

# BEALS HISTORICAL SOCIETY NEWSLETTER



Vol. XI, No. 2 (Spring 2011)

## BEALS HISTORICAL SOCIETY RECEIVED \$2500 GRANT

The Beals Historical Society executive board is pleased to announce it has received a \$2500 grant from Eastern Maine Conservation Initiative. The money will be used towards the purchases of a computer, printer, archival material as well as display units for BHS collections and exhibits.

The award letter from George Herrick, EMCI president, said "EMCI takes a great interest in supporting local historical societies at a time when the past is vanishing so quickly before the onrush of modern development. We think it is more important than ever to preserve our cultural geography, especially in an area

as rich in history as coastal Maine".

BHS hopes to have the grand opening, of its new Heritage Center, in June. Exhibits will include Tall Barney Beal, the Head Harbor project, boatbuilding and fisheries, and sports. The public will have access to genealogy records, individual audio interviews and a library and media resource center.

BHS is proud to say that the Center has largely been built thanks to private grants. Funding for this project does not include Federal or State grants or municipal tax dollars. We are so appreciative of entities such as EMCI, Davis Family Foundation and Conoco Philips.

## CALENDAR OF EVENTS

**March 18, 6:30/7PM at BES**  
Annual Meeting & Danny Davis  
Gathers Info On Beals Ferry @ 7PM

**March 26, 6:30PM**

Gospel Talent Show

**April 15, 7PM at BES**  
Beals 7th & 8th Graders Present,  
"Now and Then" Project

**May 7, 6:30PM at BES**

Talent/Variety Show

**June 17, 7PM at BES**

Program Meeting TBA

**June 25 10AM**

Model Boat Races

Perio Point, Beals ME

*Please mark your calendars.  
We greatly appreciate your attendance!*

## THE "NOW AND THEN" PRESENTATION BY BEALS ELEMENTARY SCHOOL 7TH & 8TH GRADE STUDENTS

Beals Historical Society is proud to sponsor BES 7th and 8th grade students, assisted by Kevin Johnson, head of the photography archives at Penobscot Marine Museum in Searsport, as they present their "Now and Then" project on April 15th, at 7PM, at BES. The presentation will consist of 20 or so old postcards of Beals Island, originally taken by Eastern Illustrating Company in the early 1900's, and now retaken in the same location present time. Each

view will be matted, framed side by side and will include a caption describing the scene. Also on display, the students have made new photo postcards of areas they feel depict the island today, such as the bridge. The postcards will be hung in the school hall for the present time and at some point will be donated to BHS!!! Please come and support our young historians!!!

Light refreshments will be served and donations are much appreciated.

## HELP NEEDED FOR TIME AND TIDE PROJECT: BEAL'S ISLAND FERRY SERVICE

The next article in the "Time and Tide" series, *The Ferry Service*, has been in the development stage for some time, but we need your help. If you have recollections of the ferry service to Beal's Island and can help provide details on this topic, or if you have photos that you would be willing to share, we would like to

invite you to attend the next program meeting on March 18th at 7PM in the Beals School auditorium. At that time, local historian Danny Davis will share information gathered to date and will give the audience opportunity to contribute. Light refreshments will be served. We hope you will be able to join us!

## GOSPEL TALENT SHOW

Due to popular demand, BHS will be hosting a Gospel Talent Show at Beals Elementary School, on Saturday, March 26, starting at 6:30PM. We have a great lineup of at least 15 talented, local singers!!! Beautiful Classic and Country hymns will be sung while being accompanied by individual instruments as well as cd music! A wonderful array of gospel music and talent from the youngest to the more matured of our communities!!! Interesting to note that most famous singers learned to sing in little country churches much like our own!

Admission will be \$5 for adults and \$2 for grade school children. Hot dogs and goodies will be sold. Come join the fun!

## BHS NEEDS YOUR HELP

Please help us reduce the cost of mailing the newsletter by sending your email address to [cfDavis44@yahoo.com](mailto:cfDavis44@yahoo.com). Thank you!!!



## HEAD HARBOR SETTLEMENTS OF THE NINETEENTH AND EARLY TWENTIETH CENTURIES *A HUNDRED-YEAR HISTORY OF SEALAND*

Researched and Compiled by Daniel F. Davis

### FOREWORD:

*This is the second in a series of articles dealing with the history of Sealand. These installments are our attempt to convey significant information from the Head Harbor project, as presented in its public venue. We trust our readers will enjoy this series and will find it useful for future reference.*

### PART II:

#### *Occupational Influence On The Head Harbor Settlements*

### INTRODUCTION:

In Part I of “A Hundred-Year History of Sealand”, we looked at the history of Head Harbor Island beginning with the early 1600’s and following its settlement throughout the nineteenth and early twentieth centuries, noting that changing occupations among its residents had a profound influence on the population of the island. In Part II, we will examine, in particular, the role that the granite industry played in the settlement and longevity of the Sealand settlement, along with other local industries such as fishing and lumbering.

### QUARRYLING CONTRIBUTED TO CHANGE:

In addition to the influence of fishing and farming on population trends in the Head Harbor settlements, another force became a contributing factor to restlessness and change. This was the introduction of the granite industry in the 1890’s.

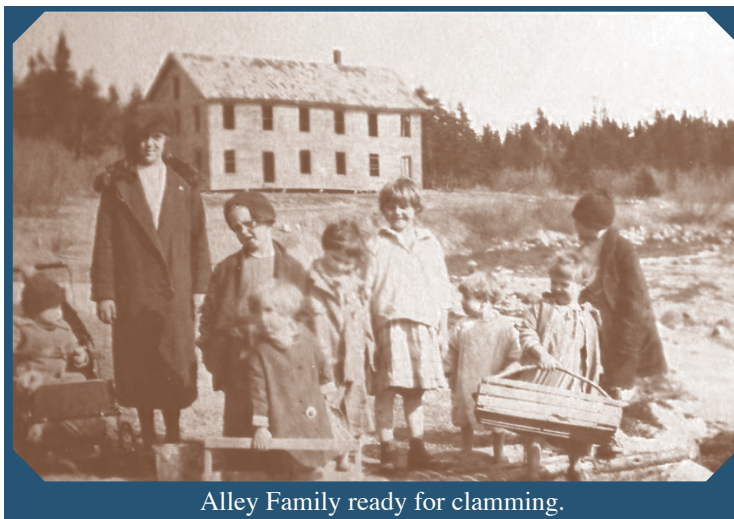
In 1891, the Jonesport Granite Company (later known as the Jonesport Red Granite Company, an outgrowth of the Cape Ann Granite Company) was formed and proceeded to acquire acreage in the northwest section of the island, which included a quarry site belonging to L. K. Wass and D. S. Andrews. Operating sheds and a boarding house known as the “Federal Building” were erected there, and an extensive business was carried on for several years. In June of 1903, the plant was sold to the New England Granite Company, with D.S. Andrews as general manager.

Jonesport Granite acquired a sizable parcel near Hatchet Harbor from Morris Kelley in 1892 for \$2500. In 1894, Zebediah Alley (some records indicate “Jackson” Alley in 1891) sold four lots south of Beals Harbor to Orris W. Vose of Machias for \$600. Vose then entered into a five-year lease in 1897 to Francis J. Sargent of New York, including his quarry, the quarry property, and the tools and derricks used to operate the Alley’s quarry. (The rent was one-half cent for each cubic foot of stone quarried and shipped, plus 10% interest on the value of the equipment; Vose agreed to sell his equipment to Sargent at any time for \$5000.) In

1898, Sargent transferred his lease to the Metropolitan Granite Company, thus establishing the presence of yet another major granite company on Head Harbor Island.

Jonesport tax records show that in the 1890’s and early 1900’s

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Alley Family ready for clamming.





Quarry site on shore of Wallace Cove.

the Cape Ann Granite Company was active on Head Harbor Island, with an assessed value for equipment from 1898 to 1905 remaining constant at \$2400. During the quarrying era, a short railway system was used to move the stone from the quarries to the loading wharves.

In addition to quarrying sites on Head Harbor, other quarries were in operation on a number of other islands in the greater Jonesport-Beals area, including one at nearby Hardwood Island just offshore from Hatchet Harbor, operated by the Cape Ann Granite Company.

### QUARRYING GIVES RISE TO THE GROWTH OF SEALAND:

Quarrying had a positive impact on the growth of the principal sub-community that came to be known as “Sealand.” By 1900, the granite industry had enticed a number of settlers from outlying areas of the island to consolidate, making Hatchet Harbor the commercial center on the island. The only store on the entire island at that time was located there, run by D. S. (Don) Andrews, who also maintained a fish stand and smoke houses for herring, according to the Jonesport town records of 1905. Andrews provided supplies for the quarry workers and other residents of the community, and did business with the local fishermen, both buying and providing a market for their catch. (Gladys Muir writes that as of 1929, Ben Alley was running a little store in one of the empty buildings “with quite a little stock of groceries and canned goods.” Several other islanders are said to have maintained little stores of their own, with limited stock. Groceries and hardware were generally acquired

in the larger stores at Jonesport and Beals.)

In the general area of Jonesport, we find there were over fifty fish weirs for catching herring during the latter part of the nineteenth century and into the early twentieth century, employing at least 200 local fishermen, many of whom, we may safely conclude, were residents of Head Harbor Island.

Maurice Richards states that D. S. Andrews and E. B. Sawyer owned and operated a pickled herring and smoked fish plant on Head Harbor Island in 1901. The plant measured 30 by 70 feet and was two and one-half stories high. There

was a pickling house that measured 25 by 35 feet, and three large smoke houses. The smokehouses produced 125,000 boxes of smoked herring annually, and the pickling plant produced up to 80 hogsheads at one time.

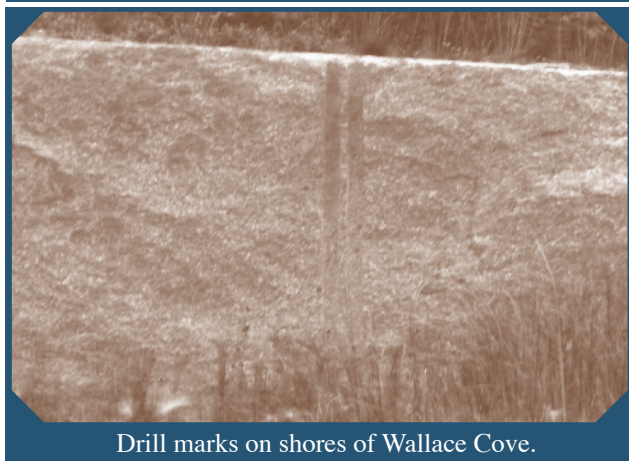
Another water-related industry that existed on Head Harbor at the time of the Sealand settlement was the preparation of codfish heads for eventual use in one of our favorite treats. Hogshead barrels of salted codfish heads would be allowed to stand in the sun during the summer months and in the fall shipped to plants that used the gelatin fish product for making ice cream powder, which gives ice cream its smooth texture.

Codfish livers were also salted and stored in barrels on the wharves at Sealand and allowed to sit in the

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Quarry landing at Hatchet Harbor.



Drill marks on shores of Wallace Cove.





hot sun until the thick oil rose to the surface. It was then collected and clarified and used in the process of making cod liver oil, which (though hard to believe) is said to be good for us!

According to the Richards' journal (pastor-teacher for the Sea Coast Mission from September of 1927 - May of 1928) a lath mill, located at the lower end of the island--on the east side of the Cow Yard---was in full operation during the winter of 1926. Although few of the islanders worked in the lath mill, some 32 men were employed in cutting 4,000 cords of spruce and producing two million laths used extensively in the construction of wooden lobster traps and in preparing walls for plaster, a common technique in home construction during the period.

In addition to lath production, heavily forested Head Harbor Island became a center for commercial pulpwood harvesting in the early to mid-twentieth century. Maurice Richards recalls that during his tenure at Sealand, tugboats with as many as five large barges, loaded with pulpwood, would be towed along the coast, each connected by a long, heavy hawser. With the cutting of the majority of spruce and other softwood growth on the islands, the harvesters looked inland for a more constant and reliable source of pulpwood to meet growing demands in the world market.

With the growth and commercialization of Sealand, local fishermen began working cooperatively to improve their own working

and living conditions and promote the lobster fishing industry. According to the Maine Bureau of Labor Statistics, *Annual Report* of 1907, 38 members of the local branch of the Lobster Fishermen's National Protective Association were organized in that year on Head Harbor Island.

As Sealand strengthened its position as the trading and commerce center of the island community, the population migrated more and more toward Hatchet Harbor. Around 1900, even the schoolhouse was moved to Sealand to accommodate the majority of the island's population and the concentration of pupils located there. In the early decades of the 1900's, school enrollment remained constant at about thirty, according to residents who were educated there. The influx of several hundred quarrymen (even though they were transients) swelled the population of this little island community to its highest levels ever, and enhanced Sealand's growth and development.

### THE DECLINE OF QUARRYING:

The gradual decline of island quarrying brought more not-so-welcome changes to the Head Harbor community. Quarrying remained constant up to World War I, but began to be more irregular thereafter. Despite its continuance, however, it was too late for Head Harbor to make significant profits from the granite industry.

By the early 1900's, the granite companies found it more profitable and

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# BEALS HISTORICAL SOCIETY

## BEALS HERITAGE CENTER FUND-RAISING DRIVE ***BUY A BRICK PROGRAM***

The Beals Historical Society is now ready to begin its Brick Fundraising Program. The purchase of a brick will enable the continuation, of the heritage center construction, by completing the patio and entranceway of the center and the Veterans monument. Your purchase of a personalized 4x8 *cinnamon colored* brick with *black filled* lettering for \$100.00 is a tax-deductible donation. Or you may wish to purchase an 8x8 brick for \$150.00. With this size brick you may add an additional line or use a logo for an additional \$10. Please join family, friends and neighbors as we strive to complete the construction of the Beals Heritage Center in 2011!

### **YES! WE'D LIKE TO RESERVE A PERMANENT BRICK.**

Please check one of the following:     Brick Patio  
 Veterans Monument

#### 4x8 Brick **SAMPLE**

			I	N		M	E	M	O	R	Y		O	F			
A	R	N	O	L	D		&		I	V	Y		J	O	N	E	S
		G	R	A	N	D	S	O	N	,		M	E	L	V	I	N

\_\_\_\_\_ Check here for 4x8 brick for \$100.00 (standard block lettering included).  
 \_\_\_\_\_ Check here for 8x8 brick for \$150.00 (add an additional \$10 for a logo)

#### **Please engrave our brick as follows:**

4 x 8 brick lettering-21 spaces or add an additional line for the 8x8 brick


PLEASE MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO: BEALS HISTORICAL SOCIETY,  
 ATTN: Treasurer, PO Box 280, Beals, ME 04611

Name: \_\_\_\_\_ Phone: (\_\_\_\_\_) \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Email Address: \_\_\_\_\_ Amount Paid: \_\_\_\_\_

For further information, please contact Carol Davis at (207) 497-2675 or email [cfdavis44@yahoo.com](mailto:cfdavis44@yahoo.com).



## THE OLD ROUND STERN BOAT

By Arthur S. Woodward

“Will you tow my boat to Hancock for me?” That was the question the fellow from Hancock Point asked Dad. Of course, Dad said he would.

The boat was a Jonesport Model with a torpedo (round) stern. She was one of the larger ones, maybe 37 or 38 feet long, with a trunk cabin. She was getting up in years. I suppose she was built in Jonesport.

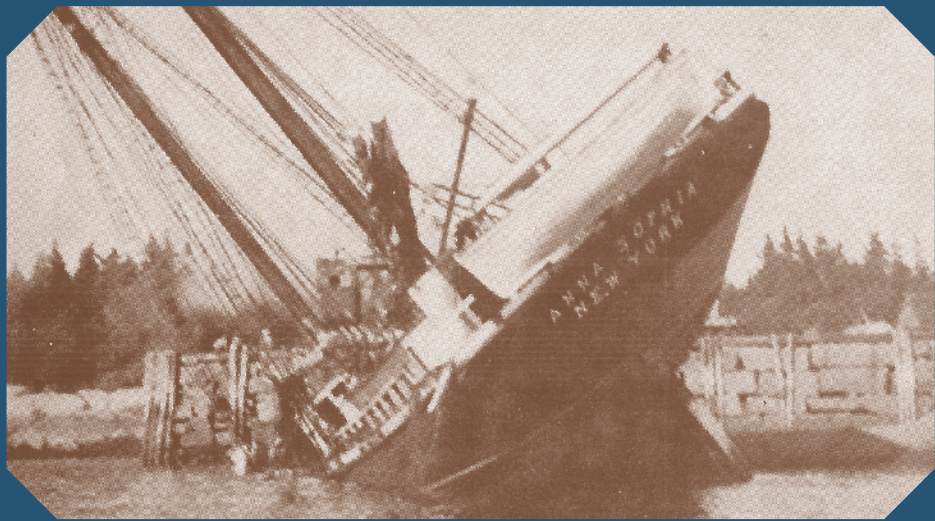
I don't remember who had owned her around home, but somehow I seem to recall that a fellow from Eastern Harbor had her. In any case, she was on a mooring in Barney's Cove, Beals, near our wharf and near where our smack mooring was, waiting for the day to come when she'd be taken in tow and towed to her new home in Hancock. This would be circa early 1950s.

In the summer and fall it was typical for Dad (Vernal) to take loads of lobsters from Beals to Consolidated lobster pounds in South Hancock three trips a week, in our lobster smack, the *Arthur S. Woodward*. He bought lobsters from many fishermen so we could have 14,000-16,000 pounds each trip. Many times it was the two of us making the 80 mile round trips, like this particular day.

Well, the day came when the old round stern boat would leave Moosabec Reach for the last time and be towed to Hancock, some 40 miles away. The day dawned very pretty and not much wind. It was a beautiful day, or, as we'd say, a pretty chance.

Early in the morning we loaded the smack at our lobster car moored off the shore in the Reach, and went out to get the old boat. We went along side of the boat and rigged a bridle on her bow, tied on our hawser (towline), cast off her mooring, and paid out a lot of hawser so she'd have plenty of scope. We started ahead slowly and took up the slack on the towline. She started moving right along behind us. We had a schedule to

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Schooners, typical of those used to carry quarry stone, were often lost.



Boat typical of those used at Sealand.

advantageous to shift from the coast of Maine to inland locations served by the railway system, such as Barre, Vermont and other locations in the interior mainland. Shipping by sailing schooners---and later by steam-driven vessels---proved to be too costly. Moreover, the stone cut at Head Harbor quarries was mainly used in paving, and the demand for cobblestone streets was diminishing by the turn of the century. The alternative to the production of paving stones was ornamental stone, used in building construction and ornate monuments. Elegant cutting sheds were required for the production of ornamental stone, however, and

Head Harbor granite was not deemed suitable for such a costly investment. (The demand for such quality stone kept the granite industry alive for several more decades on islands in the Penobscot region, including Vinalhaven, Hurricane, Crotch, and Clark.)

### COMING NEXT TIME:

In our next segment, we will look at the presence of the Maine Sea Coast Mission and its attempt to keep the Sealand settlement alive---despite sickness, poverty, and two world wars---into the middle of the twentieth century.

### OFFICERS

*President:* Carol Davis

*Vice President:* Christopher Crowley

*Secretary:* Teresa Beal

*Treasurer:* Almena Alley

*Other Directors:* Ruth Carver, Ray Beal & David Wardwell

*Membership Chairman & Committee:*

Eva Faulkingham

*Local Historian:* Daniel Davis

*Acquisitions Chairman:* Position Open

*Newsletter editors:* Carol Davis & Luther Beal

*Publicity Chairman:* George Davis

*Newsletter Designer:* Laura Brady

*Website Manager:* Mark Hall & Laura Brady



keep at the pound, so we needed to make close to our usual 10 knots so as to be on time in Hancock, four hours from home.

We headed up the Reach with the boat in tow. At first she came along quite well. We'd check on her frequently by looking back at her from the after pilothouse window.

Then it happened... We looked out of the window and she was nowhere to be seen! Quick thoughts came to us: Had we parted the hawser? Had she sunk? Where was she? Quickly stepping out of the pilot house doors and looking back we saw her, almost up along side of the smack and way off to one side. In a few minutes we looked out where we'd seen her and she was gone! She'd ranged all the way across the stern behind us and was way out on the other side. We knew what she was doing so we just kept checking on her, looking back to one side or the other.

As typical of Jonesport Models she had a deep forefoot and she was heavy. She'd been in the water quite a while. So, instead of lifting, like a dory or skiff would, she was being towed from her bit and that tended to pull her bow down and her deep forefoot dug in and had her swerve from side to side. She'd swing and horse up until the hawser fetched her up and swung her back the other way.

So there we went to the west'ard, the smack making about 10 knots with the old round stern boat right along with us on our tow line, horsing up on one side of the smack and then the other. It was almost as if she were racing with us. We passed Nash's Island Light, Petit Manan Light, Schoodic Point, and headed across the mouth of Frenchman's Bay and past Egg Rock Light, to go into Bar Harbor to fuel up.

We went into Bar Harbor where we found a mooring that wasn't being used right then, so we shortened our tow and brought the old boat up to the mooring and made her fast there while we went into the municipal pier and fueled up with diesel fuel from an oil truck on the wharf.

Fueling completed, we went back out in the harbor, cast the old boat off from

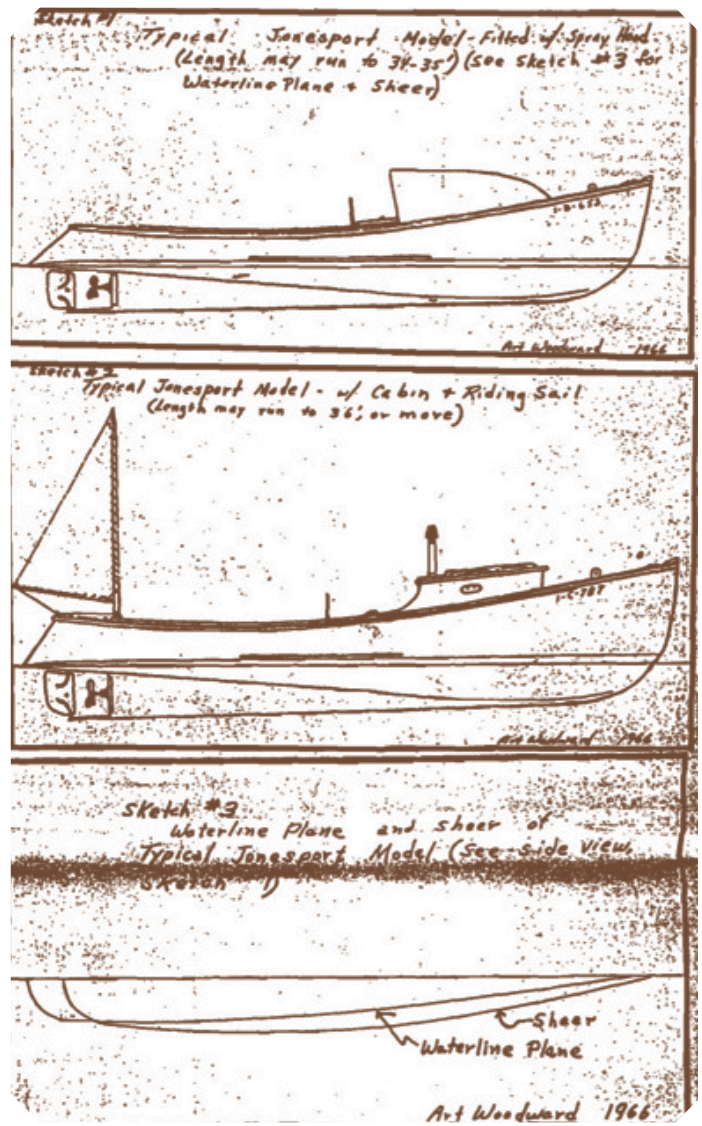
the mooring, and resumed our tow. We saw that the boat was leaking some when we picked her up again, as she was somewhat down by the bow. We had about five more miles to go and a schedule to keep, so we resumed our normal speed up Frenchman's Bay toward Hancock Point where we'd drop the boat off with her new owner. The boat's owner saw us coming up the bay and rowed out from Hancock Point to meet us. We got up to him and slowed down and stopped and passed our tow off to him.

As I recall, he seemed very happy to get the boat delivered to him. He took her in tow and headed for shore, where I expect he grounded her out to find and fix the leak. We didn't see her again after that. The Old Jonesporter had a new home in Hancock.

We then went on up in the Skillings River to the lobster pounds where we unloaded and headed back home.

There is historical significance to this story.

There were many Jonesport Model boats with round (torpedo) sterns built in Jonesport and Beals over a span of some 15-20 years in the 1920s and 30s. Gradually they went out of service, were sold away, left to die on shores, or wrecked. They were forerunners of boats to come and served the fishermen very well. They were also famous for their speed and racing capabilities. The Old Round Stern Boat that we towed out of the Reach and away to the west'ard



that pretty summer day was, as far as I know, the last one of her kind to leave the Reach.

Will you tow my boat to Hancock for me? Sure... Here she is.

**2011 BHS  
MEMBERSHIP  
RENEWAL TIME!**

Once again it is time to renew your BHS membership! A new year has begun and the memberships have started coming in. Currently we have 62 renewals, 13 new and 55 lifetime memberships for a total of 130 members. We compare this to our 2010 total of 226!!! We hope to surpass last year's membership!

*Thank you for your  
continued support!*

# *Beals Heritage Center*



## **Beals Historical Society Membership Application**

Please check one:  Renewal       New

Name(s) as you wish it to appear on membership card and member roll on website:

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(Please type or print clearly)

Your mailing address:    Street or Post Office Box: \_\_\_\_\_  
City: \_\_\_\_\_ State \_\_\_\_\_ ZIP: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Type of membership (Please review all types and check the one that applies)

- |  |                        |
|--|------------------------|
| <input type="checkbox"/> Individual Annual       | \$10 annually          |
| <input type="checkbox"/> Individual/Life         | \$200 one-time payment |
| <input type="checkbox"/> Couple Annual           | \$15 annually          |
| <input type="checkbox"/> Couple/Life             | \$300 one-time payment |
| <input type="checkbox"/> Senior/65 Annual        | \$5 annually           |
| <input type="checkbox"/> Senior couple/65 Annual | \$7.50 annually        |
| <input type="checkbox"/> Student                 | \$5 annually           |

Over and above dues, I wish to donate \_\_\_\_\_ for \_\_operating expenses, \_\_building fund, or \_\_ endowment fund. Receipt and membership card will be sent to you.

**Instructions:** Please print, complete and mail this application, together with tax-deductible check or money order payable to Beals Historical Society to:  
Membership Chairperson, Beals Historical Society, P.O. Box 280, Beals, ME 04611

*Annual memberships are for the calendar year and expire Dec. 31.*