

The Dash

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SPRINGS 2021

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CONSTRUCTION UPDATE: THE NEW COLLECTIONS VAULT IS FLYING ALONG

AS SOON AS THE ground began to thaw, our crews were back on site preparing foundations for the gardener's shed and the new vault. At the same time, we rerouted the walkway that connects Main Street with the parking lot. This path had always been just a bit too steep and now its slightly longer route meets ADA requirements and is more comfortable. These areas are currently just gravel and will be resurfaced with brick and bluestone in June.

The new vault is the same size and scale as the existing barn and is built of all noncombustible materials. The floor system between the lower and main levels is particularly robust to support the compact library shelving system that is extremely heavy when those 8-foot-tall shelves are filled with books.

As soon as the foundations were poured and we began to come out of the ground, it seemed everything became airborne. Copp Building Movers swung the gardener's shed across the void on onto its new super



Rear View of Buildings: The new vault structure was designed to match the existing barn in its scale and details.



Steel Beams From Above: The compact library shelving system is designed to hold 8 shelves or a tremendous amount of weight.

CONTINUED ON PAGE 3

SPRING 2021

The Dash is published four times annually by Freeport Historical Society for its members.

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OFFICE & EXHIBIT HOURS

Due to the ongoing pandemic, we are closed to the public until further notice.

For inquiries, please call (207) 865-3170 or email info@freeporthistoricalsociety.org

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LETTER FROM EXECUTIVE DIRECTOR

Despite the pandemic, it has been a very productive spring here at your historical society.

YOU CAN SEE FROM THE RELATED **construction update** the work in progressing nicely. It is a great pleasure to see many of the ideas we have been exploring over the past few years finally turning into a reality. It sure is a disappointment that George Denney cannot be here to see it himself, but we do look forward to showing it to all of you sometime this fall.

We held our **Annual Meeting** virtually for the first time on April 28th and it was very well attended! Our Zoom account was maxed out at 100 guests.

President Eric C. Smith called the meeting to order at 7:00 pm. During the brief business session we had the opportunity to present awards to a few very deserving volunteers.

Jan Gerry was recognized for her many years of help to the organization through her service on the Board of Trustees, having served the maximum of three, three year terms. Most recently she has served as Vice President while also serving as the president of the Portland Symphony Orchestra.

Jim Worthington was recognized as the *Volunteer of the Year* for his ongoing efforts digitizing thousands of photographs in our collection. Ultimately we will be adding identification information to these files which will greatly improve our knowledge of what we have and make them more accessible for research.

David Coffin was recognized with a *Distinguished Historian* award. Not only because he is a fountain of both anecdotal and specific infor-

mation of all things relating to Freeport's history but also for his detailed work on the Mast Landing area where he grew up. An enormous amount of research has been done, he built a scale model diorama of the area and is now in the final stages of producing a written summary of his work.

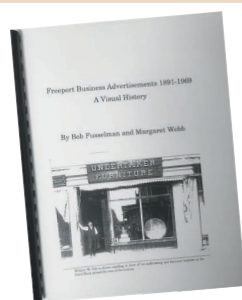
Our speaker for the evening was Freeport's own journalist and historian **Colin Woodard**. Colin gave a presentation beginning with when the Wabanaki were the only human inhabitants through the early settlers and how that first century was rife with conflict. Eventually small communities gained a foothold and Maine was a colony of Massachusetts for 170 years until we gained our Statehood in 1820. Before then Freeport had become it's own town, separating from ancient North Yarmouth in 1778. It is a story full of intrigue, excitement and great stories. No one presents it better than Colin! Many thanks!

Please mark your calendar for our upcoming lectures. June 24th is about **Elinor Graham: Freeport's own Rusticator and Author**. July 22nd our local **playwright Elizabeth Guffey** tells us how she was inspired by research on one of her relatives to write a play. August 26th **author Deb Gould** talks about how she successfully brought her local history to life with a great novel.

And yes, **PETTENGILL FARM DAY** will be **Live and In Person** on Sunday October 3rd!

I look forward to seeing you soon!

— JIM CRAM, Executive Director



Now Available

Freeport Business Advertisements 1891-1969: A Visual History by Bob Fusselman and Margaret Webb is now available for purchase from the FHS for \$10 (plus tax and shipping). Please contact us at (207) 865-3170.

Construction Update

CONTINUED FROM PAGE 1

solid foundation. Then, this past week the steel erectors set the steel beam and then welded them and the steel decking into place. Because of the elevation, the concrete crew had to pump the concrete into place with a huge overhead pumping system. Finally, the panel and truss install crew arrived and again flew the premanufactured panels into place. They worked on the ground, where it is both more efficient and safer, to assemble the premanufactured steel roof trusses into two modules prior to flying these modules onto the assembled wall panels.

Work is proceeding in many areas as we head into the summer. Our goal is to have the new vault ready to receive the new shelving system sometime in July. That will allow us to carefully and with great organization move all those items into the new building in August. After which we will begin a pretty complete overhaul of the ell itself.

You may have heard about how busy the construction industry is, how scarce contractors are and, how much the price of everything is going skyward – all are true. It is having a definite impact on our project which means it will be important to complete our fundraising goal of \$500,000. We are just over halfway there!

High-Density Mobile Shelving

FHS selected Donnegan Systems, Inc. for the design and installation of the Spacesaver® high-density mobile shelving. The upper floor of the new collection storage vault will feature over fourteen, each row over seventeen feet long. The FHS has carefully mapped out the various dimensions of each row so that it's specifically attuned to the needs of our collection. The lower-level of the vault will feature the sustainable re-use of our current high-quality steel shelving.

The shelving units are currently slated for installation in July 2021. The exciting, yet meticulous work of moving those collection items slated for the new building will be an ongoing process, but we're hopeful the majority of the work will be completed by the end of the year.



Two Roof Modules: The roof trusses were preassembled on the level floor deck where it was more efficient and much safer.



Last Wall Panel Install: The last of the wall panels was installed on day two.



First Roof Module: Also on day two, half of the roof was swung into place.



Interior Main Level: The ceiling is over ten ft. high where the compact shelving will be eight ft.



New Service Kitchen: Installed on the main level to better service our visitors and staff.



View From Main Street: The new structure nestles into the space behind the ell.

THE DAVIS FAMILY AND THE POINT OF THE WOLFE'S NECK PENINSULA

BY ELINOR SMALL HUDSON

THE ENGAGING PHOTO of ladies with a string of doughnuts at an unidentified cottage in the winter 2021 issue of *The Dash* has brought attention to the Davis family and their turn of the 20th century summer cottages at the tip of the Wolfe's Neck peninsula. My great-grandfather, B.F. Davis, was a co-owner of this cottage, then known as the Roberts cottage, and it continues in my family.

As the adjoining article on the spelling of the peninsula explains, the first settlers on the neck go back to the mid-17th century. A series of families farmed the area for the next two centuries. At the end of the 19th century, the east side of the peninsula was owned by the George Aldrich family, the west side by Charles Pettingill. The west side included the tip of the point, and in 1887 Pettengill sold a small lot on the very tip to Albion and Maria Roberts. They built a cottage and barn (see photo), and this was the first



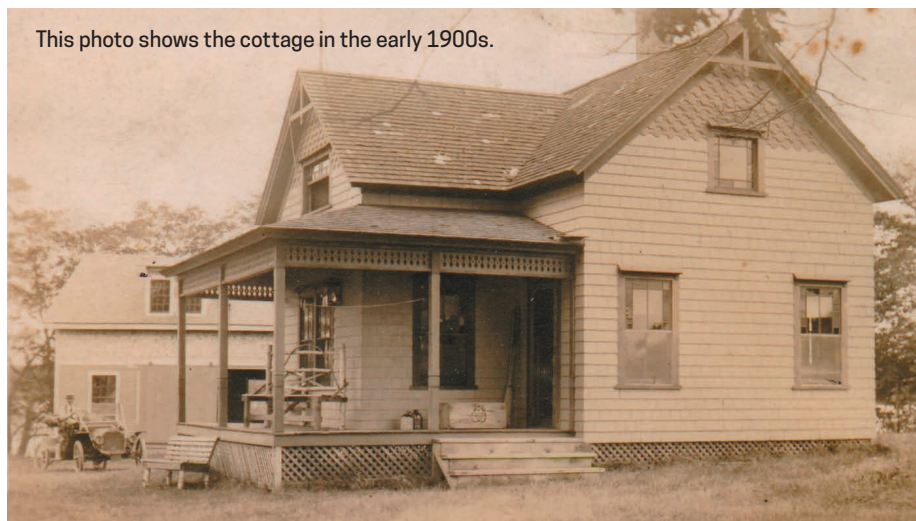
This image in our winter 2021 issue of *The Dash* drew attention to the cottages at Wolfe's Neck.

summer cottage on the point. They likely needed the barn for the horse that would have brought them there.

In 1909, Maria Roberts sold the cottage and barn to four of the five Davis brothers of Freeport – H.E. Davis, G.A. Davis, J.F.

Davis, B.F. Davis, and B.F.'s son, Elwyn. The Davis brothers were early shoe manufacturers, beginning with a shop on Beech Hill Road in 1878. This was followed by a move to Mechanic Street in 1887 and 16 years later to a new "modern" factory on West Street. The H.E. Davis Shoe factory, as it came to be known, is now the L.L. Bean Davis Warehouse.

At this same time, Edmund B. Mallett was investing heavily in commerce and industry in Freeport. In 1888 he purchased 291 acres on the neck, all of the land owned by the Aldrich and Pettengill families, and started a large hay farm. In 1902, perhaps because of financial challenges, he sold his entire farm to Charles Summer Cook, a prominent lawyer and businessman in Portland. In that same year, Cook shared his ownership with four other prominent investors. Subsequently, in 1914, Cook



This photo shows the cottage in the early 1900s.



Members of the Davis family purchased the cottage and barn in 1909.

and his partners sold all of the property to Moses Look, William L. Orne, Linwood E. Porter, and Carroll B. Skillin. On the day following their purchase, these four investors formed the Wolf Neck Development Corporation, with plans to develop the entire peninsula with 348 small building lots.

The Davis family took this opportunity to buy two more lots on the point in addition to the lot that they already owned. In 1915 the brothers bought a lot to the east behind their cottage, and two years later B.F. bought an adjacent lot. These were Lots 1 and 2 on the Development Corporation plan (illustrated on the adjoining map). J.F. had assumed ownership of the Roberts cottage and the ladies with the doughnuts on a string were perhaps celebrating some special event on his porch. The barn had been converted to a cottage (B. F.), and since the cottage/barn was located on the banking there was room for a stall for a horse beneath the cottage. My father, Frank Small, used to tell us about riding to the

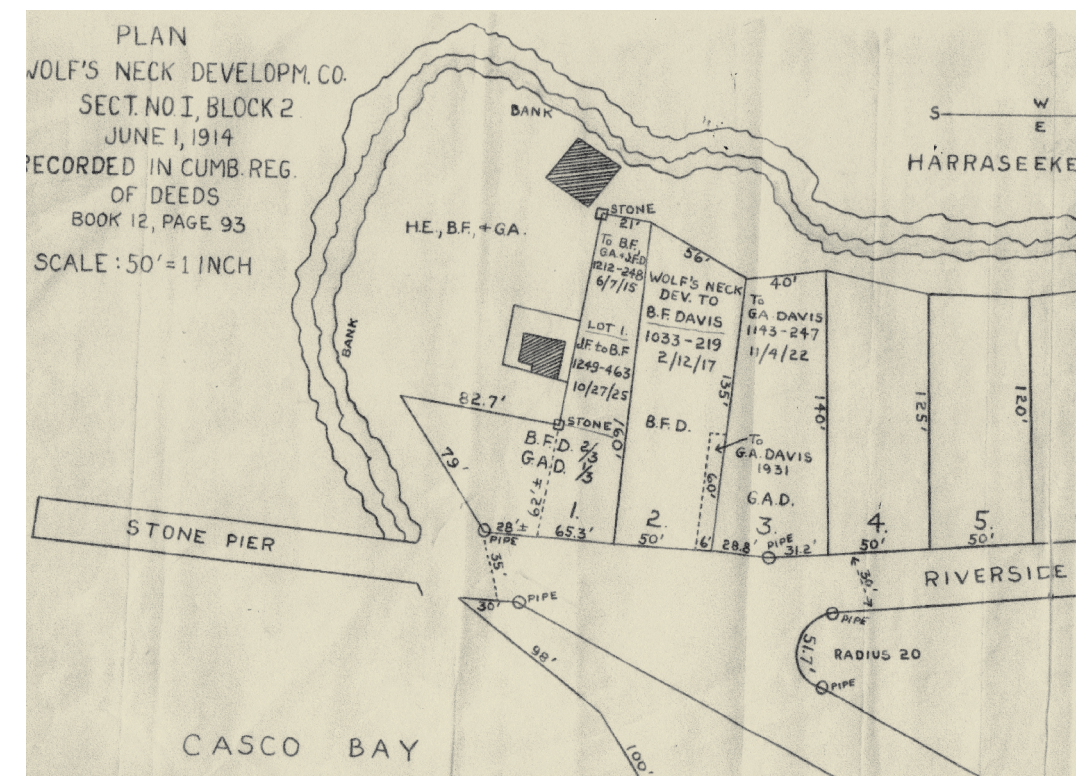
cottage from town in a horse and buggy driven by his grandfather, B.F.

G.A. and the daughter of H.E. Davis would also build cottages on this land on the point. The Roberts cottage and cottage/barn have remained in the family since 1909. The Roberts cottage was eventually given to Frank Small, and

the cottage/barn was given to Katharine Bannar, Frank's sister. The Roberts cottage is now known as the Small Family cottage. Both cottages have been moved to slightly adjusted locations on the Davis land.

Fortunately, the Development Corporation's plans to divide the (entire) peninsula into small lots did not succeed. The partners kept some of the best waterfront lots at the end of the neck for themselves and built some of the cottages that remain there today. But Stanley Wood purchased all of the rest of the property in 1917 and built the Stone House, completed in 1922, keeping the rest of the land as woods and fields. All of Wood's property was purchased by L.M.C. and Eleanor Houston Smith in 1946. The Smiths protected the peninsula by gifting Wolfe's Neck State Park to the State of Maine and by establishing what is now known as the Wolfe's Neck Center for Agriculture and the Environment. FHS

Note: Elinor and Kathryn Smith have co-authored a history of the cottages at the end of the peninsula, on file at FHS.



In 1914 Wolf Neck Development Corporation created plans to develop the entire peninsula with 348 small building lots.

The Spelling of Wolfe's, Wolf, Wolf's, Wolfe, Wolfes Neck

BY KATHRYN SCHNEIDER SMITH

THE VARIOUS SPELLINGS OF Wolfe's Neck, as it appears today in the Wolfe's Neck Woods State Park and at Wolfe's Neck Center for Agriculture and the Environment, have been a source of mystery and contention for those who have known the neck for many years, and a source of confusion for visitors. The road down the neck is Wolf Neck Road. The sign on the old schoolhouse, owned since 1941 by neighbors as a clubhouse, says Wolfe Neck Club; long-time members don't know how the "e" got on there and don't like it much. The club incorporation papers say Wolf's Neck. E or no e? Apostrophe or not? S or no s? It turns out the differences go way back.

The first question is how the peninsula came to be named Wolf in any form. Its first name was Shepard's Point, for the first settlers of record, Thomas and Ann Shepard, pioneers here in the mid-1600s. A series of calamitous wars between the native Wabanaki people and the first European settlers, between 1675 and 1713, caused all Europeans northeast of Wells to flee. The name Shepard disappeared in



court records and other sources in favor of Harrisickett Neck, as the river running along it was variously spelled, into the early 1700s. When conflict subsided, a Resettlement Committee in Boston invited the displaced to come forth with deeds or other early claims. A granddaughter of the Shepards, Rachael Stevens, did so. She had married an English sea captain in Boston. His name was Henry Woolfe. In 1733 they were successfully awarded 263 acres, the extent of the original Shepard settlement from the point through today's state park.

Within about 10 years of their arrival, the point

became Wolfe Neck, the "e" remaining, the second "o" somehow gone. It appeared that way on Freeport maps of the peninsula in 1857, 1871, and 1909. But other mapmakers did not agree. The 1857 Map of Cumberland County and the 1871 Atlas of that county added the "s" for Wolfes Neck. Then the State Atlas of Maine in 1887 and 1898 kept the "s" and took out the "e" for Wolfs Neck. The Gazetteer of the State of Maine in 1886 added the apostrophe and declared it Wolf's Neck.

Credit for research on this topic goes to Pat Bailey, the interpretive specialist at Wolfe's Neck Woods State Park in the 1980s. In 1988 she was preparing interpretive panels for the trails in the still relatively new park. The land had been

given to the state of Maine by summer residents L.M.C. and Eleanor Houston Smith in 1969. It opened in 1973, named by state officials, as Wolf Neck Woods State Park. However, the Smiths had started a pioneering organic farm in the 1950s and named it Wolfe's Neck Farm as early as 1959. Mrs. Smith had discovered a late-nineteenth-century, illustrated genealogy of the family after whom the neck was named, headed by the name spelled Wolfe. (The artist, Henry Parsons, likely did not know the family. Such documents were popular at the time and were created and duplicated for sale.) Thus, the Smiths named their organic farm to honor the early settler by putting the e and the possessive onto his name. The name also would disabuse people of the idea that the neck was named for the animal, as the official roadside signs implied.



(The farm is now Wolfe's Neck Center for Agriculture and the Environment.) However, the state government had named the park, and it remained Wolf Neck Woods in 1988.

Pat Bailey had to decide how to spell the name of the park on her new panels. Mr. Smith had passed away in 1975; Mrs. Smith died in 1987, the year before Bailey had to make her decision. For advice she wrote to John W. Skillin, the manager of the town park at Winslow Point. As a native of Freeport, he wrote in answer that he had always heard it called Wolf's Neck. He had World War I letters home addressed Wolfe's Neck, both possessive forms. But, he wrote to Pat Bailey, "in the 1930s the topographical maps chopped off the possessive S on all names. The coastal charts quickly followed, but the residents of the community retained this [the possessive] and still do. Among the residents of Freeport (natives) this is a sore point. Most have taken on the attitude that you can't tell the state anything because they will do it their way anyway." Ms. Bailey also consulted Fred Bartlett, Director of Real Property Management for the state, who



reported that the policy of the department for many years had been to use geographic features rather than people's names and were guided by the topographic maps, which had been stripped of possessives.

John Skillin advised Pat Bailey to name the park to match that of the farm. "I feel that if Wolfe's Neck Farm is the name used by Mr. and

taken. It also happened to preserve the possessive form Skillin knew growing up in town.

However, the road is still Wolf. And the sign on the club is Wolfe. And the signs on the park and the farm read Wolfe's. And current articles that touch on the place use every alternative available in the same piece, making it appear the proofreader had failed. Nowhere does Henry Woolfe appear as he called himself his entire life. FHS



Pat Bailey's research came up with this list of variants over the years.

Map designations for the Neck

No name	1795	Land Office Plan Book for State of Massachusetts, Vol 20 p 26
Wolfe's Neck	1857	Map of Cumberland County (Sidney Baker)
Wolfe's Neck	1871	Atlas of Cumberland County (F.W. Beers)
Wolfs Neck	1887-88	Colby's Atlas of the State of Maine
Wolfs Neck	1898-99	State Atlas of Maine (J.H. Stuart)
Wolfs Neck	1901	Atlas of Maine (J.H. Stuart)
Wolfe's Neck	1906	Railroad Map (George H. Walker and Co.)
Wolfe's Neck	1909	Map at Bartol Library, Freeport
Wolf Neck	1973	U.S Geological Survey
Wolf Neck	1986	The Maine Atlas and Gazetteer (DeLorme)

Other References to the Place and the Family

Name	Date	Source
Henry Woolfe	1719	Marriage to Rachael Stevens, <i>Genealogical Dictionary of Maine and New Hampshire</i> , Noyes, Libby, and Davis, p. 658
Henry Woolfe	1759	<i>Maine Wills 1640-1760</i> , William M. Sargent, pp 872-874
Henry Wolfe	1880	<i>History of Cumberland County</i> , p 280
Wolf's Neck	1886	<i>Gazetteer of the State of Maine</i> , George J. Varney, p 243
Wolf's Neck	1940	<i>Three Centuries of Freeport, Maine</i> , Cross and Thurston, pp 37, 168
Wolf's Neck	1940	Poem by John Greenleaf Whittier cited in <i>Three Centuries</i> , p 64
Wolf Neck	1972	National Register of Historic Places nomination of the Pote House

MUST HAVE FELT LIKE FLYING

THE COMPLETED DASH MODEL DEMONSTRATES THE BEAUTY OF THE HISTORIC SHIP AND MAGNITUDE OF HER SAILS

BY DON MORRISON

WHAT DO I DO NOW? This is the question that I ask myself now that my replica of the Dash is complete.

When someone decides to build a model, their choice of subject is based on various reasons. Some choose a model for its historical value, like the USS Constitution, also known as “Old Ironsides.” Others choose a ship such as the Bluenose or the clipper ship Cutty Shark for its sheer beauty and sleek lines. And some modelers will challenge their craftsmanship skills by making ornate models like the HMS Victory. They get a set of plans or buy a kit and set out making the model. My reason and challenge in building the Dash was based on all the above, but I had to do so without plans - and there is no kit.

I was first enthralled by the Dash because of its rich but brief history. Here was a ship built in Freeport, Maine just miles from where I was born. Although little is written about the Dash, her contribution to the war of 1812 was unsurpassed. As for her beauty, her sleek hull and balance of masts and sails makes

Don Morrison's recently completed Dash replica model.



me think of the modern-day destroyers, the “greyhounds of the sea.” Although the Dash was not ornate by any means, I was challenged by the actual construction since there were no plans to guide me.

When you build a model from a kit everything is provided for you. All the parts are laser cut and every feature you will need is provided in the kit. And

those who build from plans will use supply houses and buy the necessary features. Without either kit or plan, I read all I could about the Dash to get the feeling of what it was like to build and serve on such a noble ship. Rather than purchase or rely on laser cut parts, most

of the deck features I made are from scratch. As I constructed parts like the tender, binnacle, ladder, capstan, and ringtail spars, I would think of what it was like for the shipwrights of the day as they crafted these features. What were they thinking? How did they choose the materials and what it was like following the basic formulas for ship construction? Having sailed the Caribbean and landing at many of its ports on hot humid days, I could envision the Dash healed over on some sandy beach with sailors, stripped down to the waist, scraping the barnacles from her hull then swabbing her with a soap and tallow solution to prevent the buildup of barnacles on her return voyage back to Maine. I would think of manning the guns or swinging the carronade into position to do battle, the smell of black powder and the sound of cannon balls whisking by. The one image I cannot fathom is on that snowy day in January 1815 when she sailed out of Casco Bay racing



her sister privateer the “Champlain” out to sea. Although the Champlain changed course, the Dash continued. It is believed Commander Porter underestimated her speed and she ran aground on the rugged shoals of Georges Bank without a trace. We are only left with ghost images and poetry.

When asked what I find to be the most amazing feature of the Dash, I can say

of the USCG or the privateer “Rattlesnake,” it is evident the Dash had at least 30% more sail coverage.

Standing on her deck under full sail a sailor must have felt like they were flying! I hope my interpretation of the Dash will give the viewer the sense of what it must have been like to stand on deck, or man the cannons, or reefing the sails on this iconic ship.

without hesitation it is the amount of sail the Dash carried. Her long aft boom with the ringtails spars and sleek bowsprit, you can see how much canvas she could put out. When I put the Dash alongside other models I have built, like the USS Lane a revenue cutter (forerunner

What do I do next? Since I have quite a few deck features from those I tried but did not use, I plan on making another model similar to the Dash, but that is going to have to wait. My commander has issued an executive order to remodel our master bathroom. FHS



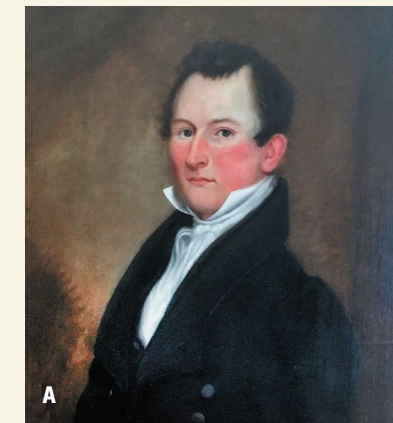
Don was born in Portland, Maine, the son of a commercial fisherman. After serving 4 years in the U.S. Coast Guard, Don pastored churches in Maine and New

Hampshire. He built his first ship in a bottle in 1968 while he was in high school. He has been building ship models for over 25 years. Don and his wife Deb now spend their time in semi-retirement in Mesa, Arizona and visit Freeport for the summer months. Don previously contributed “How to Build a Privateer Like a Nineteenth-Century Master Builder” for our Winter 2021 edition of *The Dash*.

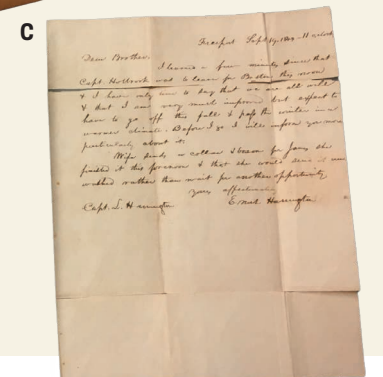
COLLECTIONS CORNER

We continue to receive and accept some wonderful items into the Freeport Historical Society's collections.

Due to the construction and the upcoming collection move, the FHS is currently pausing accepting donations to our collection. We thank you for your patience! If you do have something you've been thinking about generously donating to the FHS—and so that we can better plan for our new space—we always appreciate hearing from folks about what they are thinking about donating.



Before construction began in earnest, the FHS was thrilled to accept three long-term loans, courtesy of the Harrington Family. These items were: (a) a portrait attributed to be of Enoch Harrington (1803-1844), (b) the Harrington family Bible, and (c) a letter dated September 19, 1843 from Enoch Harrington to his brother, Captain Luther Harrington. These items offer crucial missing information about the Harrington's life in Freeport, family, and business dealings.



Elinor Graham: Freeport's Mid-century Rusticator

BY LISA BOTSHON

IN 1934 Maryland native Elinor Graham moved with her husband David to a saltwater farm in Freeport, Maine. They had met in the Provincetown theater scene, fallen in love, and honeymooned in Mexico, before embarking on their new adventure in rural life. Graham's popular 1943 memoir *Our Way Down East* (followed by *Maine Charm String* and *My Window Looks Down East*) depicts the years that she and her husband attempted to homestead on Flying



Elinor Graham

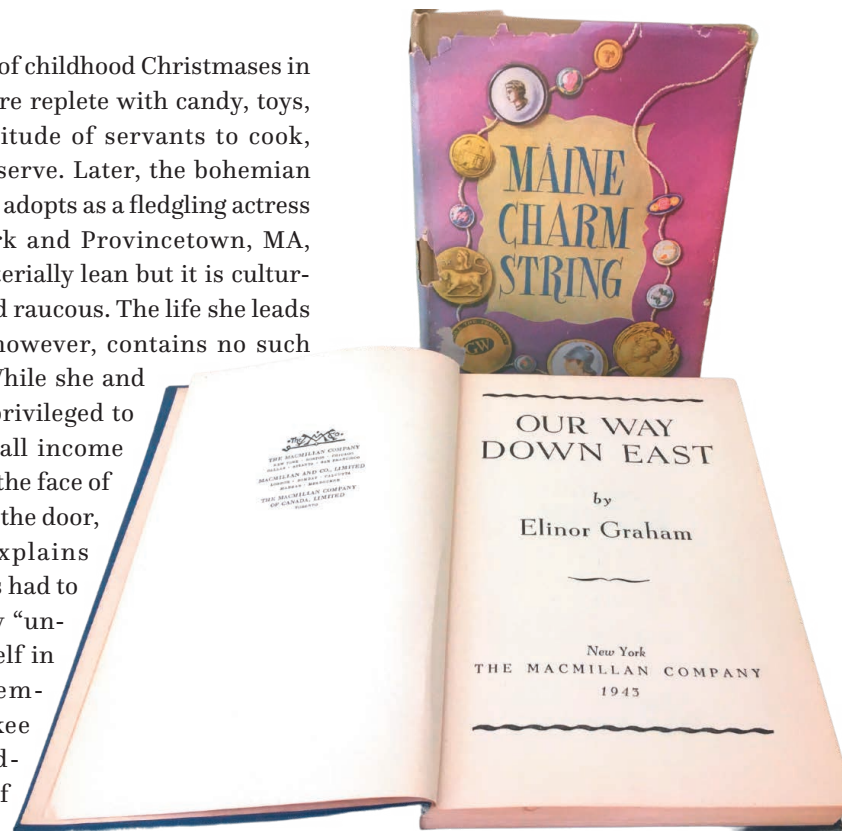
Point Road. Graham charmingly relates moments in which she is compelled to chop down part of a birch tree while 9 months pregnant, her adventures dealing with a temperamental kerosene stove, and her successes and failures as an unschooled landscaper-gardener, among many others.

Graham notes (in *Our Way Down East*. NY: Macmillan, 1943) that she was born "if not with a silver spoon in [my mouth], then with one of triple plate."

Her stories of childhood Christmases in Maryland are replete with candy, toys, and a multitude of servants to cook, clean, and serve. Later, the bohemian lifestyle she adopts as a fledgling actress in New York and Provincetown, MA, may be materially lean but it is culturally rich and raucous. The life she leads in Maine, however, contains no such excesses. While she and David are privileged to have "a small income to throw in the face of the wolf" at the door, Graham explains that she has had to deliberately "un-spoil" herself in order to embrace Yankee homesteading. And, if Elinor Gra-

ham is by all definitions a person that Mainers would deem "from away," her memoir still depicts her active engagement in all things expected of rural domesticity. Although she is perhaps more theatrical than the average Mainer, she

still delightfully attends neighbors' weddings and birthday parties, mourns at funerals, and admires babies and goslings and donut recipes. In short, she becomes an intricate part of the Freeport community. FHS



Join us Thursday June 24th for a virtual program on Elinor Graham as we talk with Graham's daughter, Lani Graham, a retired doctor who still resides in the old farmhouse on Flying Point Road, and Lisa Botshon, a professor of English at the University of Maine at Augusta, who writes about mid-century Maine women rusticators. This event is part of UMA's Maine's Mid-Century Moment events exploring the artists, writers, and innovators who shaped and chronicled Maine's mid-century cultural evolution. Maine's Mid-Century Moment has been made possible in part by a major grant from the National Endowment for the Humanities.

Registration is available through [Eventbrite.com](https://www.eventbrite.com)

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Casco Bay Cutlery
Casco Bay Ford

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Shady Glen Nursery
Steve Brann Building
The Tackle Shop
Traditional Construction & Design
Wildflower Floral Design
The Wyeth Gallery

2021 CALENDAR OF EVENTS

JUNE 24, 6:30 PM, virtual

Elinor Graham: Freeport's Own Rusticator and Author

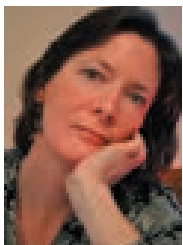


Lisa Botshon and Lani Graham

Graham's daughter, Lani Graham, a retired doctor, and Lisa Botshon, a professor of English at the University of Maine at Augusta, discuss Elinor Graham's popular 1943 memoir *Our Way Down East* depicting the years that she and her husband attempted to homestead on Flying Point Road.

JULY 22, 6:30 PM, virtual

Bringing Your Local History to Life, Part I

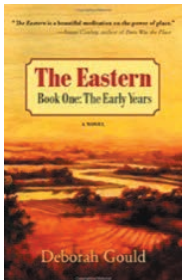


Playwright Elizabeth Guffey

Elizabeth has been researching the life of one of her ancestors as inspiration for a new play that explores how a modern family reconciles current events with family history. She will talk about process, goals, and challenges in conducting her research and in translating that research into a compelling story.

AUGUST 26, 6:30 PM, virtual

Bringing Your Local History to Life, Part II



Author Deb Gould

Award winning Maine Author Deb Gould will share details of the historic house she bought in East Pittston and her research into the home's original owners and their community. She'll describe her process for crafting a narrative story based on historical research and include plenty of time for discussion, Q & A.

SEPTEMBER 23, 6:30 pm, virtual

A Walk Back in Time: The secrets of Cellar Holes



Adair Mulligan

Northern New England is full of reminders of past lives – stone walls, old foundations, and other clues. Adair Mulligan will share the stories behind such places and include some examples from Pettengill Farm.



OCTOBER 3, Pettengill Farm Pettengill Farm Day

A post-pandemic return to our fun-filled family event that celebrates 1800s rural life on our 140-acre Saltwater Farm.

OCTOBER 28, 6:30 pm, virtual

"Abolitionist Cotton Capitalists": Maine, Slavery, and the Trade of Enslaved Africans, 1830-1865



Kate McMahon, Ph.D.

Dr. McMahon's past research interests include African American communities in northern New England from the colonial period through 1865. More recently, her research has focused on the connections between northern New England and the illegal slave trade to Brazil and Cuba, ca. 1830-1850. In particular, she focuses on the ways in which enslaved people resisted this particularly cruel and brutal period of the Atlantic and Indian Ocean slave trades to the Americas. She will share her findings on Maine's connections to slavery and slave trade with some examples from Freeport's history.