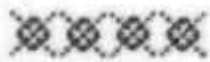


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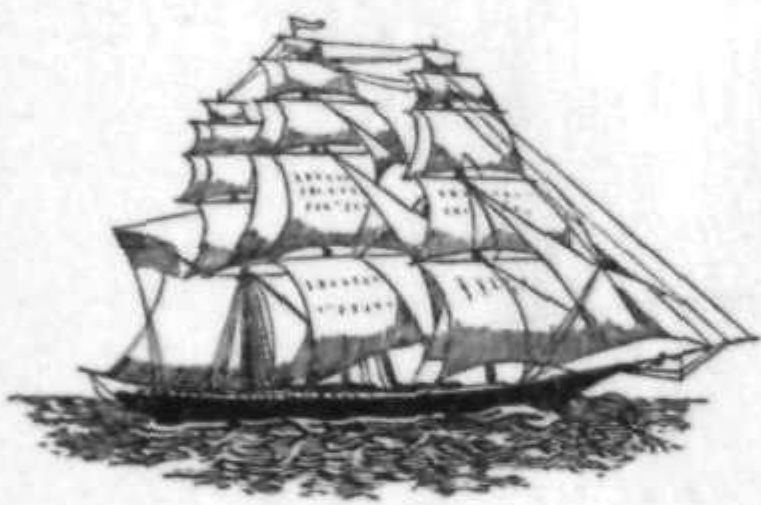
ANCIENT NORTH YARMOUTH
AND
YARMOUTH, MAINE
1636-1936

A History



WILLIAM HUTCHINSON ROWE

AUTHOR OF SHIPBUILDING DAYS IN OLD NORTH YARMOUTH
SHIPBUILDING DAYS IN CASCO BAY



GENEALOGICAL SOCIETY
OF UTAH

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YARMOUTH, MAINE
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These lamps were first lighted on the first of November, 1876. When this form of lighting gave way before the electric lights these old lamps were given to those outside the village who wished them and some are even now doing good service on the farms in the vicinity.

The old burial-grounds of the town having become inadequate, a tract of land beautifully situated on the bank of Royall's River was purchased in 1869 and tastefully laid out with granite-bordered lots, shrubbery and a garden house. This tract of land received the name Riverside Cemetery. It is said that it was intended as a memorial to the men of the town who fell during the Civil War and that at the main gate a monument was erected inscribed "to the memory of our fallen comrades" but this has disappeared.¹

Though not so well known as the famous town pump at the junction of Essex and Washington Streets in Salem, which has been immortalized by Hawthorne in his "Rill from a Town Pump," yet at least two of the town pumps of Yarmouth are well remembered by many of the older residents of the town. One renowned for the coldness and sweetness of its water, rendered even more cold and sweet, doubtless, by the fact that it quenched the thirst of hot and weary shipyard workers, carpenters, joiners, smiths, caulkers, and riggers in the Hutchins and Stubbs yards stood "under the willows" on Lafayette Street. The other, long since covered under the north corner of Rowe's Drug Store, was formerly in the DeCarteret yard at the junction of Main and Portland Streets. Here was filled the water bucket for "Number Three School" and from it was drawn the water to fight the Jenks's tavern fire, and thither raced the students from the academy for refreshment at intermission.

That they might not be dependent on the town pumps or on their own private wells and cisterns the citizens in the more thickly settled parts of the town built several aqueducts. Perhaps the oldest of these was that in the Number Nine district, laid about the beginning of the last century. Its source of supply was the "old Indian Well" a large spring on the side of the ledge on the farm now owned by Manley E. Bishop. The water

¹ *History Cumberland County*, p. 411.

was conducted through logs of fir wood, about eight inches through with a hole through the center about an inch and a half in diameter. The lengths were sharpened on one end and driven together like spiles.

The Falls Village and Portland Street were supplied by like lines of wooden pipe by which the water from the springs above the Grand Trunk Railroad at Lane's Crossing was brought to cisterns in the cellars whence it was pumped out for use. An aqueduct was laid at the Corner Village whose source of supply was the spring on the land now owned by Wilfred W. Dunn near Tannery Brook. Both of these systems were later supplied with iron pipe and did good service until supplanted by the town system of water works. They were in charge of associations of takers who managed the business, made repairs etc., holding annual meetings therefor.

The wells were a limited source of supply and the aqueducts of little use in time of fire so in 1869 it was proposed to build three large out-of-door cisterns for storage of water for this purpose, one at the Corner Village, one at the Falls and one in the Number Nine district. The proposal however met with defeat at the annual meeting of the town and it was not until 1888 that three reservoirs were built each containing about four hundred hogsheads of water. Of these, two were at the Corner Village, one at the four corners and the other near the site of the present Catholic Church, and the third at the Falls at the head of Bridge Street.

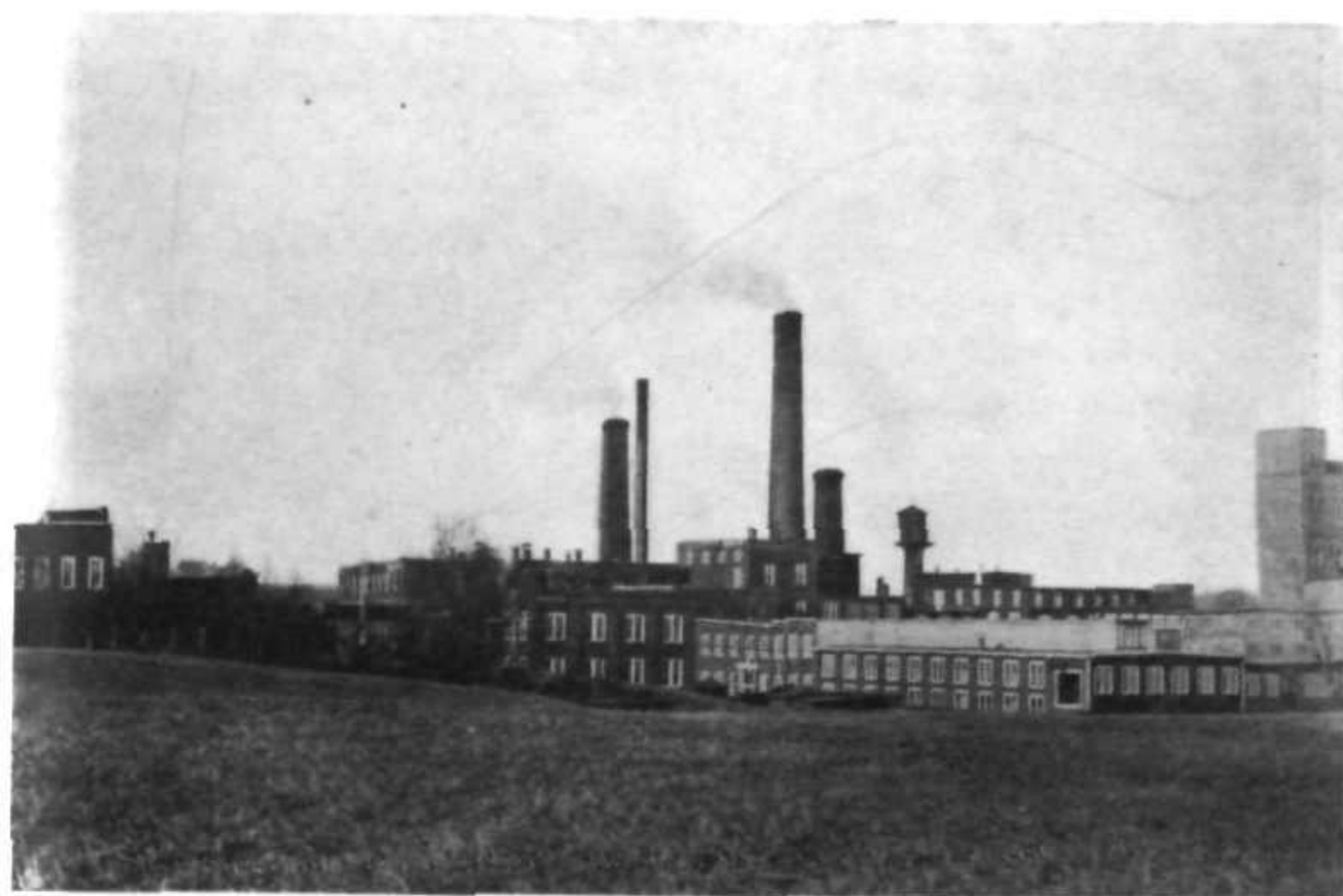
In the late eighties public attention began to be directed toward sanitary arrangements. Plumbing devices came into general use and such conveniences were in greater demand than before. The Board of Health which had been active since its organization in 1887 in its yearly reports urged the town as a sanitary consideration to provide a pure and plentiful water supply. As a consequence at the annual meeting of 1893 a committee consisting of John Humphrey, Ansel L. Loring, and E. Dudley Freeman was appointed to investigate the matter of public water works with directions to report at the next annual meeting. It was 1895, however, before they were ready to report and as a result of their recommendations the town voted to pledge its

credit to the amount of twenty thousand dollars and issue a series of twenty-year bonds to defray the expense of putting in a water and sewer system. A committee of public improvements the members of which were George L. Hammond, L. L. Shaw, John H. Humphrey, Alfred T. Small, Charles L. Marston, John Walker, and Charles G. Woodman was appointed to have charge of financing and constructing the system.

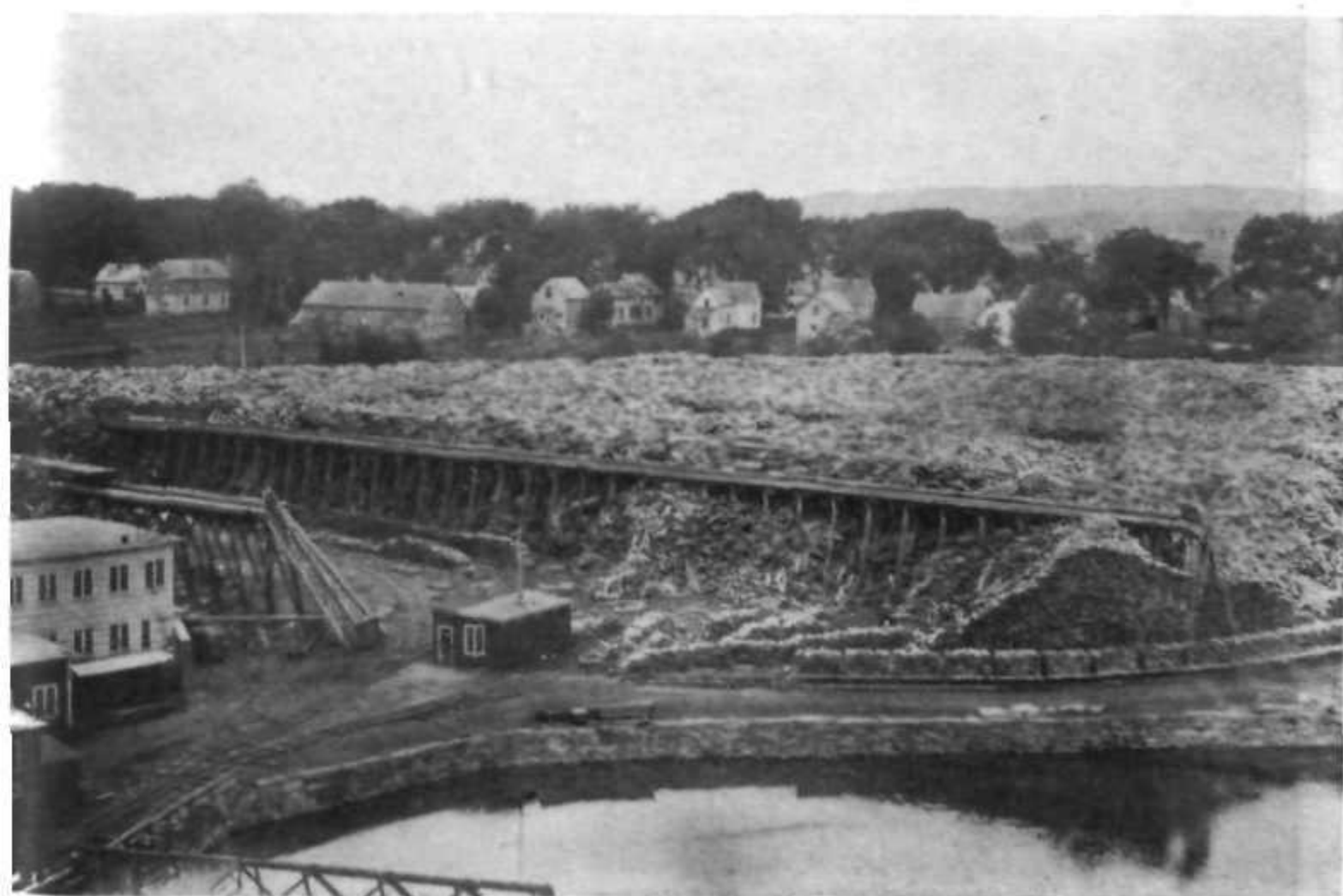
In anticipation of the action of the town and so that if favorable there might be no delay in carrying out the improvements a number of gentlemen later appointed on the committee mentioned had applied to the legislature for a charter which was granted and approved by the governor on the twenty-sixth of March. This gave the corporate name as the "Yarmouth Water Company." At a special meeting of the town on the sixth of May the rights and privileges of this charter were purchased and the committee of public improvements proceeded to install the system.

The mains were laid in the summer of 1895 by the W. A. Hayden Company under contract. The original system consisted of six and one half miles of water pipe and ten thousand seven hundred feet of sewers of all sizes. The total cost was \$34,753.14 of which \$31,506.28 was for water and \$3246.86 for sewer construction. Extensions were rapidly made. In 1897 those on the North Road to the North Yarmouth line, in Number Nine up East Main Street and to the Cleaves homestead on the Prince's Point Road were laid. In 1899 the pipes were extended to Drinkwater's and Prince's Points and many other smaller additions made.

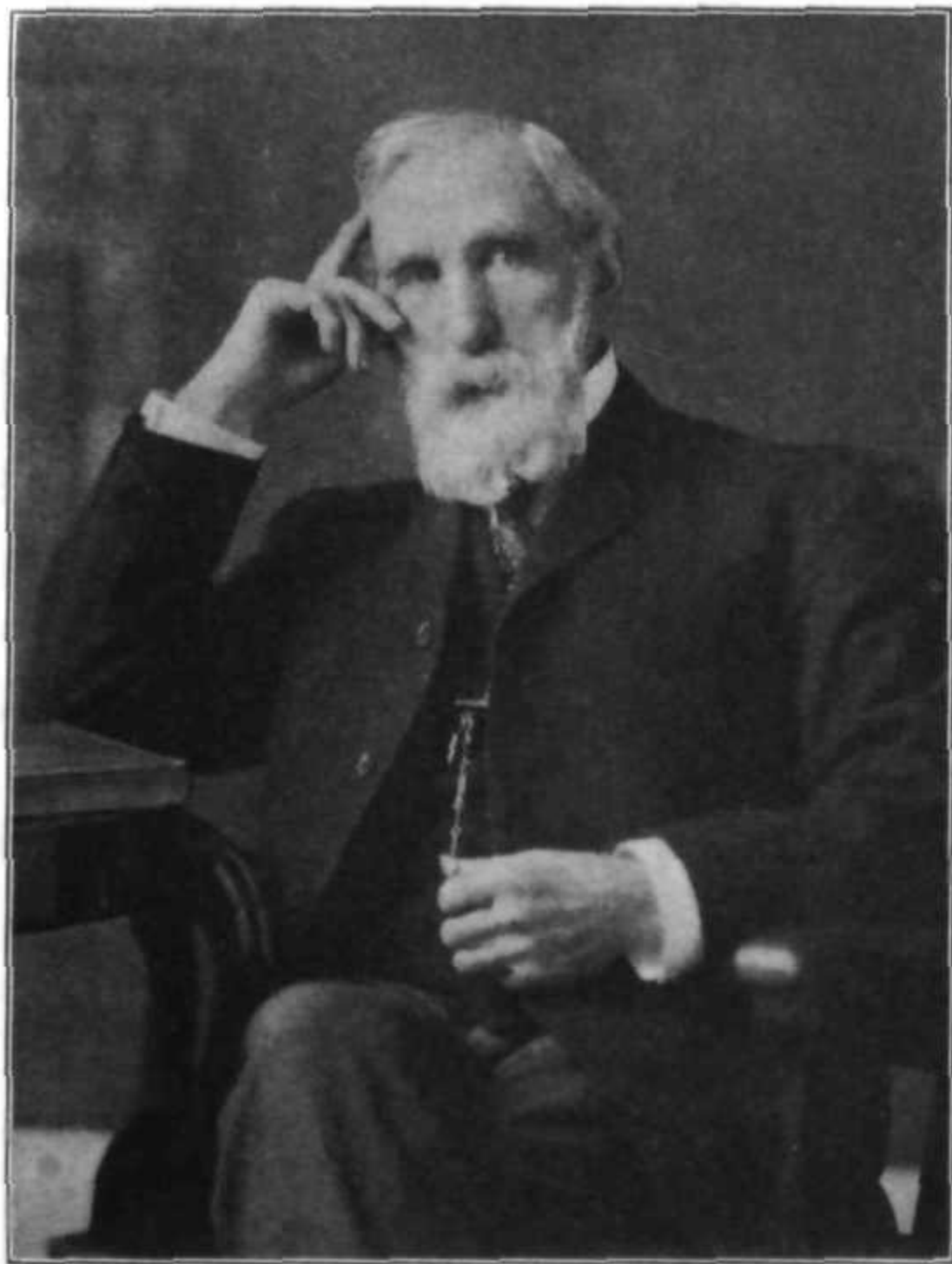
These extensive enlargements almost doubled the length of the system and proved a severe strain on the capacity of the Hammond spring which was the only source of supply. This spring being the property of the Forest Paper Company had also to produce a large volume of water for the uses of the pulp mill, and fears were expressed that it might not be sufficient. In the severe winter of 1903-1904 owing to leaks from freeze ups and other accidents it became necessary to pump river water into the pipes. This aroused an indignant protest from the citizens and a special committee was appointed to investigate and report recommendations. Following the advice of this committee the



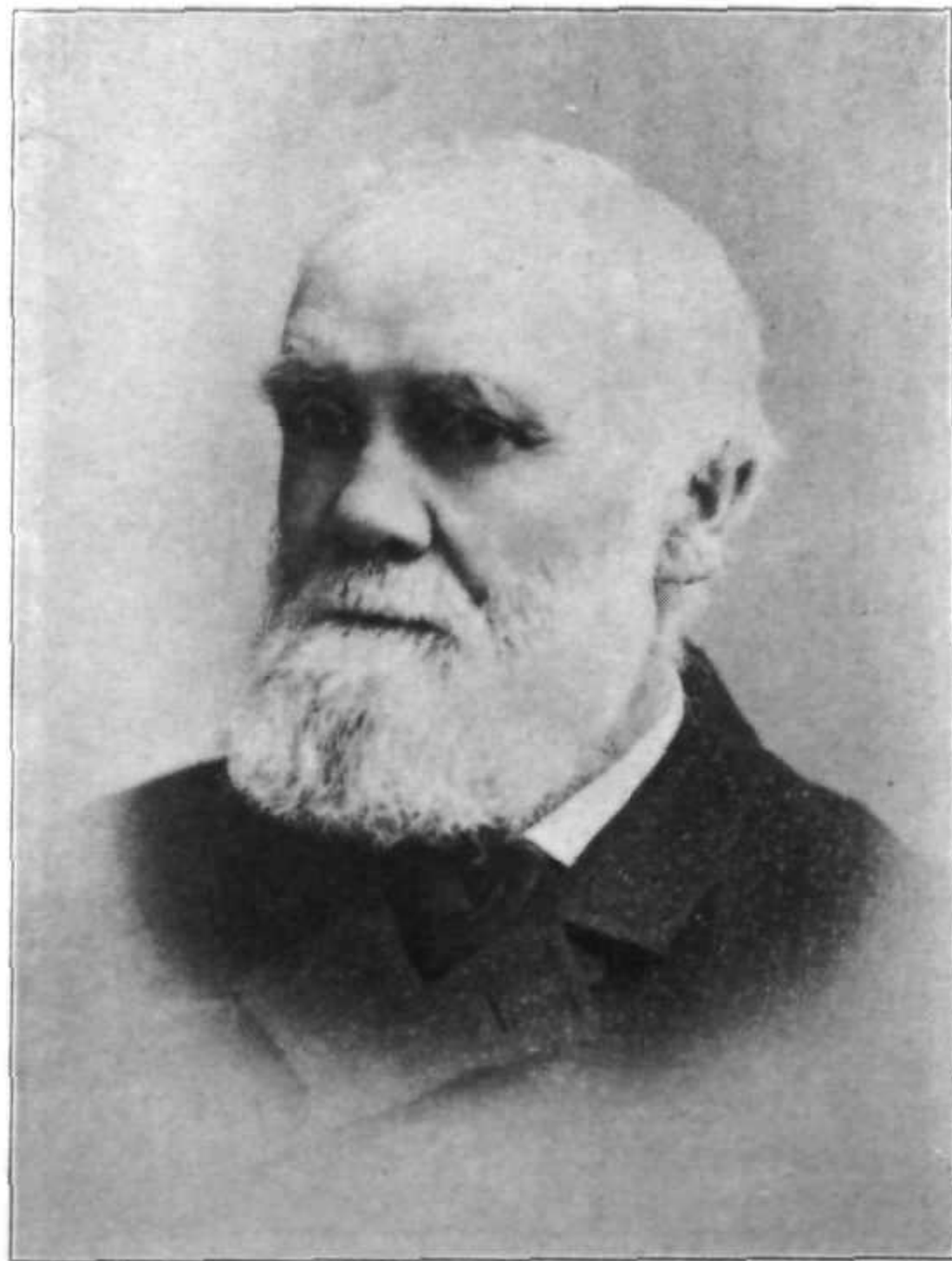
FOREST PAPER COMPANY MILL



FOREST PAPER COMPANY — WOOD YARD



DR. JAMES M. BATES



DR. AUGUSTUS H. BURBANK

system was in 1905 placed in the hands of a water commission of five. The first board consisted of Clarence Bucknam, William G. Sweetser, James R. Parsons, Ferdinand B. Merrill, and Leone R. Cook.

In August, after a thorough investigation, it was decided to purchase a spring in North Yarmouth on the farm of Edward G. Hayes for which \$1000 was paid. Twenty-five thousand dollars was hired to bring the water to town, a distance of nearly four miles. The work was done in the late fall of 1905 and the spring of 1906 by Fales and Simmons of Rockland. The total cost was \$24,031.68. The Hayes spring thus made available has produced a supply of pure water adequate to the town's needs. It supplies 129,900 gallons of water every twenty-four hours, while the flowage of the Hammond spring is 72,900 gallons, a total of 202,800 gallons.

In the early years of the water company its financial accounts were not kept separate from those of the town. Even the premium of one thousand dollars received from the sale of the first bond issue in 1895 was turned back into the town treasury. The need of a fund with which to retire maturing bonds was not thought of until 1907 when the town placed the funds of the company in a separate account and established a sinking fund from the earnings of the system. The books of the company were arranged and the new system instituted by Frank L. Wellcome, the clerk of the company, to whose efficient management and good judgment the final success of the company is in a large measure due.

Improvements have continually been made. Meters were introduced with the beneficial effect of preventing wanton waste of the water. In 1920 a chlorinator was installed and a few years later the Hayes spring was enlarged and its flow increased. In 1923, the charter under which the company had functioned since its organization being unfitted for a public utility, a new one was granted by the legislature and adopted by the town thus creating the present Yarmouth Water District.

In June of the same year the Forest Paper Company whose pumps had been utilized since the inception of the water service shut down its plant indefinitely and the pumping station of stone was erected near the Royall's River bridge to house the

machinery and provide an office for the district. The pumping equipment now consists of two fifteen horse-power pumps (one a reserve unit) to take care of the daily consumption and one one hundred horse-power fire pump to be used when occasion requires. These are electrically driven. This new service was inaugurated November 13, 1923.

The inauguration of the new water system in 1896 was celebrated by an old-fashioned fireman's muster on the twelfth of August. Now almost as uncommon as the trainings and musters of the old-time militia, a description of the occasion may not be uninteresting. The day was intensely hot but nevertheless visiting companies came from Augusta, Waterville, Gardiner, Randolph, Lisbon, and Topsham while over a hundred veterans came from Portland and Westbrook. The parade in the forenoon was elaborate, passing over the "three mile route" and thus covering the entire village which was festive with flags and bunting. It consisted of bands and military companies and the various companies of firemen, some in the picturesque old uniform of helmet and red shirt. The main interest of the day centered around the contests of the afternoon. These were held in the street at the lower village. The first was the race of the hose reels to the hydrants, the test of skill being as to which could first couple its hose and obtain a stream of water through it. The quickness with which this was done was remarkable, the Hollinsworth and Whitney Hose Company of Waterville "getting water" in forty-five seconds but losing by a hair to the Gardiner Company who accomplished it in forty-four.

Next came the trial of the "tubs" or hand engines. Tanks were built at the side of the streets and filled with water in which the intakes of the little engines were placed. A more exciting scene it would be difficult to imagine as with a captain mounted on the engine the sweating men at the brakes of the pump bent to their work each endeavoring to force their engine to throw a stream of water the greatest distance. Near the end of the stream with brown wrapping paper spread in the street that they might mark the fall of the farthest thrown drop, the judges awaited the results. Lisbon Falls, Randolph, and Topsham entered the contest and the famous tub "Torrent" won, throwing a stream one

hundred and seventy-six feet and seven and one half inches. Band concerts and fireworks in the evening and a grand ball in Masonic Hall closed the celebration.

Since the old "Lion," which had served the town since its purchase second-hand from the Portland Fire Department in 1857 had been consigned to the junk heap, the town had been without adequate fire protection but at the annual meeting in 1886 four hundred dollars was raised to buy an engine and suitable hose. A small Button engine was purchased and christened the "Pumgustuk." The next year a fire company bearing the same name and numbering forty men was organized with Henry T. Leavitt as engineer and George H. True and Walter B. Allen as assistants. In 1887 a hook and ladder truck was added to the equipment.

This organization existed several years even after the hydrant system had been installed but in 1898 the Yarmouth Fire Department was formed consisting of two companies or divisions of twenty men, one at each end of the village and known as Royall River Hose Companies Number One and Number Two. Later they were rearranged into two hose companies of fifteen men each and a hook and ladder company of ten. Howard G. Gooding was captain of Number One and Charles E. Greely of Number Two. In 1899 a commodious two-story building for the storage of the apparatus with a hall upstairs to provide a meeting-place for the members was built for Number Two at the Falls and in 1904 a similar one was erected for Company Number One at Yarmouthville.

Up to 1898 the church bells had been used as fire alarms but in that year a fire whistle was purchased, erected on the plant of the Forest Paper Company and a set of signals arranged. The alarm system was completed two years later by installing the Gamewell telegraphic system. The closing of the plant of the Forest Paper Company in 1923 necessitated a different arrangement and a temporary electric siren blown from the central telephone station was placed on the central school buildings but in 1927, the old signal system was renewed; the original whistle, blown by compressed air, was placed on the hall of Hose Number Two. The town is now thoroughly covered by twelve street

boxes and fifteen "phantoms" blown from a master box in the central telephone station. The efficiency of the companies was greatly augmented in 1922 when a Reo Combination Chemical Fire Truck was purchased. Few villages in New England have better fire protection than Yarmouth and much credit is due to Charles E. Greely who has been chief of the department for many years, for his efficient and tireless labors in perfecting and maintaining the apparatus and training his assistants.

The town has been remarkably fortunate in escaping any widespread conflagrations. Perhaps one of the most spectacular fires of the old times was the burning of Jenks's tavern one hot Sunday afternoon in July, 1856, along with the Woods homestead which stood just northwest, the Woods Furniture Shop on the site of the present Stubbs house and the steeple of the old First Parish meeting-house. Children playing with matches in the great barn of the tavern started the blaze. An amusing incident is told of this fire. The Woods family had a very expensive carpet on their parlor floor of which they were very proud and that it might be saved it was removed from the house before the flames reached it. Missing it during the fire they discovered it stretched across the street to the DeCarteret pump and the line of buckets being carried over it.

In May, 1887, a fire was started in the dry grass south of the Grand Trunk Station by a spark from a locomotive, and fanned by a violent wind, it spread rapidly into the woods and up over the old ledge. People from miles around came to help fight it but it could not be controlled and its course was terminated only when it reached the waters of Broad Cove. Two hundred acres were burned over and about \$10,000 worth of property destroyed including the Loring and York homesteads at the Fore-side and much valuable timber. The historic Parson Gilman house was saved only by the most strenuous exertions of the fire company.

Probably the most menacing fire the town has experienced took place on the thirteenth of April, 1900, when the canning factory of Asa F. York caught from a spark blown from the stack of the Walker and Cleaves sawmill. A strong southerly breeze was blowing at the time which carried the sparks directly

across the most thickly settled part of Yarmouthville setting small fires in various places so that over twenty buildings were on fire at the same time. Notable work was done by the companies at this time and the loss confined to the buildings of the corn factory and grain mills.

In the early eighties Prince's Point began to be developed as a summer colony. For many years it had been a favorite camping spot for the villagers and the inhabitants of the inland parts of the town who resorted here for clam bakes and picnics. The town road ended at the John Drinkwater barn and here a big gate opened into the pasture which included the two points now known to us as Prince's and Sunset Points. At this time the spot had growing on it many large oak trees and so popular did it become as a picnic spot that Captain John D. Cleaves, its genial and public-spirited owner fenced off another spot on his farm as a pasture and opened the point to the people who came to it in greater numbers each year.

The first cottage was built in 1884 by eight members of the Yarmouth band. The lot included the remains of the breastwork thrown up here during the Revolutionary War, which may still be seen, and for this reason the building erected was later named the Battery Point Cottage. Others soon built near by among whom were Herbert A. Merrill, Leone R. Cook, George H. Jeffords, Thomas and Nellie Johnston, and Wilfred W. Dunn. The first to take up a lot on the western, now known as Sunset Point was Samuel O. Carruthers and for a long time this point was known by his name.

In 1894 a fine wharf was built and the steamer *Madeline* made two trips daily from Portland touching also along the Cumberland and Falmouth Foresides. This gave the cottagers good boat service to the city until the electric road was built which, taking away the patronage of the boat in Cumberland and Falmouth, forced its discontinuance since which time the service has been intermittent. For one season the *Louise* touched here and also ran up the river to Yarmouth Falls and later the *Pejepscot* for two seasons made it one of its landings.

In 1899 the "Gem of the Bay," a four-story hotel of about thirty rooms was erected by Cornelius Harris. It was built on