

1932

Historic Trails and Waterways of Maine

William Otis Sawtelle

Maine Development Commission

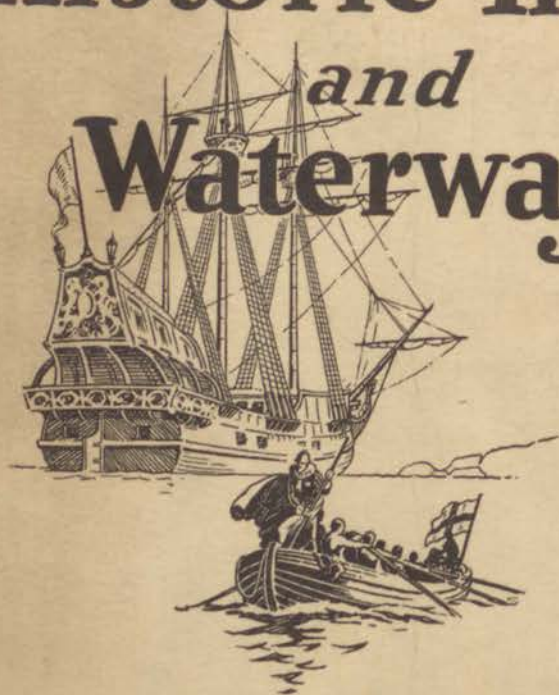
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MAINE'S Historic Trails *and* Waterways



HISTORIC TRAILS AND WATERWAYS OF MAINE

By

WILLIAM OTIS SAWTELLE

Founder of the Islesford Collection, Incorporated



MAINE DEVELOPMENT COMMISSION
AUGUSTA, MAINE

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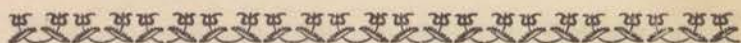
PROLOGUE

THE call of the Sea, for countless ages, has been answered by men of daring. Just how many centuries ago the prows of European ships ploughed the waters of the Gulf of Maine no one can say. As the trade of the world grew in magnitude, there were many mariners who sought an ocean route to the East. There were very good reasons for maritime activities. "The desire of Riches in some," as Samuel Purchase wrote over three centuries ago, "of Knowledge in others hath long whetted men's industries to find out a more compendious way to the East Indies by a shorter route than the usual passage."

Longer ago, in 1594, Gerat de Veer, commenting upon an unsuccessful venture made by one of his fellow Hollanders, remarked: "We must not be dismayed if some mistake, or if we cannot perfect a Discovery in the first, second, or third voyage." He then adds consolingly that it is too much to expect men to aspire to know everything, since in the words of Cicero, "God hath given us some things and not all things that our successors also might have somewhat to do."

It is well that "some mistake." Had not Columbus greatly underestimated the size of the earth no crew would have dared the mighty expanse of the Atlantic; Queen Isabella, of 1492 fame, would have had no immediate occasion to exchange the family jewels for a pawn ticket, and there would have been no call for Pope Alexander VI to issue his famous bull. Incidentally, King Francis I, of France could not have made his famous remark about wishing to see the clause in Adam's will which permitted his cousins of Spain and Portugal to partition off the New World between them while he did not come in for even a poor relation's share.

Old chroniclers have written much about the search for "a more compendious way to the East Indies," graphic in description and eloquent in terseness. In many of these



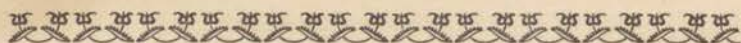
Relations references are to be found which bear upon the beginnings of European discovery and exploration along the Coast of Maine.

The explorer, though missing the object of his search, returned to the home port with valuable information which inspired his successors and gave them "somewhat to do." Neither Cabot nor Cartier found "a more compendious way to the East Indies;" but the one discovered a continent and the fisheries of North America, the other, the Gaspé Peninsula, the St. Lawrence River and noted the vast quantities of furs available in that region. When in the twentieth century the Northwest Passage was traversed by one small craft, the accomplishment was of slight import compared with the fisheries of Newfoundland and the fur trade of the Hudson's Bay Company.

Maine coast history had its beginnings during the reign of King Edward VI, of England, by the establishment of *The Myserie of Merchant Adventurers for the Discoverie of Regions, Dominions, Islands, and Places Unknown*. Under Queen Mary the Adventurers were a bit restricted in their sphere of action; but Queen Elizabeth's first parliament took issue with the Pope's edict of 1493 and helped set the stage for some exciting acts which were to follow.

The exploits of English seamen of the sixteenth century have furnished themes for writers of prose and poetry for generations—seamen to whom England owes, as has often been said, her commerce, her colonies, and her very existence. Sea-rovers, explorers, and colonizers could not have accomplished much without the aid of groups of "Merchant Adventurers" who raised the funds and discharged the necessary financial obligations that sea-roving, exploring, and colonizing might obtain.

In 1566 Parliament passed a bill extending the privileges of the Merchant Adventurers and changing the corporate name to *The Fellowship of English Merchants for the Discovery of New Trades*. It was about this time that Sir Humphrey Gilbert, backed by the Fellowship, petitioned Queen Elizabeth for permission to discover a northwest passage to Cathay. Publication was not its aim; it was intended to influence Queen



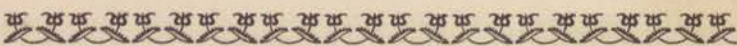
Elizabeth in favor of New World projects. Given to her as soon as completed, of it sight was lost for many years until the latter part of the eighteenth century, when it turned up in the library of a famous collector of that time. After further travels it found a place in the archives of Thirlestane House, Cheltenham. By permission of its owner a copy was obtained by Dr. Leonard Woods, President of Bowdoin College. In 1877, almost three hundred years after it was written, publication was undertaken by the Maine Historical Society.

The document was written by Hakluyt at the urgent request of Sir Walter Raleigh. A frequent visitor at the famous Mermaid Tavern, Raleigh, in company of Beaumont and Fletcher, Ben Johnson and Shakespeare, discussed with them the prospects of American colonization. Before Queen Elizabeth's sceptre passed to King James, two voyages were made to the Gulf of Maine; one without Raleigh's sanction which involved the promoters in difficulty; the other a legitimate enterprise by permission of the patentee of Norumbega.

The first expedition was that of Bartholomew Gosnold, one of Raleigh's old captains. It was under the patronage of Henry Wriothesley, third Earl of Southampton, still imprisoned in the Tower because of his activities in the rebellion of the Earl of Essex, but soon to be released by King James. It was some years before that Shakespeare had dedicated his *Venus and Adonis* to Southampton.

Gosnold sailed from Falmouth on March 26, 1602, in the *Concord*, Bartholomew Gilbert, second in command. He shaped his course towards Norumbega, soon to be known as North Virginia, and later as New England. Land was made somewhere in the present Casco Bay and the *Concord* coasted to the southward. Gosnold noted and named Cape Cod and Martha's Vineyard, which as such still remain on the map. An unsuccessful attempt was made to establish a settlement at Cuttyhunk in Massachusetts while the *Concord* gathered a full cargo of sassafras and cedar.

Gosnold reached Southampton on July 23, only to have his cargo confiscated by Sir Walter Raleigh, patentee of Norumbega, because the voyage had been made without his permission. John Brereton accompanied Gosnold in the



capacity of scribe, and his account of the voyage, which was along a considerable portion of the Maine coast, was printed in the latter part of the year 1602—the first definite and extensive account of New England to be published.

Brereton's *Relation* was widely read and occasioned much favorable comment. So impressed was Richard Hakluyt that he took it upon himself to call the attention of the merchants of Bristol to the "many profitable and reasonable inducements" which America offered to English commerce and colonization.

As a result the "chiefest merchants of Bristol," John Whitson, Robert Aldworth, and others, backed by Hakluyt, and by permission of Sir Walter Raleigh, sent Martin Pring in the *Speedwell* and Edmund Jones in the *Discoverer* to the coast of Maine. The expedition sailed on March 20, 1603; but upon learning at Milford Haven of the death of Queen Elizabeth, a delay of several weeks was occasioned. Finally, on April 10, Pring set out and sailed direct to the Gulf of Maine, where on June 2 he sighted many islands.

Robert Salterne, who had accompanied Gosnold the year before, was Pring's assistant, and he has left a brief narration of the voyage. Details are of little concern; but mention should be made of an entry in Salterne's record. Sailing among the many islands in Penobscot Bay, he writes: "One of them we named Fox Island because we found those beasts thereon." Today the name is perpetuated in Fox Island Thoroughfare, which separates North Haven and Vinal Haven.

Among the many things which Pring carried back to England was an Indian canoe which excited much curiosity. He also reported that the land he visited he found to be "full of God's good blessings." A few years later Pring and Hanam visited the Gulf of Maine, adding further to the knowledge of the country round about.

Sir Ferdinando Gorges has best summed up the results of Pring's observations in the following words: "After he made a perfect discovery of all those rivers and harbours—he brought with him the most exact discovery of that coast that ever came to my hand since; and indeed he was the best able to perform it of any I met withal to the present."



THE DAWN OF A NEW ERA

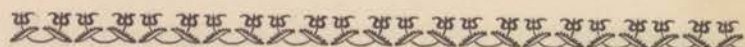
SPAIN had dominated the sixteenth century, but England in the late Tudor period was to witness a development of individual initiative in overseas affairs. The poverty of the Crown prevented the financing of colonization, and its feebleness precluded the control and protection so essential.

At the beginning of the seventeenth century, after the peace with Spain, conditions were to undergo a great change. England was in a position, with the aid of the Merchant Adventurers, to further expansion in North America. But she was not to have the field to herself by any means; for before King James and King Philip could come to terms, King Henry IV of France had bestowed seignorial rights with extensive privileges upon Pierre du Guast, Sieur de Monts, over a region which on modern maps extends from Montreal to Philadelphia.

Three years after King Henry made the grant of La Cadie to Sieur de Monts, King James I issued the famous charter to the Virginia Company which included very much the same territory along the Atlantic coast. As is well known, the English claim was based upon Cabot's discoveries, while France contended that the explorations of Verrazano gave her the region.

By the first principle of international law, enunciated in the time of Queen Elizabeth, prescription without occupation is of no avail, or words to that effect. Hence the necessity of colonization—the necessity of getting there first, so to speak, and of hanging on.

In the game soon to be played—a game in which the colossal stakes are a continent, the first moves were made on the coast of Maine. But the prize is not to be awarded until General Sir Jeffrey Amherst receives the surrender of the Marquise de Vaudrieul at Montreal in 1760.



France played first, in 1604, when De Monts and Champlain took possession, with some seventy colonists, of Dochet's Island in the St. Croix River, opposite the dividing line between Calais and Robbinston, Washington County. England countered in 1605 when Waymouth planted a cross on Allen's Island off the mouth of the St. George's River, near Thomaston, Knox County.

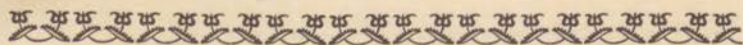
By Waymouth's act there was announced the earliest known claim of the right of possession by Englishmen on the soil of New England. It was followed, in 1607, by the settlement of the Popham Colony on Hunniwell's Point in the town of Phippsburg, Sagadahoc County.



MONHEGAN

Waymouth was also at Monhegan, Lincoln County; named the Island St. George and barely missed meeting Champlain who called the place Le Nef. In 1611, M. de Biencourt, son of Sieur de Poutrincourt, the commander at Port Royal, Nova Scotia, and the French Jesuit, Father Pierre Biard erected a cross which bore the arms of France, emblematic of possession, upon Matinicus Island, Knox County.

The year 1613 was to witness the establishment upon Mount Desert Island, Hancock County, of the first French



Jesuit mission in North America. The same year was to see its complete destruction by Argall, of Virginia. With the incorporation of His Majesty's Council for New England, 1620, there were numerous activities, leading to permanent settlement along the Waterways of Maine.

Before dealing with the rival claims of France and England a word should be said about a very ancient name long identified with Maine—a name which for centuries aroused interest and stirred the imagination of early explorers of many nations—Norumbega.



RIVER OF NORUMBEGA THE PENOBSCOT

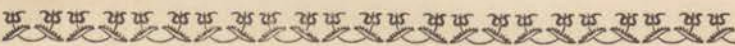
NEARLY four hundred years ago Jean Parmentier, "a great sea captain of Dieppe," was mentioned in Ramusio's collection of voyages as having supplied the author with an account of Norumbega. Ramusio's book was published in 1539, and in it is to be found the first mention in print of the oldest name identified with the Coast of Maine.

Jean Alfonse, "the Saintongeois," contemporary of Verazano, Parmentier, and Cartier, was a master pilot in Roberval's expedition to the St. Lawrence which set out from France soon after Cartier's voyage to Hochelaga or Montreal. In his account Alfonse describes the Cape and River of Norumbega, adding that "up the said river fifteen leagues there is a town which is called Norumbega, and there is in it a good people, and they have many peltries of many kinds of fur."

Andre Thèvet, writing in 1556, has something to say of Norumbega; but he is so disposed to confuse fact and fiction that even his contemporaries regarded his writings "as drolleries; everywhere full of humor." Some of his later critics are unkind enough, though perhaps with good reason, to refer to him as "the lying Thèvet."

Whether or not he ever sailed up the Penobscot, the Rio da Los Gamos, he could say of it: "One of the finest rivers in the whole world presents itself which we call Norumbega and the natives Agoncy and which is marked on some charts as the Grand River." He then mentions certain physical features which accord well with topographical conditions peculiar to the Penobscot.

Passing over several explorers whose names are supposed to be identified with the region, it is worthy of note that the first English expedition to Norumbega was undertaken in 1579 by Simon Ferdinando, one of the many Portuguese then living in London. The brief account of his voyage contains no very definite description of places visited.



The first recorded description of Norumbega was given by an English sailor, David Ingram, a member of Sir John Hawkins' crew set ashore in 1568 on the Gulf of Mexico to shift for themselves because of a lack of provisions aboard ship. Ingram made his way northward by means of Indian trails until he reached the St. John River, in the present Province of New Brunswick. Here he was fortunate enough to find a French ship which carried him back to Europe.

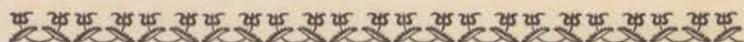
Arriving in London, Ingram was interviewed by Sir Francis Walshingham, Principal Secretary of State for Queen Elizabeth, a man who was keenly interested in the expansion of English trade routes. Walshingham gave credence to portions of Ingram's story. Hakluyt published it in 1589, but omitted it from his 1600 imprint. Purchase, in commenting upon the omission in the second edition of voyages says: "It seemeth some incredibilities in his report caused him to leave him out in the next Impression the reward of lying not to be believed in truths."

Navigators and cartographers of the sixteenth century all agreed that Norumbega lay along the Atlantic sea-board. Early in the century the region extended from Cape Breton to Florida. Then, like the much later Acadia, it was to undergo a series of contractions until the southern boundary was somewhere in the present New Jersey. Next the name was applied to New England and Nova Scotia, until finally it became restricted to the Penobscot region.

Upon ancient maps the name Norumbega appears in various forms. Mercator, 1541, has it "Anorumbega;" Laudonier, 1564, gives "Norumberga," only to mention a few, while on the Ruscelli map of 1561 the region is labelled "Nuremburg."

Extravagant stories of the mystical city of Norumbega, with its turreted walls, crystal pillars and dwellings sheathed in precious metals; where pearls came by the quart and enormous wealth was the general order, were kept in circulation for many years.

But myth and tradition were doomed with the coming of Samuel Champlain to the Penobscot, in 1604. From his



accounts, based upon his own observation, Champlain proved that there was nothing mystical about the City of Norumbega for the very good reason that there was no such place.

In Champlain's Journal, under the caption, "On the Coast, Inhabitants, and River of Norombeague, and all that occurred during the exploration of the latter 1604," there is material of interest relating to the Penobscot River and the site of the City of Bangor.

It was in early September that Champlain left Dochet's Island for an exploring trip to the westward. Of the trip up the Penobscot he says: "As one enters the river there are beautiful islands which are very pleasant and contain fine meadows. We proceeded to a place to which the savages guided us, where the river is not more than an eighth of a league broad . . ." Reaching the mouth of the Kedesquit, or Kenduskeag, Champlain there came to anchor. He afterwards notes: "I landed to view the country, and going on a hunting excursion, found it very pleasant as far as I went. The oaks appear here as if planted for ornament."

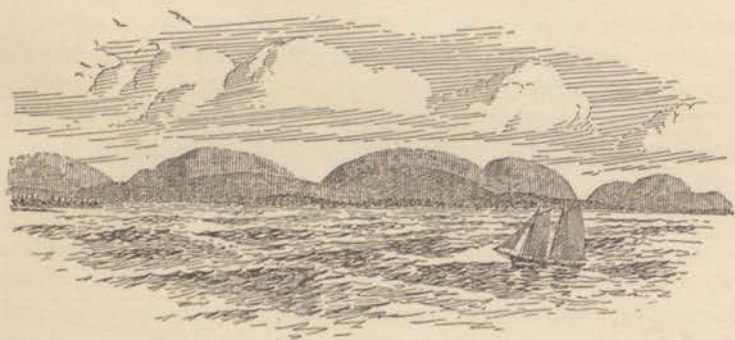
It was on the site, or very near the present railroad station at the foot of Exchange Street in Bangor that Champlain held conference with the Indians, called thither from their hunting grounds at Pushaw, Great Works, Brewer and elsewhere.

Of the Penobscot River Champlain has this to say: "Now this river must of necessity be the Norombeague; for having coasted along past it as far as 44 of latitude, we found no other on the parallel about mentioned except that of Quinibeguy, which is almost in the same latitude but not of great extent. Moreover, there cannot be in any other place a river extending into the interior of the country since the great river of St. Lawrence washes the coast of LaCadie and Norombeague, and the distance from one to the other by land is not more than 45 leagues or 60 at the widest point, as can be seen from my geographical map."

With stories of the fabulous city in mind he writes emphatically: "And I will now state that from the entrance to where we went about 25 leagues, we saw no town, nor village, nor the appearance of there ever having been one, but one or two cabins of the savages without inhabitants."

It was Sieur Samuel Champlain, "true viking who loved the tossing waves and the howling of the wind in the shrouds," who gave the first accurate description of the eastern Coast of Maine. He exploded the Norumbega myth; he discovered and named L'Isle des Monts Desèrts, L'Isle au Haut, and several other places which have lost the names he bestowed.

Four years before he founded Quebec, he and Sieur de Monts planted a colony on Dochet's Island which afterwards removed to Port Royal. A tablet in Kenduskeag Parkway



ISLE DES MONTS DESÈRTS

at Bangor commemorates Champlain's landing at Kedesquit, the "Eel Place," in 1604. On Mount Desert Island, overlooking the ocean at Seal Harbor, there is a monument to Champlain which bears on the obverse, an appropriate inscription, while on the reverse is a quotation from his journal which tells how the Island of the Desert Mountains got its name. Sieur de Monts Spring on Mount Desert is named for Pierre du Guast, patentee of Acadia.

Acadia National Park perpetuates the memory of Champlain by giving his name to the easternmost of Mount Desert's granite heights, a fitting and appropriate tribute to one of whom it has been well said that in the whole course of French history there are few personages so attractive.



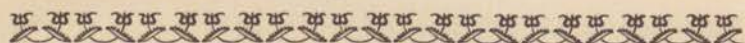
THE RIVER SAINT CROIX

AS Norumbega once extended along the Atlantic coast from Florida to Cape Breton, so was the original Acadia comparable with it in extent. Both Norumbega and Acadia were destined to undergo contractions which pushed one of them entirely off the map and restricted the other in popular estimation to the Evangeline Country in King's County, Nova Scotia.

It was on November 8, 1603, that a patent for La Cadie was issued by "Henry, by the grace of God, King of France and of Navarre, to our dear and well-beloved friend the Sieur de Monts, gentleman in ordinary to our chamber." By these letters patent, couched in the grandiloquent language of the time Pierre du Guast, the Sieur de Monts, was made "our Lieutenant General, to represent our Person in the lands and territory, the coasts and confines of La Cadie, to commence at the fortieth degree of latitude and extend to the forty-sixth degree. And we order you throughout this territory as widely as possible to establish and make known Our Name and Authority, subjecting to these and making obedient to them all people dwelling therein, and by every lawful means to call them to the knowledge of God and the light of the Christian faith and religion."

All of which, and a lot more in similar vein, merely meant that Sieur de Monts was given seigniorial rights and a trade monopoly over a region extending from Philadelphia to Montreal. In the Spring of 1604 he, in company with Champlain and Poutrincourt and some seventy colonists, set sail from Havre de Grace for the Bay of Fundy. Various harbors were visited in Nova Scotia including Port Royal, now Annapolis Royal, and Port du Mouton, the present Liverpool Harbor.

Marc Lescarbot, often referred to as the jovial historian of Port Royal, says of de Monts' coming to Maine: "All new France in the end being contained in two ships, they



weighed anchors from Port du Mouton, for to employ their time and to discover lands as much as they might before winter."

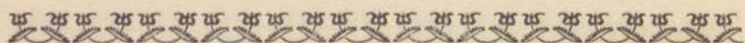
He then adds that the two ships "came following the coast—to a great river—where they fortified themselves in a little island seated in the midst of this river, which the said Champlain had been to discover and view." The little island was Dochet's Island and the river was the St. Croix. Of the island Lescarbot writes: "It was half a league in circuit seated in the midst of the river; the ground most excellent and abundantly fruitful, strong by nature and easy of defence, but difficult to be found. For there are so many isles and great bays to pass before we came to it I wonder how one ever pierced so far to find it."

Soon "All New France" had landed on Dochet's Island, just opposite the town of Robbinston, Washington County. Here with De Monts, feudal lord of a large part of North America, were Champlain, D'Orville, Beaumont, Sourin, La Motte, Boulay, and Fougeray, gentlemen of birth; Catholic priests and Huguenot ministers, and jail birds from the prisons of Paris,—truly, a motley company, but nevertheless, "All New France."

Before Winter closed in, neighboring regions were explored. Mount Desert was partly circumnavigated and named by Champlain whose activities at this time have already been noted. On Dochet's Island a number of buildings were erected, also storehouses, a magazine, workshops, lodgings for the artisans, and barracks for the soldiers, all arranged in the form of a square and surrounded by a palisade.

It was on June 26, 1604, that the settlement of Dochet's Island was made, sheltering the only group of Europeans north of Florida on the entire continent. After a terrible Winter, during which many men died of want and privation, the colony removed across the Bay of Fundy to Port Royal, which has enjoyed continuous existence to the present day.

Sieur Samuel Champlain began his colonizing work on Dochet's Island. But before his eyes were closed in death at Quebec on Christmas Day, 1635, he and his lieutenants were to make astounding progress along the lines of exploration



and discovery. Several of the Great Lakes were traversed; the coast of New England explored, as well as the Lake Champlain region, together with the waterways of the Susquehanna across Pennsylvania and Maryland to Chesapeake Bay.

Not many years were to pass before there came into being a New France well equipped with ecclesiastic, administrative, and military systems, remarkably well planned. Thanks to the cleverness and statesmanship of Richelieu, a homogeneity and solidarity obtained which the English colonists in America were not to possess for generations to come.

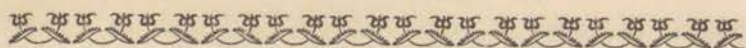
Before three-quarters of a century were to elapse from the time when "all New France was contained in two ships" riding at anchor in the St. Croix River, French possessions in America were to include Canada, Acadia, practically all of the Hudson's Bay region, half of the State of Maine, parts of Vermont and New York, the whole of the Mississippi valley, and the State of Texas.

As early as the first decade of the seventeenth century France and England were committed to the colonization of North America. The struggle for a continent was but a matter of time, and the contest between the two most virile nations of Europe for empire in America is one of the great outstanding events in history.

Just as the planting of crosses as symbols of sovereignty began on the Maine coast, so did the initial clash of arms take place at Mount Desert. What followed is colonial history; but, one hundred and fifty years must come and go after Argall's cannonade reverberated among the mountains of Acadia National Park before the treaty of Paris of 1763 bore the requisite signatures.

From the time in 1604 when "all New France was contained in two ships" until all New France had shrunk, after the purchase of Louisiana, to the relatively infinitesimal limits of two small islands of Grand Miquelon and St. Pierre off the southern shore of Sir Humphrey Gilbert's Newfoundland, truly, World history had been in the making.

The visitor to Dochet's Island today will find no reminder of De Monts' colony but a bronze tablet appropriately in-



scribed. This memorial was erected in 1904 by the inhabitants of the Saint Croix Valley to commemorate the tercentenary of the first settlement of Acadia.

A small lighthouse crowns the highest part of the island. Each night, as an aid to navigation, its cheery beam attracts attention to the spot that De Monts and Champlain strove to conceal. The friendly beacon and the keeper's house, scrupulously neat, occupy the site of habitation, barracks, magazine and storehouse. Shrubby, fruit trees, and birches have taken the place of palisades.

The stillness of luminous summer days is here invaded only by the hum of bees, the occasional cry of a seabird, or the lazy lapping of the incoming tide along the shore, ruffled into ripples by the prevailing southerly breezes.

Yet it was here upon Dochet's Island that the dawn of American colonial history was focused for a brief interval; a history which was to astonish the Old World whose destinies were not to be determined upon the battlefields of Continental Europe, but in the wildernesses of America.



A KENNEBEC KIDNAPPING AND WHAT CAME OF IT

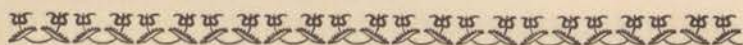
IN the early Summer of 1605, Sieur Samuel Champlain, in the course of his second exploration of the New England coast, visited the Kennebec region. Here he was informed by the Indians that an English ship was in the vicinity, probably at anchor at Monhegan; and that her captain had killed five of their number. But this statement was not wholly true, as will be shown.

Had Champlain been but a few weeks earlier he would have encountered Captain George Waymouth, of Cockington, and his ship the *Archangel* sent to Maine under the auspices of Henry Wriothesley, the Earl of Southampton, Baron Thomas Arundell of Wardour, and Sir Ferdinando Gorges of Somersetshire.

Waymouth cleared from Ratcliffe early in March and after coasting along the southern shores of New England came to anchor at Monhegan the second week in June, 1605. James Rosier was the scribe of the expedition and of Monhegan he writes: "It appeared a mean high land, as we afterwards found it, being an island of some six miles in compass, but I hope the most fortunate ever discovered."

Though lost to Monhegan, the name Isle St. George given to it by Waymouth still persists in the River St. George which extends to Thomaston, and beyond. On the Simancas map of 1610, this river appears as the Tahanock, while up the river some distance is the mark of a cross on the east bank.

Of the St. George's River Rosier remarks concerning its "many gallant coves"; of the George's Islands at its mouth, four of them, upon one of which now Allen's Island, Waymouth erected a cross symbolic of England's possession of the region. "The island harbour" of Rosier's narrative is formed by Davis, Benner, and Allen's Islands. The present town of St. George which includes Tenant's Harbor and Port Clyde bears



a name reminiscent of Waymouth's visit of 1605. Rosier's name is perpetuated in Cape Rosier in East Penobscot Bay.

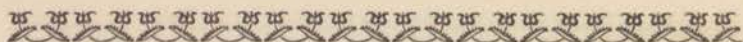
The month of June has much to offer anywhere. Especially appealing, even to Waymouth's rough and prosaic seafarers, were the beautiful and impressive panoramas spread before them in Muscongus Bay. Distant hills were bathed in brilliant sunshine, and all the effects of contrast made by the golden and dark greens of a luxurious vegetation enhanced the color values of sea and sky.

Though many of Waymouth's crew had accompanied Sir Walter Raleigh to Guiana in 1595, and had navigated the Orinoco and many rivers elsewhere they made no effort to conceal their admiration of this region. Even Rosier had to make a note of it, saying that of all the places these members of Raleigh's crew had seen "they affirmed them not comparable to this they now beheld."

Of the St. George's River Rosier himself says: "I will not prefer it before our river of Thames because it is England's greatest treasure; but we all did wish those excellent harbours, good deeps in a continual convenient breadth, and small tide gates, to be as well therein for our country's good."

Waymouth busied himself by studying the mainland with a view of possible opportunities for colonization, making careful note of all available resources. The Indians were friendly, and amicable relations were at once established with them. "We showed them," says Rosier, "knives and their use—and other trifles as combs and glasses, they came close aboard our ship as desirous to entertain our friendship."

Mystified by some simple experiments in magnetism, performed by the Englishmen who stroked their swords with lodestone thus enabling them to pick up bits of iron and steel, the unsuspecting Indians were quickly seized as they gathered closer to witness better this physical demonstration. They were soon to be transported to England. Waymouth spent some time in this part of Maine, though it is best believed that the five natives mentioned by Rosier, "Tandanedo, a Sagamo or Commander, Amoret, Skicowaros, Maneddo, Gentleman, and Saffacomoit, a servant," were not kidnapped until along towards the end of the *Archangel's* stay.



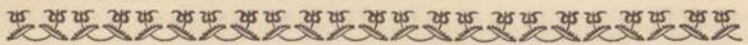
Arriving at Dartmouth Haven late in July, Rosier soon communicated a thrilling report to the Adventurers. Among other things he told of the discovery of a bold coast, and of "an excellent and secure harbour for as many ships as any nation professing Christ is able to set forth to sea." He told of a river, the Kennebec, which "the all creating God has made a highway over which the great riches of the land might easily and safely be borne."

If the Indian canoe which Captain Martin Pring brought back with him a few years before caused curiosity and excitement, Waymouth's five kidnapped charges created a furor. Writing of the *Archangel's* return to England Sir Ferdinando Gorges says that Waymouth had "happened into a River on the Coast of America, called Pemmaquid, from whence he brought five of the Natives, three of whose names were Mandida, Skettwarroes, and Tasquantum, whom I seized upon." Gorges and Rosier do not seem to agree on the Indian names, but that is just a detail.

Though Sir Ferdinando says fervently of the kidnapping that "this accident must be acknowledged the means under God of putting on foot and giving life to all our plantations," it is a bit difficult to reconcile the act as anything like a special dispensation of Providence. Sir Ferdinando Gorges kept his American charges for some years; instructed them in English language and customs that he might learn about their country and make good use of them later. They were introduced to the Court of King James, Chief Tandanedo of Maine, anticipating the presentation of Princess Pocohontas, of Virginia, by a considerable time.

It is on record that the more intimate Gorges became with his Indians, "the better hope," says he, "they gave me of those parts where they did inhabit, as proper for our uses; especially when I found what goodly rivers stately Islands and safe harbours those parts abounded with, being the special marks I levelled at as the only want our nation met with in all their navigations along the coast."

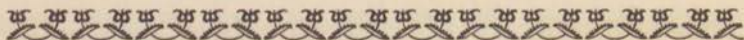
From this time for more than forty years Sir Ferdinando Gorges' interest in New England colonization was remarkable in spite of the reverses and discouragements which fell to his



lot. He expended large sums of money from his own pocket to further settlement along the Coast of Maine. Whether or not he earned the comprehensive title of "The Father of American Colonization" is immaterial. He was an outstanding figure in Maine history; and although his activities in colonial affairs have been scarcely noticed in works on New England history and completely ignored by some writers on colonial history, he is really worthy of consideration.

Of an old Somersetshire family, Gorges was born about the time that Queen Elizabeth's Parliament passed a bill incorporating the Fellowship of English Merchants for the Discovery of New Trades. Destined for a military career his progress was rapid, for at the age of twenty he was in command of a regiment. Serving in the Low Countries, under the Earl of Leicester, he is mentioned as one of the "several eminent chieftians." At the time of the Armada Gorges was captured and remained imprisoned at Lille for some time. Soon after his exchange he fought with the English troops in France under the Earl of Essex who had been sent to the assistance of Henry of Navarre. Wounded at the siege of Paris, he was later knighted at Rouen for gallant conduct by the Earl of Essex.

When this headstrong nobleman, youthful favorite of Queen Elizabeth, received his death sentence for his rebellion of a day, there was great public indignation. The execution of Essex was a most unpopular proceeding; and the government, seeking to place itself in a more favorable light, sought for a scapegoat. One was found in Gorges who had been a witness at the trial. By means of insidious propaganda disseminated by Sir Francis Bacon, which included the suppression of certain testimony submitted at the trial of Essex, public sentiment turned against Sir Ferdinando. He was arrested, tried, and convicted. How long his incarceration lasted is not known. But it was soon after his release that Captain George Waymouth made the memorable voyage to Maine, upon the tercentenary of which there was erected an imposing bronze tablet upon a granite boulder prominently located on the main thoroughfare of Thomaston.



From the cliffs at Marshall's Point, reached by a road leading from the Tenant's Harbor-Port Clyde highway, a splendid view is obtained of the many islands which figured in the early history of the Maine Coast.

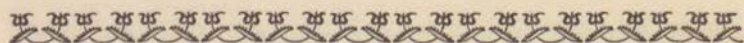


MAINE NATIVES INTEREST ENGLAND'S LORD CHIEF JUSTICE

SIR FERDINANDO GORGES made good use of Waymouth's five Indians, three of whom he kept awhile for himself, presenting the others to Sir John Popham. Though later in colonial history natives of Maine have frequently given fairly good accounts of themselves, Sir William Phips and Sir William Pepperrell, for example, a recognition, though somewhat tardy, should be accorded the first Americans to frequent English court circles. According to Rosier it must have been Amoret and Saffacomit who fell to the lot of the Lord Chief Justice of England, whose zeal in American enterprise was to be aroused and quickened by their glowing descriptions of their home haunts at Pemaquid.

The first signs of a quickening on the part of the English in American plantation affairs was evidenced when London merchants and west-country gentlemen and merchants of Briston, Exeter, and Plymouth—the Merchant Adventurers—united for the purpose of setting up colonies in both "the North and South parts of Virginia." To them, as the Virginia Company, King James I issued Royal Letters Patent, on April 10, 1606, which were a close second to the Acadian Patent given to Sieur de Monts by Henry IV on November 8, 1603. Better to serve the double purpose of both north and south colonies the patentees were divided into two bodies—the London Company for southern development, and the Plymouth Company for northern, and both governed by the same General Council for Virginia.

Of the west-country gentlemen none was more interested nor more active in the preliminaries which resulted in the two grants to the Virginia Company than Sir John Popham, the Chief Justice, or Sir Ferdinando Gorges. They heard the call; they yielded to the lure of Maine brought to their attention through the agency of kidnapped natives.

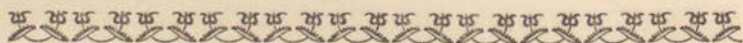


After the Virginia Charter was granted, Popham and Gorges were the first to send out ships under the auspices of the Plymouth Company; and for this movement Gorges credits the Indians. For he says that what he learned from them in regard "to the conditions and State of their Country made me send away a ship furnished with men and all necessities, provisions convenient for the service intended."

The intended service was the planting of a settlement in North Virginia somewhere in the vicinity of Waymouth's landfall. Captain Henry Challons cleared for the purpose in the ship *Richard of Plymouth* in August, 1606, and was instructed to take a northerly course. After making land he was to follow down the coast, making use of, as pilots, the two Indians that Gorges gave him. But Challons disobeyed orders; instead of shaping his course to the north, he sailed to the southward; fell a victim to a Spanish fleet near Porto Rico; was taken to Spain where everything was confiscated, his men made prisoners, and, to quote Gorges, "the voyage overthrown and both my Natives lost."

Had it not been for Challons' disobedience an English colony would have been planted on the Coast of Maine months before Captain Christopher Newport and his colonists established themselves on the James River. "But," as Gorges says in comment, "it is not the wit of Man to prevent the Providence of the most High."

According to agreement with Gorges, who had dispatched Challons, Popham now sent Captain Martin Pring, who had previously been in Maine, and Captain Thomas Hanam with instructions to meet Challons. Naturally, they failed to connect; but before returning to England further detailed information about the country was obtained. These reports were so pleasing to Gorges that they in part counteracted the disappointment caused by Challons' failure. Commenting upon them he writes: They "wrought such an impression in the Lord Chief Justice, and us all that were his associates, that (notwithstanding our first disaster) we set our resolutions to follow it with effect, and that upon better grounds, for as yet, our authority was but in motion."



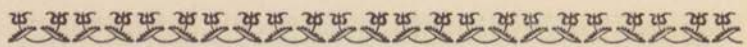
Popham and Gorges were not discouraged; they "were not dismayed if some mistake." And the "resolutions" that they "set up" called for another trial for a colony on the Coast of Maine. Consequently, a couple of weeks after the settlement of Jamestown by the London Company, two ships, the *Gift of God*, George Popham, master, and the *Mary and John*, Raleigh Gilbert, master, with one hundred and twenty colonists, cleared from Plymouth, England, under the auspices of the Plymouth Company. Gilbert made land on July 30,



CAMDEN HILLS

off the Nova Scotia coast, sighting the hills of La Hève. He then changed his course to the southward, and came into view of the Camden Hills, while Matinicus "shone white like unto Dover cliffs." Anchorage was made for the night among the St. George's Islands.

"And when the day appeared," writes the scribe, Captain Davis, "we saw we were environed Round about with Ilands, you might have told neare thirty Ilands round about us from aboard our shipe, this Iland we Call St. George Iland for were here found a Crosse Sett up the which we suppose was Sett up by George Wayman."



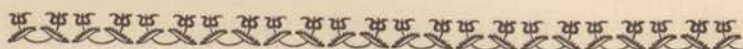
Clearly, from this entry, it was Allen's Island upon which Gilbert and his crew landed. Though Waymouth had gone ashore on Monhegan, Rosier's "fortunate island," and had named it St. George, it being so designated on the Simancas map, it remained for Gilbert to refer to the island where he found Waymouth's cross as St. George. In 1905, a tablet, bearing an appropriate inscription, was placed on Allen's Island, in commemoration of Waymouth's landing there three hundred years before.

On August 7 the *Mary and John* fell in with the *Gift of God*, and Gilbert on the night following took a number of his men ashore. Accompanying them was "Skidwarres," formerly one of Sir Ferdinando Gorges' Indians, who had returned to Maine with the Popham colonists. He was now to act as a sort of master of ceremonies, introducing to his brethren their foreign visitors.

"Sunday being the 9th August," writes Davis, "in the morning the most part of the whole company of both our Ships landed on the Iland we call St. Georges Iland where the cross standeth and there we heard a sermon delivered by our Preacher (Reverend Richard Seymour) giving God thanks for our happy meeting and Safe arrival into the Country and so returned aboard again."

Commenting upon this entry in the records of the Popham colony the Reverend Benjamin F. De Costa says: "This, so far as our present information extends, is the first recorded religious service by any English or Protestant clergyman within the bounds of New England which was then consecrated to Christian civilization." But religious services were held on Dochet's Island in 1604, presumably both Catholic and Protestant since De Monts was a Huguenot; though of them there is no record. Nevertheless, of a certainty, and the above record is a proof, the first recorded Thanksgiving on New England soil took place on Allen's Island, August 9, 1607.

A few days later anchors were weighed on the *Mary and John* and the *Gift of God* and sails set for the River of Sagadahoc, now the Kennebec. The approach to the river was easily recognized by means of the Island of "Satquin" which marks the entrance. Past Seguin and Ellingwood Rock the



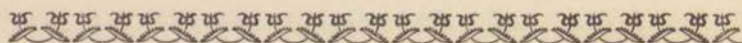
two ships sped; then leaving Pond Island and Popham Beach to port, with Salter Island and the Whaleback to starboard, an anchorage was reached off Hunniwell's Point on the eastern side of Atkins Bay; and the Popham colony had arrived August 19, 1607, old style.

Soon after landing, the Reverend Richard Seymour preached another sermon; Popham's commission as president of the colony was read, and after these preliminaries the business of settlement was taken in hand. Work progressed rapidly at Hunniwell's Point, and the carpenters found time after erecting Fort St. George, barracks, chapel, storehouse, and dwellings, to lay the keel of a vessel of some thirty tons, the first to be launched in America, which was christened the "Virginia" and described as "a prytty pynname."

The tragic termination of the Popham colony is well known. The Winter of 1607-08 was severe, even in England. In trying to keep warm upon a frigid, blustering night, too much fuel was heaped in the fire-place of one of the buildings with a most unhappy result. The elderly President George Popham sickened and died during the Winter, as did also many of the colonists; but even so, there was not the acute suffering at Hunniwell's Point for the English that there was for the French at Dochet's Island three years before.

When Captain Davis returned in the Spring with adequate supplies of arms, tools, and provisions which were most welcome, he also brought the disquieting intelligence that their noble patron, Sir John Popham, had died during the Winter. This was a severe blow to the settlement; but when another supply ship brought the news that Sir John Gilbert was dead and that the presence of his younger brother and heir, Captain Raleigh Gilbert, who had succeeded George Popham as president, was desired in London, that was the determining factor. No time was lost in reaching a decision; Fort St. George and the settlement were abandoned, and the entire company returned to England.

The death of Chief Justice Popham and the failure of the colony was disastrous for the Plymouth Company, and the London Company tried, though unavailingly, to acquire its rights for the settling of North Virginia. Nevertheless, the



Plymouth Charter was virtually a dead issue at this time. The London Company had twice secured an enlargement of its privileges and the Plymouth Company was soon to ask for similar concessions.

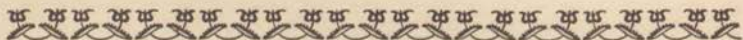
Though the London Company opposed these measures, the answer was the issuing of the Great Patent of New England by King James I on November 3, 1620. This Patent was granted to the "Council established at Plymouth in the County of Devon for the planting, ruling, ordering and governing of New England in America." The limits were extended on the North to Newfoundland, and King James soon



POPHAM COLONY—1607

requested Sir Ferdinando Gorges to have the Council for New England convey the northern part of the territory to Sir William Alexander. This was done, and on September 10, 1621, by Royal Charter, Nova Scotia came into existence. This was the second grant made under the New England Charter; the first was to the Plymouth Pilgrims, on June 21, 1621. Sir Ferdinando Gorges was instrumental in obtaining both patents.

The failure of the Popham Colony Gorges took much to heart; but it was not his nature to be discouraged. He writes: "Finding I would no longer be seconded by others, I became owner of a ship myself, fit for that imployment, and under



colour of fishing and trade, I got a Master and company for her, to which I sent Vines and others of my owne servants with provisions for trade and discovery, appointing them to leave the Ship and Ships company for to follow their business at the usual place."

Before following the fortunes and misfortunes of Sir Ferdinando Gorges as he threw himself into the task of developing Maine, something ought to be told of a visit paid by a party of Frenchmen in 1611 to the abandoned Fort St. George.



THE JESUIT FATHER PIERRE BIARD VISITS THE PENOBSCOT AND MATINICUS

THOUGH Fort St. George was abandoned by the Popham colony in 1608, English activities were to continue intermittently in Maine until the establishment of permanent settlements. In 1609 Henry Hudson was cruising along the coast but accounts of his trip are too vague to enable identification of the places visited. In 1610 Samuel Argall cruised as far north as Matinicus. In 1611 M. de Biencourt, son of Sieur de Poutrincourt, and Father Pierre Biard from Port Royal were in the Kennebec region and at Matinicus. The presence of the Popham colony was the cause of uneasiness to the Port Royal Settlement and one of the two reasons for this voyage to the Kennebec was, as Father Biard has written, "in order to have news of the English." The other object was "to buy some Armouchiquoys corn to help us pass the winter and not die of hunger in case we did not receive help from France."

Biencourt and Biard ascended the rivers St. John, St. Croix, the Penobscot, and the Kennebec. While at the confluence of the Penobscot and Kenduskeag Stream Biard decided upon this location as ideal for the proposed Jesuit mission of Antoinette de Pons, Marquise de Guercheville. Incidentally, the spot chosen by Biard at Kedesquit for the mission was apparently near the Maine Central Railroad Station, at the foot of Exchange Street, Bangor. It was here that Champlain, a few years before, held a conference with the Indians.

On October 28 the present Hunniwell's Point at Popham Beach was reached; and of their visit here Father Biard records: "Immediately our men went on shore desirous to see the fort of the English: for we had heard on the way that there was no one there." Biard further states that upon a first inspection "everything looks fine." But later, after a more careful examination of the defenses had been made he

notes that "there was seen a fair chance of raising a counter fort which would have imprisoned them and cut them off from the river and sea."

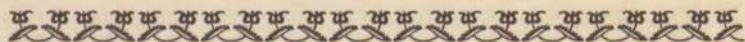
From this, the conclusion was drawn that further encroachments of the English were not to be feared; that "it would be possible to get the better of them." The way was apparently clear for the Marquise de Guercheville's Jesuit mission at Kedesquit.

From Popham Beach Biencourt and Biard went to Matinicus where one of their countrymen, Captain Platrier, had recently been keel hauled by the English for trading with the Indians, perhaps by Sir Francis Popham who frequented this region for several successive years after Fort St. George was deserted. Platrier had located on the St. Croix after the abandonment of Dochet's Island, and was carrying on a brisk trade with the Indians. After his capture he was released by the English under promise that he would cease his activities. "For the English Claim," writes Biard, "to be masters here, and in support of this they exhibit Patents of their King, which we believe to be false."

Father Biard continues: "Now M. de Biencourt having heard all this from the lips of Captain Platrier himself, represented earnestly to these people how important it was to him, an officer of the Crown and a lieutenant of his father, how important also to every good Frenchman, to go and prevent this usurpation of the English, which was so very contrary to the rights and possessions of his Majesty."

M. de Biencourt, thinking it best to exhibit some token of French reclamation of this region erected on Matinicus "a fine cross with the arms of France." It was suggested to him by some of his party that he burn several English sloops found there, as a reprisal for the treatment that Captain Platrier had undergone at the hands of the English. "But," says Father Biard, "as he was gentle and humane he would not do it, considering that they were not men-of-war but fishing vessels."

The last place visited was Matinicus. "From there," Biard records, "since the season pressed us, for it was already November 6th we made sail to return to Port Royal."



Before the close of the year 1611, both France and England had made history on the Coast of Maine. Crosses bearing the arms of England stood as sentinels at Thomaston and upon Allen's Island proclaiming England's possession. Far out to sea, upon Matinicus, which to Captain Raleigh Gilbert, upon a fair August morning in 1607, loomed white as Dover Cliffs, the heraldic Lilies of France, borne by Sieur de Bien-court's cross bespoke the Bourbon claim. But the next hundred and fifty years were to witness trial after trial of military strength, and the expenditures of vast treasure and man power, before the Fleur-de-Lis gave way in America to the crosses of St. George and St. Andrew.

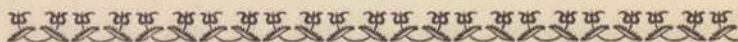


CAPTAIN ARGALL'S VOYAGES TO SAGADAHOC

IN the records of the Guild of Merchant Tailors, London, for the year 1609, mention is made of Captain Samuel Argall as "an ingenious active and forward young gentleman" who had negotiated a shorter way from England to Virginia, "going the ready way without tracing through the Torrid Zoan." In the next year Captain Argall and Sir George Somers set out from Jamestown for Bermuda in search of provisions for the settlement. Separated from Somers by violent storms Argall was driven by hurricane and current far to the northeast.

He fished along the New England coast and made surveys of the shore until he finally reached Seal Rock, northeast of Matinicus. Of this voyage Argall has left an account which was published by Samuel Purchase in 1625 under the title *The Voyage of Captaine Samuel Argall, from James Towne in Virginia to seeke the Ile of Bermuda, and missing the same, his putting over toward Sagadahoc and Cape Cod and so back againe to James Towne, begun the nineteenth of June 1610*. Of this voyage to Sagadahoc, a name which still persists as a county of Maine, Strachey records "*Argall made good from 44 north latitude, which Captayne Bartho: Gosnold and Captayne Weymouth wanted in their discoveries, observing all along the coast, and drawing plottes thereof, as he steered homeward into Chesapeake Bay.*"

It was on his trip to Maine, in 1610, that Argall noted the Gulf Stream; for his sailors "in their watch did see a race and that the ship did drive to the northward when she had not a breath of wind." Another point of interest associated with the Sagadahoc visit relates to the extension of surveys to the eastward. These surveys Captain John Smith incorporated in his famous map of New England, complacently ignoring his indebtedness to Gosnold, Weymouth and Argall.

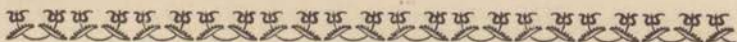


When the Jesuit Fathers, Biard and Massé, embarked for Port Royal early in the year of 1611, the ship that carried them from France was obliged by storms to seek shelter at Newport Harbor, on the Isle of Wight. English spies were active and the Virginia Company was soon in possession of information relating to the Marquise de Guercheville's proposed Christian mission in America. Her contemplated missionary work was to be undertaken simultaneously with settlement. Fathers Biard and Massé were her van guard at Port Royal, scouting the country in search of a location suitable for a colony. But political and commercial interests were involved in the activities of the French. The situation was disconcerting to the English; and although the far off settlement at Jamestown, then but five years of age, contained their only colony on the continent of North America, they were jealous of their chartered rights and privileges.

At the Trinity term of the Virginia Court, 1612, Samuel Argall was commissioned Admiral of Virginia, and given explicit instructions to prevent the French from gaining a foothold within the limits of the Virginia Company's territory. The court's action was backed by a clause in the Virginia Charter which conferred the right upon the colonies of both North and South Virginia "to encounter, expluse, repel and resist, as well by sea as by land—by all ways and means whatsoever, all and every such person and persons as without especial license of the several said colonies and plantations shall attempt to inhabit within the said precincts and limits of the said several colonies and plantations, or any of them."

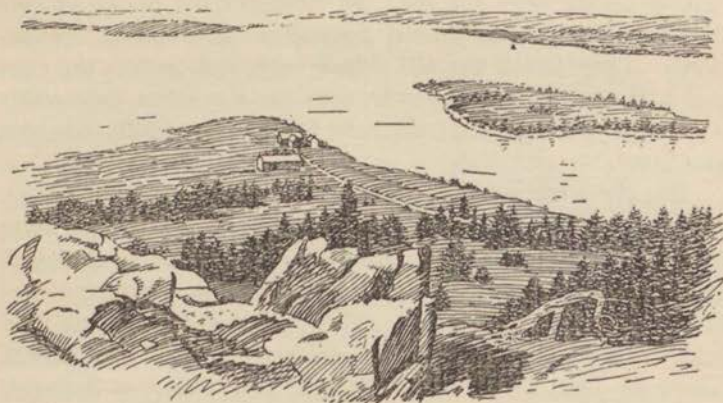
In the Spring of 1613 Argall was in Virginia making ready his ship the *Treasurer* for his second voyage to Sagadahoc. Before departing he found time to write to his friend Nicholas Hawes in London: "I returned to my ship May 22 and hasted forward my business left in hand at my departure; and having fitted up my ship and built my fishing boat, and made ready to take the first opportunity of the wind for my fishing voyage of which I beseeched God of his mercy to bless us."

Meanwhile events were happening in France which were to create a disturbance on the Coast of Maine. Reports were reaching the Marquise de Guercheville who had sent Fathers



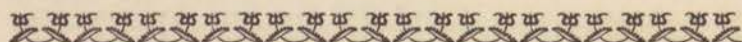
Biard and Massé to Port Royal that all was not well there. Poutrincourt, the commander, claimed that the function of the Jesuits was to point the way to Heaven and not to interfere with his authority on Earth; that they better return to France. Lescarbot contended that there was sufficient heresy in Paris which they might combat, without venturing overseas for occupation.

The Marquise de Guercheville had made plans for her Indian mission on the site of the present City of Bangor. Steps were taken to obtain colonists, supplies, live stock and



SITE OF SAINT SAUVEUR
MOUNT DESERT—1613

all necessary implements for the undertaking. Funds were raised among the noble ladies of the court, Queen Marie de Medicis subscribing liberally both in money and provisions. On March 12, 1613, under the patronage of the Marquise de Guercheville, the ship *Jonas* which had, in 1604, brought colonists to Dochet's Island on the St. Croix, set sail from Honfluer, France, upon her voyage to America. After more than two months at sea, just about the time that Argall was writing to his friend Hawes that he had "beseeched God of his mercy" to bless his fishing trip, the *Jonas* made port at Cape La Hève, in Nova Scotia.



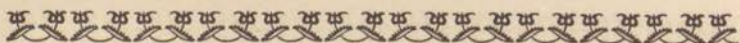
A call was made at Port Royal where Fathers Pierre Biard and Ennemond Massé joined the ship which soon sailed for Kedesquit, a port that she was destined never to reach. Fog bound to the eastward of Mount Desert, a change of plan resulted when the weather cleared, and the possibilities of a site on what is now Fernald's Point became apparent.

On the western side of the entrance to Somes Sound, Mount Desert Island, the mission of St. Sauveur, the first French Jesuit settlement in North America, was established in the early Summer of 1613. Here upon "a beautiful hill," so well described by Father Biard, Superior of St. Sauveur, "rising gently from the sea," all unsuspecting of the lurking danger, the colonists busied themselves in peaceful occupations. They found the soil "dark, rich and fertile; the port and harbour—as fine as can be seen—in a position favourable to command the entire coast; the harbour especially—as safe as a pond."

But the scene was to change. The mountains which today are the crowning glory of Acadia National Park were soon to echo with the crash of cannonade and musketry as Argall discovered the settlement and lost no time. England and France had come to blows. The fight for a continent had begun and blood had been shed in times of peace. The Jesuits *Gilbert du Thet*, *Le Moine of Dieppe*, and *Nevon of Beauvais* were killed in the encounter and their bodies buried at the foot of Flying Mountain.

The French were removed from Mount Desert by Argall, who later in the year, returned to obliterate all traces of St. Sauveur. Never again was any serious attempt made on their part to establish a colony in Maine. Their efforts were confined to an occasional trading post here or there, though they claimed the western boundary of Acadia to be as far as the Kennebec River.

The Mount Desert episode resulted in friction between the nations concerned. It was not long before a passage of notes between diplomats took place. Sir Thomas Edmondes, the English ambassador at Paris, informed King James on October 13, 1613, "that the English shippes at Virginia tooke a Frenche shippe, which was going to make a plantation in

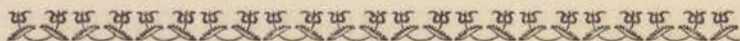


those partes, and killed divers of the men; but as they here say, used greatest cruelties against certaine Jesuittes which were in said Shippe." King Louis XIII, of France, asked for an explanation of King James and with the Royal letter there went one from the Admiral of France, Henri de Montmorency.

An abstract of the Montmorency letter is in the Calendar of State papers and is as follows:

"Oct 18/28 1613. H. de Montmorency Admiral of France to King James Complains of depredations committed upon some French subjects in Canada, called New France, by an English vessel the Treasurer, Capt. Argall. The English attacked a small settlement (*petite habitation*) made by permission of the King of France at the expense of the Marchioness of Guercheville, Lady of Honour to the Queen, killed many men, among them two Jesuits, and took two others prisoners into Virginia. The remainder of the men were put into a little skiff and abandoned to the mercy of the waters and the design has been thus ruined. Requests Justice for such inhumanities and King James' commands in three things: that the two Jesuit fathers be sent back in safety with the other prisoners: that the Marchioness have restitution for the loss of more than 100,000 livres: and that the Council or Society of Virginia explicitly declare the bounds of their country, it having been conceived that the disorders may have arisen through the neighborhood of the settlements. Reminds the King that the French have had possession of New France for more than 80 years. Hopes a prudent remedy may be found and a favorable answer returned through Mons. de Buisseaux, the French Ambassador."

Notes passed and repassed between the two ambassadors, Sir Thomas Edmondes and Mons. de Buisseaux. The English Privy Council naturally took a hand, and the Council for Virginia was involved. Queen Marie de Medicis had her say, as reported to Ralph Winwood, English Secretary of State, to the effect "that the complaints were great which she received of the spoyles which were committed upon the French by his Majesties subjects, as she was forced to make an extraordinary instance for the redresse of the same." Queen



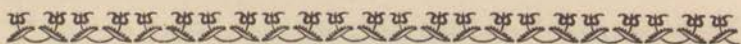
Marie had subscribed five hundred crowns to the enterprise and had furnished from the government stores, tents, munitions and ordnance which Argall had carried to Jamestown.

The Council for Virginia when in possession of the facts replied to the Privy Council "That it is true that Captain Argall did take a French ship within the limits of our Colony, who went to plant, contrary to the extent and privilege of his Majesty's letters patent to us granted. That he did it by command of the governor of our Colony by his commission to him given under the seal of the colony, and by virtue of such authority as is to him derived from his Majesty's great seal of England. And we do further avow that the said ship was taken between 43 and 44 degrees, which in express limitation is within his Majesty's grant and is annexed to the royal crown. And that this is proved by the several confessions of divers of the French examined by Sir Thomas Dale and certified accordingly unto us by him."

The Council for Virginia stood upon its chartered privileges and replied to the request for information that "As to Madame the Marchioness of Guercheville, she had no reason to complain; nor to hope for any reparation; seeing that her ship entered by force the territory of the said Colony to settle there, and to trade without their permission to the prejudice of our treaties and of the good understanding there is between our kings."

The lady who was most directly concerned by the removal of the French from the Coast of Maine seems to have been quite satisfied, though naturally disappointed. Otherwise she would not have penned to Sir Ralph Winwood, under date of October 21, 1614: "I have learnt the obligation I am under to you, before having the happiness of knowing you, which makes me doubly thank you, and entreat a continuation of your courtesy for the reparation of the wrong which has been done me, and for the recovery of the Frenchmen who remain in Virginia. I promise that I shall be infinitely obliged for what shall be returned in so just a restitution and even more will be your most obliged and affectionate to serve you."

Though the *Jonas* was returned to the Marquise de Guercheville, no reparation went with the ship, so aptly called "the



Mayflower of the Jesuits." Of the three Jesuit priests who were at Mount Desert Father Ennemond Massé is the only one to rest on American soil. His grave and monument may be seen today at Sillery, a suburb of Quebec. Father Pierre Biard died many years later at Avignon, a chaplain in the army, while of Father Jacques Quentin sight has been lost. Of the three Jesuits killed at Mount Desert Gilbert du Thet was a lay brother and the others noviciates.

In Acadia National Park, on the west side of Somes Sound, Flying Mountain serves well as a monument to Gilbert du Thet and his companions who made the supreme sacrifice. To the north of Flying Mountain is Mount St. Sauveur, reminiscent, in a dignity more impressive than any man-made memorial, of the establishment here of the first French Jesuit mission colony in North America.

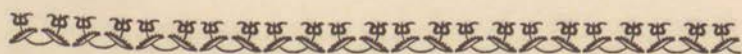


NOVA SCOTIA AN OUTCOME OF ARGALL'S CONQUEST OF ACADIA

IT was in the Autumn of 1613 that Captain Samuel Argall left Virginia for a trip to the eastward. This time it was not necessary to conceal his plans under the bluff of a fishing trip. He had a grim object in view. The last vestiges of St. Sauveur were to be obliterated; the French fishing station at Dochet's Island was to be destroyed; the Port Royal settlement to be devastated. Argall accomplished his objectives and the first English conquest of Acadia was effected.

Of Argall's exploits in Acadia, Ralph Hamor, one time Secretary of the Virginia Company, writes of "the honour which he hath done unto our Nation, by displanting the French there beginning to seat and fortifie within our limits." In a *New England Relation*, 1625, mention is made of the abandonment of Fort St. George by the Popham Colony which encouraged the French who "immediately tooke the opportunity to settle themselves within our limits . . ." Then follows a reference to Argall sent "with Commission to displace them which he did with much discretion, judgment, valour, and dexterity." "And hereby," concludes the scribe, "hath made a way for the present hopefull Plantation to be made in Nova Scotia, which we heare his Majesty hath lately granted to Sir William Alexander, Knight . . ."

Though King Charles I of England, successor of King James, bestowed a Royal Coat of Arms upon Nova Scotia, he was thoughtless enough of Alexander's interests there to deprive him of the province when France refused payments on Queen Henriette's dowery unless the English hold on Acadia be relinquished. By a clause in the Treaty of St. Germain-en-Laye restitution was made. The next year, 1633, Sir William Alexander was created first Earl of Stirling.

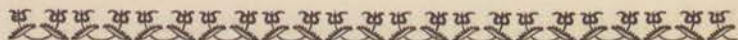


Incidentally, French Acadia, with boundaries undefined, included English Nova Scotia which was limited on the west by the River St. Croix.

In compensation for the deprivation Alexander was given quantities of land elsewhere including that part of the Coast of Maine from Pemaquid to the St. Croix and known as the County of Canada, in New England. This did not deter Razilly from ordering Charnisay and La Tour to clear the coast of the English as far to the westward as Pemaquid. La Tour and Charnisay became deadly rivals for power in Acadia; fought each other at every opportunity, and involved the Massachusetts Bay Colony in some peculiar deals. The Pilgrims and the Bay Colony could not coöperate to drive the French from Maine; so they were left in possession of Castine. In Cromwell's time a New England invasion of the Dutch at New Amsterdam was planned. Peace came between England and Holland before the attack could be realized, so the commanders, Leverett and Sedgwick, with their forces, turned their attention to Acadia which fell to them.

By this time the term Nova Scotia had fallen into disuse. Unfortunately, for political reasons, Cromwell's grant to Sir Thomas Temple and others, of "Acadia and a part of Nova Scotia" revived a name which was to confuse statesmen for generations to come; for the western bounds of Temple's grant were set at the St. George's River. Though often importuned to return Acadia to France, Cromwell repeatedly refused. His successor, King Charles II, was far more tractable. He had already given to his brother, James, Duke of York, lands in New York, together with Stirling's County of Canada which was now to be known as the County of Cornwall, or the Duke's Province in New England.

By the Treaty of Breda, 1667, Acadia "according to its ancient boundaries," was ceded to France. Sir Thomas Temple was ordered to relinquish Pentagoët, now Castine, because it was a stronghold of Acadia, though the County of Cornwall extending west from Pentagoët to Pemaquid, and east to the St. Croix River, was held to be within the limits of New England. Temple did his best to prove that Pentagoët lay within New England, but King Charles was deaf to his



arguments and ordered him out. Finally, in 1670, Temple's agent surrendered the post and fort to the Chevalier de Grand-fontaine.

It was in 1671 that the Chevalier St. Lusson, by order of Talon, Intendant of New France, visited the Coast of Maine notifying the inhabitants that they were dwelling in Acadia. Lusson reported that he found the banks of the Kennebec as well as the coast to the westward sowed with inhabitations all well built and in excellent condition. But five years later everything was laid waste by Indian attacks.

From now on, for many years, except when captured by the Dutch under Jurriaen Aernouts in the *Flying Horse* in 1674 and held for a very short time, Fort Pentagoët remained Acadia's western outpost. Upon the retirement of the Dutch, Baron de Castin succeeded to the command of the fortifications. Here he remained in quiet possession until disturbed by Sir Edmund Andros in 1688.

Of Baron Jean-Vincent de Castin much has been written, though opinions in regard to him are somewhat divergent. The remains of his fort are on the water side of Perkins street in Castine adjacent to the modern chapel of Our Lady of Holy Hope, which occupies the site of a chapel of the same name, built in 1648 by Friar Leo of Paris, Capuchin missionary.



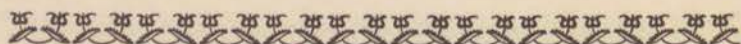
CAPTAIN JOHN SMITH AT MONHEGAN

AMONG the early visitors to Maine was Captain John Smith who has quite a bit to say of the coast from the Penobscot to the westward. Of him much has been written. He is the hero of the elementary histories, and the story of how his life was saved by Pocahontas is folk lore. The two men who figured prominently in the tale of the Indian princess, Smith whose life she saved, and Argall who captured her, were both on the Maine Coast within a year of each other.

Though Smith's "tryalls of a Myne of Gold and Copper" were unsuccessful, and his search for whales was disappointing, he did find plenty of furs and fish. In his *Description of New England* published soon after, he says that he "sounded about 25 excellent harbours: in many whereof there is anchorage for 500 sayle of ships of any burthen: in some of them for 5000: And more than 200 Iles over growne with good timber, of divers sorts of wood, which doe make so many harbours as requireth a longer time than I had, to be well discovered . . ."

Smith's anchorage for his two ships while at Monhegan was on the southwest side, with Manana to the westward. Upon his return to England he communicated with Sir Ferdinando Gorges who was well pleased with Smith's narrative. Smith reported that of all the four corners of the world which he had seen uninhabited, had he but the means to set up a colony, it would be on the Maine coast. "I would rather live here [he writes] than anywhere;" and if such a colony "did not maintain it selfe, were wee but indifferently well fitted let us starve."

Smith agreed to enter the employ of Gorges and his associates, though the London Company had made a bid for his services. He was appointed Admiral of New England in 1615;



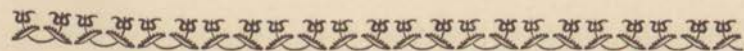
but on his way out he was captured by the French soon after leaving port. This put an end to the scheme for laying "the foundation of a new Plantation."

From this time on many ships frequented the Maine Coast for trading and fishing purposes. Cruelty to the Indians, shown by Hunt and Harlow, did not make for kindly feeling on the part of the Indians toward the English. Waymouth's kidnapping party was for a purpose which materialized; not so the exploits of the other captains who tried to sell their captives into slavery. Among the numerous company at Monhegan was Sir Richard Hawkins, one time President of the Plymouth Company, who set out for Maine in October, 1615. He arrived when an Indian war was raging, but succeeded in getting sufficient furs to warrant a trip to Spain for their disposal. Hawkins spent the Winter at Monhegan, and of his expedition Sir Ferdinando Gorges says: "It was all that was done by any of us that year."

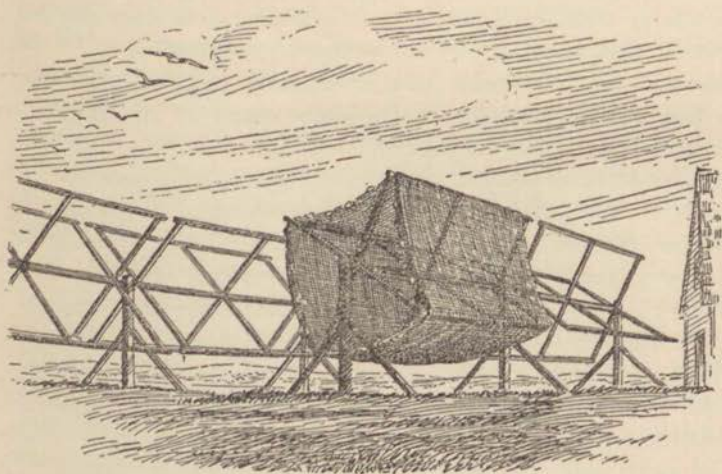
The presence of Sir Richard Hawkins on the Maine Coast is noteworthy. He was the son of Sir John Hawkins, one of the most noted sea rovers of the Elizabethan age. Sir Richard played an active part in the defeat of the Spanish Armada, and was second in command, in 1630, under Sir Robert Mansell, against the Algerian pirates. Sir Samuel Argall was also in high command in the same expedition. This is the same Sir Robert Mansell who received a grant of Mount Desert as Mount Mansell in 1620. He was, therefore, the first proprietor of Mount Desert Island, though his grant was never consummated. Among the mountains in Acadia National Park there is a Mount Mansell, named in honor of Sir Robert who was in naval service under Queen Elizabeth, King James, and King Charles I.

Long before permanent settlements were made on the Maine Coast, merchants of Bristol and Plymouth were engaged in extensive traffic in the regions around Muscongus Bay. Prior to 1620, free fishing privileges were allowed all Englishmen. But the new Plymouth Charter created a monopoly for Sir Ferdinando Gorges and his associates.

The demand of a tribute from fishermen, allowed under the new charter, was bitterly denounced by Sir Edward Coke



as "a monopoly upon the sea; a monopoly attempted of the wind and sun by the sole packing and drying of fish." The Jamestown colonists were indignant, as they too were excluded from the fishing grounds of New England unless they paid tribute. The fight for free fishing in Parliament was bitter and long. Sir Ferdinando Gorges, in his defense of the monopoly was supported by King James and his Council. Admiral West was sent to Maine to intercept all unlicensed



BIDDEFORD POOL

fishermen, but could do little; returned to England and reported that he found them to be "such stubborn fellows."

Monopolies were ever unpopular. The exclusive rights of De Monts to a large part of the Atlantic Coast were abrogated by King Henry IV who was forced by French merchants to take the step. So was the clause in the New England patent bearing upon the fishery question, after a bitter fight, declared by Parliament to be null and void. The people versus the monopolists scored a victory in a fiercely waged controversy relating in part to the Maine Coast.

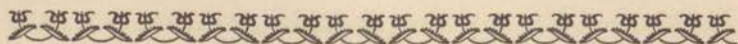


PROCEEDS FROM MAINE FURS CANCEL MAYFLOWER OBLIGATIONS

A PEMAQUID Indian called Samoset, or John Somerset, is frequently mentioned in early annals. Bradford speaks of him as coming boldly among them at Plymouth, in mid-March, 1621, and speaking in broken English, "which they could well understand but marvelled at." He belonged "to the eastern parts where some English ships came to fish [says Bradford] and he knew many of the ships by name, among whom he gott his language." Samoset told "of another Indian whose name was Squanto—who had been in England and could speak better English than himself." In Mourt's *Relation*, 1622, there is also mention of Samoset; for "there presented himself a savage, which caused much alarm . . . He saluted us in English and bade us Welcome!"

It was the same Samoset, who with Unonquoil, on July 15, 1625, conveyed to "John Brown of New Harbor," at Pemaquid—for fifty good skins, a region which now comprises Bristol, Nobleborough, Jefferson, and a part of Newcastle. The next year the deed, the first ever made in Maine was acknowledged before Abraham Shurt, of Monhegan. Shurt had come to Monhegan in 1626 as agent of Robert Aldworth and Giles Elbridge, of Bristol, England, to buy the place of Abraham Jennings. How Jennings gained possession is not known. Perhaps if some of the missing records of the King's Council for New England could be found, they would contain the answer. A bargain was struck; and, as Shurt says: "having Conference with their Agent, about the price thereof, agreed for fifty Pounds, and the Pattent to be delivered up: and gave him a bill upon Alderman Alsworth; which bill being presented, was paid as the Aforesaid wrote me."

Not only did Abraham Shurt execute the first deed, but he had a hand in one of the earliest bills of exchange on record in America. He has sometimes been called the "father of American conveyancing."

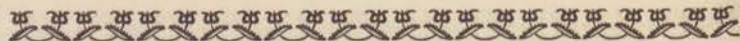


In Winslow's *Good News from New England*, 1622, mention is made of the kindness of the fishermen at Monhegan and Damariscove, reported by Admiral West to be "such stubborn fellows." Winslow made a voyage to the eastward, at the suggestion of Squanto, in search of provisions, since the Pilgrims' supply was exceedingly low. He did not return empty handed, for he found "kind entertainment and good respect" with a willingness to supply his wants.

Winslow was unable to get all that he wanted since the fishermen, before his coming, had given of their store "by reason of the necessity of some among themselves." In spite of their depleted stock, they "did what they could freely, wishing that their store had been such as they might in greater measure have expressed their own love, and supplied their own necessities, for which they sorrowed, provoking one another to the utmost of their abilities." Winslow offered to pay for the provisions obtained but the fishermen refused his tendered bills of exchange. Though the supplies obtained by Winslow in Maine were hardly sufficient to fulfill the needs of the Pilgrims at this most critical time, the exercise of "provident and discreet care" in their disposal saved the colony from starvation. For, as Winslow says, the Plantation "recovered and preserved strength till our own crop on the ground was ready."

In history the exploits of the Pilgrims loom large. Their connection, therefore, with Maine adds a unique touch to her early annals. True now, as in their time, the great struggle is to get something to eat and to keep out of debt. It cost a lot of money to finance the Mayflower proposition. The story of the manner in which the obligations to the Merchant Adventurers was discharged necessitates further reference to Maine; this time to the Kennebec River and the present site of Augusta.

As early as 1625 Plymouth Colony agents were sent to London to discuss the refunding of their debt due the Merchant Adventurers. After some years, an agreement satisfactory to the Pilgrims was reached. It called for certain annual payments over a period of some years, which seemed fair enough, but "they knew not well how to raise the pay-



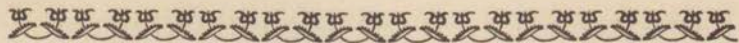
ment." Governor Bradford, the American pioneer in history, tells how the money was raised and the Mayflower debt paid. Trade with the Indians was proving profitable, and from it a good income was assured provided competition could be eliminated. Winslow visited the Kennebec after the harvest of 1626 with a boatload of corn seeking barter with the Indians. His venture was a success, for about seven hundred pounds of beaver were obtained, "besides some other fures."

Here was an idea which was acted upon. The Pilgrims soon obtained from the Council for New England a patent



OLD STATE HOUSE, AUGUSTA

for a territory in the "Cobesconte" region "which adjoyneth to the river of Kenebec . . . and the space of 15 English myles on each side of said river . . ." Under the patent, trespassers could be dealt with summarily. A trading house was built "in the most convenientest place" which was at Cushnoc, the present site of Augusta. Trade was good; and in the ten years, from 1628 to 1638, sufficient income was obtained to meet the stipulated annual payments on account. With the Mayflower obligations cancelled, the Pilgrims "broke of their trade at Kennebec, and as things stood, would follow it no longer."



The Cushnoc station had served its purpose. The resources of Maine had been tapped for worthy objectives, and by their means the Plymouth Colony learned "how to raise the payment." Incidentally, the Maine State Capitol at Augusta occupies land once owned by the Mayflower Pilgrims.

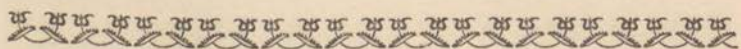


FRENCH AND PILGRIMS CLASH AT CASTINE AND MACHIAS

ENCOURAGED by the success of their venture at Augusta, the Pilgrims extended their trading activities still further to the eastward. In 1629 a station was established at Pentagoët, now Castine, and another one, two years later at Machias. But at both of these places they were not to be left in undisputed possession.

Acadia, according to its ancient boundaries never defined, was soon to be restored to France by the Treaty of St. Germain-en-Laye. It was then that Richelieu took affairs into his hands and appointed Isaac de Razilly governor of Acadia with special instructions to keep the English out of the region east of Pemaquid. Charles de Menou, Sieur d'Aulnay de Charnisay, and Charles Amador de St. Etienne de la Tour were appointed by Razilly for this special purpose. The King's Council for New England had given permission to Edward Ashley to establish himself at Pentagoët for trading purposes and allowed Richard Vines and Isaac Allerton similar privileges at Machias. Even before Razilly received his commission as Governor of Acadia, a party of French under La Tour descended upon Pentagoët and robbed the place of everything in sight. This was in 1631; for as Bradford says, "their house at Penobscott was robed by the French, and all their goods of any worth they carried away."

With reference to the truck house at Machias Bradford writes: "Being now deprived of Ashley at Penobscott," the Pilgrims set up a station still further to the eastward, "to cute of the trade from thence also," adding "But the French perceiving that that would be greatly to their damage, they came in the beginning before they were well settled, and displanted them . . ." The attack was also led by La Tour and resulted in the killing of two Englishmen, and in the confiscation of all goods "to a great value, the loss being most, if not all Mr. Allerton's."



Though the Pentagoët truck house had been despoiled by the French, the Pilgrim traders were persistent. They remained upon the spot and continued their activities. But they were doomed, in 1635, to sustain "an other great loss from the French." This time it was the famous D'Aulnay Charnisy who found his way to the place by means of Indian pilots; and he meant business. Taking possession in the name of the King of France, "partly by threatening and partly other wise," D'Aulnay made the agent, Mr. Willet, "to approve of the sale of the goods unto him," for which no payment was made, for "they which build on another mans ground doe forfeite the same," D'Aulnay turned out all the English, leaving them "their shalop and some victualls to bring them home."

When Willett and his men reached Plymouth and told their story of D'Aulnay's descent upon them, there was indignation. They had been robbed once before, and now to lose "house and all, did much move them." After the loss of both Machias and Castine, as Bradford tells in his *History of Plymouth Plantation*, the Pilgrims "resolved to consult with their friends in the Bay"; and if they approved, "ther being now many ships ther," it was the intention to hire a ship and sufficient crew "and seeke to beat out the French and recover the lost posts."

"Ther course was well approved on [says Bradford] by the Bay Colony, if they themselves could bear the charge." So the Plymouth Colony "hired a fair ship of 300 tune, well fitted with ordnance, and agreed with the master (one Girling) to this effect: that he and his company should deliver them the house (after they had driven out, or surprised the French), and give them peaceable possession thereof, and all of such trading commodities as should ther be found."

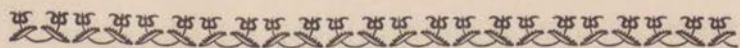
Myles Standish and twenty men went along with Captain Girling in a small bark to aid him "if need weere." But the attack was a failure. Girling would listen to no advice from Standish; he would not summons the French, but instead, from a distance, blazed away until his ammunition was almost gone, "and did them no hurte at all." Finally, when Girling saw his own folly, he was persuaded to bring his ship closer in.

Then he was able to bestow "a few shotte to good purposs. But now, when he was in a way to doe some good, his powder was goone." There was nothing to do but withdraw, which Girling did; "and this was the end of this business," concludes Bradford.

Members of the Plymouth Colony were not content to leave the French at Castine. Letters were sent to the Bay Colony urging coöperation in a plan for driving them away. Though the point was stressed that the French were now partly fortified at Castine they "were now likely to fortifie themselves more strongly, and likely to become ill neighbours to the English." The only reply from the Bay Colony, and signed "your assured loving friends," was to the effect if deputies from Plymouth be sent, the Bay people would be glad to discuss the French situation with them. When the two deputies arrived all that they gathered from the conference was that the Bay Colony would join in the effort provided that the Plymouth Colony bear the brunt of the expense; otherwise they "must desist and waite further opportunities as God should give, to help themselves."

"But [writes Bradford] this came to nothing, for when it came to the issue, they would be at no charge, . . . and referd them more at large to their owne messengers." This was bad enough; but a few years later, when La Tour and D'Aulnay after the death of Razilly, combatting for supremacy in Acadia, were desperately fighting each other, the Bay Colony merchants aided and abetted La Tour. This angered the Plymouth Colony whose leading men early sensed the French menace and what French hold on the Coast of Maine might mean in years to come. Not only did the Bay Colony flatly refuse to coöperate with the Plymouth Colony in the recovery of Castine, "but [as Bradford notes] some of their merchants shortly after sent to trad with them, and furnished them both with provisions, and poweder and shott; and so have continued to doe till this day, as they have seen opportunitie for their profite."

Even worse, according to Bradford, was the attitude on the part of the Englishmen at Pemaquid Plantation. Not only could the French obtain here anything they wanted in



the way of supplies, but they were furnished with "continually intelligence of all things that passes among the English." It is no marvel that the French "still grow and incroach more and more upon the English, and fill the Indians with gunes and munishtion, to the great deanger of the English . . ." He concludes significantly: "If these things be not looked too, and remeady provided in time, it may easily be conjectured what they may come toe; but I leave them."



PENTAGOËT

Bradford's warnings went unheeded. His prophecy was to be but too well realized. The English continued on their plantations, "open and unfortified, living upon husbandries." Meanwhile the French at Fort Pentagoët strengthened their defenses, built bastions and flankers, erected ordnance and for many years dominated a considerable portion of the Coast of Maine.



MURDER AT CUSHNOC AND ITS CONSEQUENCES

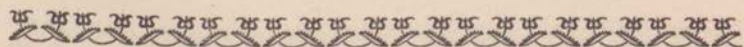
IF the Kennebec River served the Pilgrims as a highway for commerce, it also served unscrupulous persons as well.

In 1634, a poacher by the name of Hocking, from Piscataqua, was apprehended in illegal trade near the falls between Augusta and Waterville. The Pilgrim agent, "he that was chiefest in the place," says Bradford, objected to the intrusion by Hocking, and "prayed him that he would not offer them that injurie nor go about to infringe their liberties which had cost them so dear."

Hocking became abusive; declared that he would do as he pleased, and in defiance of warnings, entered his boat and went further up the river. He then cast anchor and waited for developments. Men in a canoe from the trading post were ordered to cut Hocking's cable, "and let the vessel drive downe the river with the streame." They were told not to fire unless commanded to do so. Just as the cable was cut, Hocking, taking deadly aim, shot and killed one of the men. A companion of the murdered man, "who loved his well," unable to restrain himself, immediately shot Hocking, "who fell downe dead and never speake a word."

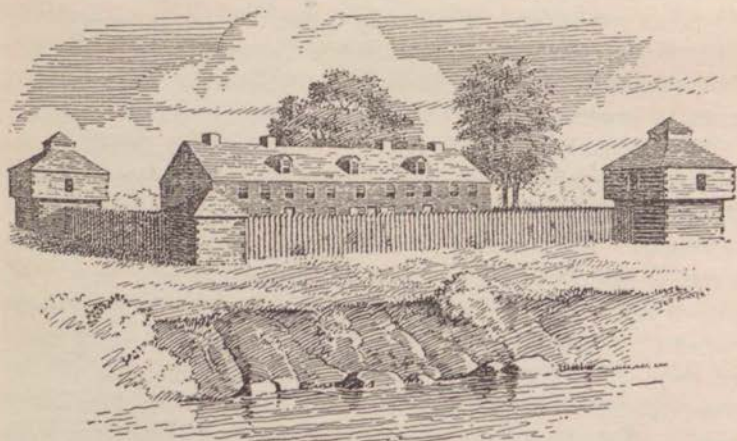
Garbled reports of the affair, in which it was made to appear that Hocking had been murdered in cold blood, soon reached Piscataqua and Massachusetts. As Bradford says, it was made to appear "as if he had been killed without any offenc of his parte, concealing that he had killed another first." This latter version was, of course, the one generally believed. So, when John Alden, now no longer a stripling or writing letters to go by the Mayflower, but a skipper engaged in carrying supplies to Augusta, arrived in Boston from the Kennebec, he was jailed by the authorities of the Bay Colony.

At best, Alden could have been but a witness to the Hocking episode, and Kennebec was far beyond the jurisdiction^s of the Bay Colony. Indignation was great at Plymouth con-



cerning his imprisonment, and a vigorous protest was entered against such high handed proceedings. That such things should be done, comments Bradford, "was thought strange, and they sente Capten Standish to give them true information (together with their letters)—and to procure Mr. Alden's release."

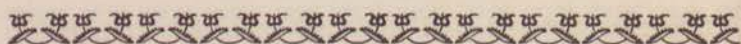
There is zest in the picture of Myles Standish hastening from Plymouth to Boston to get John Alden out of jail; and all because of an affair in Maine. Governor Dudley set Alden at liberty and made reply to the letters from Plymouth of which Standish had been the bearer. Dudley's letter is dated



CUSHNOC, FORT WESTERN—1754

at New-towne, ye 22 May, 1634. A portion of the document reads: "I have upon the same letter sett Mr. Alden at liberty, and his sureties, and yet least I should seeme to neglect the opinion of our courte and the frequent speeches of others with us, I have bound Captaine Standish to appear the 3 of June at our nexte courte . . ."

A Maine poet has described the Captain of Plymouth as a little chimney, heated hot in a minute. It is really regrettable that no record remains of Myles Standish's indignation, which must have blazed up within a time limit much less than that mentioned by Longfellow, when told that he was bound over to appear at the "nexte courte."



When the court met Dudley was for suppressing the contents of the Plymouth letter of protest relative to the Bay Colony's action in regard to the Kennebec murder affair. But Standish being in no pleasant mood, insisted that the letter be produced; and it was. An inkling of what occurred in court is to be found in Dudley's letter of the next day to the Plymouth Colony. He says that he is "right sorrie for the news that Captaine Standish and others of your neighbours and my beloved friends will bring now to Plymouth." Nothing that Dudley might say could prevent Bradford from recording indignantly "though they hear were hartily sorrie for what was fallen out, yet they conceived they were unjustly injured and provoked to what was done; and that their neighbours (having no jurisdiction over them) did more than was mete, thus to impress one of theirs and binde them to their courte."

When the truth of the Kennebec crime was learned, a conference was called at Boston. Though the presence of representatives from Piscataqua was asked, none from that region appeared. The meeting was held, and magistrates and ministers of the Bay Colony and the Plymouth men then "fell into a fair debating among themselves." Opinions of those present were requested; and though "they all could have wished these things had never been," the outcome of the meeting was to lay "the blame and guilt on Hockins owne head." This closed the case; for as Bradford says, "thus was the matter ended, and ther love and concord renewed . . ."

The Kennebec Patent, in 1640, was surrendered by the original grantees, Bradford, Edward Winslow, and others, to the Colony at large, thus making the patent the original source of subsequent land grants in the region. In October, 1661, the Plymouth Colony disposed of the Kennebec holdings to John Winslow, brother of Edward, and others upon payment of a certain sum of money.

The Kennebec tract was occupied chiefly by the Norridgewock Indians in whom the Winslows took considerable interest. Though the Norridgewocks are ever associated with the well known Jesuit Father, Sebastian Rale, a glance at the *Jesuit Relations* reveals a bit of Maine history prior to Father Rale's missionary work on the Kennebec River.



JESUIT PIONEERS IN THE MAINE WOODS

SYNONYMOUS with extensive vacation regions, the Maine Woods attract nation wide attention. Once, the only paths through the tangled wildernesses were the sinuous trails of the Abenakis. Today, federal and state highways take their place. But upon streams, rivers, and lakes, the Indian methods of locomotion still obtain. From the time of the first white man, the Jesuit Father Paul Le Jeune, who roamed the forests of Northern Maine, in 1633, up to the present the canoe is still supreme.

Motorists, as they climb the mountain range, forming the international boundary between Quebec and Maine, get a comprehensive view, soon after leaving Jackman, of the wilderness traversed by Father Le Jeune. He was Superior of the then recently reestablished Jesuit mission at Quebec. He had welcomed the return of the Jesuits accompanying Champlain after the English occupation and the cession of Canada and Acadia to France. Among the group, now to resume their interrupted labors, was Father Ennemond Massé, whom Argall had removed from Mount Desert, many years before. Massé, now quite elderly, was connected with the Sillery mission which numbered among its converts many Abenakis of Maine.

Because of his duties, Father Le Jeune could not be absent long from the Quebec mission. Nevertheless, so important was the acquisition of a knowledge of the Algonquin language, that he joined a roving band of Indians for that purpose. It was in the dead of Winter when these hunters in search of sustenance reached Northern Maine. Deep snows, ice-bound streams, and sub-zero weather did not make for comfort, and game was scarce.

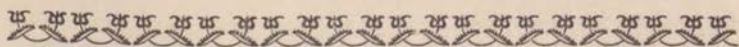
Father Le Jeune paid dearly for his instruction. Intense physical suffering was the price, and sometimes threats of death confronted him. His Indian companions were not con-

verts and their medicine man was suspicious. Details of the privations and discomforts which fell daily to his lot are to be found in the *Relations*, written by the uncertain flicker of blazing pine knots.

Simultaneously, his face was scorched by the fire's heat, while his back was almost frozen by icy blasts which penetrated his flimsy shelter, shared with Indians and dogs. Once, when his life was threatened, he slept all night in the open, his only covering a sheet of birch-bark. Of the incident he writes: "Though my bed had not been made up since the creation of the world, it was not hard enough to prevent me from sleeping." Incredible as it may seem, when Father Le Jeune's wanderings in Maine were over and he returned in the Spring to his mission at Quebec, he was in splendid physical condition. Moreover, he had mastered an Indian dialect.

Father Le Jeune did not penetrate very far into Maine. It was the Jesuit Father Gabriel Druilletes, who, in 1646, took a more extensive journey. He was the first white man to travel from the St. Lawrence, up the Chaudière and down the Kennebec to the Atlantic Ocean. The Indians who accompanied him were all converts of the Sillery mission, and he was not subjected to the indignities which Father Le Jeune had been obliged to undergo.

Druilletes' itinerary is interesting. Years later, during the French and Indian War, Governor Pownall, of Massachusetts, sent a scout, Alexander Nickels, of Pemaquid, over the route in reverse order. Nickels reported favorably, and Pownall at once suggested to Pitt, in a communication dealing with military plans for the reduction of Canada, that a large scouting party might be sent over the Kennebec-Chaudière route to harrass the suburbs of Quebec. Pownall also said that he did not consider it feasible to send an attacking army that way. In the War of Independence that is exactly what was done under Benedict Arnold. The story of this expedition is well known. Diaries of private soldiers who accompanied Arnold have been published, and many books have been written on the subject. The Arnold Trail is now a popular highway; but it was the Jesuit Father Gabriel Druilletes who was the first white man to traverse the route.



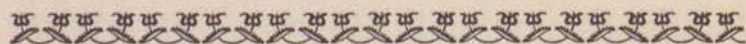
To the Indians what is now the Arnold Trail was familiar. They made much use of it enroute between Maine and Quebec. At the Sillery mission many of the Abenakis had become converts and upon their return to Maine told friends of their experiences. It was in answer to a request for a priest from the Norridgewocks that Father Druilletes set out upon his journey to the Kennebec.

He and his Indian guides left Quebec on August 29, 1646. The season of heavy frosts was fast approaching as the ascent of the Chaudière was made. Vivid autumnal tints of a superb gorgeousness touched the landscape on every side as Druilletes made his way through the dense forests towards the Kennebec. Each night when camp was made a little birch-bark chapel was erected before which, in reverential quiet, the devout group gathered at the close of day.

In due time Druilletes reached the waters of the Kennebec; descended the river to Narantsouat, or Norridgewock, of which he says: "It is the settlement of the Abanaquois Savages furthest up the river of Kenebec—fifteen or sixteen leagues from the highest settlement of the English on that river which is sixteen leagues distant from its mouth." He paid a visit to John Winslow, the Pilgrim agent at Augusta, whom he somewhat disguises as "Le Seur de Houinslaud," though later he refers to him as "John Winslau a merchant and a citizen of Plimouth colony, who has a very kindly disposition." From this meeting of Jesuit and Puritan at "Coussinoc" there was to result a warm and enduring friendship.

From Augusta Druilletes left by canoe en route to Castine, following the coast and visiting several English posts on the way. At these settlements he was well received; but at Castine a real ovation awaited, tendered him by the Capuchin friars and their Superior Father Ignace. The Capuchins at Castine said that they had a prior claim to this part of Maine. Therefore, though Druilletes had established a Jesuit mission at Norridgewock he did not remain there long.

The Autumn and Winter he spent with the Indians. When hunting parties set off through the forests Druilletes went with them. In January he was encamped for some time at

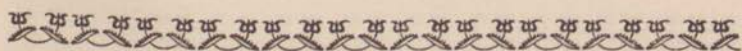


Moosehead Lake, the first white man to look upon Mount Kineo. The Spring of 1647 found Father Druilletes and his Norridgewock companions still in the Maine woods. In a region of lakes and mountains, dominated by Moosehead and Katahdin, he traveled until Summer approached. Then he returned to Quebec, and for the next few years was engaged in missionary work at Tadousac.



KATAHDIN

But Maine was again to claim him. At the urgent request of the Norridgewocks in which the Capuchins at Castine now joined, Father Druilletes returned to Cushnoc and definitely established the Norridgewock mission in what is now the town of Madison. Intermittently, during a period of eleven years Druilletes visited Maine, and was unusually successful in making Indian converts. Druilletes' mission this time was twofold. Not only did he appear at Augusta, in 1650, as missionary to the Indians, but he was en route to Boston as an accredited emissary from the Quebec government to the New England government. This is remarkable; for it is one of the very few instances in American Jesuit history in which one of the order ever undertook an errand of a purely political nature.



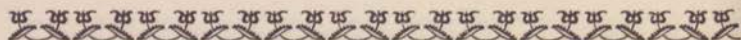
Massachusetts had prepared the way for negotiations by approaching Quebec upon the subject of reciprocal trade relations. Father Druilletes was to obtain, if possible, in exchange for a free trade agreement, the military aid of New England against the common enemy, the Iroquois. The presence of the Pilgrim trading post at Augusta led the French to assume that the Abenakis were under English jurisdiction; but the Indians were spiritual charges of Father Druilletes. John Winslow, the Pilgrim agent at Augusta, was greatly interested in the welfare of the Indians of the Kennebec, so the two men had a common concern.

On September 1, 1650, Father Druilletes set out from Quebec with a few Indians over the usual route to Augusta. He lodged with Winslow for some time, to the mutual advantage of both host and guest. In Druilletes' contemplated journey to Massachusetts Winslow was much interested. Winslow wished Druilletes to know of the love and respect that he had for the Jesuit; that he must stay at his Plymouth house where brotherly hospitality would await him.

Druilletes, in his *Relations*, makes mention of Winslow's special zeal for the conversion of the Indians; speaks of Edward Winslow, John's brother, then in London, as "agent for this New England before the parliament of old England,—who is trying to institute a brotherhood to train and instruct the Savages, just as is practiced with the poor by the charity of London."

It is significant that in the Summer of 1650, at what is now the State Capital, an Englishman and a Frenchman were discussing a movement which was soon to crystalize by an Act of Parliament into the Society for the Propagation of the Gospel in New England. Later, to the corporate name there was to be added, "and Parts adjacent in America."

A frigate was to convey Father Druilletes and John Winslow to Massachusetts. But because of the lateness of the season and the menace of ice in the Kennebec she could not approach nearer than Merrymeeting Bay. This necessitated a land journey of some ten leagues which sorely taxed the strength of the elderly Winslow. Finally, "Maremiten" as Druilletes calls the place, was reached. Embarking here,



Druilletes notes that on the way "we found at Temriscau some English fishermen, some of whom complained to the agent because he was conducting a Frenchman along that coast who was a spy to serve the French, who was likely to ravage their settlements." By "Temeriscau" Druilletes means Damariscove, an island off Boothbay Harbor.

Of Father Druilletes' reception at Plymouth and Boston much has been written. He was well received everywhere, and though unable to negotiate any commercial treaty or

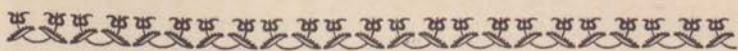


KINEO

obtain any action in regard to mutual protection against the Iroquois, he made many friends of whom he has left interesting descriptions.

On February 5, he took passage with "Thomas Yau, master of a bark sailing for Kenebec." Detailed at Marblehead which he calls "Morbletz" he paid a visit to "Endicott at Salem, who speaks and understands French well. He is a good friend to our nation and desirous that his children should continue in this friendship."

Two days later, at Damariscove he notes: "At Tamereskau there the fishermen show me much friendliness, they were the very ones who had accounted me a spy on my way to Boston." The next day, "On the eighth of February



[Druilletes notes] I depart for the river of Kenebec where I continue my interrupted mission. All the English who are on this river received me with many demonstrations of friendship."

Father Druilletes was later interrupted in his work among the Norridgewocks. This time it was to undertake a similar political mission to Connecticut which was as barren of results as had been the Massachusetts parley. He again returned to the Kennebec where he was to labor among the Indians until 1657. After that time, for many years, the Norridgewocks were but spasmodically served by missionaries because of the great demands in other quarters.

It is interesting to note in the *Journal of the Jesuits*, under date of November 10, 1666, that "Father Jacques Maquette goes up to three Rivers to be a pupil of Father Druilletes in the Montagnais language." Thus a Maine pioneer Jesuit had a hand in the preparation of Marquette for his great work of exploration in the West.

Of the tireless Jesuit priests who were, at one time or another, connected with the Norridgewock mission, mention should be made of Father Joseph Aubery whom Chateaubriand chose as a prototype of one of his characters in *Atala*, and of Fathers Loyard and Bigot, and finally, of Father Sebastian Rale, the greatest of them all, who had charge of the mission from 1691 until killed in an English attack on August 23, 1723.

Father Bigot, while stationed at Quebec, begged of the Abenaki a little girl who had been captured at Wells Beach, Maine. The child, Esther Wheelwright, was placed in a Convent, and became the ward of the Marquis de Vaudreuil. After the British occupation of Quebec she was elected Superior of the Ursuline Convent, a successor of Marie de l'Incarnation who founded the institution in the days of Father Paul Le Jeune.

Among the Jesuits at Castine were Father Pierre Thury from the Quebec Seminary; Father Joseph Pierre de la Chasse, one time instructor at Rennes, and later of Paris, who remained at Castine until 1718. He was succeeded by Father Etienne Lauverjat who had studied philosophy at Bourges and well served the Pentagoët mission until 1729.



Few visitors to Castine realize that the pioneers here were men of refinement and education who left comfortable quarters and congenial companions, to labor among Indian tribes that the savages might be, for the greater glory of God, converted to Christianity.

Upon the anniversary of Father Rale's death in 1833, a monument was erected over his grave at Norridgewock and dedicated by Bishop Benedict Fenwick, Catholic Bishop of the diocese of Boston. This memorial marks the spot once occupied by the chapel altar of the Norridgewock mission founded in 1646 by Father Gabriel Druilletes. Though not



FATHER RALE'S GRAVE

visible from the main highway the monument is easily found. It stands to the westward of a small cemetery, and a side road, distinguished by a bronze tablet bearing an appropriate inscription, leads directly to it.

The missionary work carried on by the self-sacrificing Jesuits among the Indians of North America often has been depreciated. The sufferings, privations, tortures, and often martyrdom that they were obliged to undergo, were, in reality, a seemingly heavy price for the results obtained; but in Maine, the christianizing work of the Jesuits was to bear fruit. The Abenakis became less ferocious, and the attacks upon English settlers did not degenerate into wild revels that blacken some pages of Indian warfare history.



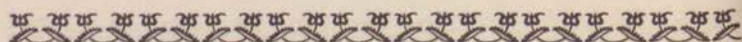
NOVA SCOTIA ENCROACHES ON THE EAST

IT was a different Acadia given to Sieur de Monts from that ceded to France by the Treaty of St. Germain-en-Laye.

In 1604 there was no Virginia Charter; no King's Council for New England; no English settlements at Monhegan, Pemaquid, Sheepscot, Casco Bay, Saco Valley, or along the banks of the Piscataqua River, such as there were in Maine by the year 1632. Before that date the Council for New England had issued the Pemaquid Patent to Elbridge and Aldworth, of Bristol, England; the Muscongus Patent to John Beauchamp, of London, and Thomas Leverett, of Boston, England; the Pilgrims' Patent on the Kennebec River to William Bradford and associates, all in the region between the Penobscot and Kennebec Rivers.

In addition to these grants there had been issued in the western part of Maine, the Lygonia Patent extending from Cape Elizabeth to Cape Porpoise; the Cammack Patent at Scarborough; the Vines Patent on the Saco, and the grant to Gorges and Mason of the territory between the Kennebec and the Merrimac. These grants and patents are enumerated to show that France would have had difficulty in claiming jurisdiction any further to the westward than the Kennebec River.

Maine, therefore, was, from the Kennebec to the Piscataqua, a part of New England; from the Kennebec to the St. Croix, a part of Acadia. The Charter of William and Mary extended the bounds of New England to the St. Lawrence on the north, and on the east to include the peninsula of Nova Scotia. This vast wilderness, together with the Plymouth Colony, the Bay Colony, the Territory of Sagadahoc which extended from the Kennebec to the St. Croix, and what had been Gorges' Province of Maine, but now absorbed by Massachusetts, constituted His Majesty's Province of the Massachusetts Bay in New England.



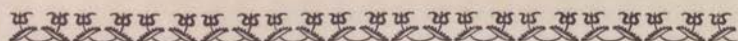
In King William's War Pemaquid was captured by a combined attack of the French under Sieur d'Uberville and the Indians under Baron de Castin. The fort was destroyed and was not rebuilt, Massachusetts claiming, though erroneously, that the region was Crown property. Some years after the Treaty of Utrecht which ceded "Acadia or Nova Scotia" to England, Governor Philipps, of Nova Scotia, was instructed by the Board of Trade to occupy Pemaquid, rebuild the fortifications and place settlers in the neighborhood. Colonel



FORT HALIFAX—1754

David Dunbar, Surveyor General of the King's Woods in America, was delegated for the purpose. Numerous families of Scots and Irish were brought in, and Fort Frederick, built by British funds, was garrisoned by British soldiers. A replica of Fort Frederic stands at Pemaquid today; but Dunbar's Province of Georgia did not materialize.

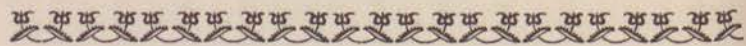
When the proprietors of the Muscongus Patent learned of Dunbar's activities at Pemaquid, they complained of violation of their patent rights to Governor Belcher, of Massachusetts, who sent a strong protest to the Lords of Trade and Plantations at London. This was passed to the Attorney and Solicitor Generals, Yorke and Talbot, with a request for a



ruling. In 1732 a decision was rendered which ran true to form under the English law. Invested property rights were respected, and Governor Phillips was instructed to leave Pemaquid alone and to withdraw Colonel Dunbar. As the Muscongus Patent extended along the west bank of the Penobscot, from the sea nearly to Bangor, the eastern frontier of New England was secured to this river. But it remained a debatable point whether the Penobscot River was a frontier of Acadia or Nova Scotia, with the odds in favor of Nova Scotia. At this particular time, the question was not pressing.

With the French and Indian War in progress, the one great British objective was the capture of Quebec. Governor Pownall, of Massachusetts, had submitted military plans for the year 1759 to Mr. Pitt. Among the suggestions was one which called for a fort at the mouth of the Penobscot in order to close that river to the enemy. General Amherst supported the scheme, and a fort was built under Governor Pownall's supervision at Fort Point, on the west bank of the Penobscot in what is now the town of Stockton Springs. While on a reconnoitering trip up the Penobscot, which extended as far as the present Veazie dam, some miles above Bangor, Governor Pownall did a significant thing. With military pomp and ceremony he buried a leaden plate carrying an inscription which declared that lands east of the Penobscot were within the dominions of Great Britain and under Massachusetts Bay jurisdiction.

The date of this act is May 23, 1759, and the spot chosen for the ceremony was on the crest of a high hill in the town of Eddington. The location is indicated by a power-line tower, plainly visible from several points on the highway along the bank of the Penobscot in the town of Veazie. Pownall's expedition to the Penobscot, his formal declaration, and the building of Fort Pownall prepared the Penobscot Valley for settlement and development. Early in the administration of his successor, Governor Francis Bernard, the General Court was deluged with petitions for land grants east of the Penobscot. Enumerating them under modern names they comprised Bucksport, Orland, Penobscot including Castine, Sedgwick including Brooklin and Brooksville, Blue Hill, Surry and

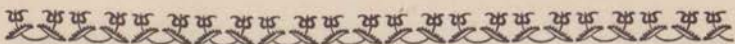


a part of Ellsworth, Trenton including Lamoine, Sullivan including part of Hancock, Steuben, Harrington, and Addison.

The grants were not exactly regular. The Charter of William and Mary imposed restrictions upon land grants east of the Penobscot. The approval of the King was necessary before they could be valid, and the General Court of Massachusetts had taken the initiative. The difficulty was circumvented by giving Governor Bernard, "for his extraordinary services," some land east of the Penobscot on the assumption that he would endeavor to clear his title by obtaining the King's approbation. The grant was for Mount Desert Island, and when Bernard's petition to accept it reached England his London agent was told by John Pownall, Secretary of the Board of Trade, and Governor Pownall's elder brother, that Massachusetts had no right to make any such grant since Mount Desert lay within territory belonging to Nova Scotia. This is a curious statement, since there is an entry in the Board of Trade Journals, November, 1759, relative to Governor Pownall's report on the Penobscot expedition and the formal declaration of Massachusetts jurisdiction over the Eastern Lands.

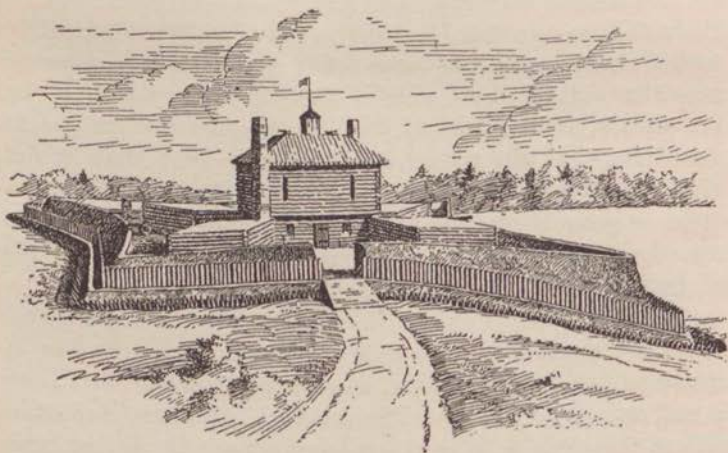
Bernard's agent wrote that he found in London, "an inclination or formed design of some persons in government to make the lands between Penobscot and St. Croix part of Nova Scotia." A search among the records of the Privy Council, instead of clarifying the situation, further complicates it. For there was before that body a petition from William Alexander, titular Earl of Stirling, of Baskenridge, New Jersey, and others, asking the return to them of the County of Canada, once given to the first Earl of Stirling by King Charles I in part restitution for the loss of Nova Scotia.

The petitioners claimed that the County of Canada had not been sold with other holdings elsewhere to James, Duke of York, by Henry, the then Earl of Stirling; that the County of Canada, later to be known as the Duke's County of Cornwall, had come into his possession "by mistake or otherwise;" though attempts had been made to regain it from the Duke of York, and later, when he became King of England, all efforts were of no avail.



King James II has had enough laid up against him without charging deliberate appropriation of Maine territory from Pemaquid to the St. Croix River. Nevertheless, the Privy Council looked with favor upon the petition of William Alexander, of New Jersey, for broadsides were displayed throughout the provinces advertising lots for sale on Penobscot Bay where a town named Alexandria was to flourish on the site of Castine.

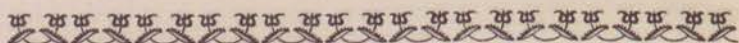
Alexander wrote to Governor Bernard telling of his plans for the development of Penobscot, and the General Court of



NEW ENGLAND'S OUTPOST 1759

Massachusetts took immediate action. Bernard issued a proclamation declaring Stirling's or Alexander's titles invalid and warned against the purchase of any lands that he offered for sale. So no thriving Town of Alexandria was located on the shores of East Penobscot Bay. It went the way of "The Royal Province of Georgia."

Over a period of several years, Bernard busied himself with dissertations submitted to the British Board of Trade, in which he argued in favor of the Massachusetts title to the Eastern Lands. His deductions, based upon documentary evidence and legal arguments, are most comprehensive. The Board of Trade could not complain of lack of information, for



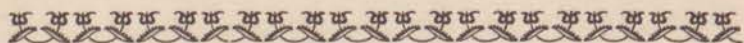
the whole subject was reviewed from the time of Sieur de Monts' grant of Acadia and Sir William Alexander's concessions in Nova Scotia. But the Board of Trade and the Privy Council remained skeptical and, as time went on, even the validity of the famous decision of 1732 relative to the Muscongus Patent was questioned, while the "Acadia or Nova Scotia" matter continually clouded the issue.

In combatting the Nova Scotia claim Bernard writes: "It appears that my immediate Predecessor Governor Pownall, altho' he came to this Government direct from England, was not acquainted with the Objection to the Provinces right. If He had, I am sure that He who was never reckoned inattentive to this duty, would not have taken formal and monumental possession of the East side of Penobscot on behalf of the Province of Massachusetts Bay, as it appears, from the inclosed Copy of the record of that transaction, that he did. This transaction alone, which I must suppose was communicated to your Lordships and was never, that I heard of, excepted to, must justify me in presuming that the East side of the Penobscot was allowed to Massachusetts Bay."

This statement could not be refuted. And to make a very long story short, Bernard's grant of Mount Desert was finally approved in Council, in 1771, without prejudice to the Crown in and over the Territory of Sagadahoc. An interesting reference to this decision is found on record, when the British were in possession of Castine during the War of Independence.

It was proposed to erect the Loyalist Province of New Ireland in Eastern Maine, separating this region from Massachusetts. Incorporation was approved by King George and his Council; but when the matter was referred to the Attorney General he ruled that the Crown had no right to the soil in question; and that any attempt to establish such a province would be a violation of the sacredness of the chartered rights of the Province of Massachusetts Bay. So New Ireland was relegated to a pigeon hole in colonial archives along with the County of Canada, the County of Cornwall, the Province of Georgia, and the Town of Alexandria.

In 1782 the British Parliament acknowledged the independence of the United States. When the peace commis-



sioners met later in Paris they were confronted with a boundary question on the northeast, which was perplexing. The British members would be violating their instructions "in not insisting on the River Penobscot, being the boundary . . ." On the other hand, the American commissioners were supplied with facts with which the British commissioners were not familiar. To the Americans, the distinction between Acadia and Nova Scotia was clear; the one, as Governor Bernard said, with an ambulatory western boundary, the other, with a definite physical boundary, set by King James I, in his grant to Sir William Alexander, at the St. Croix River, in 1621.

How the deadlock was broken by one of the American commissioners, a member of the famous Adams family, is told in a contemporaneous document: "The British would not allow the boundaries of Nova Scotia to terminate at the St. Croix, but demanded Kennebec at first, and afterwards insisted upon Penobscot as their ultimatum, until Mr. Adams produced the records of Massachusetts, and the authorities of Shirley, Pownall, Bernard, and Hutchinson, as well as the original grant of Nova Scotia by James First to Sir William Alexander, and invited the British minister to state a written claim of Kennebec or Penobscot as the boundary of Nova Scotia, that it might be answered in writing, which brought him to reason."

The northeast boundary finally agreed upon was that of Sir William Alexander's Nova Scotia. Historians have dealt somewhat harshly with the British commissioners because of their insistence for the Kennebec or the Penobscot. In reality they were blameless compared with their predecessors who complaisantly permitted to pass the "Acadia or Nova Scotia" phrase in the twelfth article of the Treaty of Utrecht.



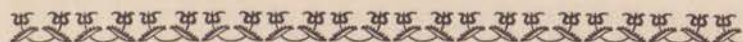
CAPTAIN CHRISTOPHER LEVETT AT PORTLAND HARBOR

THE earliest documentary evidence of attempted settlement in Portland Harbor is found in a treatise: *A Voyage into New England begun in 1623 and ended in 1624, performed by Christopher Levett in his Majesty's Woodward of Somersetshire and one of the Council of New England*. London, 1628. The work is addressed to the Duke of Buckingham, the Earl of Arundel, the Earl of Warwick, the Earl of Holderness, and the rest of the Council of New England.

On May 5, 1623, Levett received from the Council for New England a grant of six thousand acres of land "anywhere east of the Piscataqua." His plan was to establish a permanent settlement on the Coast of Maine. "The King judges well of the undertaking in New England," so states a record of June 26, 1623, "and more particularly of a design of Christopher Levett—one of the Council—for settling that plantation to build a city and call it York."

In 1622 the Council made a grant of land on the coast adjoining Massachusetts Bay, ten miles to the eastward between the Charles and the Saugus Rivers, and thirty miles into the country, to Robert Gorges, son of Sir Ferdinando Gorges. The same year in which Levett was in Maine Robert Gorges took personal possession of his grant. These two men, together with Captain West, Admiral of New England, were soon to meet on the shores of the Piscataqua for the purpose of organizing a government for New England.

For Levett's book relating to the Coast of Maine, the author offers apology, "being a young schollar though an ancient traveler by Sea." The Autumn of 1623 found Levett on the coast, and he writes: "The first place I set my foot in New England was the Isles of Shoulds." But their bleak, barren aspect, hardly came up to his requirements. He then landed at the mouth of the Piscataqua; and of his meeting

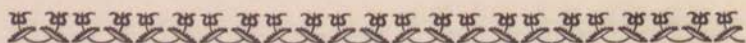


with Robert Gorges and Captain West, he reports: "May it please your Lordships that whereas you granted your commission unto Captain Robert Gorges, Governor of New England, Captain Francis West, myself and the governor of New Plymouth, as councillors with him for the Ordering and governing said territories, that the government was, at this place, perfected." This was to be a general government over the New England colonies and scattered plantations; one of its functions was to restrain lawless adventurers already swarming here for fishing and trafficking with the Indians.

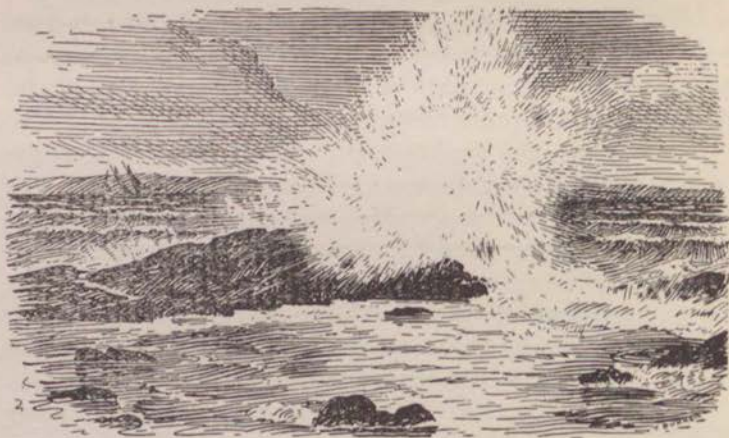
After the meeting Levett sailed along the coast and examined the region about York Harbor to which he refers as *Aquamenticus*. Here he found much cleared land "fit for planting corn and other fruits having heretofore been planted by the savages, who are all dead." Of Cape Porpoise, in the present town of Kennebunkport, he remarks that the harbor "is indifferent good for six ships and is generally thought to be an excellent place for fish." Of *Sawco* he has a word to say; and after following the shore by Ferry Beach, Ocean Park, Old Orchard, and Grand Beech, he tarried at Pine Point. Here he was told by some Indians of a great mountain called *Crystal Hill*—an early reference to Mount Washington.

Levett's course then took him around Prout's Neck, by Scarboro Beach, Richmond's Island and Cape Elizabeth into Portland Harbor. Here, the scene which met his eye was most pleasing, and the aspect of the many islands and sheltered harbor particularly appealing to one in search of a colony site. His blanket patent, so to speak, gave him a choice of location "anywhere east of the Piscataqua," so before making a final decision Levett headed to the eastward, making notes and comments of what he saw and heard on the way.

By the Kennebec River, he too, is duly impressed; and notes that at the mouth of the river there "is all broken islands in the sea with many excellent harbours where a thousand sail of ships might easily ride in safety." With reference to the ill-fated Popham Colony, once on Hunniwell's Point, Levett is somewhat guarded in his comments, for he writes, "I need say nothing of it; there hath been heretofore enough said by others and I fear too much."



Cape Newagen, in the present town of Southport, was the eastern limit of Levett's voyage, since he was told here by Indians "that *Pemaquid* and *Capemanwagen* and *Monhigon* were granted to others." He, therefore, returned to Portland Harbor, well satisfied with his first choice. Here, upon an island which the Indians called *Quack*, Levett built a fortified house and began his settlement. The island, which is now known as House Island, he renamed York in honor of his birthplace in England, and it is located in "a bay or sound

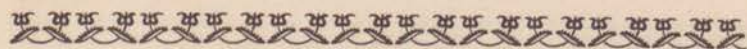


CASCO BAY

betwixt the main and certain islands which lyeth in the sea about one English mile and a half."

In his description of the region Levett says, "There are four islands which make one good harbour—there is very good fishing much fowl and the main as good as any can desire." These four islands are Cushing's, Peak's, Diamond, and Long Island. House Island, or Levett's York, is at the western end of White Head Passage. Fore River was named by him Levett's River. In comment he says, "I made bold to call it by my own name."

The Falls of the Presumpscot are also mentioned; for Levett ascended this river where he "found a great fall of water much bigger than the fall of London Bridge at low

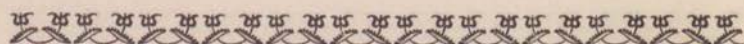


water." Upon House Island he and his men spent the Winter of 1623-24. They were joined by Governor Robert Gorges in the *Swan* who spent some time there. The Reverend William Morrell, chaplain of Gorges, was of the party, and as he was the author of a poem on New England, the long winter evenings might have been whiled away, by those so inclined, in flights of poetical fancy. Morrell had been appointed superintendent of churches in New England, but at this particular time there was not anything for him to do in his official capacity.

In the Spring of 1624, Levett returned to England, leaving his settlement of York, on House Island, in charge of ten men. His mission was to obtain aid for his colony, interest adventurers in his schemes, and induce settlers to occupy the region. Although those high in authority were implored "by all fair persuasion to wean from the country some assistance upon such conditions as may be just and suitable," neither funds to any extent, nor colonists were forthcoming.

It is not surprising that Levett failed in his Portland enterprise. The New England Charter of 1620 created a monopoly and opposition to it was considerable. The complaints directed against the King, because he had bestowed so much land and such extensive privileges upon his favorites, were great. King James died soon after Levett arrived in London, and was succeeded by Prince Charles who soon married Henriette Marie, Duchesse D'Orlèans, daughter of Henry IV, and sister of Louis XIII. Rival interests of England and France in America were already apparent; and though King Charles has been severely criticised for his return of Acadia and Canada to France in 1632, he could not have done otherwise. He had no money and no standing army. The navy, even in King James' time, had been permitted to deteriorate, and now it was so inefficient that pirates and corsairs could do about as they pleased in the English coast towns, with London sometimes subjected to their pilferings.

Though Levett was a member of the King's Council for New England, and a man of whom a contemporary said was "honourable to the nation and to the particular county and



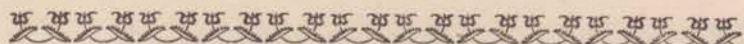
city of York," he received little support in England and his plans for the development of Casco Bay, in spite of his persistency, came to nothing.

In a letter to Sir John Coke, Chief Secretary of State and a Privy Councillor, Levett calls attention to the importance of New England to the English nation. He writes: "No man knows better than myself what benifits would accrue unto this Kingdom by that country if it were well planted and fortified, which makes me so desirous to tread out a path that men may follow." Coke was too much occupied to notice this letter, or even a second and a third.



PORTLAND HEAD

A personal interview with the Duke of Buckingham upon the same subject resulted in attracting the attention of King Charles, who, on February 11, 1628, issued a proclamation. Herein, among many other things, reference was made to adventurers who had become "altogether discouraged and disabled to proceed to their intention," and urged that they be helped in their enterprises. Though the Government could not take a hand, it was most essential to secure to the Nation "the many commodities and merchandise thence to be had, and the store of timber there growing, very necessary for the purpose of shipping." It was further stressed that a neglect to protect the several interests enumerated could mean



nothing but loss and dishonour to the Nation and afford encouragement to England's enemies. King Charles issued a second proclamation calling for public contributions in behalf of "our well beloved subject Captain Christopher Levett, being one of the Council for said Plantation and well knowing the said harbours of the same and the strength and disposition of the Indians . . ."

Levett got no benefit from all this publicity and his Portland settlement failed. He afterwards disposed of his possessions there and never returned to Casco Bay. But the two Royal proclamations produced a marked effect in England which must not be overlooked. Throughout England the American possessions were well advertised and a great impetus given to the Puritan movement soon to be evidenced on the Massachusetts coast; to be followed a bit later by colonizing efforts made at various places in Maine.

It is more than likely that contributions made in the English parish churches reached Levett. Anyway he was interested in the Puritan movement; for when Endicott and his company entered Salem Harbor on June 19, 1630, at the head of a band of Puritans, Christopher Levett was there on the shore to welcome them. He died on the return trip to England and was buried at sea.

The late Dr. Henry S. Burrage has well said of Captain Christopher Levett: "Others were to witness in growing, prosperous American settlements, what Levett had seen only in the dreams that lured him to our coast."



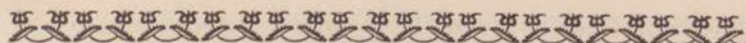
MURDER, PIRATES AND BURIED TREASURE

CASCO BAY had earlier visitors who left descriptions of the region before Captain Christopher Levett appeared on the scene. In 1603 Captain Martin Pring made mention here of "goodly islands—so thick and near together that you cannot discern to number them, yet you may go in betwixt them in a good ship for you shall never have less water than eight fathoms." Pring was also impressed by the luxuriant vegetation, for he notes that the islands in Casco Bay were all "overgrown with woods very thick as oaks, walnut, pine trees and many other things growing as sarsaparilla hazle nuts and whorts in abundance."

A few years later, Sieur Samuel Champlain was cruising in the vicinity. He gave the name of Isle de Bacchus to Richmond's Island, because of the quantities of wild grapes he saw growing there, "as fine as any in France." Captain John Smith, of Virginia, was also an early visitor. He named Cape Elizabeth in honor of Princess Elizabeth, eldest daughter of King James I and his Queen, Anne of Denmark. Princess Elizabeth, afterwards consort of Frederick, Elector Palatine, was the ancestress, through the Hanoverian line, of the reigning sovereign of Great Britain, King George V.

Richmond's Island was named for Ludovic Stuart, Duke of Richmond and Lennox, one time President of the King's Council for New England. It was he who accompanied James from Edinburg to London to be acclaimed King James I of England. As early as 1627 there was a trading station on Richmond's Island, for one John Burgess was lying sick there, and his will was proved in London the next year. Richard Bradshaw was early on the nearby mainland, at the mouth of the Spurwink River, where extensive marshes, both fresh and salt, afforded pasturage for many cattle.

Walter Bagnall, who was wont to make merry with the Indian girls "in their furre coats" around the maypole at



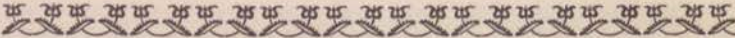
Merry Mount, was, as early as 1628, living with a single companion, known only as John P., on the Spurwink River, not far from Richmond's Island. Later, he removed to the Island where he carried on a brisk trade with the Indians. Known as the "Great Walt" he had a reputation none too good. He was often accused of sharp practises, and by trickery and dishonesty he had amassed considerable property. Thomas Morton, of Merry Mount, speaks of him as "servant of mine who in five years was thought to have a thousand pounds in ready gold gathered by beaver when he died."

Governor Winthrop, of the Bay Colony, says that Bagnall "was sometime servant to one in the Bay and these three years had dwelt alone in the said Isle, and had gathered about four hundred pounds most in goods, he was a wicked fellow and had much wronged the Indians." But they were soon to settle scores with Great Walt, for on the night of October 3, 1631, Chief Squidraset and several other dissatisfied customers surprised and killed him in his cabin on Richmond's Island, and made a quick getaway.

When news of the murder reached Piscataqua, a move was made to apprehend the criminals. An account of the tragedy was transmitted to Winthrop, of the Bay Colony, who remained somewhat inert; or, as the record says, "The Governor thought best to sit still awhile." It was not until August, 1632, ten months after the crime, that any action was taken in the matter. Then, a detachment of soldiers was sent to Richmond's Island to investigate.

Naturally, Squidraset and his friends were not tarrying at the scene of Bagnall's death. But a Nahant Indian, Black Will, found nearby, was made a prisoner and summarily hanged for a murder in which he had no part. One Indian was as good as another, and the crime must be avenged; so the soldiers returned to the westward, well satisfied that they had accomplished their mission.

In the same year that the unfortunate Black Will was hanged by proxy, a troublesome character appeared on the Coast of Maine. The records say: "There rose up against us one Bull who went to the eastward turned pirate, took a vessel or two, plundered some planters there about to settle . . ."



This was Dixey Bull who spread terror wherever he cruised. He was formerly a peaceful trader, but while on a trading voyage to Penobscot Bay some roving Frenchmen had relieved him of all of his supplies. Returning to the westward Bull fitted out for the purpose of getting satisfaction and his goods from the French. Finding no Frenchmen to attack he turned his attention to New England vessels, of which he captured several. This pastime proving very profitable Dixey Bull became a full fledged pirate.

The Bay Colony made a move to capture him, for in the record of expenditures is the entry: "Pay'd Mr. Alcock for a fat hog to victual the Pinnacle for the taking of Dixey Bull." But the buccaneer successfully evaded the pork fed crew of the pinnacle and continued his depredations. It has been said that he threatened Richmond's Island. That he was troublesome at Pemaquid is proved by records. He plundered the newly-built fort there, making quite a haul. "But as they were weighing anchor [states an old chronicle] one Mr. Shurt his men shot from the shore and struck the principal actor dead, and the rest were filled with fear and horror." Though one of Abraham Shurt's men did not succeed in hitting Dixey Bull, his second in command made an excellent target for the Pemaquid marksman. The pirates then fled to the eastward, and later Dixey Bull appeared in England where "God destroyed this wretched man."

In proper sequence, accounts of pirates should be followed by a story of buried treasure, and Richmond's Island supplies the material. It was in the year 1855 that a farmer, while working his fields on the Island, noticed in the furrow some fragments of an earthen vessel turned up by the plough. Upon investigation there were found gold and silver coins, the oldest having been minted during the reign of Queen Elizabeth. Among the tarnished money there was a wedding ring bearing the initials G-V and the inscription *Death only Parts*. The coins, fragments of the container, and the ring are now in the possession of the Maine Historical Society at Portland.



GEORGE CLEEVE OF CASCO AND LYGONIA

WITH Parliament dissolved by King Charles I, the Council for New England was free to issue land patents to its heart's content. There followed in quick succession many grants in Maine, which because of their indefiniteness and over-lapping, were to cause considerable annoyance to the grantees. The Lygonia, or Plough Patent, so called, from the name of the ship which brought colonists, was issued in May, 1630, to John Dy and others. It called for a tract of land some forty miles square between Cape Elizabeth and Cape Porpoise, or Kennebunkport. Not only was it an infringement upon the territory of Sir Ferdinando Gorges, but it also conflicted with all grants between Portland and Kennebunkport.

About the year 1630, Richard Tucker occupied a clearing made by Richard Bradshaw on the mainland at Spurwink, opposite Richmond's Island. Here he was joined by George Cleeve, from Plymouth, England, who seems to have been even before his migration, a person of somewhat unsavory reputation. Cleeve and Tucker carried on trade with the Indians, and also engaged in farming and fishing. It was not long before they removed to Richmond's Island where they continued their business.

Before the close of the year 1631 the Council for New England granted land in the vicinity of Cape Elizabeth to Robert Trelawney and Moses Goodyear, of Plymouth, England, with "free liberty to fowl and fish and to stages, kays, and plans for taking and saving and preserving fish, to erect and maintain and use in, upon and near the island commonly called *Richmond's Island* . . ." When John Winter, agent or factor for Trelawney and Goodyear, attempted to possess Richmond's Island for his employers he found Cleeve and Tucker there, and he ordered them to vacate at once.

The two men then established themselves on Casco Neck, within the present limits of the City of Portland. A house

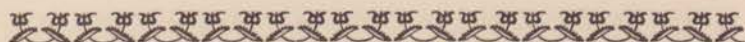


was built near the site of Longfellow's birthplace, at Fore and Hancock Streets, upon land now owned by the Grand Trunk Railway. "This neck [writes Cleeve] first known by the name of Machigonne, being a neck of land which was in no man's possession or occupation and therefore I seized upon it as my own inheritance by virtue of a royal proclamation of our late sovereign of blessed memory . . ." The proclamation to which Cleeve refers was issued by King James I, offering land to any who would settle in New England. Cleeve, therefore, considered that it was necessary only to choose the spot and then claim title under the general proclamation.

John Winter did not recognize any such claim, so Cleeve departed from Richmond's Island to take up land on Casco Neck. Incidentally, the island had been granted to Walter Bagnall at the time a patent for the same region was issued to Trelawney and Goodyear. But Bagnall's murder by the Indians, though personally inconvenient, simplified matters for Winter and cleared the title for Trelawney.

In July, 1631, settlers arrived in the ship *Plough* to occupy the Lygonia Patent, but not liking the land assigned to them, they kept on to Massachusetts; where, as Winthrop notes in his journal, "they vanished away." Though the ship's company of the *Plough* is of no further interest, the same cannot be said of the Lygonia Patent, even though it had become dormant; for it carried with it powers of government. This fact did not escape the attention of the soldier of fortune, George Cleeve. He was in London in 1643 and in some way persuaded Sir Alexander Rigby, Baron of the Exchequer, of Wigan, Lincolnshire, to purchase Lygonia and to appoint him his deputy.

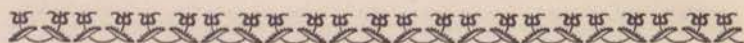
At best but a nominal interest was obtained, for only a few of the Lygonia proprietors disposed of their interests to Rigby. Nevertheless, Cleeve returned to Maine in the capacity of Deputy-Governor of Lygonia and proceeded at once to make trouble for everybody. Previously, he had obtained a lease for the land at Machigonne from Sir Ferdinando Gorges who favored him at first. John Winter, of Richmond's Island, refused to recognize the validity of this lease, and controversy waged between the two men.



The manipulation of the Lygonia Patent by Cleeve is a good example of the man's double dealing. He could be a good Royalist to Sir Ferdinando Gorges, or an ardent Puritan to Sir Alexander Rigby. Claiming Casco Bay to be within the limits of Lygonia, and hence under his jurisdiction, Cleeve even went so far as to set up a government in opposition to that of Gorges. This act embroiled him in a fight, not only with John Winter, but also with Richard Vines of Saco, Henry Josselyn of Scarborough, Edward Godfrey of Agamenticus, and others. Cleeve went even further; for in his claims he exceeded the bounds of Lygonia and attempted to assert his authority as far to the eastward as the Kennebec River.

The situation was intolerable; both Cleeve and Vines appealed to the Bay Colony for assistance, asking that Massachusetts act as umpire in the matter. She refused, and on a second appeal Winthrop comments that both parties failed of proof. Advice from the Lords Commissioners, in London, was to the effect that those concerned in the controversy should "live peaceably together." What is more to the point, Sir Alexander Rigby was influential in Parliament, while Sir Ferdinando Gorges was in no position to protect his interests in Maine. Rigby obtained a decision favorable to his Lygonia holdings, and in 1646 the jurisdiction of Gorges over that part of his Province which included Lygonia was declared to be at an end.

Sir Ferdinando Gorges died in 1647, to be followed in a few years by Sir Alexander Rigby. Edward Rigby, a son, inherited Lygonia, and the fight for a considerable portion of Maine went on, led by George Cleeve, of Casco. There was no sign of a compromise, and no help from any source for those men who strove so diligently to protect the interests of Sir Ferdinando Gorges. Ultimately, Massachusetts "put forth her protecting arm," as some historians have said, and gathered in the Province of Maine. Incidentally, the proffered protection was effected in a somewhat peculiar manner, and by methods seldom discussed in the history books. From this distance it is quite apparent that George Cleeve, Deputy-Governor of Lygonia, was largely responsible for conditions

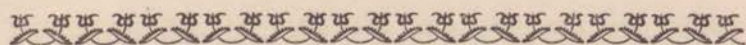


which eventually resulted in the complete obliteration of the Province of Maine. But there were other contributing factors which will be discussed later.

Before considering a somewhat complicated political situation it will be a bit of relief to look at the social conditions which obtained at this time on Richmond's Island. John Winter has appeared merely as agent for Trelawney, spending much time in combatting claims set forth by George Cleeve. But he was also a father with a marriageable daughter by the name of Sarah. Richmond's Island was a busy place in the sixteen-thirties. John Josselyn noted that, for an extensive trade in beaver skins was carried on and maritime interests were considerable. Ship carpenters were brought from England and a vessel, called the *Richmond*, was built there in 1637.

Edward Trelawney, brother of Robert, was not satisfied with conditions on the Island, for he wrote home "But above all I earnestly request you for a religions able minister, for it is most pitiful to behold what a heathen life we live." In answer to this appeal, in 1636, the Reverend Richard Gibson, of Yorkshire, was sent to attend to the spiritual needs of the community. Of him Winter wrote, in October, 1636, "Our minister is a very fair conditioned man and doeth keep himself in good order and instructs our people well if please God to give us grace to follow his instructions."

Winter looked with favor upon Richard Gibson as a prospective son-in-law. One of the many ships which plied between Richmond's Island and England brought out quite a consignment of wearing apparel such as would delight the feminine heart of three centuries ago. It was all for Sarah Winter, but history is silent as to her appearance on Richmond's Island in her London finery, or to her heart flutters, if any, in the presence of the Reverend Richard. But of Gibson there is a record which couples his name, not with that of Sarah Winter, but with a Winter Harbor young lady; and here it is: "The Reverend Richard Gibson is now to have a wife and will be married very shortly unto one of Mr. Lewis daughters of Saco." That the wedding took place is shown in the alumni records of the University of Cambridge, where



it is stated that Richard Gibson, of Emmanuel, was married about 1638 to Mary, daughter of Thomas Lewis, of Saco, Maine. Gibson preached half the year at Saco, dividing his time between there and Richmond's Island. In 1642 he was at the Isles of Shoals. There is a record of his imprisonment at Boston for the grave offense of being a Church of England clergyman. All told, he was in Maine between three and four years.

Gibson's successor was the Reverend Robert Jordan, B. A., Balliol College, University of Cambridge, 1634. He arrived at Richmond's Island soon after his predecessor departed. Jordan's parish was extensive, for his charges were distributed from the Saco to the Kennebec. If Gibson did not succumb to the charms of John Winter's daughter, the same cannot be said of Robert Jordan. He married Sarah Winter and they became the progenitors of a large family, many members of whom have been for generations, and still are, prominent in Maine and elsewhere. But had it not been for Mary Lewis their surname might easily not have been Jordan.

Robert Trelawney, patentee of Richmond's Island, was a Royalist, and during the upheavals in England, he was arrested and imprisoned for alleged treasonable speech, dying in prison in 1644 at the age of forty-five years. Everything he owned was confiscated and by a strange freak of Fortune, his bark *Richmond*, built on Richmond's Island, was used to convey much of his property from his London house. Against Trelawney, John Winter held a claim for several thousand pounds, while the appraised valuation of Richmond's Island and everything on it amounted to but a few hundred. So Winter took the whole outfit in settlement. Upon his death the next year, Robert Jordan was appointed executor of the Winter estate which now came under his management.

Robert Jordan, like Richard Gibson before him, easily got into trouble with the authorities of the Bay Colony. He was summoned to court at Boston, in 1657, and charged with baptising children and of practising the rites of the Church of England, contrary to law. Like many other prominent residents of the Province of Maine he was very bitter against Massachusetts for her behavior towards Maine.



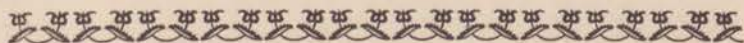
HISTORIC SCARBOROUGH AND THE JOSSELYNS

THOMAS CAMMACK, nephew of the Earl of Warwick one time President of the Council for New England, appeared in Maine as agent for Sir Ferdinando Gorges at Piscataqua. In 1632 Cammack was at Richmond's Island. There is a touch of romance in his family history, since his father eloped with Lady Frances, daughter of the old Earl of Warwick. Cammack received from the Council a grant of some fifteen hundred acres extending from the Black Point, now the Nonesuch River, on the northern shore of Old Orchard Bay, to the Spurwink. He was feudal lord over a fair sized landed estate, with exclusive rights of hunting and fishing. He could appropriate lands to tenants and exact fees and rentals.

In 1633 he and his wife Margaret were living on the western side of Black Point, now Prout's Neck, near the site of the present West Point House. It was about one hundred years later that Samuel Checkley, of Boston, deeded the land to Timothy Prout, also of Boston, and the Neck is still known by the latter's name. John Stratton, an Indian trader, was at Prout's Neck prior to 1630, but removed to the westward.

Soon after Cammack's settlement he was joined by his bachelor friend, Henry Josselyn, who built a house near the mouth of the Black Point River. Josselyn was the son of Sir Henry Josselyn and wife, Theodora Cooke, of Mount Marchall, Kent. The name of Sir Thomas Josselyn is at the head of the new charter which Sir Ferdinando Gorges obtained for the Province of Maine in 1639. In 1638 John Josselyn, brother of Henry, joined him for a time at Black Point. Because of John Josselyn's writings the annals of Scarborough are more complete than those of any other Maine plantation.

John was the author of *New England's Rarities* and *An Account of Two Voyages made to New England, 1638 and 1663*. Both of these books contain much valuable material. In the

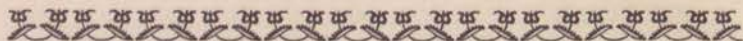


Rarities are some of the earliest and best descriptions of botanical specimens and medicinal herbs; also *A perfect Description of an Indian Squa, in all her Bravery; with a Poem not improperly conferr'd upon her*. John Josselyn repeats some tall stories that were told him. There is one about a sea-serpent which chose Cape Ann for his sun baths, where he lay "coiled up like a Cable." There is another concerning a "Triton or Mereman" which frequented Casco Bay until disposed of by one Mr. Mitten who chopped off the Triton's hand when he attempted to upset Mitten's canoe. This hand "was in all respects the hand of a man."

Mr. Foxwell witnessed some wild witch revels on the shore as he was returning from "Cape-Ann a Waggon." But he feared to land on a barbarous coast and prudently awaited the dawn. Then, upon investigation, there in the sand he found many footprints of "Men, Women and children shod with shoes." Josselyn then says that many other stories were told to him, "the credit whereof I will neither impeach nor enforce." He concludes his recital of these early sailor's yarns with the comment: *There are many stranger things in the world than are to be seen between London and Stanes.*"

Under date of September 23, 1638, Josselyn says: "I left Black Point and came to Richmond's Island about three leagues to the Eastward, where Mr. *Tralaine* kept a fishing station. Mr. John Winter a grave and discreet man was his agent and employed 60 men upon that design." Speaking of Indians, he says that the only tame cattle they possess are "dogs and lice." The next day Josselyn mentions a little social gathering at Richmond's Island. "I went aboard the *Fellowship* of 100 and 70 tuns a Flemish bottom of *Bittesford* in *Devonshire*, several of my friends came to bid me farewell, among the rest Captain *Thomas Wannerton* who drank to me a pint of kill-devel alias Rhum at a draght, at 6 of the clock in the morning we weighed Anchor and set sail for *Massachusetts-bay*."

Soon after John Josselyn's arrival in Boston the famous wasps' nest episode took place. "In the afternoon, says he, I walked into the woods . . . I wandered till I chanc't to spy a fruit as I thought like a pine apple plated with scales, it

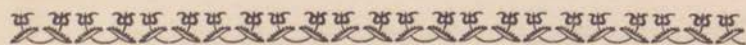


was as big as the crown of a Woman's hat. I made bold to step into it with an intent to have gathered it. No sooner had I touched it but hundreds of Wasps were about me; at last I cleared myself from them, being stung only by one upon the upper lip, glad I was that I scaped so well. But by the time I was come into the house my lip was swell'd so extreamly that they hardly knew me but by my Garments."

Thomas Cammack died in 1643 while on a voyage to the West Indies. By his will, dated September 2, 1640, all of his property, after the death of his wife, was devised to his friend Henry Josselyn. Later, Henry married the widow Magaret, and upon her death, in 1643, he succeeded to all of Cammack's property. In 1645 Henry Josselyn was appointed Deputy-Governor of the Province of Maine, in room of Richard Vines who had removed elsewhere. Henry presided over the last General Court held under the authority of Gorges at Wells in 1646.

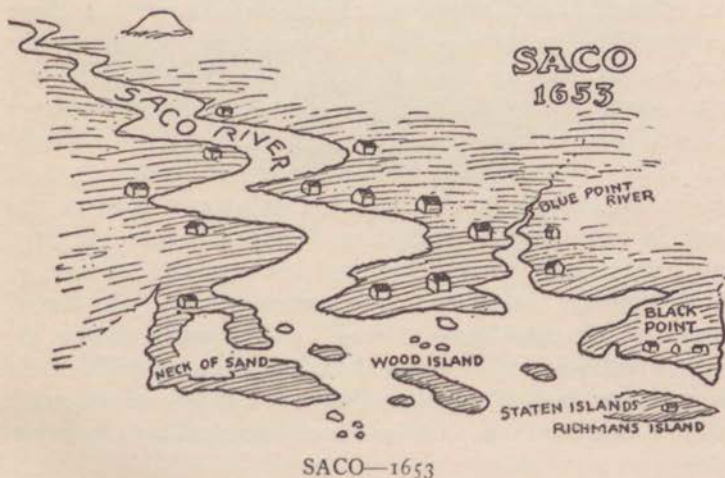
Henry Josselyn long served in public capacities; when he settled at Black Point he was commissioner under William Gorges; in 1639 he held the same office under Thomas Gorges, and with Massachusetts extending jurisdiction over Maine, he was one of the most active leaders of the opposition. By 1658 he had lost much property, for in that year Black Point and Blue Point, or Pine Point, were in the Stratton Plantation, so called. In 1666 the Cammack lands, now Josselyn property, were mortgaged to Joshua Scottow for some four hundred pounds. Scottow's garrison which figured in the Indian wars stood to the westward of the present Atlantic House at Scarborough Beach. At the time of King Philip's War, in an Indian attack upon Black Point, Henry Josselyn was captured and his buildings burned. He was treated kindly by his captors, and soon released, but he did not return to Black Point.

Many years earlier, in 1654, when commissioners from Massachusetts Bay had taken possession of the courts at York, claiming jurisdiction under what has been termed "an india-rubber trading company charter," Josselyn opposed the Bay Colony's assumed authority. The difficulties in which he found himself involved were too numerous to be mentioned



here. In 1665 York was visited by a commission appointed by King Charles II "to settle the peace and security of the Province of Maine." A proclamation was issued by these commissioners on June 23, in which a rebuke was administered to the Bay Colony because of its conduct relating to Maine. New courts were instituted; eleven of the principal men of Maine were appointed justices to try civil and criminal cases, and over this court Henry Josselyn was made Royal Chief Justice.

After leaving Black Point Josselyn was at Pemaquid in 1677. Here he acted as a Justice of the Peace. There is a record of his laying out a town on the Sheepscot River, in 1682. Some ruins south of the Sheepscot Bridge in the Town of Newcastle mark the site of Josselyn's survey. His residence in the Province of Maine extended over a period of almost half a century. He died at Pemaquid in 1683, having been the only Royal Chief Justice of the Province of Maine.



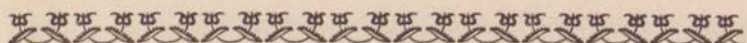


RICHARD VINES, WITH FURTHER NOTES ON LAND PATENTS

THE returning Popham colonists spread the report in England, that, in their belief, the Coast of Maine was uninhabitable for Englishmen. To be sure, they had been subjected to some strange weather conditions at Hunniwell's Point in 1607. It is on record that within the space of seven hours "thunder, lightning, rain, frost, and snow, all in great abundance," had been experienced. Sir Ferdinando Gorges, upon the return of these discouraged colonists, let it be known that since he could no longer count upon his former associates, activities in Maine would be continued even though he had to do it all himself.

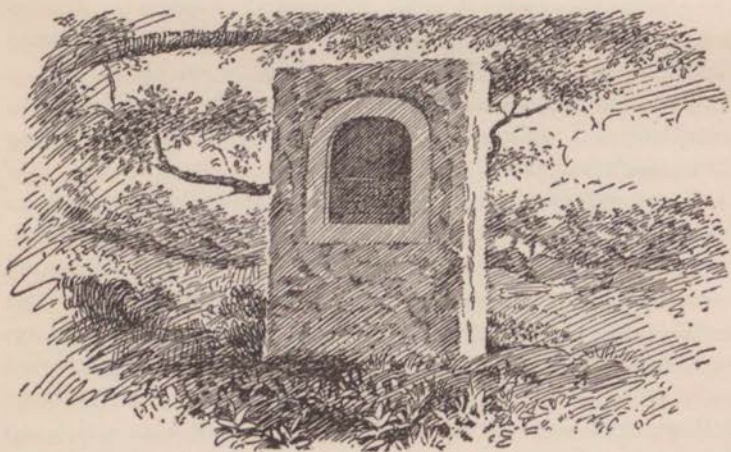
Gorges had, therefore, dispatched at various times, Hobson, Rocroft, and Dermer to the Maine Coast, but these voyages had been more or less barren of results. In the year 1616 he sent Captain Richard Vines with sixteen men to test living conditions in Maine. Vines explored the Saco River up to Salmon Falls, and built a cabin at what is now Biddeford Pool. Here, though there was a pestilence prevalent among the Indians at the time, the Winter of 1616-17 was spent in comparative comfort at Winter Harbor. In fact, the healthy condition of Vines and his men was reported to Sir Ferdinando Gorges with the comment that "not one of them ever felt their heads to ache." This speaks well for the climate of Maine in Winter, and for the sobriety of Vines and his men, who had wintered at Leighton's Point, on the north side of Biddeford Pool. The spot is now marked by a memorial tablet.

Captain Christopher Levett was at Winter Harbor in 1623 and noted that he found land cleared and grass growing in the fields, but no inhabitants. Later, Vines was to return, having obtained with John Oldham, in 1630, a grant from the Council for New England within the present limits of Biddeford. On



the north side of the Saco River a grant of land was also made by the Council to Thomas Lewis and Richard Bonython which included what is now the City of Saco.

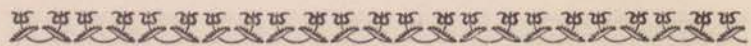
The first settlement made by Vines and Oldham was along the seashore at Winter Harbor, now Biddeford Pool, where on June 23, 1630, Vines, in the presence of nine witnesses, took possession. Of John Oldham it has been said "He hath at his own charges transported thither and planted there divers persons and had, for the effecting of so good a work, undergone great dangers and labour." Vines was at one time



TABLET TO RICHARD VINES

interested in the trading house at Machias which was destroyed by the French. Richard Bonython was active at Saco. The first court held under the William Gorges government was held at his house and his name is frequently mentioned in Province records.

Of John Stratton who was at Scarborough prior to Thomas Cammack's occupation, but little is known. He had been in New England for several years, and possessed Stratton Island and Bluff Island upon which he spent much money. These islands are to the southward of Prout's Neck, just off shore from Old Orchard Beach. In 1637 Stratton was living at

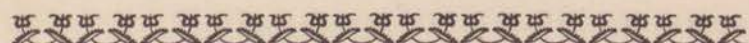


Salem, Massachusetts; and in 1640 the Stratton Islands were conveyed to Thomas Cammack. References are to be found relating, in 1641, to Stratton's Plantation, which then included Blue Point, or Pine Point. The intricacies of ancient land transactions are often uninteresting, but sometimes even a brief consideration will lead to unexpected information.

The Pejepscot Patent was issued by the Council for New England, in 1632, to Thomas Purchase and George Way. Roughly speaking, it extended from Brunswick to Merry-meeting Bay. In 1631 Purchase was living at what is now Brunswick with his wife Mary Gove. Sir Christopher Gardiner, one time agent for Sir Ferdinando Gorges in Massachusetts, was also there during the Winter. In 1640 Thomas Purchase was before the court at Saco upon complaint of Richard Tucker, of Casco, who claimed that Gardiner had borrowed, in Purchase's name, a warming pan and a fowling piece which had never been returned.

As an illustration of some of the cases which appear on the dockets of the early courts this one is more or less typical. When brought to trial Purchase offered in defense that he had given Gardiner no authority to ask for the loan of said articles in his name. But the jury declared that Purchase was responsible to Tucker for the non-return of said warming pan and fowling piece, and that he must pay two pounds, twelve shillings, and sixpence to Richard Tucker, of Casco. When the estate of Thomas Purchase was inventoried in 1685, among the articles listed was "one warming pan," perhaps the one which Sir Christopher Gardiner, Knight of the Sepulchre, borrowed in the name of Thomas Purchase, of Pejepscot, from Richard Tucker, of Casco, and inadvertently neglected to return.

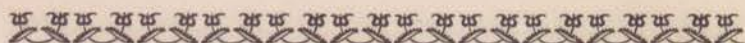
Of the Pejepscot Patent itself, little seems to be known. But there is a story connected with it which is worth a moment. Among the Englishmen of the seventeenth century who chose Boston as the place of their activities was Richard Wharton. He may well be termed a colonial promoter, organizer, or anything you please from politician, merchant, or landed proprietor. In the role of the latter he was the forerunner of many other speculators.



Over one hundred years before General Henry Jackson, General Henry Knox, or Senator William Bingham, of Philadelphia, turned their attention to the speculative possibilities of Maine wild lands, Richard Wharton, of Boston, sought to obtain large holdings, in Maine and elsewhere. Among his lands acquired was the Pejepscot Patent which he bought of the heirs of Thomas Purchase and of one George Way. It was Wharton's plan to establish a lordship and found a family, according to the old English custom. It is interesting to note that portions of the land Wharton acquired did convey certain feudal rights, since it is on record that a Kennebec tenant held land under Wharton on condition that there be paid annually, two dozen cusk or two dozen fish to him and his heirs forever, if demanded.

But Wharton craved further and wider privileges of government; and upon the annulment of the Massachusetts Charter he petitioned the King "to take into his Royall Protection and Government" all of the lands, which included the Pejepscot Patent. The Lords of Trade did not favor any such procedure. Sir Edmond Andros was then Royal Governor of New England and was greatly opposed to the granting of large amounts of land to individuals for the very good reason that it hindered settlement. The Board of Trade relied upon Andros for information and when he reported that the Pejepscot title was defective anyway, Wharton's request was refused. Thus matters stood in 1689; and in the same year Richard Wharton died.

Here the story ends; but if Brunswick was deprived of her Lord of the Manor and all that sort of thing, a portion of Maine to the eastward of Pejepscot was to be recorded in the Provincial Archives of Quebec as a feudal grant of Acadia, incidentally, in the same year which brought Wharton's career to a close. In 1689 King Louis XIV validated a grant of Mount Desert Island and adjoining mainland to the extent of one hundred thousand acres in favor of Sieur Antoine de la Mothe Cadillac. By the Treaty of Utrecht, whereby "Acadia or Nova Scotia" was ceded to England, the Sieur de Doüquet et Monts Deserts was deprived of his Maine estate. A large part of it was restored at the close of the War of



Independence, for sentimental reasons, to his granddaughter, Marie Therèse de la Mothe Cadillac de Gregoire. Land titles for a considerable portion of Mount Desert Island, therefore, trace back to Cadillac, whose name is borne by the highest mountain in Acadia National Park. In 1931 a magnificent motor road, known as the Cadillac Mountain Drive, was completed to the summit of this imposing height.

The Pejepscot Patent served, at various times, as a prolific source of legal battles. Together with the Pilgrims' Kennebec Patent and the Muscongus Patent, an intolerable condition was brought about for both claimants and settlers. Few of the heirs of the original proprietors, as time went on, had any shares in the grants. The properties fell into the hands of speculators, but finally, there resulted the incorporation of the so called Proprietors of the Kennebec Purchase.



FEUDALISM IN MAINE

THE King's Council for New England has been justly accused of "confusing carelessness" in making land grants. This charge has been well sustained, particularly along the Coast of Maine. In 1635 the Plymouth Company of England surrendered its Charter to the King and the Council went out of existence. Its place was taken by eleven members of the Privy Council appointed by the King as Lords Commissioners of all his American Plantations. All corporate rights previously held by the Plymouth Company reverted to the Crown, and all former grants were to be disregarded. A few months before the Charter was surrendered, the territory held under it was divided up in severalty among the members of the old King's Council.

To the Bay Colony this partition of the soil of New England to the Marquis of Hamilton and the Earls of Arundel, Surry, Carlisle, and Stirling was not pleasing. Furthermore, Sir Ferdinando Gorges received what had been previously granted to him; Mason's grant of New Hampshire was confirmed, and there was secured to Sir William Alexander, Earl of Stirling, the territory between the St. Croix and Pemaquid, or the County of Canada. Exclusive of Mason's grant of New Hampshire, these concessions comprised, in general, what is now the State of Maine.

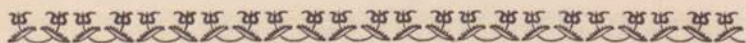
Sir Ferdinando Gorges was appointed Governor of New England, with vice-regal powers similar to those afterwards given to Sir Edmond Andros. He never reached his government. The ship that was to convey him thither, for some reason or other, fell to pieces at the launching. It has been said of Gorges that it is difficult to take any man seriously with such "a comic opera name." But he was serious enough in his colonizing efforts which extended over a period of more than forty years.



As early as 1629 Gorges and Mason had divided their territory. Mason's New Hampshire extended from the Merrimac to the Piscataqua, and Gorges New Somersetshire comprised the area from the Piscataqua to the Kennebec. Both Gorges and Mason were instrumental in obtaining settlers for the Piscataqua region in what is now Maine and New Hampshire. With English migration setting towards New England Gorges took new hope. Settlements were springing up in Maine, and what proved to be the first one of permanence, so Mr. Everett S. Stackpole says, was established by Ambrose Gibbons and Roger Knight near Great Works, South Berwick. Mention has already been made of Richard Vines at Saco, Henry Josselyn and Thomas Cammack at Scarborough, John Winter at Richmond's Island, George Cleeve at Casco. To this list must be added Edward Godfrey at Agamenticus, Thomas Purchase at Brunswick, while a few years later the Reverend John Wheelwright, brother of the celebrated Mrs. Ann Hutchinson, settled at Wells.

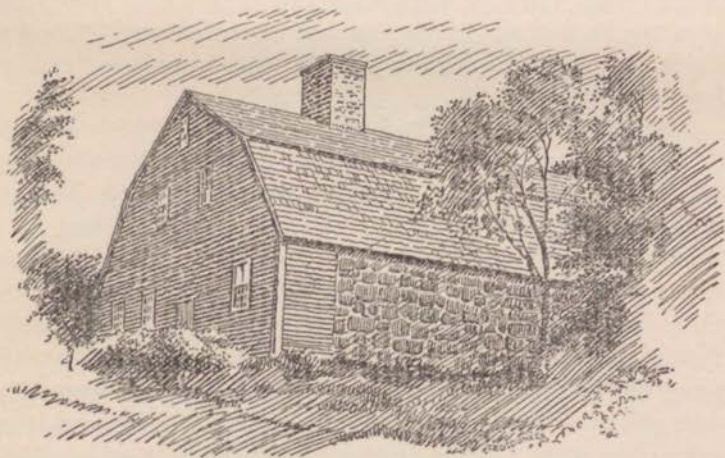
Though William Gorges, kinsman of Sir Ferdinando, was sent to govern New Somersetshire, setting up a court at Saco in 1636, not much interest is attached to this gesture. But of considerable importance is the granting of a Royal Charter, on April 3, 1639, to Sir Ferdinando Gorges by King Charles I. Under its terms Gorges' holdings on the mainland are to be "forever called and named the Province and County of Maine and not by any other name or names whatsoever." To Gorges there were conveyed powers and privileges, under feudal tenure, which Royalty alone could bestow. Courts could be erected, both civil and ecclesiastic; judges, justices, and magistrates appointed or removed; armies raised and troops employed to execute martial law against rebels, traitors, and other mutinous or seditious persons.

Thomas Gorges, cousin of Sir Ferdinando, was made Deputy-Governor of the Province of Maine and arrived at Saco in 1640 where he remained about three years. Associated with him in government were Richard Vines, Henry Josselyn, Richard Bonython, Francis Campernoun, and others. The first court was held at Saco on June 25, 1640. George Cleeve, of Casco, though prominent in the Province, held no



office under Thomas Gorges. Very soon, as Deputy-Governor of Lygonia, under Sir Alexander Rigby, he was a detriment to the Gorges interests.

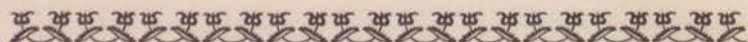
In 1630 Edward Godfrey, a merchant of London, built the first house at Agamenticus. Here, in 1642, there was incorporated under the feudal tenure of Gorges the first chartered city in America—Gorgeana. It was, as has been said, "as good a city as seals and parchment, a mayor and aldermen, a chancery court, court-leet, sargeants, and white rods can make a town of 300 inhabitants." Richard Vines, as Steward



OLD YORK GAOL

of the Leet, presided over trials of petty offenders, indicting some to the higher court. Edward Godfrey was the first Mayor, and he was succeeded by Roger Garde who served for several successive terms; while over all was Sir Ferdinando Gorges, as he himself has written: "Absolute Lord of the Province of Mayne."

It is not generally known that the original charter of Gorgeana is still in existence, and in the possession of the Massachusetts Historical Society, where it has reposed since the year 1798. It was discovered fortuitously in a dump of waste paper and junk, exposed to the elements in an open field at York. The first entry in the Book of Records of the



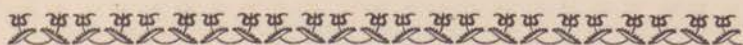
Court of Common Pleas and Sessions for the County of York is a transcription of the Royal Charter of the Province of Maine. The manuscripts of the early court and province records are preserved in the archives at Alfred.

The Province of Maine under Royal Charter, was a County Palatine, modeled after that of Calvert's Maryland and of Durham, England. Sir Ferdinando Gorges was Lord Proprietor, and the Church of England was the established religion. It is an interesting commentary upon the attitude of the Massachusetts Bay Colony towards the Province of Maine that in 1643, when a confederation of the New England colonies was formed for "protection and mutual interest" Gorges' Maine and Roger Williams' Rhode Island were left out of the combine.

The fall of King Charles I involved Sir Ferdinando Gorges in financial ruin. Staunch Royalist to the last, at an advanced age, he joined the Parliamentary forces under Prince Rupert. In the disastrous campaign which followed, Gorges was captured and imprisoned. Soon after his release he died in 1647 at Long Ashton, near Bristol, England. The vicissitudes which pursued him in life, in reality, followed his memory. His descendants in the male line became extinct after four generations. The Gorges Society, formed in Maine some fifty years ago, published several volumes relating to him, and then became dormant. There is but one place in America which bears his name—an obsolete fort in Portland Harbor.

Although, in 1881, a fine tomb in the Church of St. Budeaux, near Plymouth, England, was restored in honor of Sir Ferdinando Gorges, it was found upon investigation to belong to another branch of the family. His remains lie in an unmarked grave, some hundred miles away, in the little church at Long Ashton, near Bristol, England.

Because of the incorporation of the City of Gorgeana from the settlement of Agamenticus, the present Town of York enjoys a unique distinction in Maine history. Her first settlers came from Bristol, England, the city in which Sir Ferdinando Gorges formulated his many plans for the settlement and development of his Province of Maine. Of the several buildings, still standing, which are reminiscent of the time when



Gorges' government was in sway, is an ancient garrison house, just above the bridge on the banks of the York River, which was constructed at a time when the Indians were becoming troublesome.

Upon the death of Sir Ferdinando Gorges there seems to have been satisfaction in Massachusetts and confusion in Maine. A temporary government was established at Gorgeana under Edward Godfrey, and an appeal for assistance was sent to Cromwell. But the Lord Protector was too much engrossed with Puritan affairs to give any attention to Royalist Maine. Under Godfrey's government there existed a religious liberty and a freedom to organize churches—a fact which somehow has escaped notice, but deserving emphasis—which places Maine, as Doctor Charles E. Banks has said, "along side of Rhode Island and Maryland as a leader in liberal religious thought." During the time that Maine was an independent government religious persecution was unheard of, and dissenting clergymen were accepted and permitted to preach whatever they liked.

After Maine was "absorbed" by the Bay Colony the City of Gorgeana went out of existence and was replaced by the Town of York, so named from York, England, the scene of a Puritan victory of some years before. None of the names of any other places in Maine was changed. But Gorgeana was too suggestive for the "Bostonets" to permit its application to the shire town of Yorkshire County. The York jail was built in 1653, and is still standing. No longer serving its original purpose, it is now the repository of important collections of historical and antiquarian interest.

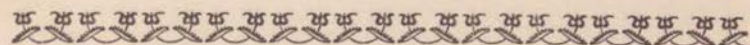
In offering an explanation as to why Sir Ferdinando Gorges has received such scant notice in contemporary colonial history, the late Doctor Henry S. Burrage said that it was because he was "on the losing side in his New World enterprises." Even so, Sir Ferdinando was a good loser, and identification with the losing side should not mean a consignment to oblivion. There is a deeper reason for the neglect of Gorges in New England history. In the words of Doctor Burrage, "It was the Puritan Colony of Massachusetts Bay and not the Province of Maine that was aided by the time spirit."



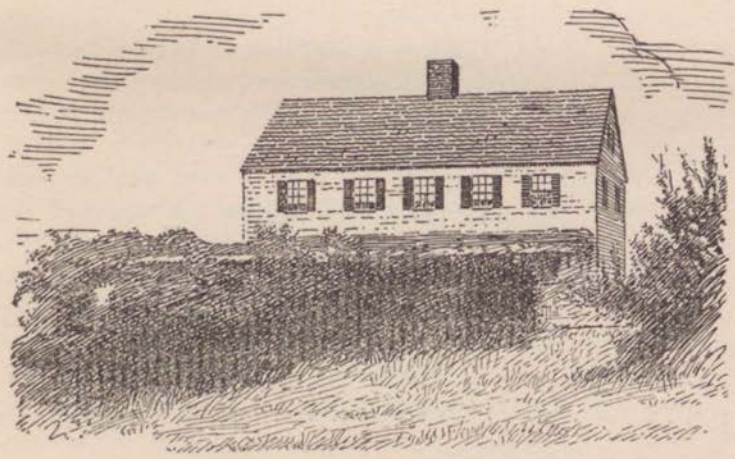
THE PROVINCE OF MAINE PASSES

IN 1628 the King's Council for New England, by a subgrant, confirmed by Royal Charter on March 4, 1629, conveyed trading privileges upon the "Governor and Company of the Massachusetts Bay in New England." In 1630 the government of the company, with questionable right, was transferred to New England. In 1683, a decree in Chancery, for reasons set forth in every history of New England, annulled the Massachusetts Charter of 1629. Much oratory had been expended in futile attempts to prevent such action. But it is to be doubted if the eloquent Increase Mather, in his impassioned speech about "how their fathers did win the charter," mentioned the disposition of Robert Gorges' grant made to him by the Council for New England in 1622, to which attention has been called. In 1629 the Puritan leaders decided upon a migration to Massachusetts which began the next year. The Earl of Warwick, grandson of Robert Devereaux, Earl of Essex, was a prominent Puritan and greatly interested in New England migration. There is good reason to believe that he was antagonistic to Sir Ferdinando Gorges in general, and to the Robert Gorges grant in Massachusetts in particular.

The Charter of 1629 included this grant, and although Sir Ferdinando was present at the Council meeting which issued the Massachusetts patent, he offered no objections, since it was understood that his son's grant would be respected. Instead, the Earl of Warwick gave secret orders that settlers should, without delay, establish themselves on Robert's property and claim priority of settlement. It did not take Governor Winthrop very long to realize that the Bay Colony lacked hunting and trading privileges, especially after the Plymouth people had obtained rights on the Kennebec River at what is now Augusta.



In a letter to his brother-in-law, Emanuel Downing, Winthrop mentioned that the Piscataqua region contained excellent harbors, of such "commodiousness" that it was worth possessing. With this suggestion in mind, Downing wrote, in 1633, to Sir Edward Coke, friend of the Puritans at Court: "One thing will be humbly desired of His Majesty that the patent of Massachusetts Bay be enlarged a little on the North where is the best furs and timber." Later, a survey of the northern boundary of the colony was ordered by the General

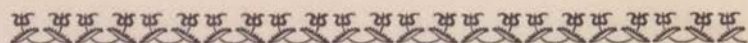


MAINE'S FIRST LICENSED ORDINARY AT SACO

Court, and upon this resolve Winthrop makes the comment: "Our purpose was to survey our utmost limits and made use of them."

How this purpose was accomplished to the "utmost limits" makes a good story. Though but incidental in the annals of Massachusetts, it is of paramount importance in the history of the Province of Maine. In the account to follow, indebtedness is acknowledged to Doctor Charles E. Banks for permission to use material discovered by him among New England documents in the Public Records Office in London.

Under pretext that the people of the Province of Maine, in the management of their affairs, were desirous of help from Massachusetts, a committee from Boston appeared at Kittery



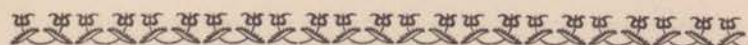
on July 9, 1652. Governor Edward Godfrey and his Council were warned by written notice and forbidden to exercise any jurisdiction whatsoever over the people of Kittery after October 10 following. It was useless for Godfrey and his associates in the government of Maine to claim that they were "in present power," for they were not as far as Kittery was concerned.

Later, it did no good for Godfrey to protest to England, claiming that Parliament was the only power to which he would submit. Secretary Rawson, of Massachusetts, said that a lot of people at Kittery wanted to be under the jurisdiction of the Bay Colony. Godfrey replied that he knew of but two such and they were of "ill deportment," adding that even though there were many, "it were little honour for you to proceed upon such an account."

Later in the same month of October, 1652, another committee from Massachusetts took a trip to the eastward "to settle the civil government amongst the inhabitants of Kittery, Agamenticus, and the Isles of Shoals," in any way that would "most conduce to the glory of God." Even before the arrival of this delegation, an agent had been sent to England by Governor Godfrey with a petition to Oliver Cromwell, praying that the Province of Maine be declared, as it might be under a then recent act of Parliament, a part of the Commonwealth of England. But nothing was accomplished.

On November 16, this second committee was at Kittery, threatening the loss of land titles if the inhabitants did not submit. When one citizen expressed himself "by uttering threatening words against the Massachusetts committee," the Sheriff of Norfolk, his Deputies and Captains" who were present took the culprit in hand. After that episode the men of Kittery signed away their rights.

Gorgeana came next; and though "only Mr. Godfrey did forbear until a vote was passed by the rest and then immediately he did by word and vote express his consent also." This provincial record is not in exact accord with the contents of a document found by Doctor Banks, in London. "Whatever my Boddy was enforced unto [Godfrey writes] Heaven knows my soule did not consent unto." Thus Kittery and

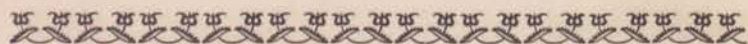


Gorgeana passed under the control of Massachusetts, and the first incorporated city in America went out of existence with its name changed to York. The Committee returned to Boston where "due and harty thanks" were voted by the General Court, accompanied with a liberal grant of land to each member. Incidentally, the Massachusetts men were not particularly considerate in the wording of the warrant which begins: "To the Inhabitants of the Towne knowne by or called by the name of Agamenticus or Gorgeana or by any other name—A Greeting, November 22, 1652."

The year 1653 saw still another commission from Massachusetts on its way to Maine, this time to attend to the people of Wells, Cape Porpoise—once known as Arundel—and Saco. Only a few men at Wells had been willing to sign. But one of the inhabitants "contemptuously turned his back on the Court," and was at once arrested. This incident livened things up a bit and signatures were attached to the articles of submission with rapidity. Further details are unnecessary, and Cape Porpoise and Saco followed suit. The commission returned to Boston to receive more "harty thanks" and more land grants, well satisfied that through their efforts and those of their colleagues, the jurisdiction of the Bay Colony was extended "a little to the North where is the best furs and timber."

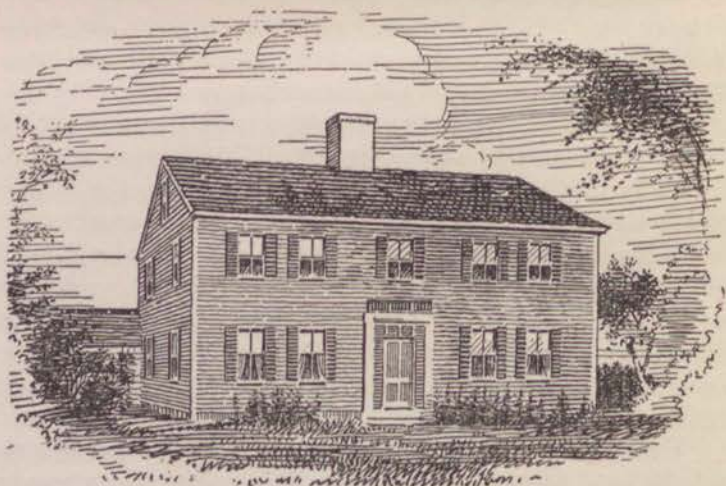
This business of Massachusetts commissions had become a habit, and in 1658 still another one, under the impression that there had been a change of sentiment to the eastward, tackled Black Point, Richmond's Island, and Casco. The year before, with a meeting called at York by Massachusetts authorities, none of the Maine men attended. Even George Cleeve, who, if the real truth were known, was responsible for much of the trouble leading to Massachusetts intervention, protested the legality of the call which later was made for a meeting in Boston. The General Court decided "to surcease for the present from any further prosecution."

There is a record of date May 26, 1658, showing that the General Court had not forgotten Maine. The commissioners again met at York and "did adjourn the Court unto the house of Mr. Robert Jordan at Spurwink sending out summons to



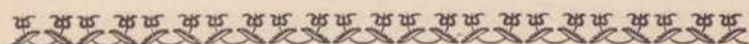
the inhabitants." Debate was useless and "the Inhabitants of Black Point, Spurwink, Casco Bay with all islands thereinto did acknowledge subjugation to Massachusetts Bay." By an effective process, the Massachusetts boundary had now been extended far enough to include North Yarmouth. Only a few years were to elapse before jurisdiction was extended to Penobscot Bay.

Governor Edward Godfrey at York stood his "totally eclipsed condition" for several years, and in 1658 went to England to lay the remonstrances of the people of Maine



WELLS GARRISON HOUSE

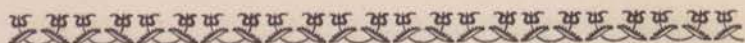
before Cromwell. Though he says he "got a Reference for O. P.," nothing resulted. Oliver, Protector, was probably quite content to leave undisturbed in a pigeon-hole the packet of papers, "Endorsed—14 March 1660—The Information of Mr. Edward Godfrey sometime Governor of the Province of Maine—concerning the consequence of that Province and the usurpation of the Bostonets." Of Edward Godfrey it may be said that he was the last of his line, and that he never returned to the Province of Maine. Deprived of his property, his last days were spent in a debtors' prison at Ludgate where he died.



On May 8, 1660, Charles II became King. It was not long after the Restoration before petitions were pouring in from New England complaining of the manner in which Massachusetts was treating Quakers, Baptists, and the inhabitants of the Province of Maine. In various documents mention is made of Leverett and his "Subjugation of the Eastern Parts of New England presumptuously and audaciously—without any power from England;" of "those Bostoners under pretence of an imaginary boundary Line [who] did invade our rights and privileges and [erect] their own Authority by causing the Inhabitants to swear fidelity to their Government;" of Henry Josselyn, "living under perplexities and discouragements through the threatening of our Imperious Neighbors and the disaffections of others among ourselves."

There is the lengthy petition to the King from Ferdinando Gorges, grandson and heir of Sir Ferdinando, in which it is stated that: "Certain English inhabitants of New England (taking advantage of the late Rebellion during which time your peticoner durst not assert his right to the said premises)—have without any colour or right encroached upon all or upon the greatest part of the said premises descended to your Petitioner from his grandfather—several other persons tenant now claim as Lords Proprietors thereof . . ." Mention is also made of the large amount of money spent by Sir Ferdinando Gorges upon the Province of Maine, all of which is "like to be utterly lost," together with the Patent "which was the greatest patrimony that your Peticoners Grandfather left him." Everything, therefore, will be rendered unprofitable "without your Majestys most gracious help and assistance . . ."

Ferdinando Gorges, the younger, sent his agent with letters from the King to the Governor of Massachusetts requiring either a restitution of his lawful inheritance, or the showing of a good reason for the Massachusetts occupation of the Province of Maine. King Charles II favored the Gorges claim; for at a Court held at Whitehall on April 4, 1661, "His Majesty is graciously pleased to refer a peticon to Committee of the Council for forrigne Plantacons—to investigate—and then his Majesty will declare his further pleasure." Later,



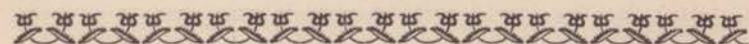
by Royal order, Charles II confirmed to Gorges the government and territory of the Province of Maine for ever," and commanded "a resignation from all persons usurping . . ."

In the reply to the King's letter, Massachusetts wished him to know that the Royal order of 1662 either had been carried out or was going to be. Of course, "they were heartily sorry that any actings of theirs should be displeasing to his Majesty," but as for reference to the Province of Maine no mention was made. This bears out the comment of an English agent that in Massachusetts, any letters from the King "were of no more account than an old London Gazette."



CAPE ARUNDEL

In the summer of 1665 a Royal Commission visited New England to report on affairs in general. This commission was in Maine in the summer of 1665. A proclamation was issued on June 23, charging that Massachusetts had refused "with the sound of trumpet" to submit to the King's authority, looking upon themselves as the supreme power in these parts, contrary to their allegiance and derogatory to his Majesty's sovereignty." Both Ferdinando Gorges and "the corporation of Massachusetts Bay" were forbidden to mix in the affairs of the Province of Maine. It was the plan for Sir Robert Carr, of the commission, to remain in Maine for the purpose of establishing a new government.

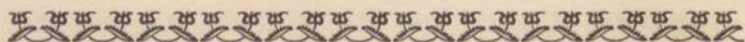


A petition was sent to the King, praying that he would "in cleamency permit and order your honourable commissioner, Sir Robert Carr, Knt., to bee and continue as under your command, our Governor." But Sir Robert Carr died in 1667 so nothing developed from this scheme, though there was appointed a group of Royal Magistrates with Henry Josselyn Chief Justice.

In preparation for the reception of the King's commissioners Francis Campernoun and Henry Josselyn issued a warrant to the inhabitants of York as follows: "These are in the King's name and by the authority from him to Ferdinando Gorges esqr. to will and require you to summons all the inhabitants of your Town to appear by two of the clock tomorrow in the afternoon before the right Honourable *Sir Robert Carr*, Knight, Colonel *George Carteret* and *Samuel Maverick* to hear the publication of a commission from our Sovereign Lord the King for the regulation of all your affairs in New England . . ." The warrant is dated 21 June 1665 and is addressed to "Henry Seward, Constable of York, Alice Gorgeana or his Debuty." While it would appear that there is here mention of a lady, it is but another way of writing *alias*. It is a bit unusual that *Alice* has not been accorded a personality such as fell to *Major Bagaduce*, an Indian name for Castine.

Soon the General Court of Massachusetts proceeded to upset the work of Sir Robert Carr and his associates. Henry Josselyn has left his own account of the affair. "As soon as the King's commissioners returned for England the Massachusetts men entered the Province in a hostile manner and with troop of horse and foot turned the judges and associates off the bench, imprisoned the mayor or commander of the militia and threatened the judges and some others who were faithful to Mr. Gorges interests."

In spite of the seriousness of the situation, the scene which followed is amusing. Chief Justice Josselyn held his court on the steps of the church. When the Massachusetts authorities took a recess for dinner, the Maine men took possession of the room thus vacated and continued their session.

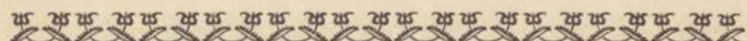


For seven years Massachusetts continued to exercise authority over Maine, or until 1677, when the King in Council upheld the claim of the Gorges family, based, as it was, on a grant from King James I. With title perfected, Ferdinando Gorges offered to sell the Province to King Charles II who wished to purchase it for the Duke of Monmouth. Governor Leverett got ahead of the King and bought the Province for £1250.

A committee was appointed to consider what should be done with the Province of Maine. The report submitted is good reading with reference to the King's indignation because Massachusetts had dared to purchase the Gorges' property without consulting his wishes. The report says: "Our ill wills will not be wanting in their endeavors to incense our gracious King against us and although that by this Acquisition wee aspire after dominion and enlargement of territory which is not for his honour of interest to admit." But nobody worried, for it was recommended that there be returned to the King "such an answer as becomes dutiful and Loyall subjects," and all would be well.

It was considered in certain quarters that twelve hundred and fifty pounds was an excessive price to pay for Maine. Others consoled themselves with the thought that it would be possible to make disposition of the territory to anybody who had the price. At the October sessions of the General Court the Governor and Council were empowered to sell the Province. This vote did not meet with general approval. It was said, "Truly we conceive God hath put an opportunity into our hand by the purchase of that Province." This group advocated that the Province of Maine should be retained "for God's honor and the public good." Nevertheless, it was voted to sell, though "upon further consideration [so the record reads] we do see cause to recall the said vote and judg meet to keep the said Province in the Country's hand according to contract made by our Commissioners until the Court take further Orders therein . . ." And the further orders were not to sell.

Thus ends the story; or in the words of the final entry in the Massachusetts record:



"The Alwise providence of God having so disposed that by our Purchase derived from the Heyres of fferdinando Gorges Wee ar now the Proprietors of that his Majesty's Colony called the Province of Maine."

The proprietors held Maine until 1691. Then by the Charter of William and Mary the Province of Maine together with the region from the Kennebec to the St. Croix, known as the Territory of Sagadahoc, were included within His Majesty's Province of the Massachusetts Bay in New England. During the first part of the eighteenth century the soil of Sagadahoc was disputed by France and Great Britain. After the French and Indian War, owing to hazy ideas in regard to the limits of Acadia, the Lords Commissioners of Trade and Plantations inclined to the belief that Nova Scotia extended well into the Territory of Sagadahoc.

By the Treaty of Paris terminating the War of Independence, with the international northeastern boundary set at the St. Croix River, lands east of the Penobscot were added to the old Province of Maine, all to be known as the District of Maine, Commonwealth of Massachusetts; and in 1820 the District separated from Massachusetts and entered the Federal Union as the State of Maine.



EPILOGUE

MAINE'S place in American colonial history has been indicated in the foregoing pages but briefly. Short as it is, this survey will show how closely connected Maine has been with world-events in the past. It is history with an extraordinary admixture of romance and adventure; it is drama in which the actors have been Kings, Potentates and Popes, beautiful ladies of brilliant European Courts, adventurers, freebooters, priests, friars, and Puritan missionaries. All of them had roles in the rapidly varying scenes for which Maine has been the stage.

The purpose of this booklet will be attained if it opens up, even to casual readers, the approaches to fuller chapters on Maine's remarkable record, and if it stimulates, among visitors and our own people, appreciation for the historic associations attached to the State of Maine.



PEMAQUID—1730