memorial Day exercises which they conducted. Money was appropriated at each town meeting for decorating the graves and rather an impressive service was carried on each year as long as the veterans lived. At the present time, a committee is appointed by the selectmen to decorate the graves of all veterans of all wars. In recent years there has been a very simple ceremony at each cemetery and at the War Memorial at Pond Cove.
World War I

In April, 1917, Congress declared war on Germany and the citizens of Cape Elizabeth exhibited great willingness to aid their country, and wholeheartedly prepared to assist in the war effort. Many men volunteered immediately and others because of justifiable reasons waited for the first, but each one played a part in the defense of their country.

The people on the home front were no less patriotic—buying War Saving Stamps, Liberty Bonds and giving time and money in various other ways that would help our town and government. The local Red Cross Chapter was very active in supplying the needs that might help to comfort the armed forces. They made knitted caps, socks, gloves, rolled bandages and opened a canteen. The school children had vegetable gardens and learned the need for the conservation of food.

Ship yards in South Portland supplied jobs for those who could not join the armed forces. Everybody performed the extra duties which were demanded of them with alacrity and willingness.

Influenza Epidemic—1918-1919

In the years between 1918 and 1920, the people suffered from dreaded Influenza which had spread with such terrible rapidity over the whole of the United States. This disease was so contagious that it spread through the town like wildfire and among the soldiers stationed at the forts it was indeed disastrous. Whole families were taken ill at the same time until it reached a point where there were far too few people or nurses to look after the sick. Doctors contracted the disease because of over-
work. Neighbors and friends of those who were stricken faced the crisis
and helped until the difficult times were over. Schools and theatres
were closed so as to lessen a further spread of the "flu".

**Economic Conditions After World War I**

The high cost of living after the war took a quick drop in 1929,
with the Stock Market crash. High wages which had been enjoyed for
several years were cut immediately and thousands of people found them-
seconds without jobs of any kind available. The great "Depression" was
in full sway. By 1932, the economic crisis had reached such serious
proportions that all public servants of the town had to accept a ten
per cent cut in their salaries—teachers, administrators, road workers
and selectmen. Perhaps this would not have been such a hardship to the
people of Maine if their salaries had been up to the national level before
the depression. However, those who held any jobs at all regardless of the
low pay were considered fortunate, for in the cities there were thousands
who had to wait in bread lines in order to get enough to eat. The people
in Cape Elizabeth were more fortunate than most for many of them had
gardens, and the farmers were able to supply the people with vegetables
and chickens, and the ocean supplied them with fish. All construction
work in this town and all over the country practically came to a standstill.

**Public Works Program**

In order to alleviate the unemployment situ-
ation, Cape Elizabeth entered into a program with
the United States government to create work on projects similar to those
carried on in other places. In 1939, the ten per cent cut in salaries was
restored in part due to the upswing in the industrial life of the country.
World War II

In 1939, the gathering war clouds in Europe brought about an increased production in America which resulted in a general improvement of the country's economic structure. The attack on Pearl Harbor in December, 1941, by Japan increased the production of ship building in the South Portland yards and furnished employment for many people in this town, and for hundreds of others who came here from all over the state. The increased production resulted in home developments, increased farm production, and the rise of many other industries.

When the news of the bombing of Pearl Harbor came over the radio on a Sunday afternoon, many young men from this town rushed to enlist on the following morning. Everyone responded at once to the needs of our country, and in a short time an imposing number of young people had enlisted in all branches of the armed services. Those who did not participate in the Army, Navy of Air Force joined the Motor Corps, the Red Cross, Civilian Defense or did volunteer work on the Rationing boards.

War Memorial

After World War II, Cape Elizabeth erected a war memorial at the junction of Ocean House Road and Shore Road at Pond Cove. This has been well cared for and has been kept decorated in memory of those men and women who served their town and country.

Page 19. 1/Family Records.

2/Ibid. See Appendix.

Page 20. 1/Family Records. See Appendix.


Page 21. 1/Family Records. See Appendix.


Page 26. 1/Family Records.

Page 20. 1/Town Report, Town of Cape Elizabeth, Maine, 1769.

Page 30. 1/Town Report, Town of Cape Elizabeth, Maine, 1775.


Page 31. 1/Town Report, Town of Cape Elizabeth, Maine, 1777.
CHAPTER IV.

THE BORDERING SEA
The Federal Government, under President George Washington, commissioned a lighthouse to be built at Cape Elizabeth. It was lighted for the first time, January 10, 1791, thus making it one of the oldest lights along the Atlantic coast.

The stone work was seventy-two feet high topped by a lantern fifteen feet high, making the whole tower eighty-seven feet. It was built by John Nichols and Jonathon Bryant, masons of Falmouth. The tower was considered too high for safety, so in 1813, it was lowered twenty feet. This is one of the most photographed and picturesque lighthouses in the United States. It is open to visitors in summer, who get permission to enter at the gate at Fort Williams.

The headland at what is now known as Two Lights for many years showed no warning to mariners except for a stone marker, which was painted black and white. This could be seen off shore in clear weather, but during dangerous fogs did nothing to warn sailors of the dangerous proximity of the reefs.

In the middle of the nineteenth century, the first two towers of the Cape Elizabeth Two Lights were built. These were constructed of field stones and after a short period of time were considered inadequate, so during the seventies the present towers were built. These structures were made of iron which came from the Portland Iron Works. One tower was equipped with a fixed beacon and the other with a revolving one.

In 1921, the Western Light was discontinued in favor of its sister light. In 1925, the Eastern Light was changed from kerosene to electricity and this beacon became the most brilliant on the Maine coast.
The range of its rays is forty miles. The beacon had been fueled first by whale oil, then by a combination of whale oil and kerosene, then by kerosene and finally by electricity. For a few years after 1924, the Western Light tower was used as a range finder. Shortly before World War II, it was reactivated; this time it was rebuilt into a radar tower. So at the present time, the Eastern Light sends its lone revolving rays into the night—six seconds of darkness and then six flashes, one second apart.

During the last war both of the lights were not lit and the friendly rays were missed by all of the residents of the Cape.

The Whistle House

This whistle house, commonly called the fog horn, is run in conjunction with the lighthouse. As soon as it is impossible to see a certain distance off shore because of fog or haze, the horn gives out a noisy blast repeated at given intervals which almost shakes the ground nearby, but which proves an effective means of warning to mariners.
Coast Guard Station  
The first agitation for a life-saving station to be built in Cape Elizabeth was in 1879. It was finally built in 1887 on the shore at the foot of the high hill on which the Two Lights stand, and put in service in the fall of 1888.

The original crew were all Cape residents and was comprised of the following: Horace Trundy, Keeper; Woodbury Pillsbury; Maurice Jordan; Samuel Angell; John Jordan; Sumner Dyer; and Jesse Barker. In those days, the Keeper selected his own crew. Upon the retirement of Trundy, Sumner Dyer was appointed Keeper and remained in that position for many years.

In later years, the United States Life Saving Service was taken over by the Coast Guard and is presently operated by that department. In the old days there were no motor boats and it was necessary for the crew to row to vessels in distress in the "surf boat". When the service was originated, the crew served ten months of the year and were laid off during July and August. Later it became an all year round service.

Before 1917, the Life Saving Service was under the Department of Commerce, but at this time it was absorbed into the United States Coast Guard and thus came under the Department of the Treasury. With the many modern safety devices, such as radio telephones, radar and well equipped motor launches, there are far fewer wrecks along the coast, but a steady vigilance has to be maintained, for disasters can happen with the best of aids, as it did in the case of the Oakley Alexander—the collier which broke into two pieces, the greater part having been driven toward the rocks by the captain so the chances of rescue might
be better. This happened during the last war when no regular practice with the breeches buoy was maintained, and it was through the efforts of several retired Coast Guardsmen that such an effective rescue was carried out. Since the war, regular weekly practice with all rescue equipment is carried on.

In 1934, the United States government erected a new Coast Guard Station not far from the location of the older one. This is equipped with many modern installations for safety and the men stationed there today serve for the defense of the whole coastal area for many miles both to the north and south of Cape Elizabeth.

The dangerous spots on the sea around Cape Elizabeth are marked by a long series of bell buoys which are set ringing with the least swell of the ocean, and the mournful groans of "Old Anthony" are deplored by many summer visitors who hear it for the first time and wonder who is in agony. This area is further protected by the Lightship, which is moored the year round directly off the coast from the Coast Guard Station, about a mile away.

**Portland Lightship**

This vessel was put into commission March 7, 1903, during the administration of Theodore Roosevelt. For a long time, those who sailed the seas had been trying to get some kind of an aid that would help in bad weather in the approach to Portland Harbor. This lightship is anchored in about one hundred and fifty feet of water near the dangerous shoals off the point of Cape Elizabeth. The first one carried the name of Cape Elizabeth painted in large white letters on the
port and starboard sides of the hull which is colored a brilliant red. The present boat is called "Portland". The men on this ship maintain a lonely vigil, but because it is called disagreeable duty are given several days of shore leave after their weeks of duty.
Ship Wrecks

The rock-ribbed coast of Cape Elizabeth with all of its beauty and enchantment has proved very treacherous to all of those people who have followed the sea for their living. In spite of all modern scientific devices, it is still dangerous in stormy or foggy weather. The few square miles around this area have been the scene of many hundreds of shipwrecks (there were over sixty in one year).

One of the worst of these disasters was the destruction of the English ship "Bohemian", which crashed on Alden's Rock on February 22, 1861, with the loss of over forty lives, many of whom were immigrants who were coming to this country to start a new life after a famine in Ireland. The victims of this wreck are buried in a common grave in Calvary Cemetery.

The sea was calm the night the Bohemian struck but there was a dangerous haze. The helmsman, who had missed the pilot, unwisely continued on his course toward the harbor unaware of the hazardous situation. When the captain realized the condition of the ship after it had hit on the reef, he tried to beach the ship, but it grounded again on Trundy's Reef. In the darkness and confusion, panic ensued among the foreign passengers who were in the hold, which resulted in the great loss of life. The loss of the ship and cargo was estimated at $1,000,000.

It was loaded with a very valuable cargo of foodstuffs, wine, imported liquors, and bolts of silk and damask, some of which washed ashore and were quickly picked up by the people who lined the shore to view the disaster. There have been wrecks without number, but this terrible accident was by far the most catastrophic in the town's history.
The schooner "Charles" bound from Boston to Portland hit on a reef near the shore of Richmond's Island on Sunday night, July 12, 1807, in a thick fog. Of the twenty-two persons on board, mostly passengers, sixteen perished. The captain reached the shore once but went back to rescue his wife and they were both drowned. Most of those who perished in this wreck are buried in the tiny, old cemetery back of the Crescent Beach Inn.

A former keeper of the Portland Head Light, which is situated in Cape Elizabeth, had the unusual experience of witnessing a shipwreck practically in his own back yard. An inscription on the ledge within twenty-five feet of the bank on which the lighthouse stands marks the spot where the "Annie C. Maguire" went ashore in a blinding snow storm on Christmas Eve in 1888. Again in 1932, in almost the same spot, the "Lochinvar" went on the rocks. Happily the people on board both vessels were rescued.

In 1919, the side-wheeler "Bay State" which carried passengers and cargo back and forth between Boston and Portland and was familiar to all Cape people, hit the rocks near Highhead. The passengers on this boat were rescued by breeches buoy. This ship lay on the rocks for months, so near that anyone could go aboard it at low tide without getting wet, and looked to the ordinary spectator as if it were in perfect condition. This wreck created so much curiosity that people from all over the state came to see it, and made well trodden paths across fields in one day where they had never existed before. Several people did a thriving business meeting the trolley cars and transporting
by auto the hundreds of passengers who came on them the extra four miles to the scene of the ship wreck. This wreck resulted in no loss of life, so the people could view the vessel with more equanimity than they could have, had the results been otherwise. After many storms at sea, the boat finally broke up.

In 1947, the collier "Oakley L. Alexander" lost her bow during a March gale and miraculously came ashore under her own power. The dramatic rescue of the captain and crew by breeches buoy across waves so high that at times they obscured the sight of the ship was a spectacle not soon forgotten. Over a period of months all of the coal which remained in the watertight bulkheads was carried away by a salvage company. The hulk of this boat can still be seen on the rocks near Moore's cottage.

One could go on with an almost endless account of the ships which have foundered on these shores, but it is perhaps better to think of the more pleasant side of these coastal waters, and what great pleasure they afford the large and small craft owners who sail on them each summer. In fair weather with good navigation, this beautiful expanse of coastal waters can be safely enjoyed.
Material for this chapter obtained from family records and newspapers.
CHAPTER V.

CAPE ELIZABETH --- PAST AND PRESENT
About the year 1611, according to the Jesuit Missionary Board, the Indian population of the region of what is now the state of Maine numbered more than 9,000. This was the powerful Abenake tribe of which 3,500 were called Sokokies. During that year, a great plague struck the Indians. This was so severe that whole villages were wiped out. More and more continued to have the disease until ninety per cent of the Indians were dead. According to Captain Gyles' census of the Indians in 1726, the Sokokies above the age of sixteen numbered twenty four. Correspondingly, the other tribes dwindled in number. Nobody seems to know what the dreadful scourge was (historians seem to differ about it), whether it was smallpox or some children's disease such as measles or chicken pox. It had reduced the Indian population of the coastal area to a few thousand weakened and vanishing nomads who roamed over the land in ever decreasing numbers and lived by hunting and fishing and later by trading with the white settlers.

The plague, while so destructive to the Indians, made the way of the settlers much easier, for it is doubtful if the colonists could have made much headway at settling the new land against the original number of Abenake Indians. The settlers would have been swept away like leaves before the wind with such a horde let loose upon them, even though the white men came in ever increasing numbers.

The Indians at first welcomed the white men and were soon helping their new friends in learning how to live in the wilderness. They gave them maize and showed them the best way to plant it and how to fertilize their crops by putting a fish in each hill of corn. They taught
them how to get lobsters, clams and oysters and where the best cod­fishing grounds were.

In turn, they soon adopted many of the white man's ways. Not many years had elapsed before nearly all the red men were becoming unfamiliar with the use of the bow and arrow, as they had adopted the gun of the white man. They found the white man's ax was a big improvement over their stone tomahawks. When they learned that these two things could be obtained by trading beaver skins, the improvident Indians made haste to get the skins to barter.

If conditions could have progressed in a friendly and honest manner, the settlers probably would have had none of the awful Indian massacres to which they were soon to be subjected, but the white traders began to cheat the redmen in an attempt to get rich quick. The chiefs of the Indians began to see that the white men were encroaching more and more on their good hunting and that their young braves were being destroyed by the rum which they got in exchange for the beaver skins. Too many white men treated the Indians as ignorant savages instead of realizing that they almost always treated any kind act on the part of the settlers with thoughtfulness in return.

At the time that King Philip was arousing all of the Indians, he had no success with Squando, a sagamore in this locality who remained loyal to his white friends until a certain episode took place which put all of his followers on the side of King Philip. The story may be tradition, but it has come down over a space of centuries practically unchanged, so it has been accepted as fact. Squando's wife Sakokis was
in a canoe one day with her baby, when some sailors saw them. These men had heard that Indian babies could swim from birth, and these ignorant, probably intoxicated men upturned the canoe with the mother and child. Sakokis promptly proceeded to rescue the baby who succumbed shortly after. Squando immediately, and not without reason, declared himself ready to join Philip in his scheme to annihilate the English. Not long afterwards the Indians were burning the homes and scalping the settlers.

The story goes even further—Sakokis, the mother, got the medicine man of the tribe, whose wigwam overlooked the tragic scene, to put a curse on the river at this spot so that as long as white men went on the river, three people should be drowned each year in revenge.
Life of The Red Men

As so many implements and utensils of the red men have been found in various parts of Cape Elizabeth, it stands to reason there must have been large camping grounds there. Because of this, it might be well to have a picture of the way these early people lived and to learn what made them such formidable foes of the white settlers.

The homes of the Indians were not made to last as long as those of the white man, for the Indians changed their residence frequently during the different seasons of the year. The conical tepee was used when they traveled to their hunting or fishing grounds. It was from twelve to eighteen feet in diameter, formed of straight poles set in the ground in a large circle coming together at the top, and covered with large strips of bark. Through the center was a large supporting pole. These were built very quickly after the materials were cut and made ready—often in one day a village would spring up where there had been just an open space the day before.

In winter they made more permanent lodges, but these were the rudest type of cabin with no windows and no fireplace except a hole in the ground or a few large stones to support a fire. The smoke escaped through a hole in the roof, a good part of it going through the cabin. Strips of smoked meat hung from the highest part of the cabin. The floor was made of hemlock boughs, and platforms were placed against the walls for beds. Soft skins were spread on the platforms. The Indian women kept these cabins fairly clean though they were notoriously dirty themselves. In winter they banked their cabins with sod, grass, seaweed and boughs,
a trick which the white settlers soon learned to copy. There seemed to
be no order of placing wigwams, but they were huddled together near a water
supply for protective purposes and as a means of breaking the ferocity
of storms.

Indian children were not subject to such rigid discipline as
were the children of the white settlers. As babies they were carried
about on the backs of their mothers in a cradle of bark. When they grew
older, they ran naked and dirty about the encampment.

Both men and women of the Indians were apt to be of sober counte-
nance and manner. In summer the clothing of both men and women was rarely
more than a girdle of leather having a short skirt or fringe below the
waist, and moccasins. In winter the Indians depended upon the skins of
wild animals for clothing. They had a way of tanning and dressing the
skins which made them very soft and pliable; all the flesh was scraped
off and the skin was then treated with an oil made from the brains of
animals. In the winter they wore high laced moccasins and leggings.
The women wove a kind of cloth from bark from which they made their own
loose garment for winter to be worn under furs. They loved bright orna-
ments and often wove colored porcupine quills or pieces of shell into
their clothing. They did not wear feathered headdresses as did the
western Indians.

The household work and the tilling of the soil was left to the
women. The men fished and hunted and taught the young boys of the tribe
to become proficient in these arts. When not engaged in hunting, the
men occupied themselves in making their own bows and arrows, spears, and
knives, often traveling long distances to obtain the proper kind of stone for these things. Around this region were found tough green stones for hatchets and other tools. Nets were made of deer sinews or bark. Fish hooks were made of bone.

Indians had no regular hours for meals but ate when they were hungry. The family kettle was usually kept cooking over the fire, and the men took what they wanted first and then the women and children could help themselves.

Many tribes stored corn, dried meat and fish; yet if their sagamore was not wise they might not have food enough to last them for the winter. Through hard times and loss of hunting grounds during the wars, when they were forced to take sudden marches, the young people who survived were hardened to a life of unusual toughness.

Although the Indians around here had no medicine men, sick people were treated with vegetable teas, sweating, salves and astringents by men who were thought to be the wisest of the tribe and to have magical powers over the evil spirits.

The tribes were governed by a sagamore, but his authority was not absolute, for the most important matters were decided by a council composed of the chiefs, old men and sometimes by an aged squaw. There was perfect order at these council meetings and when one was speaking, all the others kept silent and silence was maintained for some little time after he had spoken in case he wished to add something else. It was during these council meetings that the young men listened and learned much of the wrongs they were suffering from the English. After important
decisions at the councils a pipe was passed around among the members to seal the bargain.

The Indians in this vicinity suffered much at the hands of the traders. The sachems counseled patience but the young warriors were stirred up by representatives sent by King Philip.
Houses of the Early Settlers

The early homes were log cabins, the eaves were low, the crannies between the logs stuffed with clay. The fireplaces were made of shale rock with which this region abounds.

The axe and the gun were weapons of necessity. The former was the tool of the clearings and the roughly hewn walls of the houses and the wood for the fireplaces, while the latter took care of the prowling animals and stocked the larder with bear steak, venison, wild duck, grouse, rabbits or the tasty meat of the passenger pigeon which flew in those times in flocks so large as to darken the skies.

The settlers had to work hard for everything they had. Even though the soil was remarkably fertile, the plow in those days was a crude affair and the crops were scant between the blackened stumps which took so long to remove. The women like the men were gifted with great courage and were, more often than not, patient and cheerful.

As for transportation, one went on foot or stayed at home, although near the seashore the boat was a convenient means of traveling.

Before gristmills were built, each home had a sump mill—a crude affair of mortar and pestle that would hold about half a bushel of corn. This was changed into a coarse meal by pounding with the pestle.

As one might suppose, the settlers were busy from morning light until dark, for the clearings had to be widened as quickly as possible both for crops and for protection against the marauding Indians. The farms were the main resource of the people but fishing became the chief occupation in winter. Fish flakes began to line the shores to dry the
fish for winter use. Of course a wharf was one of the first things built at the settlement where boats were in almost constant use.

The settlers went early to bed for they were up at dawn. In the morning, the ash covered coals were raked open and the hearth was soon ready for the housewife to get the cornbread and hominy ready for breakfast. The children dressed themselves and were off to the spring for water. Every one had something to do; there were no idle hands.

The favorite seat was the settle, which was nothing much more than a rude plank on legs with a high back. Somewhere about the room was a homemade chest of drawers or a copy of a highboy from one in their English homes. Along the mantel were placed the pewter dishes from which the family ate. Here also were the candle molds. Above the mantel was the gun rack, and along the walls hung the fishing nets and lines. In one corner were a pair of hand-hewn oars. Above the heads of the occupants hung many festoons of dried corn and vegetables along with the herbs used for flavoring, preserving and for medicinal purposes.

Instead of having a cellar, a hole in some adjacent hillside served the purpose. The hay for the animals was stored in stacks in the fields.
Life in Colonial Times

The settlers were always glad to see land after the long sea voyage from England. The air of New England was cold and clear, not like the damp, chilly air of old England. The scent of pines was welcome after living in the close confinement of the small vessels in which they had crossed the ocean, but the dark forest, strange animals, and dour looking Indians were frightening. The men, once on land, hurried to build shelters and stockades for protection. They began by gathering rocks and clay for a huge outdoor fireplace and built a rude shelter around it in which to live. With broad-axes and saws they made rough boards for these cabins—generally one-room buildings with lofts above. Some who could take more time erected more sturdy log cabins. They thatched the roofs with marsh grass, but soon replaced this with hand-hewn shingles because sparks from the chimney set so many of these thatch roofs on fire. Some of the fireplace chimneys were so wide that, when the fire was out, the children could step in and look up to see the stars shining on clear nights. When it rained or snowed, water would come down the chimney, hitting the hot logs, making them hiss and steam. As there were no matches, a tinder box had to be kept in readiness to rekindle the fire if it should go out.

All of the materials for living had to be placed in the one room. Around the fireplace were the cooking pots and fireplace equipment—crane, spit, andirons, pot-hooks, tongs and bellows. A warming pan with a long handle hung by the fireplace ready to be filled with glowing coals to warm the beds before the children climbed into them. Close beside it was the ancient tin baker in which countless numbers of biscuits were
cooked to perfection. In the fireplace hung the spit with its iron crank. This was looked upon with dread by all small children as it was their task to turn the handle for what seemed innumerable hours with a steady and slow movement, not to be hurried by the quickness and rapidity of childish hands but cranked with an exasperating slowness which not even childish enthusiasm might hurry along, for the meat had to be cooked with an even, steady heat. The only reward might be when the next younger child in the family might take the handle for a short spell in order to learn how to turn it properly when it really became his turn.

High-backed settles were placed near the fireplace where members of the family could rest and warm themselves. The high back served to keep off drafts since cold air would come in between the boards or logs of the house no matter how well the cracks were chinked. Later, the board houses were covered with clapboards to make them warmer.

The children slept on the floor of the loft. Their beds were bough or straw mattresses covered with blankets or fur robes. The loft was also used as a storage place.

Each season had its special work outside of the usual household tasks. Clearing the land and preparing the rough fields, planting, and fishing came in the spring. Cultivating the crops, care of the livestock in the pastures and cutting the lumber continued through the summer. Hunting and trapping were added to the harvesting of the crops in the fall. Long winter months were filled with hauling out logs on the snow, some hunting, repairing and making fish nets, tools, and utensils, and for those living near the coast fishing and lobstering. In early spring,
they tapped the maple trees and boiled down the sap for syrup and sugar. Everybody worked. To the children were given the lighter tasks. They carried water, watched the sheep and cattle, kept the fireplace clean, looked after the smaller children, picked berries, and at an early age learned to knit the stockings which were needed for all of the family during the winter. Each child was given responsibility and beside his regular work had to work on his or her particular stint to which he had been assigned by his father; it might be a sampler for the girls in order that they might learn to sew well, and for the boys it was probably the making of wooden dishes or spoons.

The women learned to cook new foods. From the Indians, they learned to make cornmeal mush, cornbread, baked and stewed beans. In the oven side of the fireplace, they baked plum brownbread, apple, mince, and pumpkin pies. Bear meat, venison, moosemeat, and turkeys roasted on the spit. In the big pot on the crane they made clam chowder, partridge stew, turtle soup and succotash. They roasted oysters and clams in the shell, used fish in many new ways and boiled and baked lobsters. Mussels, clams and lobsters fortunately could be had at any time by the people living near the coast and it was the Indians who taught the early settlers the wonder of the clam bake. The cooking was not done well at first and many ate poorly until they could get the materials and prepare the simplest of these dishes. A bowl of samp and milk often comprised the evening meal of the people before they learned the ways of the wilderness.

Somewhere within easy reach in the cabins hung a tin horn, oftentimes a yard in length which was used to call the farm help to meals
and on Sundays to call the people of the vicinity to church and in case of fire to summon neighbors for a bucket brigade. Often a large cow's horn, neatly cleaned out, served the same purpose. This was long before bells could be afforded by the people.

Travel at first was mostly by water because there were no roads. Cabins were built so that settlers could get to their boats easily. Row boats, dugouts, and small sailboats were made for short trips. Larger vessels were made for fishing off the banks and for trading with England. On the rivers the birch bark canoe of the Indians was best because it was light enough to carry around falls and across carrying places. In winter the frozen rivers afforded good traveling. Snowshoes like those of the Indians were soon adopted by the settlers. As the settlers moved inland, rough roads were cut through the forests, and trails led to homes.

There was surprisingly much social life among these early settlers. Work was made fun by house-raisings, corn huskings and later quilting parties. The hard work, frugal living, practice in governing themselves, and need for careful forethought made the people strong, independent, and intolerant of any restrictions to their freedom—qualities to be tested to their full later on.

Once settled in their cabins, many people felt the lack of things which they could get in England but could not buy in the wilderness. They had been warned to bring such things as meal for bread, malt for drink, woolen and linen cloth, leather for shoes, carpenters' tools, iron for nails, locks, ploughs and carts, but the voyage had been
so expensive that many of the poorer people had not yet been able to purchase all these things. Now they had to make the raw materials of the forest and the soil supply their needs. They learned many things from the Indians and managed, somehow, with great hardship, until they could trade with the fishermen from England and with trading ship captains.

At first there were no schools for the children. Parents taught their youngsters all they could, but most of the time was spent in wresting a living from sea, forest or land, and education was a minor problem. However, once established in their new homes, the people desired schools that their children might learn to read, write and do simple arithmetic.

Most of the women brought spinning wheels and looms. They spun the wool from their sheep and raised flax from which they spun linen thread. On their looms woolen and linen cloth were woven for clothes and blankets. Comfort was more important than fashion. The women made long, full skirts and bodices with full sleeves of a rough linen called tow; some had finer linen for best. The men wore leather, woolen or tow breeches and frocks, with knit stockings and leggings for winter. The clothes were often coarse and ill-fitting. When time and materials improved, finer cloth was woven, and nicer clothes were made for Sunday wear. The wealthier were able to get clothes from England. The children's clothes were patterned after those of their parents.
Churches

The earliest meeting-houses were log cabins with clay-filled chinks and roofs thatched with reeds and long marsh grass, like the dwelling houses. This is probably the kind that was built on Richmond’s Island. We know from written records that a church existed there in the time of John Winter, but as to the physical appearance of this building there seem to be no records written. It is safe to assume, therefore, that it was one of this type, because Winter in one of his numerous letters to Trelawney describes the settlement of sixty-five log dwellings in detail as to their appearance. Some were one-room affairs with a loft, while others were more pretentious two-story buildings with board roofs.

This church was of the Church of England faith and was ministered to by two pastors; the first, Richard Gibson, was brought over from England by Winter himself on one of his trips back to that country. This young man was to receive a salary of twenty-five pounds a year. He lasted but a short time because he saw fit to prefer the bound girl of Winter rather than his daughter, Sarah. As soon as possible, John Winter sent for another minister. The new pastor was Robert Jordan, an Oxford University graduate. He finally succumbed to the charms of Sarah, and within a period of five years after his marriage took over the estates of his father-in-law at the time of his death.

The future looked bright to Robert Jordan, for the wilderness round about was being converted at a rapid rate into farms and plantations. Meanwhile, the Indians remembering well the fate of Black Will, and also recalling the numerous times they had been cheated by Agent Winter
in his dealings with them were beginning to display hatred for the white people although they continued to have dealings with them at the trading post.

Then came the First Indian War in 1675. At this time, Squando, who had been friendly toward the settlers up to the time that his child had been so cruelly treated by the English sailors, aroused the rest of the Indians and the settlement on Richmond's Island was destroyed. What little was left after the first raid was entirely burned during subsequent raids.

Richmond's Island never again reached the place in the sun that it had enjoyed for the first forty years of its existence. The reason for this was that Winter wanted no other settlers to get a foothold on land near his domain, and men who came here to settle wished to do so under the leadership of more liberal minded men. Therefore they settled in and around Falmouth, where there would be no quarrels about the ownership of their homes and land.

It was not until 1659 that the limits of the town of Falmouth were defined by the General Court of Massachusetts through the commissioners sent out by that body to "run the lines between Falmouth, Saco, and Scarborough". A portion of their report was made in these words: "The dividing line between Scarborough and Falmouth shall be the first dividing branches of Spurwink River, from thence to run up into the country upon a line due northwest eight miles, and the easterly bounds of Falmouth shall extend to the Clapboard Islands, and from thence shall run upon a west line into the country till eight miles shall be expired."
With these new boundary lines declared by the General Court of Massachusetts new troubles arose, but in 1728, Dominicus Jordan released by a contract made with the proprietors of the Town of Falmouth all the ancient claim of the Jordan family to the land on the north side of Fore River, about which so long a controversy had existed between his grandfather and George Creeves. In 1718, the town of Falmouth was incorporated on these boundaries. It included the present cities of Portland, South Portland and Westbrook, and the towns of Falmouth and Cape Elizabeth.

As soon as the boundaries were settled, the authorities instructed Major Moody "to look about for a suitable minister", but apparently no one was obtained. In August, 1720, the Selectmen were instructed to write to the President of Harvard College to secure his aid in hiring a suitable minister. About this time the Reverend Jonathon Pierpont was preaching in Falmouth and continued until some time in 1722. He had been chaplain at the garrison in Falmouth and while in Falmouth continued to preach one Sunday there, the next at the garrison in Purpoduck, and on the third Sabbath at the garrison at Spurwink.

A log house had been erected in 1725 at Purpoduck for the common purpose of a garrison and church. It was a crude affair as first constructed. The seats were short lengths of logs placed on end and later these supported rough spruce planks, forming seats. There were seventeen families at Purpoduck and Spurwink, most of them poor and some miserably so. However poor they were, the following year they managed to glaze the windows and improve the pulpit. This log meeting-house and garrison was
on the rising ground in the rear of where Fort Preble now stands. The point was then, and is yet called "Spring Point" from a fine spring of water near high water mark, now inclosed in the defenses of the fort. While improving the fort a few years ago an attempt was made to improve the spring also, by blasting which let the sea water in much to its damage. The graveyard which adjoined the humble meeting-house reaching to the bank is still used to bury the dead, although many stones have been removed. The southeast side of the burial ground is very much exposed to the sea, which has encroached some twenty feet or more upon the upland, letting down many graves and lettered stones, where were buried the Simontons, Whites, and others who were the first settlers. (These have been removed to Mt. Pleasant Cemetery during recent years.)

In 1726, the first real church was built in Falmouth, and the Reverend Thomas Smith became its first pastor. He was twenty-three years old and had been graduated from Harvard College at the age of seventeen. He preached his first sermon on March 3, 1727. Of the nine leaders of the church, three were from Cape Elizabeth.

The First Parish has always played an important part in the life of its community. Originally it was the legally established church of the town of Falmouth, which has been mentioned as including not only the present city of Portland, but also Cape Elizabeth, South Portland, Westbrook, Falmouth and some of the islands in Casco Bay. Its temporal affairs were settled in town-meeting and it was supported by all of the inhabitants of Falmouth. The organization of the Parish was at the same time as the organization of the town.
There have been three meeting-houses known as the First Parish; little is known about the first which was begun in 1721, but for some reason was not finished until 1727. One finds the first builders living like so many other settlers in inhospitable wildernesses and harassed by Indians and wild animals alike. Thus in 1734, fifty parishioners, apprehensive of what next the Indians might do, built a garrison around the home of their pastor. This was partially destroyed in the first Indian raid, but their efforts had not been in vain. The added security of the garrison had given the people who fled there time to plan an escape, whereas if they had stayed in their homes they would have been killed when their homes were burned.

The second building of the First Parish was built in 1740, and what was left of the old meeting-house was repaired and used for the town-house. The town-house was destroyed by flames that swept the city after Captain Mowatt's bombardment in 1775. The second meeting-house, later called "Old Jerusalem" was shattered by the British gunfire, but escaped destruction. A cannon ball, relic of the charge fired into "Old Jerusalem" may be seen today at the top of the crystal chandelier in the present First Parish church. When the second meeting-house was erected, there was neither steeple nor tower of any kind. Later in 1759, a bell was secured from England, and a small frame separate from the church was built for it. This small addition to the church property precipitated a wave of building and alteration which was continued until 1762. In 1759, the meeting-house was enlarged by being sawed through on each side of the pulpit and having each side moved out fourteen feet.
In 1760, the tower was raised and finished with the workmen consuming much rum. In 1762, the old bell frame was made into a porch over the door at the east end. In 1825, the steeple and tower were pulled down, and the venerable old meeting-house was moved to the rear, where it was used for services while the granite church was being built. An interesting fact that comes to light was that Charles Codman was hired to paint pictures of sitters in the blind galleries, and for an added fee was to paint the changes in the ladies' bonnets when they were deemed out of fashion.

The First Parish still serves the community in which it was built, and is a fitting monument to the local men who built it.

The people from the Cape side of Fore River were obliged to travel on horseback to the ferry where John Sawyer, who kept the ferry, was appointed to take care of the horses during the services and until their return. The journey to this church proved too arduous, taking a whole day to traverse the area, so in 1733, the Court of Massachusetts decreed that "all the lands with the inhabitants thereon lying on the South Side of Fore River in the town of Falmouth were to be in the Second Parish" and were discharged from being rated for the support of the ministry in the other part of town provided that within a period of two years they should build a sufficient house for the public worship of God. Mr Smith in his journal records: "September 18, 1733. Today the inhabitants of Purpoooduck had a Parish meeting and voted to build a meeting-house, and chose Mr. Allen as their minister."
This meeting-house was erected on the north side of what is now Cottage Street within the bounds of Mt. Pleasant Cemetery. Its frame was made of white oak trees which grew where the house was built. When it was suggested by members of the congregation some years later that perhaps it might be wise to "separate the quick from the dead" the church was moved from its place in the cemetery to its present site across the street. This was done in 1831, and the stumps of the oak trees from which it had been built were found under it.

This separation of the two congregations sounds as if it were accomplished in a very peaceful manner, but in reality was done with such bitter feeling that the meeting where it was decided was held in secret in Simonton's orchard and the members of the church who had left that of Falmouth to attend the one in the new meeting-house were fined.

Perhaps it is as puzzling to others as it was to me how the faith of the inhabitants changed over from the Church of England to the Puritan form of worship as practiced in the two churches just mentioned. Previous to this there had been Episcopalian ministers in this vicinity, but the first settlers of Maine came for commercial rather than religious reasons and for a long time there was a strong feeling against the Puritans in Massachusetts who were actuated by religious motives. To further accentuate this feeling, there remained the fact that such religious benefits as were enjoyed by the inhabitants in the Casco Bay region were Episcopalian. This led to much controversy with the Massachusetts Colony who claimed jurisdiction over the Province of Maine. By 1653 Saco and the settlements west had voluntarily put themselves
under their government and protection. Finally after much litigation, in 1658, at a court held by the commissioners of Massachusetts at the Plantation of Robert Jordan, the inhabitants of Black Point, Blue Point, Spurwink and Casco Bay acknowledged themselves subject to the government of Massachusetts Bay in New England. From this time on, the faith of the Puritans was preached rather than that of the Church of England.

In 1718 twenty families, descendants of the Scotch Presbyterians who had fled to Ireland from Scotland to escape persecution in the time of Charles, the First, landed at Purpoouduck. They arrived in the fall and spent a very difficult winter. They had no food and the people here had none to give them because of the destruction of the crops by the Indians. With one hundred pounds of corn meal which the Massachusetts Colony had sent them, they managed to survive, but in the spring most of the families moved to Newburyport and founded a settlement which they called Londonderry, New Hampshire. Some few of the families did remain and became useful and prominent citizens. It was descendants of this group who were part of the congregation of the new church. There was much controversy between these Presbyterian minded churchgoers and the other members of the congregation. They were a most excellent and worthy people and their belief was nearly the same as the Congregationalists, but they were a most rigid sect and tenacious of all forms of their beliefs and the controversy went on for years, until some of the congregation decided to build a new church at Spurwink.
This Spurwink meeting-house was built in 1802. It is perched on the crest of a hill like a lonely sentinel not far from the Scarborough line. This church was built with money raised from the sale of pews. All of the Episcopalian families had become Congregationalists and Reverend Robert Jordan's grandchildren became leaders in this faith. The name of this church changed in 1935 from South Congregational to Spurwink Congregational.

Disagreements developed among some of the members of the congregation and members from the eastern end of the town decided to build a church of their own. Lemuel and Abigail Cobb deeded the land in trust to build a new church.

For some unknown reason, the parishioners at "the pitch of the Cape" withdrew from this group (after much controversy) and built the present Methodist Church on land deeded to them April 10, 1858 by John Wheeler. Hiram Staples and Albion Jordan, according to records, seemed to have paid out heavily to complete the church. Land for the parsonage was given by Joseph Dyer in a deed dated November 3, 1862, and it was built within the year. It still stands today on Two Lights Road, formerly known as Maxwell Road, and is located about a half mile seaward from the church. (It was sold by the church in 1948, for the ministers who serve this church also serve a Portland church and are housed in Portland). In the early days, this church had a tall steeple atop its present belfry. However, it was apparently damaged by heavy winds and never replaced. When it was built there were two doors, one leading to the choir loft by a flight of stairs and the other to the meeting hall.
As time went on, the old choir seats were removed to the left of the pulpit. Many of the early church leaders rest today in the cemetery in the rear of the church.

Although the citizens of Cape Elizabeth have taken an active part in all the churches mentioned here, all that remain today in the town since the division first from Portland and then South Portland in 1895 are the Spurwink Church and the Methodist Church on the lower end of the Cape.

Before we leave the subject of churches it might be interesting to learn a bit more about the architecture of these buildings. The old garrisons that were used as churches were often decorated in a very peculiar manner. Rewards were paid to all people who killed wolves in the neighborhood, because they inflicted so much damage to the livestock. Any person who killed a wolf brought the head to the meeting-house and nailed it to the outer wall; the fierce looking head and splotches of blood made a grim and horrible decoration. The early settlers could spare little time for traveling to assemble except to church and so it was here that they brought their trophies for which they received a bounty.

Notices of all kinds were nailed to the door of the meeting-house where all of the congregation might readily see them—notices of animal or farm sales, town meetings, lists of town officials, prohibitions maintained by the town such as sale of guns to the Indians, gossiping, working on the Sabbath, cheating the settlers or Indians in the trading posts and other affairs of interest. It was the only meeting place and the only method of advertisement.
As time went on and more costly and elaborate dwelling houses were built, so were better meeting-houses. In most of these, the body of the building was bare and undecorated, while all the aims and ambition of the builders and the congregation were spent in the steeple. These were so varied and beautiful that the church spires of the early churches of all New England have become symbolic of strength and beauty. Within the church everything was simple and almost bare; raftered walls, sanded or earthen floors, rows of benches, a few pews of unpainted wood, and a high pulpit.

When regular pews were built, they were square, with partitioned walls with narrow, uncomfortable seats. The seats were carefully assigned by the seating committee, the best seats being given to older persons of wealth and importance. Little girls sat on footstools at their mothers' feet. Boys often sat together where they could be watched over by the tithing-man, who did not hesitate to use his stick if the boys began to squirm or make the least bit of noise.

The churches were all unheated. Few had stoves until the middle of the nineteenth century. The chill of the damp buildings, closed and dark throughout the week, was hard to bear. In some of the early churches wolf skins were nailed to the seats for warmth. Women and children usually carried foot-stoves, which were little pierced metal boxes that stood on wooden legs and held hot coals. The services were not made shorter because the church was uncomfortable. Sermons two or three hours long were customary and prayers of one or two hours in length. The doors were closed and watched by the tithing-man and no one could leave, unless
he was ill.

Contributions were not collected by the deacons, but each member walked up to the deacon's seat and placed gifts of money, goods, wampum or notes in the box.

Slaves and bound servants and Indians had to sit by themselves in the gallery.
Hotels and Inns

Cape Elizabeth is essentially a residential section, with few business areas, but there have been some famous old inns. The Bowery House, two stories high, was built about 1830 across the road from the grove of oak trees on the land which has been owned for many years by the Brown family. This was certainly one of the first houses, if not the first, built in the Bowery Beach area, and was at one time used as a private school which was very well attended for many years.

After a decline in the number of its scholars it became a tavern. People of note all over the state visited there because of the good food and the convivial times enjoyed within its walls. In 1909 the historic old House burned despite the efforts of all the neighbors who formed a bucket brigade and tried to stem the blaze.

The Ocean House was built at Bowery Beach (now Crescent Beach) in 1855 by Joseph P. Chamberlain and his brother Abiah. The hosts of this old hotel entertained many prominent Americans and Canadians. Its Ball Room and Bar Room were outstanding attractions in those days.

The neighbors and friends of the proprietor were having a dance in the Ball Room on the night that the "Bohemian" was wrecked and the men at the party promptly left the festivities when they heard the news of the disaster to see what they could do to help. They went across the fields to Broad Cove and brought many of the victims back to the Ocean House to be looked after by the ladies assembled there.

The stage coach ran from Portland to the Ocean House and many citizens with this convenient means of conveyance availed themselves of
the opportunity to ride the six miles to and from Portland to spend a day at the famous hotel, eat one of the wonderful shore dinners and then travel back to the city in the cool of the evening drawn by the fast horses through the beautiful Cape countryside.

The Ocean House, which was three stories high with a large ell, burned to the ground on December 16, 1892.

At present in Cape Elizabeth, the Cape Cottage Hotel located within a few minutes travel from Portland caters particularly to the summer visitors who stay there and serves excellent meals to those who make reservations.

The Crescent Beach Inn, located just a short distance beyond where the old Bowery Beach House was, does a thriving summer business and is closed during the winter.

The zoning laws of the town do not permit the building of any more hotels or overnight cabins although the few that are at present in the town could do far more business than present accommodations permit.

With the passing of the old inns a certain picturesque type of life has also passed.
On May 26, 1837, Christopher Dyer conveyed to the old town of Cape Elizabeth a lot from the northerly corner of his field, at what is now known as South Portland Heights.

On this lot a town house (The Old Town House) was built. It was located diagonally across Ocean Street from the present Old Ladies Home. The old town house was a very plain, one-story wooden structure of the type prevailing in rural communities in the nineteenth century, and common today in many communities in Maine. It looked rather weather-beaten and neglected. Its western side lay parallel to Ocean Street and its entrance door was in the northern end facing the John L. Parrott store, the next building north on Ocean Street.

This building had a small office for the town officials. This building and the lot on which it stood were listed in the reports of the selectmen for many years as of the value of five hundred dollars. In the annual report published in 1873, the report of the selectmen says concerning this building: "All will agree in saying that our present town house is poor enough and the office by no means capacious or convenient." At this time the entire town had a population of about five thousand people.

On January 23, 1874, this building was utterly destroyed by fire as was the Parrott store. All the books and papers of the town were saved by the citizens. It was reported in a Portland paper the following day that the building was valued at six hundred dollars and insured for four hundred dollars.
The annual town meeting for 1874 was held in March at the carriage shop of James Harmon. At this meeting the authorization was given to build a new town house.

At this time, the town owned the original lot which it had purchased from Christopher Dyer for twenty-five dollars; and a small lot adjoining the above which it had purchased from Mr. Parrott for fifty dollars; and a large lot purchased from Eben and Harry Nutter for which was paid $1,298. These three lots were thereafter known as the "Town House Lot". On it was built in 1874-75 the "New Town House" at an expense of $12,230.97.

This building was substantially built of brick. It contained a large town hall and commodious town offices on the first floor; a large high school room with anterooms on the second floor; a hall and anterooms on the third floor. This third floor was leased to the local Masonic Lodge for many years, providing income which helped to pay for the building.

On January 17, 1921, long after the town had been divided, fire destroyed this building.

The northerly end of the Town of Cape Elizabeth had been set off as a separate part and was thereafter known as South Portland. This was in 1895, and left the remaining part of Cape Elizabeth without a Town Office. The townspeople sensing the need for a new building voted in 1900 to erect a new building on a lot at Pond Cove. This lot was purchased and the Town House was finished and ready for use at a special town meeting of May, 1901.
During the years between the division of the town and the building of the present Town Hall, town meetings were held in the Grange Hall in Spurwink.
Public Health

It is satisfying to note the advancement and progress made toward good health by the people of our country, both in preventive and curative methods in the treatment of diseases.

In the early days of our town, epidemics took a tremendous toll of the settlers' lives. In 1736, the throat distemper (probably Diphtheria) spread with fatal rapidity. Twenty-six died in Purpoooduck alone. The number of deaths in the other parts of the town were not told in the reports, but they were probably proportionately as large. In 1786, the same disease struck the communities with a large number of fatalities, and again in 1832, the town was visited by this dread disease. Epidemics of Small Pox and Cholera were also experienced by the settlers on more than one occasion, with the loss of many members of their families.

In 1871, the Town of Cape Elizabeth voted to maintain a Board of Health. This measure led to the isolation of those who had communicable diseases and preventive measures were taken by the inspection of wells and cisterns. Before it became a law to have all school children vaccinated, the people in this vicinity suffered through three heavy bouts of smallpox which did as much to deplete the small population as did the Indian wars. Pneumonia, the cause of many deaths during the winter months before the days of central heating in the homes, can now be controlled to a great degree by penicillin and other wonder drugs. No longer do relatives and friends have to wait through days of agony for the fever to reach its crisis and then many more days for the patient to overcome the effects of the disease if he managed to withstand the fever that long.
Today the town has a good health clinic, where preventive
medicine and injections against children's diseases are given free to
all of those people who wish to avail themselves of this opportunity.
The town also has a town physician and a Public Health nurse. There is
also a school doctor. The nurse is for the benefit of the townspeople,
and is on call at the schools. The children at school have their teeth
taken care of and fluorine treatment if their parents so desire.

In looking over old Town Reports, one finds there were no
complete records kept on vital statistics until 1886, when the Town Clerk
was asked by the state officials to record and index to the best of his
ability all births and deaths which had occurred since 1722. This he
did, and from that time on, a fine could be assessed to anyone not sending
properly recorded statements (such as birth and death certificates) to
the Town Clerk.

It is with a sense of gratification toward science that one
feels as he reads through the death notices of the town reports of
yesteryear and compares them with those of the present time. Those
reports of one hundred, even fifty years ago, show the great death rate
among the young people. I have taken at random the death notices from
three reports of over fifty years ago. They tell the following story:

Deaths recorded in the Town Report of 1883

<table>
<thead>
<tr>
<th>Total number of deaths recorded</th>
<th>67</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under five years of age</td>
<td>18</td>
</tr>
<tr>
<td>Ages five to fifteen</td>
<td>6</td>
</tr>
<tr>
<td>Ages fifteen to twenty-five</td>
<td>10</td>
</tr>
<tr>
<td>Ages twenty-five to thirty-five</td>
<td>10</td>
</tr>
<tr>
<td>Over seventy</td>
<td>22</td>
</tr>
</tbody>
</table>

(This left only one death between the ages of thirty-five and seventy)
Deaths recorded in the Town Report of 1887

Total number of deaths recorded 56
Under five years of age 14
Ages five to fifteen 5
Ages fifteen to twenty-five 1
Ages twenty-five to thirty-five 8
Over seventy 24
(This leaves only four deaths between the ages of thirty-five and seventy)

Deaths recorded in the Town Report of 1893

Total number of deaths recorded 153
Under five years of age 29
Ages five to fifteen 2
Ages fifteen to twenty-five 6
Ages twenty-five to thirty-five 8
Over seventy 32
(This was one of the years that diphtheria killed many young children)

The infant mortality has been decreased along with the deaths of many young mothers. The inscriptions on the tombstones tell the story of the great number of deaths of young women in their twenties. In the early days of the town, the people either died very young or survived the rigors of the many dangers which beset them and lived to a ripe old age.

Deaths recorded in the Town Report of 1944

(Last year the deaths were recorded in Town Report)
Total number of deaths recorded 44
Under five years of age 3 (all under one year)
Ages five to fifteen 0
Ages fifteen to twenty-five 0
Ages twenty-five to thirty-five 3
Over seventy 16
Ages forty to sixty 13
Ages sixty to seventy 8

As the dread diseases of youth seem to have been almost conquered, the fast pace of modern living with its complexities has brought to
people of middle age a new killer—heart trouble. Most of the deaths between the ages of forty and sixty taken from the late report were caused by heart trouble or cancer. The future looks bright, however, if we consider the great strides that science makes each year in the progress toward better health.
In 1629, not long after Walter Bagnall occupied Richmond's Island, we are told that one "Richard Bradshaw settled on the mainland at Spurwink, and twelve months later Richard Tucker occupied the same clearing, which it is claimed that he purchased from Bradshaw."

Tucker had as a partner George Cleeves, who came from England, the same year that the purchase of Bradshaw's land was made; and these two, Tucker and Cleeves, traded with the Indians, while at the same time they carried on the business of farming and fishing.

Now, on the first of December in the year 1631, Robert Trelawney and Moses Goodyear, merchants in Plymouth, England, obtained a grant of land from the Council of Plymouth which was described in this manner:

All those lands lying along the seacoast eastward, between the land before granted, to the land of the said Captain Thomas Cammack at Black Point, and to the Bay and River at Casco; together with free liberty to and for the said Robert Trelawney and Moses Goodyear to fowl and fish, and stages, kayes, and places for taking, saving and preserving of fish, to erect, make and maintain, and use in, upon and near the island, commonly called Richmond's Island...paying therefore yearly forever unto the President and Council for every one hundred acres of said land in use, twelve pence lawful money of England.

John Winter, also of Plymouth, was appointed agent to manage this land, which they speak of as a "plantation"; and this, together with the buildings of Cleeves and Tucker, was what might be called the first permanent settlement made within the limits of old Falmouth.

In order that what follows may be better understood, it is necessary to set down here the troubles into which Cleeves and Tucker were plunged.

As has been related in another place in this story, no sooner were these settlements well established than a quarrel arose as to the
ownership of the land. Agent Winter proved the stronger in his argument, and Cleeves and Tucker were forced to leave their homes and seek new abiding places, which were found on what was then called Casco Neck, now known as Portland. This new plantation of these two men has been known by various names, such as Cleeves's Neck, Munjoy's Neck, Casco, Falmouth and the town and city of Portland.

In the year 1668, Massachusetts attempted to take possession of what was known as the Province of Maine; a lawsuit followed between the Massachusetts Colony and the heirs of Sir Ferdinando Gorges, which suit was settled in favor of Gorges' son. Later, in 1677, the Colony of Massachusetts purchased from the heirs of Sir Ferdinando Gorges all of their rights and titles to the Province of Maine, for the sum of twelve hundred and fifty pounds sterling. This gave Maine by decree of the king and the deeds of purchase, to the Colony of Massachusetts.

Falmouth, which at this time included a large territory, was having a thrifty trade in fish, masts, timber, oar-rafters, and sawed lumber, as mills had been built at Capisic, at Long Creek and some other places. In the vicinity of each mill were settled active and enterprising men and their families. The Purpooduck side of the harbor, from Simonton's Cove to Stroudwater, was fringed with farms. From the mouth of every creek went shallop and fishing boats carrying cord-wood and fish to other settlements along the coast. Fishing ships harbored here sent out their boats to take and cure the much-valued cod for cargo to England. There was a landing at the mouth of the Presumpscot River for loading
masts and spars. Casco contained at this time about four hundred inhabitants.

Falmouth was destroyed in three different Indian wars, but after each time it was burned, most of the settlers came back and rebuilt their homes, always looking toward a brighter future. Goold writes regarding the summer of 1699:

Notwithstanding the naked chimneys, monuments of the catastrophe of eight years previous, and the encroachments of the natural shrubs and bushes on the once fair fields, there were attractions enough to draw many exiles back to the sites of their former homes; ...some were led by a manly son, some by an energetic mother, who first sought out the common pit where Governor Phips had buried husbands and fathers, then surveyed with blinding tears the remains of their once pleasant homes. Some few families returned unbroken, with good courage to begin anew. The waters, as ever teemed with fish and other tasks waited to be done.

Spurwink, the first place to be settled in the town originally, was also now the first neighborhood to be rebuilt. The energetic Jordans, sons and grandsons of the old minister, were the first to venture. Penhallow says of the war of 1703: "Spurwink, which was principally inhabited by the Jordans, had no less than twenty-two of that family killed and taken." Purpooduck Point, where Fort Preble now stands, was occupied by the Loveitts, Whites and others who began their settlement at the mouth of the Presumpscot. Old Casco remained desolate, and the Presumpscot settlement was called New Casco, claiming to be the new center of the revived town.

After another distressing war of ten years, peace was again concluded. Although the town was not entirely burned again, some families had become entirely extinct, and others returned to homes that
while not utterly destroyed had decayed and become miserable. Their outer fields, wholly laid waste or neglected were again overgrown.

In 1718, the settlement in and around Casco Bay was incorporated under the name of Falmouth; and in 1719, the first town meeting was held. This town was yet again visited by war in 1722, but the savages did less damage here this time than to surrounding settlements. The settlement at Spurwink was attacked again at this time and Solomon Jordan was killed, and others carried off into captivity. Shortly after this war, Mr. Williamson says,

At one time in 1727, thirty vessels were seen at one time in the harbor of Falmouth, besides several standing on the stocks, and within a year there were enumerated in that town sixty-four families, which in the course of two years increased to one hundred or more. All of the land lying along the water in Purpooodock, and thirty lots on the Neck were surveyed, located and assigned, a saw and grist mill were in motion; a meeting-house was finished; and March 8, 1727, Reverend Thomas Smith was settled as clergyman.

In the year 1733, the territory now forming the city of South Portland and the town of Cape Elizabeth was incorporated by the general court as a distinct parish, but without the privilege of sending a delegate to the Massachusetts Council.

Cape Elizabeth, which had been the second parish of Falmouth, was incorporated as a separate municipality or district, November 1, 1765. Its charter conferred upon it all the rights and immunities of a town, except the right of sending a representative to the General Court, for which purpose it remained connected with Falmouth till the commencement of the Revolution. This restriction was in accordance with the instructions of the King to the governors, forbidding the incorporation of towns
with the power of sending representatives, and making new towns simply districts.

The first town or district meeting was held at the old parish meeting-house on December the second, 1765. The following officers were chosen to serve until the ensuing March:

Capt. John Robinson   Moderator
Thomas Simonton   District Clerk
Thomas Maxwell   }
Capt. Samuel Skillin   Selectmen
Jonathon Lovitt   }
Peter Woodbury   Constable
Joseph Harriner   }
Clement Jordan   Assessors
Joseph Weston   }
Micah Dyer   Collector

As a subject of curious interest, showing the variety of matters which had to be taken care of by the town in those early days, the following is a list of the officers chosen at the town meeting of the next year, March 19, 1766.

Thomas Maxwell, Samuel Skillin, Jonathon Skillin
Selectmen

Thomas Simonton   District Clerk
Noah Jordan   Constable and Collector
Peter Woodbury   Treasurer
James Dyer   Clerk of the Market
Joshua Robinson, Peter Woodbury, Andrew Simonton, Samuel York
Fence-Viewers and Field-Drivers

Joseph Dingley, Ebenezer Sawyer, Noah Jordan, George Strout, Jr.,
John York, Thomas Pickett, Samuel Sawyer, John Armstrong,
Nathaniel Jordan
Hog-Reeves

Samuel Skillin, James Dyer, Stephen Randall, James Leach
Sealers of Wood and Surveyors of Lumber

Joseph Cobb, Jr., Walter Simonton, George Fundy
Gullers of Fish

Peter Woodbury, Ebenezer Sawyer
Sealers of Leather

Samuel Jordan, Ebenezer Sawyer
Deer-Reeves

George Strout, Joseph Weston
Wardens

Jacob Sawyer, Jeremiah Jordan
Tything-Men

James Dyer  Measurer of Corn
Job Sawyer  Pound Keeper

Nathaniel Jordan, Nathaniel Skillin
Gullers of Hoops and Staves
The Old Town is Divided

In 1894, Sebago water had been piped into the northern end of the town and, strange to relate, it was because of this fact that the town was divided. The residents farther out on the Cape who did not profit by this service were dissatisfied because of the added burden of taxation which resulted. In 1895, after much discussion, the people of both sides of the town decided that it would be more advantageous to all concerned to make a division of the town. The settlement took quite some time so it was not until 1898, that the present city of South Portland was set apart as a town by itself. By this division the Town of Cape Elizabeth lost its high school, but an arrangement was made whereby the pupils were able to attend the school for several years, until the people in the old town were able to build one of their own.

The part of the town that remained after the partition was more rural in aspect. Many summer cottages were built along the Shore Road about the turn of the last century but with the advent of the automobile, and the necessity of good roads, the owners winterized these and made permanent homes of them. This caused an exodus from Portland of many people who chose to live the year round in their homes that faced the sea.

After World War I, there was a tremendous increase in the number of new homes. This continued until the depression of the early thirties, when business came almost to a standstill.
The Thomas Memorial Library started its career as a little red schoolhouse in Spurwink in 1849. It was known as the Spurwink District School. In 1858, William Widgery Thomas, at the age of eighteen, taught school there while he was still attending Bowdoin College.

The Cape had always appealed to Widgery, and when he found that the teaching position was open to proper candidates, he traveled over to interview Jonathon Jordan, the school Agent. He was hired at a salary of thirty-five dollars a month. At the same time that Widgery Thomas was teaching at Spurwink, his friend Thomas B. Read, future statesman of Maine, was teaching at the Pond Cove School in Cape Elizabeth.

Not many years after this, William Widgery Thomas became United States Minister to Sweden. He was instrumental in bringing many Swedish people over to Maine, and founding the new town in northern Maine called New Sweden.

In 1912, the school at Spurwink was closed and the children in that vicinity were sent to Pond Cove. The building lay idle for several years. On a visit to the Cape during one of his trips home to Portland, Mr. Thomas found that the school house had been moved and was going to be used as a pig sty. Recalling his very pleasant associations with the little school, he rescued it from its inglorious fate and determined to make it serve some more distinctive purpose.

Mr. Pomeroy Jordan promptly gave Mr. Thomas the land and the building...
was moved back to its original site, painted red as it had been in his teaching days, and was presented to the Town of Cape Elizabeth for a library.

In 1919, with suitable exercises, the building was dedicated and presented with the land and equipment to the town as a free public library. Mr. Thomas stocked the library with two thousand books as a beginning. For twenty-five years, the library remained on the land which Mr. Thomas had purchased. As that location was so inaccessible to most of the people of the town, an attempt was made to move it to a more central part of the town. With the cooperation of the Thomas family and interested citizens of the town, it was decided to move the building to Pond Cove near the school center.

The library was moved to its present location in 1944 and rededicated. Hundreds of new books were added and the circulation of books began to soar.

Children from all the schools visit the library regularly during an hour provided for their exclusive use, and the library is open to the public two days a week. Children in schools where the distance is too great to walk are transported by the school bus, different classes going at different times.
In 1733, Cape Elizabeth was set off as second Parish of Falmouth. In 1765, it was set up as a separate town but could not send a representative to the General Court of Massachusetts. However, in 1775, it was incorporated as a town and was now allowed to send its delegate to the General Court.

This newly incorporated town included all of the present land in the town plus that of the present City of South Portland. As the town grew, it was divided into the twelve following districts:

- District No. 1 - Near the saw mill
- District No. 2 - Brown's Hill
- District No. 3 - Barren Hill
- District No. 4 - Village
- District No. 5 - Ferry
- District No. 6 - Willard Point
- District No. 7 - Pond Cove
- District No. 8 - Spurwink
- District No. 9 - Cape
- District No. 10 - Randall Skillins
- District No. 11 - Near the Bridge
- District No. 12 - Turner's Island (now called Pleasantdale)

Each district was in charge of a school Agent who was responsible for hiring the teacher and supervising the work done during the year. The school year was divided into two terms—winter and summer. The winter term found nearly all of the town's inhabitants between the
ages of five and twenty-one attending, but the shorter summer term was attended only by those who could be spared from the all-important work of the farms and mills (grist and saw).

As the town grew, the schools became overcrowded and by 1864, the Town Report stresses the need for a grade school as one district had a winter enrollment of 120 pupils. The Agent for this year did a good job of public relations. I quote from his report,

1/ We would not only call upon you to be liberal in your appropriation of money, but try to find the time to visit your schools at least twice each term. It is a public good. A few of the parents have manifested interest enough the past year to do this. We would commend them for so doing and to others say, 'Go and do likewise.' One of the greatest hindrances to the prosperity of your schools is the irregularity of attendance and tardiness. It prevails to an alarming degree in some districts.

It is often humorous to read the account of the teachers.

2/ In the report of 1864, the Agent has the following to say about the teacher: "The winter commenced but the teacher finding his task much more arduous than he had anticipated gradually sank beneath his burden and shortly withdrew his labors, much to his credit."

3/ The Town Report of 1869 had an interesting notation:

The district Agents have generally been men interested in school affairs. Their wisdom in the selection of teachers has contributed much to the success which has attended our school during the year. Too great care cannot be used in selecting those who are to be, not instructors only but continual examples before the young. While scholars are obtaining an education they are equally active in forming a character for life. If parents would see their children developing principles of morality and truth, then no person should be allowed to enter the schoolroom as a teacher in whose character these qualities are not strongly marked.

Furthermore, in the future no Agent can hire a teacher who does not possess a certificate. This certificate should be signed by the full Board of Superintending School Committee.
A few cases have occurred in past years where schools have suffered from a disregard of these requirements.

In 1869, the school in district twelve was destroyed by fire, but the following year a "fine commodious building was erected in which was found all of the modern improvements in schoolhouse architecture and furniture."

From an Agent of this same period comes a report that might well be the philosophy of today's progressive education. I quote,

Learning is a progressive reconstruction of experiences. Discipline is closely bound up with changes in education and our culture. It must be fairly recognised, self-discipline was an important goal in schools of the past as it is in those of the present day, 1869. Changes have taken place in two respects:

1. in the conception of self-discipline
2. in the conception of the 'discipline we use' to develop self-discipline

Classroom control becomes something for which all members of the class feel some responsibility because misbehavior jeopardizes the achievement of the joint purposes they have planned.

The children of today need all the freedom they can use safely and profitably. They need the chance to explore their homes, communities and schools. They need to know people and learn how to get along with them.

The maintenance of classroom discipline is a function of good teaching. It is the natural outgrowth of a well-conceived and functional learning situation. For the use of self-control and freedom which our children learn today will be their greatest guarantee of success and happiness tomorrow.

In 1871, it is noted from the reports that, "several of the school houses in town are utterly unfit for any purpose whatever; cold, unventilated, ill-arranged and uncomfortable seats—no blackboards and in short, the whole aspect, both external and internal, absolutely repulsive."
In 1871, as will be noted in the chapter on Town Houses, a new High School was erected at Town House Corner.

From the Town Report of 1876, comes the following: "The new school house at Ferry Village has been erected the past year and is by far the finest school building in town affording ample accommodation for two hundred pupils. The erection of so elegant a school building may well be a matter of pride and satisfaction to the citizens of the town."

The Report of 1878 contains the following: "Spurwink has come fully into line, and now there is not a poor or inconvenient schoolhouse in town."

It was interesting to read in the Town Report a sample of the examination given to the pupils who desired "to go on to higher education in the High School." Enclosed is a sample test. No student could enter the High School without first passing this examination.
EXAMINATION OF HIGH SCHOOL CANDIDATES

JULY, 1881

ARITHMETIC

1. 2 tons, 6 cwt., 50 lbs. 12 oz., multiplied by 1, equals what?
2. 5/8 plus 2/3 divided by 2 multiplied by 3/4, equals what?
3. Greatest common divisor of 120 and 360?
4. 2.55 divided by .05 equals what?
5. 25 per cent. of 600 bushels of potatoes equals what?
6. Goods sold for $1200 rate per cent. gain 12, what was the cost?
7. If a man's income is $7235 a year, and he spends 33 1/3 per cent. of it, how much will he save?
8. How many $100 bonds can I buy with $1100 when they are at a premium of 10 per cent.?
9. Discount a note of $1000 for sixty days at eight per cent.
10. Extract a square root of 3025.

GRAMMAR

1. What is Grammar? Into how many parts is it divided? Tell what each part treats of.
2. What are the properties of a noun? what is case?
3. What is an adjective? Into how many classes are adjectives divided?
4. What is comparison? How many degrees?
5. What is the antecedent of a pronoun? Name the interrogative pronouns.
6. What is a verb? What are the properties of a verb? How many voices have transitive verbs?
7. How many tenses has the subjunctive mode? The imperative?
8. Give the conjugation of the verb "Give" in the subjunctive past perfect.
9. In regard to form, sentences are divided into how many classes? What are they? Definition of each.
10. What is the subject of a sentence? What is the predicate.

GEOGRAPHY

1. Bound Maine; give its capital, and three largest rivers.
2. How many Hemispheres are there, and in which do you live?
3. How many zones are there? Bound each. In which do you live?
4. Bound South America. Name its countries, largest mountains and longest river.
5. Name the countries of Europe.
6. Name the principal lakes of North America.
7. Bound New York; Give its capital, and largest city.
8. What mountains are in the western part of the United States?
9. Which of the United States Border on the Pacific coast?
10. Name three capes on the Atlantic coast of the United States, and one on the Pacific.

HISTORY

1. What three European nations settled different parts of North America?
2. Where was the first permanent English settlement made, and when?
3. Name the thirteen original colonies.
4. At what date does the History of this country begin?
5. What is meant by the Stamp Act?
6. How long did the Revolutionary War last, who commanded our armies, and what battle ended the war?
7. What three wars since the revolutionary war? Name the commanding Generals of each.
8. Who was the first President of the United States, where born and when did he die?
9. What Father and Son were Presidents?
10. Who drafted the Declaration of Independence?

BOOK-KEEPING

1. Define Day Book.
2. Define Ledger.
3. Define Cash Book.
4. Why do you call it Single Entry Book-keeping?
5. Object of keeping books?
6. When you sell merchandise on account, what entry do you make?
7. When a person pays cash to settled his account, how do you enter it?
8. Write a receipt on account.
9. What is a note?
10. What is posting?

(Mistakes in spelling are often found in these old town reports and the above was copied verbatim.)
In reviewing the reports of the school Agents in some old Town Reports, one is amazed to find statements made by these men which is almost identical with the modern philosophy of education. I shall quote from several, for to the educators of today, it is interesting to see how little the basic ideas of yesteryear have changed over the years in an ever-changing world.

Report of Agent in Town Report of 1872:

The time has already come and passed, when we should leave our old-time ways. Our scholars demand of their committee and their teachers, that they be led forward, and given a wider range of study, receiving just and correct instruction therein. It is not enough that they are learned in the common branches. Our schools should afford them something more. Instruction should be given in the Natural Sciences and the Languages wherever scholars are found qualified to take these studies. Our teachers should be examined with these ends in view. We further suggest a more uniform course of study.

Report of Agent in Town Report of 1878:

One of the favorite topics with a certain class of persons who assume the leadership in "progressive education" is the denunciation of the sole use of textbooks. In their opinion, textbooks are the great hindrances of the acquirement of knowledge, when only one of a kind is put in the hands of every pupil. Abolish this system and substitute a system of many textbooks available to anyone and a system of oral instruction, and a great and rapid advancement would be made at once.

The Agent went on to say,

This would indeed be an easy solution of difficult problem, if the results attained corresponded with the prediction so confidently made. We are not convinced that it would be wise or beneficial to discard their present use, and do not wish to adopt any system of organization or method of teaching simply because it is new or discard it because it is old, but adopt cheerfully whatever suggestions which may commend themselves to our judgment. In education, as in all other matters, experience is the real test of utility and all systems and
methods that cannot abide this test should be abandoned, but try to make use of the system that gives the greatest amount of good to the greatest number of children.

From the Town Report of 1892 comes the following item:

This year Natural History took the place of United States History, which is now completed in the Grammar school. This was a pleasing change. A town High School fills its proper sphere in the scheme of education when it fits in the best possible manner its students for the activities of life. It is the earnest purpose of those who have the school in charge to work along that line. The best possible proof of a school's good work may be found in a review of the careers of those who have enjoyed its benefits. We should ask ourselves the following questions:

Do these graduates develop into good teachers?
Do they become thorough business men?
Are they so educated as to gain the most from domestic affairs?
Are they quiet, industrious, upright citizens, practicing sobriety and shaping their lives by the principle of good actions?
Are they qualified to take responsible and leading positions in the communities in which they live?
If these questions can be answered generally in the affirmative then the work of the school is to be commended.

After Cape Elizabeth lost that part of its territory now known as South Portland in 1895, there were but four districts left in the old town. They were known as the following: Pond Cove, Spurwink, the Cape and Ridgeway. The pupils when they had finished at these schools were sent by the town to the high school at South Portland. For many years after the town was divided, the children in the rapidly growing district around Cape Cottage were also sent to South Portland schools for it was much cheaper for the town at this to pay tuition for these students than to furnish transportation for them to the schools at Pond Cove. As soon as the number of scholars grew so large that South Portland could no longer accommodate them, the residents demanded that a school be built in the Cottage Farms area. A pleasant four room school
building was erected at Cottage Farms in 1919, and in 1932, four more rooms were added to make room for eight grades. Since 1916, the children in the seventh and eighth grades have been transported from this area to the Junior High School at Pond Cove.

In 1902, rooms were finished off in the new Town Hall building for a high school. In September of that year, the high school opened with an enrollment of twenty-five pupils. There was one teacher, Mr. Ernest R. Jordan, who, according to the Superintendent's report of that year, devoted much time to extemporaneous compositions, debates, music and dumbbell drills. In a short time an extra teacher was added to teach the necessary subjects which would make it a class A high school.

In 1912, it was voted by the people in Town Meeting to enlarge the Pond Cove school, so three rooms were added and ready for occupancy in 1913. At this time a lot of four and a half acres was purchased from George Hannaford at the cost of $2,500. This was fixed up for a good playground until it became necessary to use some of it for building purposes.

The school at Spruink which had housed so many children in former years had only eleven pupils in 1914, so it was decided to close the school and transport the children to the new Pond Cove school.

The school on the lower end of the Cape then known as the Bowery Beach school, now called Crescent Beach, was maintained successfully until 1931, when it was decided that it would be much more advantageous to all concerned to close the school and send the children to Pond Cove.

Boston University
School of Education
Library
At this time, busses were purchased for transporting all of the children of the town who lived any distance from the school center. At the present time there are three busses running on busy schedules making several trips each day in order to get all of the children to school on time.

About 1921, the townspeople felt they should have a new high school building, and several meetings were held where lively discussions took place. The discussions were about whether the Town Hall building should be enlarged or a new building should be built. The conservatives won the day and several new rooms were added to the old building. This soon proved too small, however, and the ever present problem of more space confronted the people. This time everybody saw the need of a new high school, but where to put it now became the topic of the day. After many heated meetings, it was decided that it should be built in the most central spot in town on the Pond Cove land.

The new Cape Elizabeth high school was built and ready to be dedicated in 1933. This was a modern brick building with plenty of room and seemingly some to spare, but with the large influx of war workers and their children all of the available space was soon used. As many of these families became residents of the town after the war was over, and the steady growth of other parts of the town, something will soon have to be done about the lack of space in this building.

Again in the Town Meeting of 1949, the problem was brought before the people of taking care of the numerous children of primary
school age who would enter the schools in the very near future. At this time the conservative citizens of the town ruled the day and it was decided to build a six room school instead of a ten room one. In 1950, a school of the latest type was added to "School Village" at Pond Cove, but through necessity four more rooms had to be added in 1952.

In 1950, at the same time that the new primary building was erected, the Town Hall school was again remodeled. The large room which had previously served the townspeople as a meeting place was divided into several parts which consisted of two large classrooms, a teachers' room, and two large rooms for toilet facilities. The other half of the upper floor was divided into three classrooms. Modern lighting in the form of new type windows and fluorescent lighting fixtures with other added features made the building into a pleasant school. The objectionable feature of this building has been the housing of the town's fire equipment in the basement, but by this fall this will have been remedied by the new fire building. The space used by this equipment will be used by the Art Director and for other school purposes.

Although there have been disagreements in the past about the size of the buildings needed for schools, there never has been a time when the children lacked anything in way of supplies. The town is more than generous in giving everything that can possibly add to the betterment of the teachers and the children of the town, both in work and play.
Fire Protection

In the earliest times, the settlements were far apart and the only protection in case of fire were the cisterns built for that purpose, and also for a convenient supply of wash water. The wells or springs which were used for drinking water were often quite some distance from the homes, so cisterns were constructed to catch and hold the rain water. Bucket brigades formed by neighbors who arrived in time helped to save many homes from destruction. This furnished the only means of protection to the home owners until a reservoir was made at Knightville shortly before the division of the town. A fire station was erected in Willard about the same time.

After the division of the town, South Portland continued to help in case of need. The town elected a fire warden to do what he could with volunteers, but more often than not by the time they could be summoned to the conflagration the buildings would be burned to the ground. This means of protection continued until the residents of the town suffered from many disastrous fires in one year. (There were thirteen buildings destroyed in 1913.) Realizing that primitive methods would no longer do for the rapidly expanding town, a Hose Company was organized at Cape Cottage and another at Pond Cove. They were manned and maintained by volunteer help, and it still continues to function well on that same basis today.

Provision for housing the fire engines was made in the basement of the Town Hall building at Pond Cove. This has been an unsatisfactory arrangement for quite some time, as the fire engines presented
a real hazard to the children at play on the schoolgrounds at the rear of the building. This year (1951), the people voted to purchase a lot of land diagonally across the street and build a new fire station upon it. This is fast nearing completion. With the relatively new fire station built on the Shore Road and the new one at Pond Cove, the several fire engines will be well housed.

The town has two very active Firemen's associations. The members meet once a month to conduct their meetings and have proved to be very progressive in the maintenance of the fire department.
Police Protection  In the early days of the town, a single constable served the needs of the citizens adequately except in times of special stress. In the Town Reports of the sixties—1866 to 1868—there appears the following item: "It was found necessary to increase the police force for a short time. The 'roughs' who visited Portland after the great fire seeking plunder and finding none, naturally turned their attention to other places not so strongly guarded. The people living near the city (in Cape Elizabeth) became alarmed and petitioned the town officials to station policemen at the Ferry, Knightville and Ligonia. Extra men were stationed at each place until the excitement abated, and then were discharged."

A short time later this request was made: "An officer should be appointed to rid the people of Knightville and Turner's Island of the loafers and gamblers coming over from the city on the Sabbath."

Again in 1871, another problem was presented to the townspeople at Town Meeting, namely, "the question of arresting and feeding the tramps in lots of three and four at a time, some of whom were very dirty and lousy. As there was no suitable place to put them, they constitute a very real problem."

For many years, as nothing but minor problems confronted the townspeople, the constables appointed each year took care of the needs of the people.

About twenty years ago, there occurred several instances where people came from out-of-town in trucks and carried away the produce of the farmers which were piled in the fields ready to harvest. As this
constituted a serious threat to the livelihood of many residents of the town, it was considered prudent to have the town patrolled at night. A police car was purchased by the town and two officers ride on patrol over the town each night.

The present police force consists of a chief and several policemen, who have daily duties and are on call when needed for special work. One of the men is on duty at the schools when the busses make their departure with the children, both at noon and at night.
As soon as building materials became available again after World War II, the construction of homes became accelerated. The demand for homes by the returning veterans and by people who had postponed building because of the war was so great that a tremendous building boom resulted.

A housing development was created at Queen Acres near the South Portland line and another at Elizabeth Park on the Scott Dyer Road to take care of the people who had come to work in the shipyards and other industrial plants at South Portland. The need for housing was so great that a trailer village was made on the John Lydon farm on the Mitchell Road. This was abandoned at the close of the war, but the homes in the other developments were quickly purchased by people who wished to become permanent residents of Cape Elizabeth.

At the present time, the boom in home building is still continuing at a fast pace and many fine residences are to be seen where only last year were pastures and open fields. People are taking advantage of the good roads and easy transportation facilities to have homes near the seashore in places which were inaccessible in the winter before the present snowplowing equipment was available.

New houses being built in Cape Elizabeth have to comply with the restrictions and regulations of the Zoning Board members. The lots upon which the houses are built have to have a certain number of square feet. This differs in different parts of the town, but in each case the required size of the lots prevents the crowding together of homes.


Page 61. 1/Family Records.

Page 65. 1/Ibid. See Appendix—Page 19, 2/
2/Ibid.

Page 68. 1/Ibid.
2/Ibid.


Page 61. 1/Family Records.


Page 87. 1/Family Records.

Page 88. 1/Town Report, Town of Cape Elizabeth, Maine, 1765.

Page 89. 1/Town Report, Town of Cape Elizabeth, Maine, 1865.
2/Ibid.
3/Ibid., 1869.

Page 95. 1/Town Report, Town of Cape Elizabeth, Maine, 1870.
2/Ibid.

Page 96. 1/Town Report, Town of Cape Elizabeth, Maine, 1882.

Page 97. 1/Ibid.
CHAPTER VI.

ALONG CAPE TRAILS — OLD AND NEW
Old Indian Trails to Modern Highways

The oldest roads followed the trails used by the Indians. These were often the most direct way of traveling between the encampments of the Indians. The earliest of all traveled roads known to have existed on the Cape was the ancient King's Highway, a crude pathway just sufficiently wide for man and beast. When travel between the settlements became more common, this pathway was made into a road wide enough for ox carts and later for coaches. The very earliest way of getting from place to place was to walk or on horseback. In traveling long distances, people near the coast preferred to go by boat, but later the need arose for a better way of getting about on land. This necessitated the cutting down of forests and providing fill for low and swampy areas, on which oxen and horses with carts could be driven.

It was not until the second settlement, about 1727, that Cape Elizabeth could boast of its first good road—the King's Highway from the Spurwink settlement to Ferry Village. Part of this road has long been abandoned as the traveled road of today. The main road today is perhaps more picturesque with its many "S" curves but far less direct in its course from place to place.

The Mitchell Road has been known by many names over the years—a section of it was included in the King's Highway, and later it was known as the old "Cape Road", Middle Road, and the "Old" Ocean House Road. Spurwink Avenue of today was familiar to older residents as the Hannaford Road, known thus because of the large number of families by that name who settled there. The Meeting House Hill area was part of
the old road and was known as Grasshopper Hill. Brown's Hill was called Barren Hill.

The main route in use today is known as Ocean House Road—it runs from the Portland Bridge in a southerly direction to Crescent Beach with many twists and turns. Two offshoots of this road are the Two Lights Road and the Spurwink Road. The Two Lights Road was formerly known as the Maxwell Road. The Spurwink Road continues around the point of the Cape to join Spurwink Avenue at Spurwink Church and on over the Spurwink River, where the most ancient ferry on the Cape took passengers over to Scarborough. The other main road is Shore Road which turns to the east off Ocean Street at Knightville in South Portland to wind around the shore line until it meets Ocean House Road at Pond Cove.

The only bridge across Fore River was the Stroudwater bridge erected in 1734. Communication with Boston was principally by sea. There was a ferry across the river to the by-path which led to Pond Cove, then through the woods to a cove of the Spurwink River, and then by the beaches to the settlements further west. This was part of the King's Highway.

Later on as travel developed between the different settlements in town the roads were laid out to follow the lanes between the different properties without regard to the twists and turns. As there was a great deal of mud in the spring of the year, the drivers of teams would try to avoid it by going around the mud spots on higher ground and these detours often became part of the permanent road in some parts of the town. With the coming of the automobile a more scientific approach to road building
was taken, therefore the newest roads and streets are much straighter and
cover a shorter distance in travel on them. However, by this time the
roads in Cape Elizabeth were pretty well established and too much confusion
would ensue if the twists and turns were taken out. The present roads
more or less follow the old ones along the shore and present much
picturesque scenery to even the most seasoned traveler.
The Ferry

Before bridges came along, a ferry was used to transport passengers between the Cape and Falmouth. The ferry of ancient days first landed at Preble Point. However, at a later date, since it was difficult to "call across" to the ferryman on the other side and in foggy weather the signals could not be seen, the ferry terminal was moved farther west where it remained for the rest of the time it was in use. There was no regular schedule and the blasts of a tin horn would be heard through the village telling the people that the ferry would not be long in starting a trip. The toll was three cents one way.

The captain moored his ferry, a rugged sailboat, to a landing made of heavy logs that more than once washed out to sea. After Cape Elizabeth became a town, the citizens built a stone wharf, which was thought strong enough to withstand wind and gale, but according to the old Town Reports, it was forever in need of more strengthening.

During the early years, the ferry service proved financially successful to its owners. Captain Sam Stanford plied the sturdy craft back and forth for over a period of ten years, and then sold the rights to his son, Alfred, who went into the business with a partner, Nathan Dyer. Within a year ferry and rights were sold again, starting a long and more or less unsuccessful venture of ferry service.

The years that followed were years of speculation, adventure and progress which to a great extent was responsible for the "ferry fight" from 1885 to 1895. Three major companies, The Portland, The Cape Elizabeth and The People's Ferry as well as several private speculators spent $130,000, which, in spite of the spice of variety which was offered
in the way of transportation, rendered no returns. The Portland and The Cape Elizabeth were both destroyed by fire, and The People's Ferry without proper upkeep was in a few years in no condition for carrying passengers.

George Turner built the first side-wheeler, "The Elizabeth", credited as one of the few that paid even fair dividends. "The Elizabeth's" days of paying dividends however were short lived with the opening of the Portland bridge for traffic.

Side-wheelers were replaced by screw-propelled boats with the "H. H. Day" being proudly put into service. The "H. H. Day" created quite a stir among the townsfolk the day it was outfitted complete with double deck, engine and machinery below deck and even a small house above deck for the comfort of passengers. It was an all out attempt to woo back patronage to the ferry trade. Tickets on the "H. H. Day" were good for a month. In all its splendor, plus steam in her engine room, the "H. H. Day" had a serious run-in with a whale whereupon it was sold to transport lumber to Boston after it was repaired. Another hope for the ferry trade was doomed.

Folks like to tell about the boat that followed the "H. H. Day", which was named "The Josephine Hoey". Not because it was a successful ferry but because she outsmarted those who looked at the vessel and said that it was "thin skinned" and unsafe for passenger trade. There wasn't anything "thin skinned" about "The Josephine Hoey" which was promptly proved after her stint of ferrying proved unsuccessful due to lack of passengers. Leaving New York in a raging January storm she
sailed safely around Highland Light and past Peaked Hill Bar to safe anchorage, passing two crumbling wrecks on the way. Townsfolk, especially the ladies, remember this boat for another reason. Several women patrons boarding her in a northeast storm found the landing had been completely washed out and had to be carried ashore in an undignified though rather exciting manner—on the backs of the strongest gentlemen present.

Through sail, side-wheeler and steam boats, the ferry service could not compete with the ever popular and convenient overland traffic. The trolley cars proved the determining factor that made all speculators in the trade acknowledge they were hanging on to a lost cause, and the service was finally abandoned in the early twenties.
CHAPTER VII.

RECREATION OVER THE YEARS
During the days of the early settlers, little time was afforded to recreation of any sort, for the people were too weary at the end of the day to do other than go to bed at nightfall in order to get up at sunrise for another day of work. As the years went on, however, the people had a little more leisure time and, wanting more neighbors, did everything they could to help and welcome the new arrivals. The great events at this time were the "barn raisings" where all the men and women of the community assembled—the men went to work to build the barn, stopping only to eat the tremendous amount of food prepared by all of the women. As this was finished off with several servings of rum, the structure went up in record time, accompanied by much hilarity and "horse play". In the autumn, all of the farmers and their families had corn shucking parties. As the young people went to work to shuck the corn, the older women prepared food to serve after the work was finished. The work was made easier by watching for a red ear of corn. Whoever found one of these became greatly sought after, for that was a sign that the finder would be married within the year. One can imagine the hurrying and scurrying among the young people who had so very few amusements, to be the first to find the red ear, especially as in those days girls often married at sixteen, and a woman of twenty-five was considered a spinster and was looked upon with pity by all of her associates. After the corn was shucked, square dances took place led by the fiddler.
In winter, everybody in the neighborhood bundled up in their warmest clothing, fortified by hot soapstones to keep their feet warm, and went riding in their big sleds drawn by their best horses. One night every fortnight, they assembled at the school for a "spell down". Here the people chose sides, the oldsters along with the young people, and everybody concentrated on the spelling of words taken from the dictionary the meaning of which was known to but a few. Each person spelled the words, sounding them out a syllable at a time hoping to be the one who stood up the longest. Rivalry ran strong among the different entrants as the winner enjoyed the distinction of being looked up to in the community.

Song feasts were another popular amusement. They became so important to the people that a singing master was hired to conduct the meetings and to teach the new songs, which were mostly hymns and folk-tunes.

During Civil War days, the women gathered at each other's homes and rolled bandages, and made clothing for the needy children whose fathers had been lost in battle, or for any other persons who had suffered from some hardship. During happier times, the women met at "quilting bees" to make quilts for the young girls of the community who were soon to be married. Every woman vied with each other to produce a quilt of new design. Many people today treasure quilts made in those days by their grandmothers.

During the years of peace after the Civil War, as travel around the town became easier, people wanted to see their neighbors
more often than the few minutes after church each Sunday. It was at this period in the town's history that many clubs were formed. Although the members might not meet more than once a month, it gave the women a chance to talk about their families, gather new ideas, get new recipes and a few hours of freedom from their household tasks. These societies were most always formed because of some worthy project, so the women would take their small children, pack a box lunch, and drive in their carriages to each other's homes or to the vestry of the church.

When the minister's salary could no longer be collected by pew rents, the women took upon themselves the task of raising the extra money needed. They earned this money by strawberry festivals, church suppers, and in various other ways. They met at the homes to sew for themselves or for needy people in the neighborhood. And as living became easier, clubs were formed for cultural purposes. Many of the women, realizing their limitations in the way of education, wanted to have Magazine or Reading Clubs where they could discuss the articles in the few magazines and books they could obtain. At least one woman in the club had a "Godey's" fashion book which was perused avidly by all in order to be able to take home ideas to use when they made themselves a new dress.

As time progressed and the people became more liberal minded, the men and their wives would gather to play cards—it might be euchre or whist but never poker.
Parents became more interested in the schools and parent-teacher organizations were formed. Today in the town, there are clubs and societies almost too numerous to mention. Garden clubs seem to hold the most interest for the women at the present time; there have been over a dozen groups formed over the last five years.

At the beginning of the twentieth century, when trolley cars held sway, casinos were often built to induce crowds of people to ride on the cars. Often these casinos were beautiful and elaborate buildings, where one could while away many pleasant hours on a Saturday or Sunday afternoon. Such a casino was built by the Trolley Company at Cape Cottage. This was a large, rambling building with many open porches from which the visitors could obtain a magnificent view of the ocean. People spent many hours here eating, playing and dancing. Picnic parties were held on the ledges and the children enjoyed wading.

Nearby the Trolley had built a large theatre where summer stock companies put on plays from far-away Broadway. Here many famous actors got their start in show business, among whom were Sydney Toler, Bert Lytell and others. Famous names also appeared on the programs—Edward Southern and Julia Harlowe, the Barrymores, and the Drews.

As interest in the trolleys declined, with the coming of automobiles, the casino and the theatre lost money and were closed. The casino was made over into a private home and the theatre was torn down to make room for new houses.

During the latter part of the nineteenth century, an association named Patrons of Husbandry, commonly called "The Grange", was organized.
This became very popular throughout all rural areas, and halls were built in great rapidity in nearly every town in New England, in which to hold their meetings. Here all of the farmers gathered to discuss new ways of raising crops and livestock, and after the meetings, the members enjoyed dancing and gathered the latest news of the neighborhood.

With better transportation, and the advent of the first movies, the people in this vicinity made a weekly trip to the neighborhood theatre, to view the wonders of the silent films. Soon a new amusement competed with the movies. With the invention of the radio, families gathered around their radio, each equipped with a pair of earphones to listen to the wonders which came over the airwaves. Soon people were drawn back to the theatres with the advent of sound and colored pictures.

Today, there is such a diversity of amusements, with television in the forefront, that the young person today suffers no need to lack for fun. To the contrary, there seems to arise a need for teaching children not to depend entirely on entertainment furnished by others but that there can be a keen sense of enjoyment in working out a program for their leisure time. By becoming interested in some worthwhile hobby one can gain knowledge and feel a sense of accomplishment.

**Sports**

Many parents in this town have become ardent fans at the youngsters' games in baseball which are played during the summer vacation. Little League teams were formed here in town in 1950. Coached by Lester Jordan, the boys in this locality in the second year since the teams were organized did so well that they were able to reach
the National semi-finals at Williamsport, Pennsylvania. "Fathers and Sons Incorporated" sponsors the Little League teams; the Lions Club sponsors the Pony League; and the American Legion sponsors the Junior Legion League. The success of these teams is due to the intense interest which the townspeople have shown by their attendance and financial aid.

In the Town Meeting of 1953, a committee was chosen to institute a program for summer games in which all of the children of the town could participate if they so desired. For the past two seasons, a program director has been hired by the town. It is hoped that this idea can be developed into an all year round program.
CHAPTER VIII.

IMPRINTS OF TIME
IMPRINTS OF TIME

It might be interesting to take a walk around the Cape to see what one can reconstruct from its past. Beginning at Pond Cove Corner, going south, we soon come to Garrison Field. This is now a part of a large estate, but one can see with the mind's eye where the old garrison house was which gave refuge to the settlers in the Indian wars. On the side of the hill, stands the house of the farmer who apparently found a treasure. One morning as his hired man was ploughing, the plough-share hit something hard. He summoned the owner and after a little investigation the owner told the hired man to take the team to the barn. This was an unheard of thing to do—to stop work in the middle of the morning. Shortly afterward, as this man's way of living became much more affluent, everyone assumed that he had found something worthwhile buried in the field. Nobody ever knew for sure as this farmer belonged to that type of Yankee who is known as "close-mouthed." In later years, silver spoons and things of lesser value have been found by other farmers who have subsequently ploughed these fields.

Continuing on a short distance, we come to Alewife or Alewife Brook. This is the outlet of Great Pond, where hundreds of wild birds flock in the Spring and Fall. Along its banks can still be seen the remnants of the ancient beaver dams from which so much wealth in beaver skins were taken in the early days of the settlement. At the mouth of the brook, a few years ago, a nearby resident, while digging a posthole, came upon a skeleton in a sitting position. As he quickly covered it up
again, nobody will ever know whether it was the body of an Indian who was buried there or whether it was the body of a pirate of whom several were known to have visited these shores. Along the banks of this brook, the earliest of the white settlers were so accustomed to seeing the wigwams of the Indians who came here to secure the fish that they gave the name of the hill near the brook Wigwam Hill. (This was where Michael Peabbles formerly lived and where now Omar Harris has a beautiful new home.)

Shore Acres, one of the most scenic spots in the whole state, is a short distance farther on. This was originally called Sentinel Hill. Here was built a solitary wigwam by the Indians and whose occupant watched and gave notice to the fisher Indians of the approach of an enemy. This high ridge of land can be seen from far out at sea, and for many years has served as a landmark to fishermen and mariners.

To go back to Aelowive Brook, up to very recent years, the Indians of Maine still came here to gather the sweet grass which grew in profusion along the banks to use in the weaving of their baskets. Until a few years ago, a fairly large cemetery, which contained the remains of large numbers of the Peabbles' family could be seen beside the banks of the brook near the road. These were moved a few years ago to the cemetery in back of the Methodist Church. By looking at the dates on the old stones, one can trace the different generations of this family who have long resided in this vicinity.

Continuing on down the road, we come to the fork in the road and decide that we will first travel the one which will take us to the Two Lights and the Coast Guard Station. Every day in summer this road is
thronged with cars filled with travelers from all over the country who drive out to see the beautiful scene which meets the eye when they travel to the top of the United States Government reservation on which the towers stand. At this point one can see many other lighthouses, the Lightship, and several buoys which mark the dangerous spots to navigation. The formation of the rocks at this spot is different than elsewhere on the Cape. They resemble to a marked degree petrified wood. Near the "Whistle-house" can be seen the "fox-holes" which contained machine gun nests during World War II. Any day in summer when the sea is more or less calm, dozens of fishermen with their long bamboo poles can be seen angling for the succulent though bony cunners which are so well liked by the older residents. Some fish merely for the sport. On the way back, we will take the path along the shore to Highhead where the wreck of the collier "Oakey Alexander" can still be seen. On this spot about twenty years ago a moving picture was filmed by actors from Hollywood. Here too can be seen the tall silo-like radar tower which was constructed a few years ago. Near this point of land many vessels have come ashore, and it was here at the time of the Revolutionary War, lookouts kept watch for the boats of the enemy who might attack Falmouth.

As we retrace our steps for a short distance we soon come to the old road through the fields to Crescent Beach where the famous old "Ocean House" stood. The cellar is still visible and one can imagine the lively times which took place in this unbelievably large hotel. Walking up the road from Crescent Beach which used to be known as Bowery Beach, we continue along Spurwink Road until we come to Crescent Beach Inn, where
we shall pause to look at the interesting old cemetery where most of the people who were buried here were bodies that were recovered from ship wrecks. The inscription on one stone could be the plot of a fine novel—that of a young girl who was on her way to Maine from Boston and whose body was washed ashore at this point. Near this point, there is another fairly large pond well hidden from view of the passerby unless one knows where to look. This is known as Richard's Pond and for many years was the place where farmers got their summer's supply of ice and the scene of many skating parties during the winter months.

When we reach the corner where Spurwink Road is joined by Fowler Road we see the First Grange Hall and the spot where the Thomas Memorial Library stood for many years when it served the people of this spot as their school. Turning to the south, we follow along the road which leads to the place where the very first settlement on the Cape was made.

When we reach the end of this road we see the old homestead of the Jordans which is now the guest house for the owner of the large estate known as "Ram Island Farm". We can picture this beautiful spot with its vista of Higgin's Beach and Spurwink River as the small settlement which was so desired by both Winter and Cleave of historical memory. Nearby a few summer cottages stand on the brow of a hill overlooking Richmond's Island and as one looks at the small island it is indeed difficult to recapture the hustle and bustle of the arrival of the many ships which took place at this now lonely island.
On the road back, at a distance of only a few hundred yards, we almost miss the forsaken cemetery under the grove of oak trees, which upon inspection we find contains dozens of graves of the Jordan family. It is so interesting to read the inscriptions on these old stones that the time fairly flies, but we must be on our way to explore the other historical spots.

From the corner by the Grange Hall we shall take a side trip along the Fowler Road which is still heavily wooded—where the branches of the trees meet overhead to form a cool arch on a hot summer’s day. We find a narrow gravel road and follow along it until we come to a spot very near the Great Pond on the northern side. We search for a little bit and soon find a rather large spring which has been cemented around but still has a neglected look. We have learned that at one time the Indians came for miles around to drink at this spring. It was known to all the Indian tribes for its medicinal qualities. In the early days of the white settlers, its waters were celebrated for their curative qualities. Before the advent of Sebago water, the little gravel road was a well-traveled one, crowded with people with five gallon bottles or jugs which they filled from the spring which even in the driest seasons never seemed to lower its level.

From the brow of the hill at old Spurwink Church, we pause to look down the hill toward Scarborough to the bridge where the oldest ferry used to ply its way across the river; and out over the marshes—the haunt of many nesting birds the type of which can be seen nowhere else on the Cape. After looking over the old church and noticing the wavy,
handmade glass in its windows, we wend our way down over "Poor Farm Hill", trying to ascertain where the graves of Thomas Jordan and his family are located. It was he who gave the many acres to the town for the care of the poor. The graves are hardly discernible, but after searching for an hour we finally find them alone and neglected. It certainly seems a shame that one who thought so much of his townspeople as to give his home acres to them should lie in so neglected a grave.

The next place we visit is Spurwink Avenue which used to be called Hannaford Road. Here we try to imagine the place where Frederick Hannaford did a unique thing. On his farm, several miles from salt water, he built the "Triumph", a vessel of one hundred fifty tons. When it was completed, with one hundred yoke of oxen belonging to friends and neighbors, he hauled the vessel across the fields to Zeb's Cove where it was successfully launched amid much merrymaking. Apparently it took more than one day, for in the notice of the story it was wondered if the ten gallon keg of rum was still "running" when the carters hitched the oxen in the morning.

We go on our way past the old Sullivan Hannaford place which is now the Purpoodelcuck Country Club, and see the fine green of the golf course. We soon reach Ocean House Road again, the main road coming from Portland and finish our walk at the Town Hall at Pond Cove.

We have noted other things while on our journey. We have seen the large piles of "rock weed" on the banks of the seashore put there by the farmers after it has been torn off the rocks under water by heavy storms at sea. In the spring it is put on the fields along with commercial
fertilizer to raise their crops. This natural dressing from the sea is rich in chemical salts, nitrates, iodine and many other valuable minerals.

On the way we have also noticed several sand and gravel pits which have proved very valuable to their owners but unfortunately mar the beauty of the countryside. We remember with a few chuckles the many notices in the old Town Reports about the various gravel lots purchased by the town in times past, and the great need there is for this commodity in a small town with many roads to keep in good condition. From the report of 1868, we recall the following: purchased for the town on the first of July, 1867, a gravel lot, costing $2,500. It has been paid for with script which has extended over a period of ten years time. The lot is a little over six acres in area, affording an almost inexhaustible amount of gravel, easy of access for some six or seven highway districts. A right of way to the lot, fifty feet in width, was secured in the purchase, with the gravel thereon, providing it is removed within three years from date of purchase. It has been suggested that the town team might be profitably employed in carting this gravel for the roads. The humorous side of this is that even though the town seemed to have had an "almost inexhaustible" supply, every few years the Town Report tells of new gravel lots being purchased, until the reader wonders what an "inexhaustible" amount might be. The item in the warrant a few years later asks for a new gravel lot to use for highways because almost more money has been spent in payment for accidents because of poor roads than repairing the roads would have cost.
The Town of Cape Elizabeth was incorporated November 1, 1765, being bounded on the west by Scarborough and on the north by Casco Bay and Portland. In 1895, by an act of the Legislature, the town was divided, and the northern portion became the town and later the city of South Portland.

The first annual meeting of the present Town of Cape Elizabeth was held in Spurwink Hall when the amount raised was $7,000, the tax rate $13.80, population six hundred, and the valuation $486,000. In 1935, forty years later, the figures were somewhat different, with $111,000 raised, a tax rate of $36.50, population of twenty two hundred, and a valuation of over $3,000,000.

Time has brought many other changes since that first Town Meeting. Today, Cape Elizabeth, with an area of fifteen square miles, has thirty-five miles of fine roads, twenty-nine miles being hard surfaced. Motorized road equipment, including five snow-plowing units, make automobile traffic possible every day in the year. Exceptional fire protection is provided by two fire companies, totaling sixty men, two modern pumers and ninety-six hydrants. With a model high school recently constructed, the schools rank unusually high in equipment, personnel and educational results. In fact, all urban facilities, including gas, electricity and Sebago water are enjoyed with the many added advantages of suburban life.

The rugged, precipitous coast line, broken by many fine bathing beaches attracts thousands of enthusiastic tourists, while
fertile farms and a splendid residential development make Cape Elizabeth one of the most prosperous and up-to-date communities in New England. (This is an excerpt taken from the Town Report of 1936).
APPENDIX A

This war began in 1638 with native Indians aided by the French.

APPENDIX B

Canadian Indians and French made this attack.

APPENDIX C

Dominicus Jordan, third son of Robert Jordan, was a noted Indian fighter and influential citizen of early Falmouth.

APPENDIX D

Dominicus Jordan, grandson of Robert Jordan.

APPENDIX E

Father Rasle was a Jesuit missionary who spurred on the French and Indians to war against the English.

APPENDIX F

The year 1750 proved a distressing one for the people of Falmouth.
for the following reasons:

1. a change in the currency
2. war with the Indians
3. epidemic of small pox
4. the coldness and wetness of the spring.

APPENDIX H

According to Willis, the earliest homes were log cabins. He did not specify any other type.
APPENDIX G

Capt. Howatt's Destruction of Portland

On October 16, 1775, Capt. Howatt arrived at the mouth of the harbor with the Cancociau, another ship called the Cat, two schooners and a bomb sloop. He sent a letter on shore on the afternoon of the 17th, in which he informed the people that he had been sent to "execute a just punishment on the town of Falmouth" and allowed them but two hours to remove themselves and families from the scene of danger.

Leading citizens tried to avert the threatened calamity, but it was useless. Capt. Howatt informed them that he had risked his commission by warning them. At the earnest entreaty of the committee, he consented to postpone the destruction of the town until eight o'clock the next morning.

At nine o'clock in the morning the firing commenced from all the vessels in the harbor which kept up a discharge of balls from three to nine pounds weight, bombs, and musket balls with little cessation until six o'clock in the evening. In the meantime parties landed and set fire to various buildings. Had there been one company of soldiers with an efficient leader much of the destruction might have been averted. Only a few who had returned from outlying districts put up any resistance. There was also a shortage of powder, not over an hour's supply.

None of the inhabitants were killed and but one wounded.

The town soon was aflame and as the buildings were made of wood, the thickest populated part of the town was in ruins. One hundred thirty-six dwelling houses were burned, the new court house, the Episcopal Church, the town house, the Custom House, a fire engine nearly new,
almost every store and warehouse in town, the wharves and all the vessels in the harbor except two, which the enemy took away with them.
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2: Cottage Farms
3: Mt. View Park
4: Cape Cottage Woods
5: Cape Cottage Park
6: High School
7: Town Hall
Grange Hall
Engine Co.'s No. 2 & 3

ROADS
AROUND CAPE ELIZABETH
Drawing of the wreck of the "Bohemian." Reproduced in Harper's Monthly magazine at that time.