

DRAKE SAMUEL ADAMS

NOOKS AND CORNERS OF
THE NEW ENGLAND
COAST

Samuel Drake

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the New England Coast**

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CHAPTER I. NEW ENGLAND OF THE ANCIENTS

"This is the forest primeval. The murmuring pines and the hemlocks,
Bearded with moss, and with garments green, indistinct in the twilight,
Stand like Druids of Old, with voices sad and prophetic,
Stand like harpers hoar, with beards that rest on their bosoms.
Loud from its rocky caverns the deep-voiced neighboring ocean
Speaks, and in accents disconsolate answers the wail of the forest."

Longfellow.

In many respects the sea-coast of Maine is the most remarkable of New England. It is serrated with craggy projections, studded with harbors, seamed with inlets. Broad bays conduct to rivers of great volume that annually bear her forests down to the sea. Her shores are barricaded with islands, and her waters teem with the abundance of the seas. Seen on the map, it is a splintered, jagged, forbidding sea-board; beheld with the eye in a kindly season, its tawny headlands, green archipelagos, and inviting harbors, infolding sites recalling the earlier efforts at European colonization, combine in a wondrous degree to win the admiration of the man of science, of letters, or of leisure.

Maine embraces within her limits the semi-fabulous Norumbega and Mavoshen of ancient writers. Some portion of her territory has been known at various times by the names of Acadia, New France, and New England. The arms of France and of England have alternately been erected on her soil, and the flags of at least four powerful states have claimed her subjection. The most numerous and warlike of the primitive New England nations were seated here. Traces of French occupation are remaining in the names of St. Croix, Mount Desert, Isle au Haut, and Castine, names which neither treaties nor national prejudice have been quite able to eradicate.

The name of Norumbega, or Norembegue, the earliest applied to New England, is attributed to the Portuguese and Spaniards. Jean Alfonse, the pilot of Roberval, the same person who is accredited with having been first to navigate the waters of Massachusetts Bay, gives them the credit of its discovery. It is true that Marc Lescarbot, the Parisian advocate whose relations are the foundations of so many others, was at the colony of Port Royal in the year 1606, with Pontgravé Champlain, and De Poutrincourt. This writer discredits all of Alfonse's statement in relation to the great river and coast of Norumbega, except that part of it in which he says the river had at its entrance many islands, banks, and rocks. In this fragment from the "*Voyages Aventureux*" of Alfonse, the embouchure of the river of Norumbega is placed in thirty degrees ("trente degrez") and the pilot states that from thence the coast turns to the west and west-north-west for more than two hundred and fifty leagues.¹ The most casual reader will know how to value such a relation without reference to the sarcasm of Lescarbot, when he says, "And well may he call his voyages adventurous, not for himself, who was never in the hundredth part of the places which he describes (at least it is easy to conjecture so), but for those who might wish to follow the routes which he directs the mariner to follow." After this,

¹ "Et que passé cette rivière la côte tourne à l'Ouest et Ouest-Norouest plus de deux cens cinquante lieues," etc.

his claim to be considered the first European navigator in Massachusetts Bay must be received with many grains of allowance.

Champlain, who remained in the country through the winter of 1605, on purpose to complete his map, has this to say of the river and city of Norumbega; he is writing of the Penobscot:

"I believe this river is that which several historians call Norumbegue, and which the greater part have written, is large and spacious, with many islands; and its entrance in forty-three and forty-three and a half; and others in forty-four, more or less, of latitude. As for the declination, I have neither read nor heard any one speak of it. They describe also a great and very populous city of natives, dexterous and skillful, having cotton cloth. I am satisfied that the major part of those who make mention of it have never seen it, and speak from the hearsay evidence of those who know no more than themselves. I can well believe that there are some who have seen the embouchure, for the reason that there are, in fact, many islands there, and that it lies in the latitude of forty-four degrees at its entrance, as they say; but that any have entered it is not credible; for they must have described it in quite another manner to have removed this doubt from many people." With this protest Champlain admits the country of Norumbega to a place on his map of 1612.

In the "*Histoire Universelle des Indes Occidentales*" printed at Douay in 1607, the author, after describing Virginia, speaks of Norumbega, its great river and beautiful city. The mouth of the river is fixed in the forty-fourth and the pretended city in the forty-fifth degree, which approximates closely enough to the actual latitude of the Penobscot. This authority adds, that it is not known whence the name originated, for the Indians called it Agguncia.² It also refers to the island well situated for fishery at the mouth of the great river. On the map of Ortelius (1603) the two countries of Norumbega and Nova Francia occupy what is now Nova Scotia and New England respectively. The only features laid down in Nova Francia by name are "R. Grande Orsinora," "C. de Iaguas islas," and "Montagnes St. Jean." These localities answer reasonably well to as many conjectures as there are mountains, streams, and capes in New England; there is no projection of the coast corresponding with Cape Cod. Champlain names the River Penobscot, Pemetegoit. By this appellation, with some trivial change in orthography, it continued known to the French until its final repossession by the English.³

Turning to the "painful collections of Master Hakluyt," the old prebendary of Bristol, we find Mavoshen described as "a country lying to the north and by east of Virginia, between the degrees of 43 and 45, fortie leagues broad and fifty in length, lying in breadth east and west, and in length north and south. It is bordered on the east with a countrey, the people whereof they call Tarrantines, on the west with Epistoman, on the north with a very great wood, called Senaglecounc, and on the south with the mayne ocean sea and many islands." In all these relations there is something of fact, but much more that is too unsubstantial for the historian's acceptance. The voyages of the Norsemen, of De Rut, and Thevet are still a disputed and a barren field. I do not propose here to indulge in speculations respecting them.

Francis I. demanded, it is said, to be shown that clause in the will of Adam which disinherited him in the New World for the benefit of the Spaniards. Under his favor, the Florentine Verrazani put to sea from Dieppe, in *Le Dauphine*, in the year 1524.⁴ By virtue of his discoveries the French nation claimed all the territory now included in New England. The astute Francis followed up the clew by dispatching, in 1534, Jacques Cartier in *La Grande Hermine*. Despite the busy times in Europe, near the close of his reign, Henry IV. continued to favor projects confirming the footing obtained by his predecessors. Until 1614, when the name of New England first appeared on Smith's map, the French had the honor of adding about all that was known to the geography of its sea-board.

² The monk André Thevet, who professes to have visited Norumbega River in 1556, says it was called by the natives "Agoncy."

³ According to the Abbé Maurault, Pentagoët, in the Indian vocabulary, signifies "a place in a river where there are rapids." On the authority of the "History of the Abenakis," Penobscot is, "where the land is stony, or covered with rocks."

⁴ It is curious that three Italians – Columbus, Cabot, and Verrazani – should lead all others in the discoveries of the American continent.

There can now be no harm in saying that Captain John Smith was not the first to give a Christian name to New England. The Florentine Verrazani called it, in 1524, New France, when he traversed the coasts from the thirty-fourth parallel to Newfoundland, or *Prima Vista*. Sebastian Cabot may have seen it before him; but this is only conjecture, though our great-grandfathers were willing to spill their blood rather than have it called New France. According to the "Modern Universal History," Cabot confessedly took formal possession of Newfoundland and Norumbega, whence he carried off three natives. In the "*Theatre Universel d'Ortelius*" there is a map of America, engraved in 1572, and very minute, in which all the countries north and south are entitled New France. "The English," says a French authority, "had as yet nothing in that country, and there is nothing set down on this map for them."

In Mercator's atlas of 1623 is a general map of America, which calls all the territory north and south of Canada New France. New England does not find a place on this map. Canada is down as a particular province. Virginia is also there.

Captain John Smith's map of New England of 1614 contains many singular features. In his "Description of New England," printed in 1616, the Indian names are given of all their coast settlements. Prince Charles, however, altered these to English names after the book was printed. The retention of some of them by the actual settlers might be accidental, but they appear much as if scattered at random over the paper. "Plimouth" is where it was located six years after the date of the map. York is called Boston, and Agamenticus "Snadoun Hill." Penobscot is called "Pembrock's Bay."

The name of Cape Breton is said to occur on very early maps, antecedent even to Cartier's voyage. A map of Henry II. is the oldest mentioned. "Nurembega" is on a map in "*Le Receuil de Ramusius*"⁵ tome iii., where there is an account of a Frenchman of Dieppe, and a map made before the discovery of "Jean Guartier." It is asserted that the Basque and Breton fishermen were on the coast of America before the Portuguese and Spaniards. Baron La Hontan says, "The seamen of French Biscay are known to be the most able and dexterous mariners that are in the world." It is pretty certain that Cape Breton had this name before the voyages of Cartier or Champlain. The Frenchman of Dieppe is supposed to be Thomas Aubert, whose discovery is assigned to the year 1508.

The atlas of Guillaume and John Blauw has a map of America in tome i. There is a second, entitled *Nova Belgica* and *Nova Anglica*. New England extends no farther than the Kennebec, where begins the territory of *Nova Franciæ Pars*, in which Norumbega is located. The rivers Pentagouet and Chouacouet (Saco) appear properly placed. The map bears certain marks in its nomenclature, and the configuration of the coast, of being compiled from those of Champlain and Smith.⁶

Researches made in England, France, and Holland, at the instance of Massachusetts and New York,⁷ have resulted in the recovery of many manuscript fragments more or less interesting, bearing upon the question of priority of discovery. Of these the following is not the least curious. If credence may be placed in the author of the "*Memoires pour servir à l'Histoire de Dieppe*," "*Recherches sur les Voyages et decouvertes des Navigateurs Normands*," and "*Navigateurs Français*," the continent of America was discovered by Captain Cousin in the year 1488. Sailing from Dieppe, he was carried westward by a gale, and drawn by currents to an unknown coast, where he saw the mouth of a large river.

Cousin's first officer was "un étranger nommé Pinçon ou Pinzon," who instigated the men to mutiny, and was so turbulent that, on the return of the caravel, Cousin charged him before the magistrates of Dieppe with mutiny, insubordination, and violence. He was banished from the city,

⁵ Giambetta Ramusio, the Venetian.

⁶ Champlain's map of 1612 is entitled "Carte Geographique de la Novvelle France Faicte par le Sievr de Champlain Saint Tongois, Cappitaine Ordinaire povr le Roy en La Marine. *Faict len* 1612." All the territory from Labrador to Cape Cod is embraced in this very curious map. Some of its details will be introduced in successive chapters as occasion may demand. There is another map of Champlain of 1632, *fort détaillé*, but of less rarity than the first.

⁷ By Ben Perley Poore and John Romeyn Brodhead.

and embarked four years afterward, say the Dieppois, with Christopher Columbus, to whom he had given information of the New World.⁸

In the "*Bibliothèque Royale*" of Paris there is, or rather was, existing a manuscript (dated in 1545) entitled "*Cosmographie de Jean Alfonse le Xaintongeois*." It is undoubtedly from this manuscript that Jean de Marnef and De St. Gelais compiled the "*Voyages Aventureux d'Alfonse Xaintongeois*," printed in 1559, which includes an expedition along the coast from Newfoundland southwardly to "une baye jusques par les 42 degrés, entre la Norembegue et la Fleuride," in 1543.

Of Jean Alfonse it is known that he was one of Roberval's pilots, in his voyage of 1542 to Canada, and that he returned home with Cartier. Roberval expected to find a north-west passage, and Jean Alfonse, who searched the coast for it, believed the land he saw to the southward to be part of the continent of Asia. His cruise within the latitude of Massachusetts Bay is also mentioned by Hakluyt. The claim of Alfonse to be the discoverer of Massachusetts Bay has been set forth with due prominence.⁹ Alfonse and Champlain were both from the same old province in the west of France.

It goes without dispute that the older French historians knew little or nothing of Hakluyt and Purchas. So little did the affairs of the New World engage their attention, that in the "History of France," by Father Daniel, printed at Amsterdam in 1720, by the Company of Jesuits, in six ponderous tomes, the discoveries and settlements in New France (Canada) occupy no more than a dozen lines. Cartier, Roberval, De Monts, and Champlain are mentioned, and that is all.

When a vessel of the old navigators was approaching the coast, the precaution was taken of sending sailors to the mast-head. These lookouts were relieved every two hours until night-fall, at which time, if the land was not yet in sight, they furled their sails so as to make little or no way during the night. It was a matter of emulation among the ship's company who should first discover the land, as the passengers usually presented the lucky one with some pistoles. One writer mentions that on board French vessels, after sighting Cape Race, the ceremony known among us as "crossing the line" was performed by the old salts on the green hands, without regard to season.

The method of taking possession of a new country is thus described in the old chronicles: Jacques Cartier erected a cross thirty feet high, on which was suspended a shield with the arms of France and the words "*Vive le Roy*." Sir Humphrey Gilbert, in 1583, raised a pillar at Newfoundland, with a plate of lead, having the queen's arms "graven thereon." A turf and a twig were presented to him, which he received with a hazel wand. The expression "by turf and twig," a symbol of actual possession of the soil and its products, is still to be met with in older New England records.

Douglass, the American historian, speaking of Henry IV., says, "He planted a colony in Canada which subsists to this day. May it not long subsist; it is a nuisance to our North American settlements: *Delenda est Carthago*."

The insignificant attempt of Gosnold, in 1603, and the disastrous one of Popham, in 1607, contributed little to the knowledge of New England. But the absence of any actual possession of the soil did not prevent the exercise of unworthy violence toward intruders on the territory claimed by the English crown. In 1613 Sir Samuel Argall broke up the French settlement begun at Mount Desert in that year, opening fire on the unsuspecting colonists before he gave himself the trouble of a formal summons. Those of other nations fared little better, as the following recital will show:

Purchas relates that "Sir Bernard Drake, a Devonshire knight, came to Newfoundland with a commission; and having divers good ships under his command, he took many Portugal ships, and brought them into England as prizes.

"Sir Bernard, as was said, having taken a Portugal ship, and brought her into one of our western ports, the seamen that were therein were sent to the prison adjoining the Castle of Exeter. At the next assizes held at the castle there, about the 27th of Queen Elizabeth, when the prisoners of the county

⁸ "Massachusetts Archives, French Documents," vol. i., p. 269.

⁹ Rev. B. F. De Costa's "Northmen in Maine."

were brought to be arraigned before Sergeant Flowerby, one of the judges appointed for this western circuit at that time, suddenly there arose such a noisome smell from the bar that a great number of people there present were therewith infected; whereof in a very short time after died the said judge, Sir John Chichester, Sir Arthur Bassett, and Sir Bernard Drake, knights, and justices of the peace there sitting on the bench; and eleven of the jury impaneled, the twelfth only escaping; with divers other persons."

Captain John Smith says: "The most northern part I was at was the Bay of Penobscot, which is east and west, north and south, more than ten leagues; but such were my occasions I was constrained to be satisfied of them I found in the bay, that the river ran far up into the land, and was well inhabited with many people; but they were from their habitations, either fishing among the isles, or hunting the lakes and woods for deer and beavers.

"The bay is full of great islands of one, two, six, eight, or ten miles in length, which divide it into many faire and excellent good harbours. On the east of it are the Tarrantines, their mortal enemies, where inhabit the French, as they report, that live with these people as one nation or family."

If the English had no special reason for self-gratulation in the quality of the emigrants first introduced into New England, the French have as little ground to value themselves. In order to people Acadia, De Monts begged permission of Henri Quatre to take the vagabonds that might be collected in the cities, or wandering at large through the country. The king acceded to the request.¹⁰

Again, in a memoir on the state of the French plantations, the following passage occurs: "The post of Pentagouet, being at the head of all Acadia on the side of Boston, appears to have been principally strengthened by the sending over of men and courtesans that his majesty would have emigrate there for the purpose of marrying, so that this portion of the colony may receive the accessions necessary to sustain it against its neighbors."¹¹

These statements are supported by the testimony of the Baron La Hontan, who relates that, after the reorganization of the troops in Canada, "several ships were sent hither from France with a cargo of women of ordinary reputation, under the direction of some old stale nuns, who ranged them in three classes. The vestal virgins were heaped up (if I may so speak), one above another, in three different apartments, where the bridegrooms singled out their brides just as a butcher does ewes from among a flock of sheep. The sparks that wanted to be married made their addresses to the above-mentioned governesses, to whom they were obliged to give an account of their goods and estates before they were allowed to make their choice in the seraglio." After the selection was made, the marriage was concluded on the spot, in presence of a priest and a notary, the governor-general usually presenting the happy couple with some domestic animals with which to begin life anew.

When the number of historical precedents is taken into account, the superstition long current among mariners with regard to setting sail on Friday seems unaccountable. Columbus sailed from Spain on Friday, discovered land on Friday, and returned to Palos on Friday. Cabot discovered the American continent on Friday. Gosnold sailed from England on Friday, made land on Friday, and came to anchor on Friday at Exmouth. These coincidences might, it would seem, dispel, with American mariners at least, something of the dread with which a voyage begun on that day has long been regarded.

¹⁰ "Mass. Archives, French Documents."

¹¹ Ibid.

CHAPTER II. MOUNT DESERT ISLAND

"There, gloomily against the sky,
The Dark Isles rear their summits high;
And Desert Rock, abrupt and bare,
Lifts its gray turrets in the air."

Whittier.

Islands possess, of themselves, a magnetism not vouchsafed to any spot of the main-land. In cutting loose from the continent a feeling of freedom is at once experienced that comes spontaneously, and abides no longer than you remain an islander. You are conscious, in again setting foot on the main shore, of a change, which no analysis, however subtle, will settle altogether to your liking. Upon islands the majesty and power of the ocean come home to you, as in multiplying itself it pervades every fibre of your consciousness, gaining in vastness as you grow in knowledge of it. On islands it is always present – always roaring at your feet, or moaning at your back.

Islands have had no little share in the world's doings. Corsica, Elba, and St. Helena are linked together by an unbroken historical chain. Homer and the isles of Greece, Capri and Tiberius loom in the twilight of antiquity. Thinking on Garibaldi or Victor Hugo, the mind instinctively lodges on Caprera or Guernsey. An island was the death of Philip II., and the ruin of Napoleon. In the New World, Santo Domingo, Cuba, and Newfoundland were first visited by Europeans.

The islands of the New England coast have become beacons of her history. Mount Desert, Monhegan, and the Isles of Shoals, Clark's Island, Nantucket, The Vineyard, and Rhode Island have havens where the historian or antiquary must put in before landing on broader ground. I might name a score of others of lesser note; these are planets in our watery system. On this line many peaceful summer campaigns have been brought to a happy conclusion. Not a few have described the more genial aspects of Mount Desert. It has in fact given employment to many busy pens and famous pencils. I am not aware that its wintry guise has been portrayed on paper or on canvas. The very name is instinctively associated with an idea of desolateness:

"The gray and thunder-smitten pile
Which marks afar the Desert Isle."

Champlain was no doubt impressed by the sight of its craggy summits, stripped of trees, basking their scarred and splintered steeps in a September sun. "I have called it," he says, "the Isle of Monts Déserts."

In a little "*pattache*" of only seventeen or eighteen tons burden, he had set out on the 2d of September, 1604, from St. Croix, to explore the coast of Norumbega. Two natives accompanied him as guides. The same day, as they passed close to an island four or five leagues long, their bark struck a hardly submerged rock, which tore a hole near the keel. They either sailed around the island, or explored it by land, as the strait between it and the main-land is described as being not more than a hundred paces in breadth. "The land," continues the French voyager, "is very high, intersected by passes, appearing from the sea like seven or eight mountains ranged near each other. The summits of the greater part of these are bare of trees, because they are nothing but rocks." It was during this voyage, and with equal pertinence, Champlain named Isle au Haut.¹² According to Père Biard, the

¹² "Champlain's Voyages," edit. 1613. Mount Desert was also made out by the Boston colonists of 1630. The reader is referred for materials of Mount Desert's history to Champlain, Charlevoix, Lescarbot, Biard, and Purchas, vol. iv.

savages called the island of Mount Desert "*Pemetiq*" "meaning," says M. l'Abbé Maurault, "that which is at the head." A crowned head it appears, seen on land or sea.

It is curious to observe how the embouchure of the Penobscot is on either shore guarded by two such solitary ranges of mountains as the Camden and Mount Desert groups. They embrace about the same number of individual peaks, and approximate nearly enough in altitude. From Camden we may skirt the shores for a hundred and fifty miles to the west and south before meeting with another eminence; and then it is an isolated hill standing almost upon the line of division between Maine and New Hampshire that is encountered. On the shore of the main-land, west of Mount Desert, is Blue Hill, another lone mountain. Katahdin is still another astray, of grander proportions, it is true, but belonging to this family of lost mountains. Although they appear a continuous chain when massed by distance, the Mount Desert range is, in reality, broken into little family groups, as exhibited on the map.

Another peculiarity of the Mount Desert chain is that the eastern summits are the highest, terminating generally in precipitous and inaccessible cliffs. I asked a village ancient his idea of the origin of these mountains, and received it in two words, "Hove up." The cluster numbers thirteen eminences, to which the title "Old Thirteen" may be more fitly applied than to any political community of modern history. This assemblage of hills with lakes in their laps at once recalled the Adirondack region, with some needful deductions for the height and nakedness of the former when compared with the greater altitudes and grand old forests of the wilderness of northern New York.

Should any adventurous spirit, after reading these pages, wish to see the Desert Isle in all its rugged grandeur, he may do so at the cost of some trifling inconveniences that do not fall to the lot of the summer tourist. In this case, Bangor or Bucksport will be the point of departure for a journey of from thirty to forty miles by stage. I came to the island by steamboat from Boston, which landed me at Bucksport; whence I made my way *via* Ellsworth to Somesville.

After glancing at the map of the island, I chose Somesville as a central point for my excursions, because it lies at the head of the sound, that divides the island almost in two, is the point toward which all roads converge, and is about equally distant from the harbors or places of particular resort. In summer I should have adopted the same plan until I had fully explored the shores of the Sound, the mountains that are contiguous, and the western half of the island. In twenty-four hours the visitor may know by heart the names of the mountains, lakes, coves, and settlements, with the roads leading to them; he may thereafter establish himself as convenience or fancy shall dictate. At Somesville there is a comfortable hostel, but the larger summer hotels are at Bar Harbor and at South-west Harbor.

The accentuation should not fall on the last, but on the first syllable of Desert, although the name is almost universally mispronounced in Maine, and notably so on the island itself. Usually it is Mount *Desart*, toned into *Desert* by the casual population, who thus give it a curious significance.

Mount Desert is one of the wardens of Penobscot Bay, interposing its bulk between the waters of Frenchman's Bay on the east and Blue Hill Bay on the west. A bridge unites it with the main-land in the town of Trenton, where the opposite shores approach within rifle-shot of each other. This point is locally known as the Narrows. When I crossed, the tide was pressing against the wooden piers, in a way to quicken the pace, masses of newly-formed ice that had floated out of Frenchman's Bay with the morning's ebb.

You get a glimpse of Mount Desert in sailing up Penobscot Bay, where its mountains appear foreshortened into two cloudy shapes that you would fail to know again. But the highest hills between Bucksport and Ellsworth display the whole range; and from the latter place until the island is reached their snow-laced sides loomed grandly in the gray mists of a December day. In this condition of the atmosphere their outlines seemed more sharply cut than when thrown against a background of clear blue sky. I counted eight peaks, and then, on coming nearer, others, that at first had blended with those higher and more distant ones, detached themselves. Green Mountain will be remembered as the highest of the chain, Beech and Dog mountains from their peculiarity of outline. A wider break

between two hills indicates where the sea has driven the wedge called Somes's Sound into the side of the isle. Western Mountain terminates the range on the right; Newport Mountain, with Bar Harbor at its foot, is at the other extremity of the group. In approaching from sea this order would appear reversed.

The Somesville road is a nearly direct line drawn from the head of the Sound to the Narrows. Soon after passing the bridge, that to Bar Harbor diverged to the left. Crossing a strip of level land, we began the ascent of Town Hill through a dark growth of cedar, fir, and other evergreen trees. A little hamlet, where there is a post-office, crowns the summit of Town Hill. Not long after, the Sound opened into view one of those rare vistas that leave a picture for after remembrance. At first it seemed a lake shut in by the feet of two interlocking mountains, but the vessels that lay fast-moored in the ice were plainly sea-going craft. Somesville lay beneath us, its little steeple pricking the frosty air. Cold, gray, and cheerless as their outward dress appeared, the mountains had more of impressiveness, now that they were covered from base to summit with snow. They seemed really mountains and not hills, receiving an Alpine tone with their wintry vesture.

After all, a winter landscape in New England is less gloomy than in the same zone of the Mississippi Valley, where, in the total absence of evergreen-trees, nothing but long reaches of naked forest rewards the eye, which roves in vain for some vantage-ground of relief. Jutting points, well wooded with dark firs, or clumps of those trees standing by the roadside, were agreeable features in this connection.

A brisk trot over the frozen road brought us to the end of the half-dozen miles that stretch between Somesville and the Narrows. The snow crouched beneath the horses' feet as we glided through the village street; in a moment more the driver drew up with a flourish beside the door of an inn which bears for its ensign a name advantageously known in these latitudes. A rousing fire of birchen logs blazed on the open hearth. Above the mantel were cheap prints of the presidents, from Washington to Buchanan. I was made welcome, and thought of Shenstone when he says,

"Whoe'er has travel'd life's dull round,
Whate'er his fortunes may have been,
Must sigh to think how oft he's found
Life's warmest welcome at an inn."

An island fourteen miles long and a dozen broad, embracing a hundred square miles, and traversed from end to end by mountains, is to be approached with respect. It excludes the idea of superficial observation. As the mountains bar the way to the southern shores, you must often make a long *détour* to reach a given point, or else commit yourself to the guidance of a deer-path, or the dry bed of some mountain torrent. In summer or in autumn, with a little knowledge of woodcraft, a well-adjusted pocket-compass, and a stout staff, it is practicable to enter the hills, and make your way as the red huntsmen were of old accustomed to do; but in winter a guide would be indispensable, and you should have well-trained muscles to undertake it.

The mountains have been traversed again and again by fire, destroying not the wood alone, but also the thin turf, the accumulations of years. The woods are full of the evidences of these fires in the charred remains of large trees that, after the passage of the flames, have been felled by tempests. At a distance of five miles the present growth resembles stubble; on a nearer approach it takes the appearance of underbrush; and upon reaching the hills you find a young forest repairing the ravages made by fire, wind, and the woodman's axe. "Fifty years ago," said Mr. Somes, "those mountains were covered with a dark growth." Cedars, firs, hemlocks, and other evergreens, with a thick sprinkling of white-birch, and now and then a clump of beeches, make the principal base for the forest of the future on Mount Desert – provided always it is permitted to arrive at maturity. Hitherto the poverty or greed of the inhabitants has sacrificed every tree that was worth the labor of felling. In the neighborhood

of Salisbury's Cove there are still to be seen in inaccessible places, trees destined never to feel the axe's keen edge.

Mine host of the village tavern, Daniel Somes, or "Old Uncle Daniel," as he is known far and near, is the grandson of the first settler of the name who emigrated from Gloucester, Massachusetts, and "squatted" here – "a vile phrase" – about 1760. Abraham Somes built on the little point of land in front of the tavern-door, from which a clump of shrubs may be seen growing near the spot. Other settlers came from Cape Cod, and were located at Hull's and other coves about the island. I asked my landlord if there were any family traditions relative to the short-lived settlement of the French, or traces of an occupation that might well have set his ancestors talking. He shook his gray head in emphatic negative. Had I asked him for "Tam O'Shanter" or the "Brigs of Ayr," he would have given it to me stanza for stanza.

There are few excursions to be made within a certain radius of Somesville that offer so much of variety and interest as that on the western side of the Sound, pursuing, with such wanderings as fancy may suggest, the well-beaten road to South-west Harbor. It is seven miles of hill and dale, lake and stream, with a succession of charming views constantly unfolding themselves before you. And here I may remark that the roads on the island are generally good, and easily followed.

The map may have so far introduced the island to the reader that he will be able to trace the route along the side of Robinson's Mountain, which is between the road and the Sound, with two summits of nearly equal height, rising six hundred and forty and six hundred and eighty feet above it. At the right, in descending this road, is Echo Lake, a superb piece of water, having Beech Mountain at its foot. You stumble on it, as it were, unawares, and enjoy the surprise all the more for it. Broad-shouldered and deep-chested mountains wall in the reservoirs that have been filled by the snows melting from their sides. There are speckled trout to be taken in Echo Lake, as well as in the pond lying in Somesville. Of course the echo is to be tried, even if the mount gives back a saucy answer.

Next below us is Dog Mountain. It has been shut out from view until you have uncovered it in passing by the lake. Dog Mountain's eastern and highest crest is six hundred and eighty feet in the air. How much of resemblance it bears to a crouching mastiff depends in a great measure upon the imagination of the beholder:

Ham. "Do you see yonder cloud that's almost in shape of a camel?"

Pol. "By the mass, and 'tis like a camel indeed."

Ham. "Methinks it is like a weasel."

Pol. "It is backed like a weasel."

Ham. "Or like a whale?"

Pol. "Very like a whale."

Between Dog and Brown's Mountain on its eastern shore the Sound has forced its way for six or seven miles up into the centre of the island. At the southern foot of Dog Mountain is Fernald's Cove and Point, the supposed scene of the attempted settlement by the colony of Madame the Marchioness De Guercheville. Mr. De Costa has christened Brown's Mountain with the name of Mansell, from Sir Robert Mansell, vice-admiral in the times of James I. and Charles I. The whole island was once called after the knight, but there is a touch of retributive justice in recollecting that the English, in expelling the French, have in turn been expelled from its nomenclature.

Turning now to what Prescott calls "historicals" for enlightenment on the subject of the colonization of Mount Desert, it appears that upon the return of De Monts to France he gave his town of Port Royal to Jean de Poutrincourt, whose voyage in 1606 along the coast of New England will be noticed in future chapters. The projects of De Monts having been overthrown by intrigue, and through jealousy of the exclusive rights conferred by his patent, Madame De Guercheville, a

"very, charitable and pious lady" of the court,¹³ entered into negotiation with Poutrincourt for the founding of Jesuit missions among the savages. Finding that Poutrincourt claimed more than he could conveniently establish a right to, Madame treated directly with Du Guast, who ceded to her all the privileges derived by him from Henry IV. The king, in 1607, confirmed all except the grant of Port Royal, which was reserved to Poutrincourt. The memorable year of 1610 ended the career of Henry, in the Rue de la Ferronnerie. In 1611 the fathers, Père Biard and Enemond Masse, of the College d'Eu, came over to Port Royal with Biencourt, the younger Poutrincourt. During the next year an expedition under the auspices of Madame De Guercheville was prepared to follow, and, after taking on board the two Jesuits already at Port Royal, was to proceed to make a definitive settlement somewhere in the Penobscot.

The colonists numbered in all about thirty persons, including two other Jesuit fathers, named Jacques Quentin and Gilbert Du Thet.¹⁴ The expedition was under the command of La Saussaye. In numbers it was about equal to the colony of Gosnold.

La Saussaye arrived at Port Royal, and after taking on board the fathers, Biard and Masse, continued his route. Arriving off Menan, the vessel was enveloped by an impenetrable fog, which beset them for two days and nights. Their situation was one of imminent danger, from which, if the relation of the Père Biard is to be believed, they were delivered by prayer. On the morning of the third day the fog lifted, disclosing the island of Mount Desert to their joyful eyes. The pilot landed them in a harbor on the east side of the island, where they gave thanks to God and celebrated the mass. They named the place and harbor St. Sauveur.

Singularly enough, it now fell out, as seven years later it happened to the Leyden Pilgrims, that the pilot refused to carry them to their actual destination at Kadesquit,¹⁵ in Pentagoët River. He alleged that the voyage was completed. After much wrangling the affair was adjusted by the appearance of friendly Indians, who conducted the fathers to their own place of habitation. Upon viewing the spot, the colonists determined they could not do better than to settle upon it. They accordingly set about making a lodgment.¹⁶

The place where the colony was established is obscured as much by the relation of Biard as by time itself. The language of the narration is calculated to mislead, as the place is spoken of as "being shut in by the large island of Mount Desert." The Jesuit had undoubtedly full opportunity of becoming familiar with the locality, and his account was written after the dissolution of the plantation by Argall. There is little doubt they were inhabiting some part of the isle, as Champlain in general terms asserts. Meanwhile the grassy slope of Fernald's Point gains many pilgrims. The brave ecclesiastic, Du Thet, could not have a nobler monument than the stately cliffs graven by lightning and the storm with the handwriting of the Omnipotent. The puny reverberations of Argall's broadsides were as nothing compared with the artillery that has played upon these heights out of cloud battlements.

During the summer of 1613, Samuel Argall, learning of the presence of the French, came upon them unawares, and in true buccaneer style. A very brief and unequal conflict ensued. Du Thet stood manfully by his gun, and fell, mortally wounded. Captain Flory and three others also received wounds. Two were drowned. The French then surrendered.

Argall's ship was called the *Treasurer*. Henri de Montmorency, Admiral of France, demanded justice of King James for the outrage, but I doubt that he ever received it. He alleged that, besides killing several of the colonists and transporting others as prisoners to Virginia, Argall had put the remainder in a little skiff and abandoned them to the mercy of the waves. Thus ended the fourth attempt to colonize New England.

¹³ She was one of the queen's ladies of honor, and wife of the Duke of Rochefoucauld Liancourt.

¹⁴ Champlain: Mr. Shea says he was only a lay brother.

¹⁵ This has a resemblance to Kenduskeag, and was probably the present Bangor.

¹⁶ Charlevoix says the landing was on the north side of the island.

Argall, it is asserted, had the baseness to purloin the commission of La Saussaye, as it favored his project of plundering the French more at his ease, the two crowns of England and France being then at peace. He was afterward knighted by King James, and became a member of the Council of Plymouth, and Deputy-governor of Virginia. During a second expedition to Acadia, he destroyed all traces of the colony of Madame De Guercheville. It is pretty evident he was a bold, bad man, as the more his character is scanned the less there appears in it to admire.

Brother Du Thet, standing with smoking match beside his gun, was worthy the same pencil that has illustrated the defense of Saragossa. I marvel much the event has not been celebrated in verse.

An enjoyable way of becoming acquainted with Somes's Sound is to take a wherry at Somesville and drift slowly down with the ebb, returning with the next flood. In some respects it is better than to be under sail, as a landing is always easily made, and defiance may be bidden to head winds.

One of the precipices of Dog Mountain, known as Eagle Cliff, has always attracted the attention of the artists, as well as of all lovers of the beautiful and sublime. There has been much search for treasure in the glens hereabouts, directed by spiritualistic conclaves. One too credulous islander, in his fruitless delving after the pirate Kidd's buried hoard, has squandered the gold of his own life, and is worn to a shadow.

When some one asked Moll Pitcher, the celebrated fortune-teller of Lynn, to disclose the place where this same Kidd had secreted his wealth, promising to give her half of what was recovered, the old witch exclaimed, "Fool! if I knew, could I not have all myself?" Kidd's wealth must have been beyond computation. There is scarcely a headland or an island from Montauk to Grand Menan which according to local tradition does not contain some portion of his spoil.

Much interest is attached to the shell heaps found on Fernald's Point and at Sand Point opposite. There are also such banks at Hull's Cove and elsewhere. Indian implements are occasionally met with in these deposits. It is reasonably certain that some of them are of remote antiquity. Williamson states that a heavy growth of trees was found by the first settlers upon some of the shell banks in this vicinity.¹⁷ Associated with these relics of aboriginal occupation is the print in the rock near Cromwell's Cove, called the "Indian's Foot." It is in appearance the impression of a tolerably shaped foot, fourteen inches long and two deep. The common people are not yet freed from the superstitions of two centuries ago, which ascribed all such accidental marks to the Evil One.

In my progress by the road to South-west Harbor, I was intercepted near Dog Mountain by a sea-turn that soon became a steady drizzle. This afforded me an opportunity of seeing some fine dissolving views: the sea-mists advancing, and enveloping the mountain-tops, cheated the imagination with the idea that the mountains were themselves receding. A storm-cloud, black and threatening, drifted over Sargent's Mountain, settling bodily down upon it, deploying and extending itself until the entire bulk disappeared behind an impenetrable curtain. It was like the stealthy approach and quick cast of a mantle over the head of an unsuspecting victim.

Very few were abroad in the storm, but I saw a nut-cracker and chickadee making the best of it. I remarked that under branching spruces or fir-trees the grass was still green, and the leaves of the checker-berry bright and glossy as in September. On this road admirable points of observation constantly occur from which to view the shifting contours of Beech and Western mountains, with the broad and level plateau extending along their northern baseline far to the westward. Retracing with the eye this line, you see a little hamlet snugly ensconced on the hither slope of Beech Mountain, while the plateau is rounded off into the bluffs rising above Echo Lake.

South-west Harbor is usually the stranger's first introduction to Mount Desert. The approach to it is consequently invested with peculiar interest to all who know how to value first impressions. Its neighborhood is less wild and picturesque than the eastern shores of the island, but Long Lake and the western range of mountains are conveniently accessible from it; while, by crossing or ascending

¹⁷ "History of Maine," vol. i., p. 80.

the Sound, avenues are opened in every direction to the surpassing charms of this favored corner of New England.

At South-west Harbor the visitor is usually desirous of inspecting the sea-wall, or *cheval-de-frise* of shattered rock, that skirts the shore less than three miles distant from the steamboat landing. And he may here witness an impressive example of what the ocean can do. An irregular ridge of a mile in length is piled with shapeless rocks, against which the sea beats with tireless impetuosity.

Fog is the bane of Mount Desert. Its frequency during the months of July and August is an important factor in the sum of outdoor enjoyment. Happily, it is seldom of long continuance, as genial sunshine or light breezes soon disperse it.

There is, however, a weird sort of fascination in standing on the shore in a fog. You are completely deceived as to the nearness either of objects or of sounds, though the roll of the surf is more depended upon by experienced ears than the fog-bell. In sailing near the land every one has noticed the recoil of sounds from the shore, as voices, or the beat of a steamer's paddles. Coming through the Mussel Ridge Channel one unusually thick morning, the fog suddenly "scaled up," discovering White Head in uncomfortable proximity. The light-house keeper stood in his door, tolling the heavy fog-bell that we had believed half a mile away. Our pilot gave him thanks with three blasts of the steam-whistle.

Off the entrance to the Sound are several islands – Great Cranberry, of five hundred acres; Little Cranberry, of two hundred acres; and, farther inshore, Lancaster's Island, of one hundred acres. The eastern channel into the Sound is between the two last named. Duck Island, of about fifty acres, is east of Great Cranberry; and Baker's, on which is the light-house, is the outermost of the cluster.

The cranberry is indigenous to the whole extent of the Maine sea-board. It grows to perfection on the borders of wet meadows, but I have known it to thrive on the upland. The culture has been found very remunerative in localities less favored by nature, as at Cape Cod and on the New Jersey coast. Some attempts at cranberry culture have recently been made with good success at Lemoine, on the main-land, opposite Mount Desert. Blue-berries are abundant on Mount Desert. I saw one young girl who had picked enough in a week to bring her seven dollars. Formerly they were sent off the island, but they are now in good demand at the hotels and boarding-houses. In poorer families the head of it picks up a little money by shore-fishing. He plants a little patch with potatoes, dressing the land with sea-weed, which costs him only the labor of gathering it. His fire-wood is as cheaply procured from the neighboring forest or shore, and in the autumn his wife and children gather berries, which are exchanged for necessities at the stores.

At the extreme southerly end of Mount Desert is Bass Harbor, with three islands outlying. It is landlocked, and a well-known haven of refuge.

CHAPTER III. CHRISTMAS ON MOUNT DESERT

"You should have seen that long hill-range,
With gaps of brightness riven —
How through each pass and hollow streamed
The purpling light of heaven — "

Whittier.

Having broken the ice a little with the reader, I shall suppose him present on the most glorious Christmas morning a New England sun ever shone upon. "A green Christmas makes a fat church-yard," says an Old-country proverb; this was a white *Noël*, cloudless and bright. I saw that the peruke of my neighbor across the Sound, Sargent's Mountain, had been freshly powdered during the night; that the rigging of the ice-bound craft harbored between us was incased in solid ice, reflecting the sunbeams like burnished steel. The inscription on mine host's sign-board was blotted out by the driving sleet; the brown and leafless trees stood transfigured into objects of wondrous beauty. I heard the jingle of bells in the stable-yard and the stamping of feet below stairs, and then

"I heard nae mair, for Chanticleer
Shook off the pouthery snaw,
And hail'd the morning with a cheer,
A cottage-rousing crow."

The roads from Bar Harbor and from North-east Harbor unite within a short distance of Somesville, and enter the village together. Within these highways is embraced a large proportion of those picturesque features for which the island is famed. In this area are the highest mountains, the boldest headlands, the deepest indentations of the shores. It is not for nothing, therefore, that Bar Harbor has become a favorite rendezvous of the throngs

"That seek the crowd they seem to fly."

On Christmas-day the road to Bar Harbor was an avenue of a winter palace more sumptuous than that by the Neva. Every spray of the dark evergreen trees was heavily laden with a light snow that plentifully besprinkled us in passing beneath the often overreaching branches. The stillness was unbroken. Blasted trees – gaunt, withered, and hung with moss like rags on the shrunken limbs of a mendicant – were now incrustated with ice-crystals, that glittered like lustres on gigantic candelabra. On the top of some rounded hill there sometimes was standing the bare stem of a blasted pine, where it shone like the spike on a grenadier's helmet. It was a scene of enchantment.

I saw frequent tracks where the deer had come down the mountain and crossed the road, sometimes singly, sometimes in pairs, and in search, no doubt, of water. The foot-prints of foxes, rabbits, and grouse were also common. During the day I met an islander who told me he had shot a fat buck only a day or two before, and that many deer were still haunting the mountains. Formerly, but so long ago that only tradition preserves the fact, there were black bear and moose; and traces of beaver are yet to be seen in their dams and houses. Red foxes and mink, and occasionally the black fox, greatly valued for its fur, are taken by the hunters. In order to make the roads interesting to nocturnal travelers, rumor was talking of a panther and a wolf that had been seen within a short time.

In the day when these coasts were stocked with beaver, its skin was the common currency of the country, as well of the Indians as of the whites. It was greatly prized in Europe, and constituted

the wealth of the savages of northern New England, who were wholly unacquainted with wampum until it was introduced among them by the Plymouth trading-posts on the Penobscot and Kennebec.

The wigwam of a rich chief would be lined with beaver-skins, and, if he were very rich, his guests were seated on packs of it. Then, as now, a suitor was not the less acceptable if he came to his mistress with plenty of beaver. It was the Indians' practice to kill only two-thirds of the beaver each season, leaving a third for increase. The English hunters killed all they found, rapidly exterminating an animal which the Indian believed to be possessed of preternatural sagacity.

Our road, after crossing a northern spur of Sargent's Mountain, which lifts itself more than a thousand feet above the sea, led on over a succession of hills. Beyond Sargent's, Green Mountain stood unveiled, with what seemed the tiniest of cottages perched on its summit. Ere long Eagle Lake lay outstretched at the right, but it was in the trance of winter. The painter, Church, whose favorite ground lay about due south, christened the lake, doubtless with a palmful of water from its own baptismal font. The roadway is thrown across its outlet where the timbers of an old mill, that some time ago had gorged itself with the native forest, lay rotting and overthrown.

Green Mountain overpeers all the others. On its summit you are fifteen hundred and thirty-five feet higher than the sea. On this account it was selected as a landmark for the survey of the neighboring coasts. It is not difficult of ascent, as the mountain road built by the surveyors is considered practicable for carriages nearly or quite to the top. I had anticipated ascending it, but the new-fallen snow rendered walking difficult, and I was forced to content myself with viewing it from all sides of approach.

An acquaintance with the sierras of either half of the continent exercises a restraining influence in presence of an upheaval comparatively slight, yet it is only in a few favored instances that one may stand on the summits of very high mountains and look down upon the sea. New England, indeed, boasts greater elevations at some distance from her sea-coast, among which the Mount Desert peaks would appear dwarfed into respectable hills. On a clear day, and under conditions peculiarly favorable, a distant glimpse of Katahdin and of Mount Washington may be had from the crest of Green Mountain. In summer the little house is open for the refreshment of weary but adventurous pilgrims.

Here I would observe that the island nomenclature is painfully at variance with whatever is suggestive of felicitous *rappor*t with its natural characteristics. The name of Mount Desert, it is true, is singularly appropriate; but then it was given by a Frenchman with an eye for truth in picturesqueness. In the year 1796, when the north half of the island was formed into a township, it was called, with sublimated irony, Eden. Green Mountain is not more green than its neighbors. At the Ovens I saw plenty of yeast, but not enough to leaven the name. Schooner Head is not more apposite.

Just before coming into Bar Harbor there is an excellent opportunity of observing the cluster of islands to which it owes existence. These are the Porcupine group, and beyond, across a broad bay, the Gouldsborough hills appeared in a Christmas garb of silvery whiteness. The Porcupine Islands, four in number, lie within easy reach of the shore, Bar Island, the nearest, being connected with the main-land at low ebb. On Bald Porcupine General Fremont has pitched his head-quarters. It was the sea that was fretful when I looked at the islands, though they bristled with erected pines and cedars.

The village at Bar Harbor is the sudden outgrowth of the necessities of a population that comes with the roses, and vanishes with the first frosts of autumn. It has neither form nor comeliness, though it is admirably situated for excursions to points on the eastern and southern shores of the island as far as Great Head and Otter Creek. A new hotel was building, notwithstanding the last season had not proved as remunerative as usual. I saw that pure water was brought to the harbor by a wooden aqueduct that crossed the valley on trestles, after the manner practiced in the California mining regions, and there called a flume. There is a beach, with good bathing on both sides of the landing, though the low temperature of the water in summer is hardly calculated for invalids.

From Bar Harbor, a road conducts by the shore, southerly, as far as Great Head, some five miles distant. After following this route for a long mile, as it seemed, it divides, the road to the right leading

on five miles to Otter Creek, and thence to North-east Harbor, seven miles beyond. Excursions to Great Head, and to Newport Mountain and Otter Creek, should occupy separate days, as the shores are extremely interesting, and the scenery unsurpassed in the whole range of the island.

In pursuing his explorations at or near low-water mark, it will be best for the tourist to begin a ramble an hour before the tide has fully ebbed. The tides on this coast ordinarily rise and fall about twelve feet, and in winter, as I saw, frequently eighteen feet. Hence the advance and retreat of the waves is not only rapid, but leaves a broader margin uncovered than in Massachusetts Bay, where there is commonly not more than eight feet of rise and fall. In many places along the arc of the shore stretching between Bar Harbor and Great Head, the ascent to higher ground is, to say the least, difficult, and, in some instances, progress is forbidden by a beetling cliff or impassable chasm. As time is seldom carefully noted when one is fairly engaged in such investigations, it is always prudent first to know your ground, and next to keep a wary eye upon the stealthy approach of the sea.

There is a pleasant ramble by the shore to Cromwell's Cove; but here onward movement is arrested by a cliff that turns you homeward by a cross-path through the fields to the road, after having whetted the appetite for what is yet in reserve.

Schooner Head is reached by this road in about four miles from Bar Harbor, and three from the junction of the Otter Creek road. I walked it easily in an hour. The way is walled in on the landward side by the abrupt precipices of Newport Mountain, in the sheer face of which stunted firs are niched here and there. Very much they soften the hard, unyielding lines and cold gray of the crags; the eye lingers kindly on their green chaplets cast about the frowning brows of wintry mountains. This morning all were Christmas-trees, and the ancients of the isle hung out their banners to greet the day.

Emerging from the woods at a farm-house at the head of a cove, a foot-path leads to the promontory at its hither side. It is thrust a little out from the land, sheltering the cove while itself receiving the full onset of the sea. An intrusion of white rock in the seaward face is supposed by those of an imaginative turn to bear some resemblance to a schooner; and, in order to complete the similitude, two flag-staffs had been erected on the top of the cliff. At best, I fancy it will be found a phantom ship to lure the mariner to destruction.

I did not find Schooner Head so remarkable for its height as in the evidences everywhere of the crushing blows it has received while battling with storms. "Hard pounding this, gentlemen; but we shall see who can pound longest," said the Iron Duke at Waterloo. Here are the rents and ruins of ceaseless assault and repulse. The ocean is slowly but steadily advancing on both sides of the continent; perchance it is, after all, susceptible of calculation how long the land shall endure.

I clambered among the huge blocks of granite that nothing less than steam could now have stirred, although they had once been displaced by a few drops of water acting together. A terrible rent in the east side of the cliff is locally known as the Spouting Horn. Down at its base the sea has worn through the rock, leaving a low arch. At the flood, with sufficient sea on, and an off-shore wind, a wave rolls in through the cavity, mounts the escarpment, and leaps high above the opening with a roar like the booming of heavy ordnance. These natural curiosities are not unfrequent along the coast. There is one of considerable power at Cape Arundel, Maine, that I have heard when two miles from the spot. Unfortunately for the tourist, these grand displays are usually in storms, when few care to be abroad; undoubtedly, the outward man may be protected and the inward exalted at such times. Some of the more adventurous go through the Horn: I went around it.

I saw here a few ruminant sheep gazing off upon the sea. What should a sheep see in the ocean?

On the farther side of the cove is a sea-cavern that has the reputation of being the finest on the island. Within its gloomy recesses are rock pools of rare interest to the naturalist. In proper season they will be found inhabited by the sea-anemone and other and more debatable forms of animal life. Some of these aquaria I have seen are of marvelous beauty, recalling the lines,

"Full many a gem of purest ray serene

The dark unfathomed caves of ocean bear."

Lined with mother-of-pearl and scarlet mussels, resting on beds of soft sponge or purple moss-tufts, these fairy grottoes are the favorite retreat of King Crab and his myrmidons, of the star-fish and sea-urchin. Twice in every twenty-four hours the basins are refilled with pure sea-water, than which nothing can be more transparent. Strange that these rugged crags, where the grasp of man would be loosened by the first wave, should be instinct with life! It required some force to detach a mussel from its bed, and you must have recourse to your knife to remove the barnacles with which the smoother rocks are incrustured. John Adams, when he first saw the sea-anemone, compared it, in figure and feeling, to a young girl's breast.

Mount Desert has been familiar to two of the greatest of American naturalists. When Audubon was preparing his magnificent "Birds of America," he visited the island, and I have no doubt the report of his rifle was often heard echoing among the mountains or along the shores. Agassiz was also here, interrogating the rocks, rapping their stony knuckles with his hammer, or pressing their gaunt ribs with playful familiarity. Audubon died in 1851. Agassiz is more freshly remembered by the present generation, to whom he made the pathway of Natural Science bright by his genius, and pleasant, by his genuine, whole-hearted *bonhomie*.

In 1858 the French Government devoted itself, with extreme solicitude, to the reorganization of the administration of the Museum of Natural History of the *Jardin des Plantes* at Paris. It appears that, in spite of a first refusal, several times repeated, Agassiz at length consented to accept the direction of the museum. The Emperor, who had formed a personal acquaintance with the celebrated naturalist during his sojourn in Switzerland, pursued with customary pertinacity his favorite idea of alluring M. Agassiz to Paris. He was offered a salary of twenty-five thousand francs; and it was understood he was promised, besides, elevation to the dignity of senator, of which the appointments were worth twenty-five thousand francs more.

I have thought it fitting to give Agassiz's own report of his first introduction to an American public:

"When I came to Boston," said he, "the first course which I gave had five thousand auditors, and I was obliged to divide them into two sections of twenty-five hundred each, and to repeat each lesson. This course was given in the large hall of the Tremont Temple."

"Do you think," he was asked, "that in such a crowd it was the fashion or the desire for instruction which dominated?"

"No doubt," he replied, "it was a serious desire for instruction. I have plenty of proofs of it coming from persons belonging to the lower classes. For instance, it is usual here to accord to persons who go out to service full liberty after a certain hour in the evening, solely to go to the course of lectures; that is made a part of the agreement. A lady who had a very strong desire to hear me, told me that it was impossible for her to do so. Her cook was the first informed of my announcement, took the initiative, and obtained her promise of liberty for the hour of the evening when I taught, and left her mistress to take care of the house alone. On her return she explained very clearly what I had said."

The slow sale of Agassiz's works in Europe decided him to pass fifteen months in the United States; and the revolution of 1848 changed this intention into a purpose of permanent residence. Agassiz was tall, corpulent, bent, rather by continual study than with age. His forehead was broad, high, and a little retreating; his countenance conspicuously Swiss, by the largeness of his features, the gravity and benevolence of his expression. His hair was gray, and little abundant. He spoke German and English with facility, but had to some extent unlearned his French. Although his conversation was without volubility, when he grew animated in talking upon great questions his expression became noble and majestic. "There was in him a remarkable force of thought and will. He appeared like a man who makes haste slowly; but notwithstanding the adage, no one can withhold an involuntary astonishment at the great works he has been able to achieve." Agassiz belonged to the *noblesse* of science and of literature. When such men die they can not be said to leave legitimate successors.

Mount Desert has itself produced a man of marked usefulness in David Wasgatt Clark, D.D., a Wesleyan divine, who was elected bishop in 1864. He accomplished extensive literary labors, was intrusted with high and responsible positions, and although a puny boy, the jest of his companions of a more robust mould, completed nearly three-score years of a laborious and eventful life.

From Schooner Head I pursued my way by the road to Great Head. And while *en route* I should not forget the Lynam Homestead, to which Cole, Church, Gifford, Hart, Parsons, Warren, Bierstadt, and others renowned in American art have from time to time resorted to enrich their studios from the abounding wealth of the neighborhood.

One of the first artists to come to the island was Fisher. Church, whose name is associated with its rediscovery, did not always come for work. On one occasion, as leader of a merry party, he was lost on Beech Mountain, and passed the night there. With rare prevision he had provided an axe, with plenty of robes and wraps. At the foot of the mountain the carriage was sent back to the village. Church was too good a woodman not to use his axe to make a shanty of boughs, while the robes, when spread upon fragrant heaps of spruce, made excellent couches for the laughing girls that were under his protection. Meanwhile consternation reigned at Somesville. Messengers were sent hither and thither in haste; but no tidings arrived of the absent ones until the next morning, when they entered the village as if nothing unusual had happened.

Great Head is easily found. The road we have been pursuing comes to an abrupt ending at a house within a short half-mile of it. Follow the shore backward toward Schooner Head, and you will stand in presence of the boldest headland in all New England. I saw that no foot-print but my own had lately passed that way. There was something in thus having it all to one's self.

To appreciate Great Head one must stand underneath it; but the descent, always difficult, was rendered perilous by the newly-formed ice. By dint of perseverance I at last stood upon the ledge beneath, that extends out like a platform for some distance toward deep water. It was the right stage of the tide. I looked up at the face of the cliff. It was bearded with icicles, like the Genius of Winter. Along the upper edge appeared the interlacing roots of old trees grasping the scanty soil like monster talons. Stunted birches, bent by storms, skirted its brow, and at sea add to its height. From top to bottom the face of the cliff is a mass of hard granite, overhanging its foundations in impending ruin, shivered and splintered as if torn by some tremendous explosion. I could only think of the last sketch of Delaroche.

The sea rolls in great waves that overwhelm every thing within their reach. More than once I started back at the approach of one of them. Just outside the first line of breakers rode a flock of wild fowl, and occasionally the mournful cry of a loon, or shriller scream of a sea-gull, mingled with the roar of the surf. Farther out, at the distance of a mile, a wicked-looking rock and ledge was flinging off the seas, flecking its tawny flanks with foam, like a war-horse impatiently champing at his bit.

Looking off from Great Head to the eastward, the main-land is perceived trending away until it loses itself in the ocean. At the extremity of this land is Schoodic Point and Mountain, with Mosquito Harbor indenting it. The water between is not the true "Baye Française" of Champlain, Lescarbot, and others. The appellation belongs of right to the Bay of Fundy, perpetuating as it does the misadventure of Nicolas Aubri, one of the company of De Monts, who was lost in the woods there. As this is not the only historic anachronism by many that may be met with on our coasts, I do not propose to quarrel with it, the less that a Frenchman was the first white here. The name has been current for about a century, though on old French maps it is found to lie farther east.

The north wind was beating down yesterday's sea, sweeping over the billows, and whirling their crests far away to leeward. Along the rocks the foam lay like wool-fleeces, or was whisked about, dabbling the grim face of the cliff with creamy spots. Other headlands were mailed in ice.

Mount Desert Rock is about twenty miles south-south-east of the island and from fourteen to eighteen from the nearest land. It has a light-house, built upon naked, shapeless ledges. There is another on Baker's Island, off the entrance to Somes's Sound.

Natural sea-marks, like Great Head Cliff, are preferred by mariners to artificial buoys or beacons. No one that has seen them will be likely to forget the Pan of Matanzas, or the Cabanas of Havana. Before the excellent system inaugurated by the United States Coast Survey, trees, standing singly or in groups, often gave direction how to steer on a dangerous coast. Sometimes they were lopped on one side, or made to take some peculiarity of shape that would distinguish them from all others. Thus some solitary old cedar becomes a guide-board known to all who travel on ocean highways.

The next point of interest will be found at Otter Creek, which may be reached in good weather by sailing, by the direct road from Bar Harbor, already mentioned, or by crossing the lower ridge of Newport Mountain from Great Head.

After a last look at the sea, which was of a dingy green, and broke angrily as far as the eye could reach in the offing, I entered the trail that was to bring me to Otter Creek.

Newport's southern peak was just overhead, its sharp protuberances made smooth by knobs of ice that resembled the bosses of a target. There reached me occasional rapid glimpses of the sea in ascending, but I walked chiefly in a dense growth that excluded all light, except when the glint of the sun through the tree-tops fell in golden bars across my way. Prostrate and uselessly rotting was wood enough to have kept a good-sized village through the winter. The air was light and elastic. I do not think a pleasanter ramble is to be had on the island than this forest-walk.

"O'er windy hill, through clogged ravine,
And woodland paths that wound between
Low drooping pine-boughs winter-weighed."

At Otter Creek is a scattered settlement and an inlet of the sea, into which the creek empties. The island traditions say the place was once the favorite retreat of the otter. There are cliffs to admire or study on the sea-shore, and Thunder Cave is there to explore.

In this pocket-edition of *Somes's Sound* we find ourselves once more under the shadow of Green Mountain, and upon looking back up the valley a pass opens between it and Newport, through which the road finds its way to Bar Harbor.

The dwellings here, as elsewhere on the island, are humble, and bespeak, in many instances, a near approach to poverty. In the larger villages there are comfortable and even substantial residences, but the impression of unthrift is associated with the proper population. The reasons are obvious. The first inhabitants got their livelihood by fishing, and formerly many vessels were fitted out from the Sound. Perhaps not a few went for the Government bounty. With the failure of this industry little was left on which to depend. A scanty subsistence at most could be wrung from the soil, though Williamson, the historian of Maine, avers this was once strong and fertile in the valleys. The land, by the removal of crops without restoring the elements essential to it, has been growing poorer year by year. A little hay is cut on the uplands, and at Pretty Marsh are some hundreds of acres of salt meadow. The mountains have been stripped of their wood to the last merchantable tree. At this unpromising juncture the island became suddenly famous, and is now among the most frequented of American summer resorts. None could be more astonished at their own prosperity than these islanders, who, being, as a whole and in a marked degree, incapable of appreciating the grandeur of the scenes with which they have from infancy been familiar, look with scarce concealed disdain upon the admiration they inspire in others.

Some handsome cottages have already sprung out of the prevailing ugliness at Bar Harbor. At Great Head a tract of considerable extent has been inclosed. The star of Mount Desert is clearly in the ascendant, as, however prudent the city man may be at home, all purse-strings are loosened at the sea-side. The French proverb, "*Il faut faire ou se taire*" is usually construed into the modern barbaric "play or pay" at the shore. Not one of these worthy landlords was ever known to fall, like Vatel, on

his own sword because there was not enough roast meat. Nevertheless, at the risk of forfeiting the reader's good opinion, I will say that there are landlords with consciences, and I have both seen and spoken with such on Mount Desert.

Another of my excursions, which afforded new entertainment with new scenes, was a pedestrian jaunt from Otter Creek to North-east Harbor. This route commands fine ocean views in the direction of the entrance to the Sound and of the outlying islands. You first open Seal Cove, and, crossing the shingle road at its head, in two miles and a half of farther progress skirting the eastern shore of the Sound, arrive at the head of North-east Harbor, an inconsiderable village, in which Williamson conjectures La Saussaye finally landed.

Seven miles more along the eastern base of Brown's Mountain, in the sombre shadows of which the road nestles, brings us back to the tavern door at Somesville. This road crosses a limb of Hadlock's Pond, and is skirted for some distance by a fine grove of beeches. In summer-time this part of the route is traversed under a canopy of overarching branches, whose dense foliage excludes all but a few straggling rays that let fall a shimmer of delicious sunlight, for the moment glorifying all that pass beneath.

It may chance that the visitor will first pass over the section already traversed in these pages; or it may so fall out that he will decide to undertake a run by the shore north of Bar Harbor in advance of other excursions. In this case Salisbury's Cove and the "Ovens" become his objective.

I have already fore-warned the reader that it is six or seven miles from any initial point to any other given point on Mount Desert Island. This equality of distance sometimes makes a choice embarrassing, since in selecting from two routes the preference is usually given to the shorter. But it will sometimes happen that he will find these longer than statute miles, or that when pursuing his way with all imaginable confidence, it is suddenly blocked by a mountain or a precipice. These contingencies make walking preferable. A horse is no doubt a very useful animal where there are roads.

It is practicable at low tide to reach the Ovens by the beach, but as this involves many difficulties, it is better to take the road beyond Hull's Cove, two miles from Bar Harbor. The cove is said to have been named for a brother of General William Hull. It was resorted to quite early in the settlement of the island. Here was the dwelling-place of the Gregoires, to whom Massachusetts ceded the whole island upon proof, exhibited in 1787, that Madame Gregoire was the lineal descendant of Cadillac, who claimed under his grant from Louis XIV. in 1688.¹⁸ The meditative reader may ponder upon this resumption under a French title as an evidence that time at last makes all things even. It would not seem inappropriate, inasmuch as two women have had so prominent a share in the history of Mount Desert, to perpetuate the names of Guercheville and Gregoire. The graves of the Gregoires may be seen near the north-east corner of the burial-ground. Monsieur is asserted to have been a *bon-vivant*.

The Ovens are caverns hollowed out by the waves in the softer masses of the cliffs. When the tide is completely down a pebbly beach shelves away to low-water mark. The feldspar and porphyry of which the rocks are composed impart a cheerfulness to the walls of these grottoes more pleasing after descending into the gloomy recesses of the south shore. Near the Ovens is a passage driven through a projecting cliff, known as *Via Mala*.

In passing, the reader will give me leave to mention another woman whose influence was felt in the affairs of Acadia. It was Henrietta, Duchesse d'Orleans, and aunt of Louis XIV., who obtained the relinquishment of Acadia by her husband, Charles I. of unfortunate memory, under the peace of 1632. The fate of the widowed queen is involved in one of the most repulsive chapters of history. According to contemporary accounts, she fell a victim to the reign of the poisoners in the time of

¹⁸ See Williamson, vol. i., p. 79; "Resolves of Massachusetts," July and November, 1787; "New York Colonial Documents," vol. ix., p. 594. Mr. De Costa has given a summary of these in his pleasant little book.

Louis. By the testimony of the Marquis Dangeau and other annalists of the times, the poison had been sent by the Chevalier De Lorraine, her lover, then in England.

The reader may now complete the circuit of the island at leisure. In taking leave of these hills, I would observe that although not every one is possessed of a knowledge of woodcraft, or of the muscles of a mountaineer, it is far better to depart the beaten paths and to seek out new conquests. For my own part, I may safely guarantee that in finding himself for the first time on Mount Desert, the visitor will be as thoroughly surprised as impressed in the presence of natural scenes so pronounced in character, and so unique in their relation to and environment by the sea.

In my way to and from this remote corner of New England, it was my fortune to encounter a single instance of that inquisitorial propensity known the world over as Yankee curiosity. On arriving at a late hour at Ellsworth, the landlord, a great burly fellow, drew a chair close to mine, pushed his hat back from his brows – every body here wears his hat in the house – spat in the grate, smote his knees with his big palms, and said,

"Look a here, mister! I know 'tan't none o' my business; but what might you be agoin' to Mount Desart arter?" And in the same breath, "I'm from Mount Desart."

"Certes," thought I, "if it's none of your business, why do you ask?"

The same publican afterward let a fellow-wayfarer and myself a sick horse that proved unfit to travel when we were well upon our journey. I forgave him all but the making me the unwilling instrument of his cruelty to a dumb beast.

CHAPTER IV. CASTINE

"A wind came up out of the sea,
And said, 'O mists, make room for me.'"

Longfellow.

Whoever has turned over the pages of early New England history can not fail to have had his curiosity piqued by the relations of old French writers respecting this extreme outpost of French empire in America. The traditions of the existence of an ancient and populous city, going far beyond any English attempt in this corner of the continent, are of themselves sufficient to excite the ardent pursuit of an antiquary, and to set all the busy hives of historical searchers in a buzz of excitement.

That scoffer, Lescarbot, would dispose of the ancient city of Norumbega as Voltaire would have disposed of the Christian religion – with a sarcasm; but, if there be truth in the apothegm that "seeing is believing," the forerunners of Champlain came, saw, and made a note of it. "Now," says the advocate, "if that beautiful city was ever in nature, I should like to know who demolished it; for there are only a few cabins here and there, made of poles and covered with the bark of trees or skins; and both habitation and river are called Pemptegoet, and not Agguncia."¹⁹

I approached the famed river in a dense fog, in which the steamer cautiously threaded her way. Earth, sky, and water were equally indistinguishable. A volume of pent steam gushing from the pipes hoarsely trumpeted our approach, and then streamed in a snow-white plume over the taffrail, and was lost in the surrounding obscurity. The decks were wet with the damps of the morning; the few passengers stirring seemed lifeless and unsocial. Here and there, as we floated in the midst of this cloud, the paddles impatiently beating the water, were visible the topmasts of vessels at anchor, though in the dimness they seemed wonderfully like the protruding spars of so many sunken craft. Hails or voices from them sounded preternaturally loud and distinct, as also did the noise of oars in fog-bewildered boats. The blast of a fog-horn near or far occasionally sounded a hoarse refrain to the warning that issued from the brazen throat of the Titan chained in our galley.

At this instant the sun emerging from his dip into the sea, glowing with power, put the mists to flight. First they parted on each side of a broad pathway in which sky and water re-appeared. Then, before brighter gleams, they overthrew and trampled upon each other in disorderly rout. A few scattered remnants drifted into upper air and vanished; other masses clung to the shores as if inclined still to dispute the field. Owl's Head light-house came out at the call of the enchanter, blinking its drowsy eyes; then sunlit steeples and lofty spars glanced up and out of the fog-cloud that enveloped the city of Rockland.

The vicinity of a town had been announced by cock-crowing, the rattling of wheels, or occasional sound of a bell from some church-tower; but all these sounds seemed to heighten the illusions produced by the fog, and to endow its impalpable mass with ghostly life. Vessels under sail appeared weird and spectral – phantom ships, that came into view for a moment and dissolved an instant after – masts, shrouds, and canvas melting away —

"As clouds with clouds embrace."

Rockland is a busy and enterprising place in the inchoate condition of comparative newness, and of the hurry that postpones all improvements not of immediate utility. Until 1848 it had no place

¹⁹ Lescarbot, vol. ii., p. 471.

on the map. Back of the settled portion of Rockland is a range of dark green hills, with the easy slopes and smooth contours of a limestone region. I know not if Rockland will ever be finished, for it is continually disemboweling itself, coining its rock foundations, until perchance it may some day be left without a leg to stand on.

Penobscot Bay is magnificent in a clear day. The fastidious De Monts surveyed and passed it by. Singularly enough, the French, who searched the New England coast from time to time in quest of a milder climate and more fertile soil than that of Canada, were at last compelled to abide by their first discoveries, and inhabit a region sterile and inhospitable by comparison. Had it fallen out otherwise, Quebecs and Louisburgs might have bristled along her sea-coast, if not have changed her political destiny.

Maine has her forests, her townships of lime, her granite islands, her seas of ice – all, beyond dispute, raw products. Fleets detach themselves from the banks of the Penobscot and float every year away.

"One goes abroad for merchandise and trading,
Another stays to keep his country from invading,
A third is coming home with rich and wealthy lading.
Halloo! my fancie, whither wilt thou go?"

The sumptuous structures we erect of her granite are only so many monuments to Maine. I have seen, on the other side of the continent, a town wholly built of Maine lumber. While Boston was yet smoking, her neighbor was getting ready the lumber and granite to rebuild her better than ever. So these great rivers become as mere mill-streams in the broader sense, and, at need, a telegraphic order for a town or a fleet would be promptly filled.

There is no corner, however remote, into which Maine enterprise does not penetrate. The spirit of adventure and speculation has pushed its commerce everywhere. With a deck-load of lumber, some shingles, or barrels of lime, schooners of a few tons burden, and manned with three or four hands, may be met with hundreds of miles at sea, steering boldly on in search of a buyer. An English writer narrates his surprise at seeing in the latitude of Hatteras, at the very height of a terrific storm, when the sea, wreathed with foam, was rolling before the gale, one of these buoyant little vessels scudding like a spirit through the mingling tempest, with steady sail and dry decks, toward the distant Bahamas.

Rockland was formerly a part of Thomaston,²⁰ and is upon ground anciently covered by the Muscongus, or Waldo patent, which passed through the ownership of some personages celebrated in their day. A very brief *résumé* of this truly seignorial possession will assist the reader in forming some idea of the state of the old colonial magnates. It will also account to him for the names of the counties of Knox and Lincoln.

Prior to the French Revolution there were distinctions in society afterward unknown, the vestiges of colonial relations. Men in office, the wealthy, and above all, those who laid claim to good descent, were the gentry in the country. Habits of life and personal adornment were outward indications of superiority. The Revolution drove the larger number of this class into exile, but there still continued to be, on the patriots' side, well-defined ranks of society. There was also a class who held large landed estates, in imitation of the great proprietors of England. These persons formed a country gentry, and were the great men of their respective counties. They held civil and military offices, and were members of the Great and General Court.

The Muscongus patent was granted by the Council of Plymouth, in 1630, to John Beauchamp of London, and John Leverett of Boston, England. It embraced a tract thirty miles square, extending between the Muscongus and Penobscot, being limited on the west and north by the Kennebec

²⁰ Named for General John Thomas, of the Revolution.

patent, mentioned hereafter as granted to our colony of Plymouth. Besides Rockland and Thomaston, the towns of Belfast, Camden, Warren, and Waldoboro are within its former bounds. In 1719 the Muscongus grant was divided for the purpose of settlement into ten shares, the ten proprietors assigning two-thirds of it to twenty associates. I have examined the stiff black-letter parchment of 1719, and glanced at its pompous formalities. At this time there was not a house between Georgetown and Annapolis, except on Damariscove Island.²¹

The Waldo family became in time the largest owners of the patent. Samuel Waldo, the brigadier, was the intimate friend of Sir William Pepperell, with whom he had served at Louisburg. They were born in the same year, and died at nearly the same time. Their friendship was to have perpetuated itself by a match between Hannah, the brigadier's daughter, and Andrew, the son of Sir William. After a deal of courtly correspondence that plainly enough foreshadows the bitter disappointment of the old friends, Hannah refused to marry Andrew, the scape-grace. In six weeks she gave her hand, a pretty one, 'tis said, to Thomas Flucker, and with it went a nice large slice of the patent. Flucker became the last secretary, under crown rule, of Massachusetts. He decamped with his friends the royalists, in 1776, but his daughter, Lucy, remained behind, for she had given her heart to Henry Knox, the handsome young book-seller of colonial Boston, the trusted friend whom Washington caressed with tears when parting from his comrades of the deathless little army of '76.

The old brigadier fell dead of apoplexy at the feet of Governor Pownall, while in the act of pointing out to him the boundary of his lands. Mrs. Knox, the artillerist's wife, inherited a portion of the Waldo patent, and her husband, after the Revolution, acquired the residue by purchase. Here his troubles began; but I can not enter upon them. He built an elegant mansion at Thomaston, which he called Montpelier.²² The house has been demolished by the demands of the railway, for which one of its outbuildings now serves as a station.

General Knox involved in his personal difficulties his old comrade, General Lincoln, though not quite so badly as Mr. Jefferson would make it appear in his letter to Mr. Madison, in which he says, "He took in General Lincoln for one hundred and fifty thousand dollars, which breaks him." The same writer has also recorded his opinion that Knox was a fool; but the resentments of Mr. Jefferson are known to have outrun his understanding. Through the embarrassments incurred by his friendship, General Lincoln became interested in the Waldo patent.

Lincoln was about five feet nine, so extremely corpulent as to seem much shorter than he really was. He wore his hair unpowdered, combed back from his forehead, and gathered in a long cue. He had a full, round face, light complexion, and blue eyes. His dress was usually a blue coat, and buff small-clothes. An enormous cocked hat, as indispensable to an old officer of the Revolution as to the Little Corporal, or as the capital to the Corinthian column, completed his attire. He had been wounded in the leg in the battles with Burgoyne, and always wore boots to conceal the deformity, as Knox concealed his mutilated hand in a handkerchief.

This old soldier, Lincoln, who had passed very creditably through the Revolution, was, like the fat boy in "Pickwick," afflicted with somnolency. In the old Hingham church, in conversation at table, and it is affirmed also while driving himself in a chaise, he would fall sound asleep. During his campaign against Shays and the Massachusetts insurgents of 1786, he snored and dictated between sentences. He considered this an infirmity, and his friends never ventured to speak to him of it.

Another charming picture is the approach to the Camden Hills. I saw their summits peering above fog-drifts, flung like scarfs of gossamer across their breasts. Heavier masses sailed along the valleys, presenting a series of ever-shifting, ever-dissolving views, dim and mysterious, with transient glimpses of church-spires and white cottages, or of the tops of trees curiously skirting a fog-bank. Sometimes you caught the warm color of the new-mown hill-sides, or the outlines of nearer and

²¹ Williamson's "History of Maine."

²² Jefferson had his Monticello, Washington his Mount Vernon.

greener swells. These hills are a noted landmark for seamen, and the last object visible at sea in leaving the Penobscot. The highest of the Megunticook peaks rises more than fourteen hundred feet, commanding an unsurpassed view of the bay.

After touching at Camden, the steamer continued her voyage. The genial warmth of the sun, with the beauty of the panorama unrolled before them, had brought the passengers to the deck to gaze and admire. I chanced on one family group making a lunch off a dry-salted fish and crackers, the females eating with good appetites. Near by was a German, breakfasting on a hard-boiled egg and a thick slice of black bread. My own compatriots preferred the most indigestible of pies and tarts, with pea-nuts *à discretion*. Relics of these repasts were scattered about the decks. The good-humor and jollity that had returned with a few rays of sunshine led me to think on the depression caused by the long nights of an Arctic winter, as related by Franklin, Parry, Kane, and Hayes. A greeting to the sun! May he never cease to shine where I walk or lie!

Driving her sharp prow onward, the boat soon entered Belfast Bay. Many vessels, some of them fully rigged for sea, were on the stocks in the ship-yards of Belfast. The Duke of Rochefoucauld Liancourt, during his visit in 1797, noticed that some houses were painted. The town then contained the only church in the Waldo patent. As might be inferred, the name is from Belfast, Ireland!²³

The bay begins to contract above Camden, bringing its shores within the meaning of a noble river. Indeed, as far as I ascended it, the Penobscot will not lose by comparison with the Hudson. The river is considered to begin at Fort Point, the site of Governor Pownall's fort. Above the flow of tidewater its volume decreases, for the Penobscot does not drain an extensive region like the St. Lawrence, nor has it such a reservoir at its source as the Kennebec. At Orphan Island the river divides into two channels, making a narrow pass of extreme beauty and picturesqueness between the island and the western shore. Nowhere else, except in the Vineyard Sound, have I seen such a movement of shipping as here. A fleet of coasters were standing wing and wing through the Narrows. Tow-boats, dragging as many as a dozen heavy-laden lumbermen outward-bound, came puffing down the stream. As they entered the broad reach near Fort Point, one vessel after another hoisted sail and dashed down the bay. The Narrows are commanded by Fort Knox, opposite Bucksport.²⁴

In coming out of Belfast we approached Brigadier's Island, from which the forest had wholly disappeared. General Knox, whose patent covered all islands within three miles of the shore, offered three thousand dollars to the seven farmers who then occupied it, in land and ready money, to relinquish their possession. Vessels were formerly built on the island, and it was famous for its plentiful supplies of salmon. In old times a family usually took from ten to sixty barrels in a season, which brought in market eight dollars the barrel. The fish were speared or taken in nets. Owners of jutting points made great captures.

The shores of the river are seen fringed with weirs. Salmon, shad, alewives, and smelts are taken in proper season, the crops of the sea succeeding each other with the same certainty as those of the land. Before the beginning of the century salmon had ceased to be numerous. Their scarcity was imputed to the Penobscot Indians, who destroyed them by fishing every day in the year, including Sundays. This king among fishes formerly frequented the Kennebec, the Merrimac, and were even taken in Ipswich River, and the small streams flowing into Massachusetts Bay.

From Belfast I crossed the bay by Islesboro to Castine. I confess I looked upon this famous peninsula, crowned with a fortress, furrowed with the intrenchments of forgotten wars, deserted by a commerce once considerable, little frequented by the present generation, with an interest hardly inferior to that stimulated by the associations of any spot of ground in New England.

²³ Its Indian name was Passageewakeag – "the place of sights, or ghosts." It contained originally one thousand acres, which the settlers bought of the heirs of Brigadier Waldo at two shillings the acre. Belfast was the first incorporated town on the Penobscot. It suffered severely in the Revolution from the British garrison of Castine.

²⁴ In 1797 there were twenty vessels owned in Penobscot River, two of which were in European trade.

The peninsula of Castine presents to view two eminences with regular outlines, of which the westernmost is the most commanding. Both are smoothly rounded, and have steep though not difficult ascents. The present town is built along the base and climbs the declivity of the eastern hill, its principal street conducting from the water straight up to its crest, surmounted by the still solid ramparts of Fort George. The long occupation of the peninsula has nearly denuded it of trees. Its external aspects belong rather to the milder types of inland scenery than to the rugged grandeur of the near sea-coast.

Passing by a bold promontory, on which the light-tower stands, the tide carries you swiftly through the Narrows to the anchorage before the town. Ships of any class may be carried into Castine, while its adjacent waters would furnish snug harbors for fleets. You have seen, as you glided by the shores, traces, more or less distinct, of the sovereignty of Louis XIV., of George III., and of the republic of the United States. Puritans and Jesuits, Huguenots and Papists, kings and commons, have all schemed and striven for the possession of this little corner of land. Richelieu, Mazarin, and Colbert have plotted for it; Thurloe, Clarendon, and Bolingbroke have counter-plotted. It has been fought over no end of times, conquered and reconquered, and is now of no more political consequence than the distant peak of Katahdin.

There is very little appearance of business about Castine. It is delightfully lethargic. Few old houses of earlier date than the Revolution remain to give the place a character of antiquity conformable with its history. Nevertheless, there are pleasant mansions, and cool, well-shaded by-ways, quiet and still, in which the echo of your own footfall is the only audible sound. The peninsula, which the inhabitants call the "Neck," in distinction from the larger fraction of the town, is of small extent. You may ramble all over it in an afternoon.²⁵

If it is a good maxim to sleep on a weighty matter, so it is well to dine before forming a judgment of a place you are visiting for the first time. Having broken bread and tasted salt, you believe yourself to have acquired some of the rights of citizenship; and if you have dined well, are not indisposed to regard all you may see with a genial and not too critical an eye. Upon this conviction I acted.

At the tavern, the speech of the girl who waited on the table was impeded by the gum she was chewing. While she was repeating the *carte*, the only words I was able to distinguish were, "Raw fish and clams." As I am not partial to either, I admit I was a little disconcerted, until a young man at my elbow interpreted, *sotto voce*, the jargon into "Corned fish and roast lamb." At intervals in the repast, the waiting-girl would run into the parlor and beat the keys of the piano, until recalled by energetic pounding upon the table with the haft of a knife. Below stairs I was present at a friendly altercation between the landlord and maid of all work, as to whether the towel for common use had been hanging a week or only six days. But "travelers," says Touchstone, "must be content;" and he was no fool though he wore motley.

I ascended the hill above the town on which the Normal School is situated, and in a few moments stood on the parapet of Fort George. And perhaps in no part of New England can a more beautiful and extensive view be had with so little trouble. It was simply enchanting. Such a combination of land and water is seldom embraced within a single *coup d'œil*. The vision is bounded by those portals of the bay, the Camden range on the south-west, and the heights of Mount Desert in the east. A little north of east is the solitary Blue Hill, with the windings and broad reaches of water by which Castine proper is nearly isolated from the main-land. Turning still northward, and now with your back to the town, you perceive Old Fort Point, where, in 1759 Governor Pownall built a work to command the entrance to the river. Farther to the westward is Brigadier's Island, and the bay expanding three leagues over to Belfast.

Fort George, a square, bastioned work, is the best preserved earth-work of its years in New England. A few hours would put it in a very tolerable condition of defense. The moat, excavated

²⁵ The upper and larger part is called North Castine.

down to the solid rock, is intact; the esplanade hardly broken in outline. The position of the barracks, magazine, and guard-house may be easily traced on the parade, though no buildings now remain inside the fortress. The approach on three sides is by a steep ascent; especially is this the case on the side of the town. Each bastion was pierced with four embrasures. The position was of great strength, and would have been an ugly place to carry by escalade. A matter of a few hours once determined the ownership of Castine for England or the Colonies in arms.

Now let us take a walk over to the more elevated summit west of Fort George. Here are also evidences of military occupation in fast-perishing embankments and heaps of beach pebbles. What are left of the lines look over toward the English fort and the cove between it and the main-land. A broad, level plateau of greensward extends between the two summits, over which neither you nor I would have liked to walk in the teeth of rattling volleys of musketry. Yet such things have been on this very hill-top.

The story of these fortifications is drawn from one of the most disgraceful chapters of the Revolutionary war. It is of a well-conceived enterprise brought to a disastrous issue through incapacity, discord, and blundering. There are no longer susceptibilities to be wounded by the relation, though for many years after the event it was seldom spoken of save with mingled shame and indignation. Little enough is said of it in the newspapers of the time, for it was a terrible blow to Massachusetts pride, and struck home.

In June, 1779, Colonel Francis M'Lean was sent from Halifax with nine hundred men to seize and fortify the peninsula, then generally known as Penobscot.²⁶ He landed on the 12th of June, and with the energy and decision of a good soldier began the work of establishing himself firmly in his position.

In the British ranks was one notable combatant, Captain John Moore, of the Fifty-first foot, who fell under the walls of Corunna while commanding the British army in Spain. As his military career began in America, I may narrate an incident illustrating his remarkable popularity with his soldiers. In 1799, at Egmont-op-zee, the Ninety-second fiercely charged a French brigade. A terrific *mêlée* ensued, in which the French were forced to retreat. In the midst of the combat two soldiers of the Ninety-second discovered General Moore lying on his face, apparently dead; for he was wounded and unconscious. "Here is the general; let us take him away," said one of them, and, suiting the action to the word, they bore him to the rear. The general offered a reward of twenty pounds; but could never discover either of the soldiers who had aided him. Moore's death inspired Wolfe's admired lines, pronounced by Lord Byron "the most perfect ode in the language:"

"Not a drum was heard, not a funeral note,
As his corpse to the rampart we hurried;
Not a soldier discharged his farewell shot
O'er the grave where our hero we buried."

"Moore," said Napoleon, "was a brave soldier, an excellent officer, and a man of talent. He made a few mistakes, inseparable, perhaps, from the difficulties with which he was surrounded." Being reminded that Moore was always in the front of battle, and generally unfortunate enough to be wounded, he added, "Ah! it is necessary sometimes. He died gloriously; he died like a soldier."

Great alarm was produced by M'Lean's bold dash. Immediate application was made to Massachusetts, of which Maine still formed a part, for aid to expel the invader. Hancock was then governor. General Gates commanded the Eastern Department, with head-quarters at Providence. The Massachusetts rulers put their heads together, and, thinking on the brilliant achievement of their fathers at Louisburg in 1745, resolved to emulate it. They raised a large land and naval force with the

²⁶ Castine was not incorporated under its present name until 1796. The Indian name of the peninsula was Bagaduce, or Biguyduce.

utmost expedition, laying an embargo for forty days in order to man their fleet with sailors. General Gates was neither consulted nor applied to for the Continental troops under his orders.²⁷

The Massachusetts armament appeared off Penobscot on the 25th of July. The army was commanded by Solomon Lovell, the fleet by Captain Saltonstall, of the *Warren*, a fine new Continental frigate of thirty-two guns. Peleg Wadsworth was second in command to Lovell; Paul Revere, whom Longfellow has immortalized, had charge of the artillery. The land forces did not number more than twelve hundred men, but might be augmented to fifteen hundred or more with marines from the fleet. These troops were militia, and had only once paraded together under arms. The flotilla was formidable in appearance and in the number of guns it carried, but lacked unity and discipline quite as much as the army. Plenty of courage and plenty of means do not make soldiers or win battles.

M'Lean had received intelligence of the sailing of the Massachusetts armada. His fort was not yet capable of defense. Two bastions were not begun; the two remaining, with the curtains, had not been raised more than four or five feet, and he had not a single gun mounted. Captain Mowatt of detestable memory,²⁸ with three British vessels of small force, was in the harbor. He took a position to prevent a landing on the south side of the peninsula. A deep trench was cut across the isthmus connecting with the main-land, securing that passage. No landing could be effected except beneath the precipice, two hundred feet high, on the west. M'Lean dispatched a messenger to Halifax, and redoubled his efforts to strengthen his fort.

On the third day after their arrival the Americans succeeded in landing, and, after a gallant fight, gained the heights. This action – an augury, it would seem, of good success to the assailants, for the enemy had every advantage of position and knowledge of the ground – is the single crumb of comfort to be drawn from the annals of the expedition. Captain Moore was in this affair.

Instead of pursuing his advantage, General Lovell took a position within seven hundred and fifty yards of the enemy's works, and began to intrench. There was fatal disagreement between the general and Saltonstall. The sum of the matter was that Lovell, fearing to attack with his present force, sent to Boston for re-enforcements. Then General Gates was applied to for help. Two weeks passed in regular approaches on Lovell's part, and in exertions by M'Lean to render his fort impregnable. At the end of this time, Sir George Collier arrived from New York with a fleet, and raised the siege. General Lovell says the army under his orders had very short notice of the arrival of this force, by reason of a fog that prevented its being seen until its near approach. The land forces succeeded in gaining the western shore of the river at various points, but had then to make their way through a wilderness to the settlements on the Kennebec. The fleet of Saltonstall was either destroyed or captured.

It was not long after the complete dispersion of the ill-starred Penobscot expedition that General Peleg Wadsworth succeeded in entering the British fort on the hill at Bagaduce. He had more difficulty in leaving it.

After the disbanding of his militia, the general made his quarters at Thomaston, where he lived with his wife in apparent security. A young lady named Fenno and a guard of six militia-men completed his garrison. General Campbell, commanding at Bagaduce, was well informed of Wadsworth's defenseless condition, and resolved to send him an invitation to come and reside in the fortress. A lieutenant and twenty-five men arrived at dead of night with the message at Wadsworth's house. The sentinel challenged and fled. General Wadsworth defended himself with Spartan bravery. Armed with a brace of pistols, a fusee, and a blunderbuss, he fought his assailants away from his windows and the door, through which they had followed the retreating sentinel. In his shirt, with his bayonet only, he disdained to yield for some time longer, until a shot disabled his left arm. Then, with five or six men lying wounded around him, the windows shattered, and the house on fire, Peleg

²⁷ Gordon, vol. iii., p. 304.

²⁸ The man who destroyed Falmouth, now Portland.

Wadsworth was able to say, "I surrender." They took him, exhausted with his exertions and benumbed with cold, to the fort, where he was kept close prisoner. Some time after, Major Burton, who had served with the general, was also made prisoner, and lodged in the same room with him. Wadsworth applied for a parole. It was refused. Governor Hancock sent a cartel with an offer of exchange. It was denied. One day he was visited by Miss Fenno, who in five words gave him to know he was to be detained till the end of the war. Peleg Wadsworth then resolved to escape.

The prisoners were confined in a room of the officers' quarters, the window grated, the door provided with a sash, through which the sentinel, constantly on duty in the passage, could look into the room as he paced on his round. At either end of this passage was a door, opening upon the parade of the fort, at which other sentinels were posted. At sunset the gates were closed, and the number of sentinels on the parapet increased. A picket was also stationed at the narrow isthmus connecting with the main-land.

These were not all the difficulties in their way. Supposing them able to pass the sentinels in the passage and at the outer door of their quarters, they must then cross the open space and ascend the wall under the eye of the guards posted on the parapet. Admitting the summit of the rampart gained, the exterior wall was defended with strong pickets driven obliquely into the earthen wall of the fort. From this point was a sheer descent of twenty feet to the bottom of the ditch. Arrived here, the fugitives must ascend the counterscarp, and cross the *chevaux-de-frise* with which it was furnished. They were then without the fortress, with no possible means of gaining their freedom except by water. To elude the picket at the Neck was not to be thought of.

The prisoners' room was ceiled with pine boards. Upon some pretext they procured a gimlet of a servant, with which they perforated a board so as to make an aperture sufficiently large to admit the body of a man. The interstices were cut through with a penknife, leaving the corners intact until the moment for action should arrive. They then filled the holes with bread, and carefully removed the dust from the floor. This work had to be executed while the sentinel traversed a distance equal to twice the depth of their own room. The prisoners paced their floor, keeping step with the sentry; and as soon as he had passed by, Burton, who was the taller, and could reach the ceiling, commenced work, while Wadsworth walked on. On the approach of the soldier Burton quickly rejoined his companion. Three weeks were required to execute this task. Each was provided with a blanket and a strong staff, sharpened at the end. For food they kept their crusts and dried bits of their meat. They waited until one night when a violent thunder-storm swept over the peninsula. It became intensely dark. The rain fell in torrents upon the roof of the barracks. The moment for action had come.

The prisoners undressed themselves as usual, and went to bed, observed by the sentinel. They then extinguished their candle, and quickly arose. Their plan was to gain the vacant space above their room, creeping along the joists until they reached the passage next beyond, which they knew to be unguarded. Thence they were to make their way to the north bastion, acting as circumstances might determine.

Burton was the first to pass through the opening. He had advanced but a little way before he encountered a flock of fowls, whose roost he had invaded. Wadsworth listened with breathless anxiety to the cackling that apprised him for the first time of this new danger. At length it ceased without having attracted the attention of the guards, and the general with difficulty ascended in his turn. He passed over the distance to the gallery unnoticed, and gained the outside by the door that Burton had left open. Feeling his way along the wall of the barracks to the western side, he made a bold push for the embankment, gaining the rampart by an oblique path. At this moment the door of the guard-house was flung open, and a voice exclaimed, "Relief, turn out!" Fortunately the guard passed without seeing the fugitive. He reached the bastion agreed upon as a rendezvous, but Burton was not there. No time was to be lost. Securing his blanket to a picket, he lowered himself as far as it would permit, and dropped without accident into the ditch. From here he passed softly out by the water-course, and stood in the open air without the fort. It being low tide, the general waded the cove to

the main-land, and made the best of his way up the river. In the morning he was rejoined by his companion, and both, after exertions that exacted all their fortitude, gained the opposite shore of the Penobscot in safety. Their evasion is like a romance of the Bastile in the day of Richelieu.

The gallant old general removed to Falmouth, now Portland. One of his sons, an intrepid spirit, was killed by the explosion of a fire-ship before Tripoli, in which he was a volunteer. A daughter married Hon. Stephen Longfellow, of Portland, father of the poet.

When the *corps d'armée* of Rochambeau was at Newport, the French general conceived the idea of sending an expedition to recapture Penobscot, and solicited the consent of Washington to do so. The French officers much preferred acting on an independent line, but the proposal was wisely negatived by the commander in chief. The man to whom Rochambeau expected to intrust the naval operations was La Peyrouse, the distinguished but ill-fated navigator.

Other earth-works besides those already mentioned may be traced. Two small batteries that guarded the approaches on the side of the cove are distinct. Some of these works were renovated during the reoccupation of Castine by the British in 1812. Others seen on the shores of the harbor are of more recent date.

A speaking reminder of by-gone strife is an old cannon, lying on the greensward under the walls of Fort George, of whose grim muzzle school-girls were wont to make a post-office. There was poetry in the conceit. Never before had it been so delicately charged, though I have known a perfumed billet-doux do more damage than this fellow, double-shotted and at point-blank, might effect.

CHAPTER V. CASTINE —*continued*

"Baron Castine of St. Castine
Has left his château in the Pyrenees,
And sailed across the western seas."

Longfellow.

I confess I would rather stand in presence of the Pyramids, or walk in the streets of buried Pompeii, than assist at the unwrapping of many fleshless bodies. No other medium than the material eye can grasp a fact with the same distinctness. It becomes rooted, and you may hang your legends or traditions on its branches. It is true there is a class who journey from Dan to Beersheba, finding all barren; but the average American, though far from unappreciative, too often makes a business of his recreation, and devours in an hour what might be viewed with advantage in a week or a month.

After this frank declaration, the reader will not expect me to hurry him through a place that contains so much of the crust of antiquity as Castine, and is linked in with the Old-world chronicles of a period of surpassing interest, both in history and romance.

Very little of the fort of the Baron Castin and his predecessors, yet enough to reward the research of the stranger, is to be seen on the margin of the shore of the harbor, less than half a mile from the central portion of the town. The grass-grown ramparts have sunk too low to be distinguished from the water in passing, but are evident to a person standing on the ground itself. Not many years will elapse before these indistinct traces are wholly obliterated.²⁹

The bank here is not much elevated above high-water mark, while at the wharves it rises to a higher level, and is ascended by stairs. The old fort was placed near the narrowest part of the harbor, with a firm pebbly beach before it. Small boats may land directly under the walls of the work at high tide, or lie protected by the curvature of the shore from the heavy seas rolling in from the outer harbor. The high hills over which we were rambling in the preceding chapter ward off the northern winds.

A portion of the ground covered by old Fort Pentagoët is now occupied by buildings, a barn standing within the circumvallation, and the dwelling of Mr. Webb between the shore and the road. A little stream of sweet water trickles along the south-west face of the work, and then loses itself among the pebbles of the beach.

Fort Pentagoët, at its rendition by Sir Thomas Temple, in 1670, after the treaty of Breda, was a rectangular work with four bastions. The height of the curtains within was eight feet. On entering the fort a *corps de garde*, twelve paces long and six broad, stood at the left, with a *logis*, or quarter, on the opposite side of the entrance. On the left side were also two store-houses, each thirty-six paces long by twelve in breadth, covered with shingles. Underneath the store-houses was a cellar of about half their extent, in which a well had been sunk. Above the entrance was a turret, built of timber, plastered with clay, and furnished with a bell. At the right hand was a barrack of the same length and breadth as the store-houses, and built of stone. Sixty paces from the fort was a cabin of planks, in which the cattle were housed; and at some distance farther was a garden in good condition, having fruit-trees. There were mounted on the ramparts six six-pounder and two four-pounder iron cannon, with two culverins. Six other pieces were lying, useless and dismounted, on the parapet. Overlooking the sea and detached from the fort was a platform, with two iron eight-pounders in position.

²⁹ In 1759 Governor Pownall took possession of the peninsula of Castine, and hoisted the English flag on the fort. He found the settlement deserted and in ruins. —Gov. Pownall's *Journal*.

The occupant of the nearest house told me an oven constructed of flat slate-stones was discovered in an angle of the work; also that shot had been picked up on the beach, and a tomahawk, and stone pipe taken from the well. The whole ground has been explored with the divining-rod, as well within as without the fort, for treasure-trove; though little or nothing rewarded the search, except the discovery of a subterranean passage opening at the shore.

These examinations were no doubt whetted by an extraordinary piece of good luck that befell farmer Stephen Grindle, while hauling wood from a rocky hill-side on the point at the second narrows of Bagaduce River, about six miles from Castine peninsula. In 1840 this worthy husbandman saw a shining object lying in the track of his oxen. He stooped and picked up a silver coin, as bright as if struck within a twelvemonth. On looking at the date, he found it to be two hundred years old. Farther search was rewarded by the discovery of several other pieces. A fall of snow interrupted the farmer's investigations until the next spring, when, in or near an old trail leading across the point, frequented by the Indians from immemorial time, some seven hundred coins of the nominal value of four hundred dollars were unearthed near the surface. All the pieces were of silver.

The honest farmer kept his own counsel, using his treasure from time to time to pay his store bills in the town, dollar for dollar, accounting one of Master Hull's pine-tree shillings at a shilling. The storekeepers readily accepted the exchange at the farmer's valuation; but the possession of such a priceless collection was soon betrayed by its circulation abroad.

Dr. Joseph L. Stevens, the esteemed antiquary of Castine, of whom I had these particulars, exhibited to me a number of the coins. They would have made a numismatist's mouth water. French écus, Portuguese and Spanish pieces-of-eight, Bremen dollars, piasters, and cob-money,³⁰ clipped and battered, with illegible dates, but melodious ring, chinked in better fellowship than the sovereigns whose effigies they bore had lived in. A single gold coin, the only one found in the neighborhood of Castine, was picked up on the beach opposite the fort.³¹

The theory of the presence of so large a sum on the spot where it was found is that when Castin was driven from the fort by Colonel Church, in 1704, these coins were left by some of his party in their retreat, where they remained undiscovered for more than a century and a quarter. Or it may have been the hoard of one of the two countrymen of Castin, who, he says, were living two miles from him in 1687.

The detail of old Fort Pentagoët just given is believed to describe the place as it had existed since 1654, when captured by the colony forces of Massachusetts. General Sedgwick then spoke of it as "a small fort, yet very strong, and a very well composed peese, with eight peese of ordnance, one brass, three murtherers, about eighteen barrels of powder, and eighteen men in garrison."³²

It would require a volume to set forth *in extenso* the annals of these mounds, scarce lifted above the surface of the surrounding plateau. But to arouse the reader's curiosity without an endeavor to gratify it were indeed churlish. I submit, therefore, with the brevity, and I hope also the simplicity, that should characterize the historic style, the essence of the matter as it has dropped from my alembic.

³⁰ "The clumsy, shapeless coinage, both of gold and silver, called in Mexico *máquina de papa, lote y cruz* ("windmill and cross-money"), and in this country by the briefer appellation of "cobs." These were of the lawful standards, or nearly so, but scarcely deserved the name of coin, being rather lumps of bullion flattened and impressed by a hammer, the edge presenting every variety of form except that of a circle, and affording ample scope for the practice of clipping: notwithstanding they are generally found, even to this day, within a few grains of lawful weight. They are generally about a century old, but some are dated as late as 1770. They are distinguished by a large cross, of which the four arms are equal in length, and loaded at the ends. The date generally omits the *thousandth* place; so that 736, for example, is to be read 1736. The letters PLVS VLTRA (*plus ultra*) are crowded in without attention to order. These coins were formerly brought here in large quantities for recoinage, but have now become scarce." – William E. Dubois, *United States Mint*. I think the name of "cob" was applied to money earlier than the date given by Mr. Dubois. Its derivation is uncertain, but was probably either "lump," or from the Welsh, for "thump," *i. e.*, struck money.

³¹ On an old map of unknown date Castin's houses are located here.

³² Sedgwick's Letter, *Historical Magazine*, July, 1873, p. 38.

The reader is referred to what is already narrated of Norumbega for the earliest knowledge of the Penobscot by white men. The first vessel that ascended the river was probably the bark of Du Guast, Sieur de Monts, in the year 1604. De Poutrincourt was there in the year 1606.³³

No establishment appears to have been begun on the Bagaduce peninsula until our colonists of New Plymouth fixed upon it for the site of a trading-post, about 1629.³⁴ Here they erected a house, defended, probably, after the fashion of the time, with palisades, loop-holed for musketry. They were a long way from home, and had need to keep a wary eye abroad. Governor Bradford mentions that the house was robbed by some "Isle of Rhé gentlemen" in 1632.

The Plymouth people kept possession until 1635, when they were dispossessed by an expedition sent from La Have, in Acadia, commanded by the Chevalier Charles de Menou, or, as he is usually styled, D'Aulnay Charnisay. The chevalier's orders from Razilly, who had then the general command in Canada, were to expel all the English as far as Pemaquid.

Plymouth Colony endeavored to retake the place by force. A large ship for that day, the *Hope*, of Ipswich, England, Girling commander, was fitted out, and attacked the post in such a disorderly, unskillful manner that Girling expended his ammunition before having made the least impression. Standish, the redoubtable, was there in a small bark, fuming at the incompetency of the commander of the *Hope*, who had been hired to do the job for so much beaver if he succeeded, nothing if he failed. Standish, with the beaver, returned to Plymouth, after sending Girling a new supply of powder from Pemaquid; but no further effort is known to have been made to reduce the place.

The Pilgrims then turned to their natural allies, the Puritans of the Bay; but, as Rochefoucauld cunningly says, there is something in the misfortunes of our friends that does not displease us. They got smooth speeches in plenty, but no help. It is curious to observe that at this time the two colonies combined were too weak to raise and equip a hundred soldiers on a sudden call. So the French remained in possession until 1654.

An attempt was made by Plymouth Colony to liberate their men captured at Penobscot. Isaac Allerton was sent to demand them of La Tour who in haughty terms refused to deliver them up, saying all the country from Cape Sable to Cape Cod belonged to the king, his master, and if the English persisted in trading east of Pemaquid he would capture them.

"Will monseigneur deign to show me his commission?"

The chevalier laid his hand significantly on his sword-hilt. "This," said he, "is my commission."

I have mentioned three Frenchmen: Sir Isaac de Razilly, a soldier of the monastic order of Malta; La Tour, a heretic; and D'Aulnay, a zealous papist.

Razilly's commission is dated at St. Germain en Laye, May 10th, 1632. He was to take possession of Port Royal, so named by De Monts, from its glorious harbor, and ceded to France under the treaty of 1629. This was the year after the taking of La Rochelle; so that we are now in the times of the great cardinal and his puissant adversary, Buckingham. The knight of Malta was so well pleased with Acadia that he craved permission of the grand master to remain in the country. He was recalled, with a reminder of the subjection exacted by that semi-military, semi-ecclesiastical body of its members. Hutchinson says he died soon after 1635. There is evidence he was alive in 1636.

In 1638 Louis XIII. addressed the following letter to D'Aulnay: "You are my lieutenant-general in the country of the Etchemins, from the middle of the main-land of Frenchman's Bay to the district of Canceaux. Thus you may not change any regulation in the establishment on the River St. John

³³ Williamson thinks the name of Cape Rosier a distinct reminder of Weymouth's voyage.

³⁴ Though Hutchinson says "about 1627," I think it an error, as Allerton, the promoter of the project, was in England in that year, as well as in 1626 and 1628, as agent of the colony. Nor was the proposal brought forward until Sherley and Hatherly, two of the adventurers, wrote to Governor Bradford, in 1629, that they had determined upon it in connection with Allerton, and invited Plymouth to join with them.

made by the said *Sieur De la Tour*, etc."³⁵ Three years afterward the king sent his commands to *La Tour* to return to France immediately; if he refused, *D'Aulnay* was ordered to seize his person.

Whether the death of *Louis*, and also of his Eminence, at this time diverted the danger with which *La Tour* was threatened, is a matter of conjecture. *D'Aulnay*, however, had possessed himself, in 1643, of *La Tour's* fort, and the latter was a suppliant to the English at Boston for aid to displace his adversary. He obtained it, and recovered his own again, but was unable to eject *D'Aulnay* from *Penobscot*. A second attempt, also unsuccessful, was made the following year. The treaty between Governor *Endicott* and *La Tour* in this year was afterward ratified by the United Colonies.

In 1645 *D'Aulnay* was in France, receiving the thanks of the king and queen-mother for his zeal in preserving *Acadia* from the treasonable designs of *La Tour*. The next year a treaty of peace was concluded at Boston between the English and *D'Aulnay*; and in 1647, the king granted him letters patent of lieutenant-general from the St. Lawrence to *Acadia*. He died May 24th, 1650, from freezing, while out in the bay with his valet in a canoe. *La Tour* finished by marrying the widow of *D'Aulnay*, thus composing, and forever, his feud with the husband.³⁶

For some years quiet reigned in the peninsula, or until 1654, when an expedition was fitted out by Massachusetts against *Stuyvesant* and the Dutch at Manhattan. Peace having been concluded before it was in readiness, the Puritans, with true thrift, launched their armament against the unsuspecting Mounseers of *Penobscot*. Although peace also existed between *Cromwell* and *Louis*, the expenditure of much money without some gain was not to be thought of in the Bay. For a pretext, they had always the old grudge of prior right, going back to *Elizabeth's* patent of 1578 to *Sir Humphrey Gilbert*.

Robert Sedgwick and *John Leverett* were two as marked men as could be found in New England. They sailed from *Nantasket* on the 4th of July, 1654, with three ships, a ketch, and two hundred soldiers of Old and New England. *Port Royal*, the fort on *St. John's River*, and *Penobscot*, were all captured. Afterward they served the Protector in England. *Sedgwick* was chosen by *Cromwell* to command his insubordinate and starving army at *Jamaica*, and died, it is said, of a broken heart, from the weight of responsibility imposed on him.

Although the King of France testified great displeasure because the forts in *Acadia* were not restored to him, *Cromwell* continued to hold them fast, nor were they given up until after the treaty of *Breda*, when *Pentagoët*, in 1669-'70, was delivered by *Sir Thomas Temple* to *M. De Grand Fontaine*, who, in 1673, turned over the command to *M. De Chambly*.

On the 10th of August, 1674, *M. De Chambly* was assaulted by a buccaneer that had touched at Boston, where an English pilot, as *M. De Frontenac* says, was taken on board. An Englishman, who had been four days in the place in disguise, gave the pirates every assistance.³⁷ They landed one hundred and ten men, and fell with fury on the little garrison of thirty badly armed and disaffected Frenchmen. After sustaining the onset for an hour, *M. De Chambly* fell, shot through the body. His ensign was also struck down, when the fort surrendered at discretion. The sea-robbers pillaged the fort, carried off the cannon, and conducted the *Sieur De Chambly* to Boston, along with *M. De Marson*, whom they took in the River *St. John*. *Chambly* was put to ransom of a thousand beaver-skins. *Colbert*, then minister, expressed his surprise to *Frontenac* that the forts of *Pentagoët* and *Gemisée* had been taken and pillaged by a freebooter. No rupture then existed between the crowns of England and France.

Another subject of *Louis le Grand* now raps with his sword-hilt for admission to our gallant company of noble French gentlemen who have followed the lead of *De Monts* into the wilds of

³⁵ "Archives of Massachusetts."

³⁶ *Aglate la Tour*, granddaughter of the chevalier, sold the seigniory of *Acadia* to the crown for two thousand guineas. – *Douglass*.

³⁷ *Mr. Shea* (*Charlevoix*) says this was *John Rhoades*, and the vessel the *Flying Horse*, Captain *Jurriaen Aernouts*, with a commission from the Prince of Orange.

Acadia. Baron La Hontan, writing in 1683, says, "The Baron St. Castin, a gentleman of Oleron, in Bearne, having lived among the Abenakis after the savage way for above twenty years, is so much respected by the savages that they look upon him as their tutelar god."

Vincent, Baron St. Castin, came to America with his regiment about 1665. He was ensign in the regiment Carignan, of which Henry de Chapelas was colonel. Chambly and Sorel, who were his comrades, have also left their names impressed on the map of New France. The regiment was disbanded, the governor-general allowing each officer three or four leagues' extent of good land, with as much depth as they pleased. The officers, in turn, gave their soldiers as much ground as they wished upon payment of a crown per *arpent* by way of fief.³⁸ Chambly we have seen in command at Pentagoët in 1673. Castin appears to have plunged into the wilderness, making his abode with the fierce Abenakis.

The young Bearnese soon acquired a wonderful ascendancy among them. He mastered their language, and received, after the savage's romantic fashion, the hand of a princess of the nation, the daughter of Madocawando, the implacable foe of the English. They made him their great chief, or leader, and at his summons all the warriors of the Abenakis gathered around him. Exercising a regal power in his forest dominions, he no doubt felt every inch a chieftain. The French governors courted him; the English feared and hated him. In 1696, with Iberville, he overran their stronghold at Pemaquid. He fought at Port Royal in 1706, and again in 1707, receiving a wound there. He was, says M. Denonville, of a daring and enterprising character, thirsting for distinction. In 1702 he proposed a descent on Boston, to be made in winter by a competent land and naval force. Magazines were to be formed at Piscataqua and Marblehead.

It is known that some earlier passages of Castin's life in Acadia were not free from reproach. Denonville,³⁹ in recommending him to Louvois as the proper person to succeed M. Perrot at Port Royal ("si M. Perrot degoutait de son gouvernement"), admits he had been addicted in the past to riot and debauchery; "but," continues the viceroy, "I am assured that he is now quite reformed, and has very proper sentiments on the subject." Perrot, jealous of Castin, put him in arrest for six weeks for some foolish affair among the *filles* of Port Royal.

"For man is fire and woman is tow,
And the Somebody comes and begins to blow."

In 1686 Castin was at Pentagoët. The place must have fallen into sad neglect, for the Governor of Canada made its fortification and advantages the subject of a memoir to his Government. It became the rendezvous for projects against New England. Quebec was not difficult of access by river and land to Castin's fleet Abenakis. Port Royal was within supporting distance. The Indians interposed a barrier between English aggression and the French settlements. They were the weapon freely used by all the French rulers until, from long service, it became blunted and unserviceable. They were then left to shift for themselves.

Here Castin continued with his dusky wife and brethren, although he had inherited an income of five million livres while in Acadia. By degrees he had likewise amassed a fortune of two or three hundred thousand crowns "in good dry gold;" but the only use he made of it was to buy presents for his fellow-savages, who, upon their return from the hunt, repaid him with usury in beaver-skins and peltries.⁴⁰ In 1688 his trading-house was plundered by the English. It is said he died in America, but of this I have not the evidence.

³⁸ Estates are still conveyed in St. Louis by the *arpent*.

³⁹ Denonville, who succeeded M. De la Barre as governor-general, was *maitre de camp* to the queen's dragoons. He was succeeded by Frontenac.

⁴⁰ Denonville's and La Hontan's letters.

Vincent de Castin never changed his wife, as the Indian customs permitted, wishing, it is supposed, by his example to impress upon them the sanctity of marriage as a part of the Christian religion. He had several daughters all of whom were well married to Frenchmen, and had good dowries; one was captured by Colonel Church in 1704. He had also a son.

In 1721, during what was known as Lovewell's war, in which Mather intimates, with many nods and winks set down in print, the English were the aggressors, Castin the younger was kidnaped, and carried to Boston a prisoner. His offense was in attending a council of the Abenakis in his capacity of chief. He was brought before the council and interrogated. His mien was frank and fearless. In his uniform of a French officer, he stood with true Indian *sang froid* in the presence of men who he knew were able to deal heavy blows.

"I am," said he, "an Abenakis by my mother. All my life has been passed among the nation that has made me chief and commander over it. I could not be absent from a council where the interests of my brethren were to be discussed. The Governor of Canada sent me no orders. The dress I now wear is not a uniform, but one becoming my rank and birth as an officer in the troops of the most Christian king, my master."

The young baron was placed in the custody of the sheriff of Middlesex. He was kept seven months a prisoner, and then released before his friends, the Abenakis, could strike a blow for his deliverance. This once formidable tribe was such no longer. In 1689 it scarcely numbered a hundred warriors. English policy had set a price upon the head of every hostile Indian. Castin, soon after his release, returned to the old family château among the Pyrenees.

"The choir is singing the matin song;
The doors of the church are opened wide;
The people crowd, and press, and throng
To see the bridegroom and the bride.
They enter and pass along the nave;
They stand upon the farthest grave;
The bells are ringing soft and slow;
The living above and the dead below
Give their blessing on one and twain;
The warm wind blows from the hills of Spain,
The birds are building, the leaves are green,
The Baron Castine of St. Castine
Hath come at last to his own again."

According to the French historian, Charlevoix, the Capuchins had a hospice here in 1646, when visited by Père Dreuilletes. I may not neglect these worthy fathers, whose disputes about sleeves and cowls, Voltaire says, were more than any among the philosophers. The shrewdness of these old monks in the choice of a location has been justified by the cities and towns sprung from the sites of their primitive missions. Here, as elsewhere,

" – These black crows
Had pitched by instinct on the fattest fallows."

"I," said Napoleon, at St. Helena, "rendered all the burying-places independent of the priests. I hated friars" (*frati*), "and was the annihilator of them and of their receptacles of crime, the monasteries, where every vice was practiced with impunity. A set of miscreants" (*scelerati*) "who in general are a dishonor to the human race. Of priests I would have always allowed a sufficient number,

but no *frati*." A Capuchin, says an old dictionary of 1676, is a friar of St. Francis's order, wearing a cowl, or capouch, but no shirt nor breeches.⁴¹

Opening our history at the epoch of the settlement of New France, and turning over page by page the period we have been reviewing, there is no more hideous chapter than the infernal cruelties of the Society of Jesus. Their agency in the terrible persecutions of the Huguenots is too well known to need repetition. St. Bartholomew, the broken pledge of the Edict of Nantes, the massacres of Vivarais, of Rouergue, and of Languedoc are among their monuments.

The rigor with which infractions of the discipline of the order were punished would be difficult to believe, if unsupported by trustworthy testimony. Francis Seldon, a young pupil of the Jesuit College at Paris, was imprisoned thirty-one years, seventeen of which were passed at St. Marguerite, and fourteen in the Bastille. His crime was a lampoon of two lines affixed to the college door. A *lettre de cachet* from Louis XIV. consigned this poor lad of only sixteen to the Bastille in 1674, from which he only emerged in 1705, by the assignment of a rich inheritance to the Society, impiously called, of Jesus.

The siege of La Rochelle, and slaughter of the Huguenots, is believed to have been nothing more than a duel between Richelieu and Buckingham, for the favor of Anne of Austria. It was, however, in the name of religion that the population of France was decimated. Colbert, in endeavoring to stem the tide of persecution, fell in disgrace. Louvois seconded with devilish zeal the projects of the Jesuits, which had no other end than the total destruction of the reformed faith. In 1675 Père Lachaise entered on his functions of father-confessor to the king. He was powerfully seconded by his society; but they, fearing his Majesty might regard it as a pendant of St. Bartholomew, hesitated to press a decisive *coup d'état* against the Protestants.

There was at the court of Louis the widow Scarron, become De Maintenon, declared mistress of the king, who modestly aspired to replace Marie Therese of Austria upon the throne of France. To her the Jesuits addressed themselves. It is believed the compact between the worthy contracting parties exacted no less of each than the advancement of their mutual projects through the seductions of the courtesan, and the fears for his salvation the Jesuits were to inspire in the mind of the king. Louis believed in the arguments of Madame De Maintenon, and signed the Edict of Nantes; he ceded to the threats or counsels of his confessor, and secretly espoused Madame De Maintenon. The 25th October, 1685, the royal seal was, it is not doubted by her inspiration, appended to the barbarous edict, drawn up by the Père Le Tellier, under the auspices of the Society of Jesus.⁴²

France had already lost a hundred thousand of her bravest and most skillful children. She was now to lose many more. Among the fugitives driven from the fatherland were many who fled, as the Pilgrims had done into Holland. Some sought the New World, and their descendants were such men as John Jay, Elias Boudinot, James Bowdoin, and Peter Faneuil.

Before the famous edict of 1685, the Huguenots had been forbidden to establish themselves either in Canada or Acadia. They were permitted to visit the ports for trade, but not to exercise their religion. The Jesuits took care that the edict was enforced in the French possessions. I have thought the oft-cited intolerance of the Puritans might be effectively contrasted with the diabolical zeal with which Catholic Christendom pursued the annihilation of the reformed religion.

The Jesuits obtained at an early day a preponderating influence in Canada and in Acadia. It is believed the governor-generals had not such real power as the bishops of Quebec. At a later day, they were able well-nigh to paralyze Montcalm's defense of Quebec. The fathers of the order, with the crucifix held aloft, preached crusades against the English to the savages they were sent to convert. One of the fiercest Canabas chiefs related to an English divine that the friars told his people the

⁴¹ Capuchin, a cowl or hood.

⁴² Count Frontenac was a relative of De Maintenon.

blessed Virgin was a French lady, and that her son, Jesus Christ, had been killed by the English.⁴³ One might say the gray hairs of old men and the blood-dabbled ringlets of innocent children were laid on the altars of their chapels.

We can afford to smile at the forecast of Louis, when he says to M. De la Barre in 1683, "I am persuaded, like you, that the discoveries of Sieur La Salle are altogether useless, and it is necessary, hereafter, to put a stop to such enterprises, which can have no other effect than to scatter the inhabitants by the hope of gain, and to diminish the supply of beaver." We still preserve in Louisiana the shadow of the sceptre of this monarch, whose needy successor at Versailles sold us, for fifteen millions, a territory that could pay the German subsidy with a year's harvest.

Doubtless the little bell in the hospice turret, tolling for matins or vespers, was often heard by the fisher in the bay, as he rested on his oars and repeated an *ave*, or chanted the parting hymn of the Provençal:

"O, vierge! O, Marie!
Pour moi priez Dieu;
Adieu, adieu, patrie,
Provence, adieu."

There is a pleasant ramble over the hill by the cemetery, with the same accompaniments of green turf, limpid bay, and cool breezes everywhere. Intermitting puffs, ruffling the water here and there, fill the sails of coasting craft, while others lie becalmed within a few cable-lengths of them. Near the north-west corner of the ground I discovered vestiges of another small battery.

Castine having assumed the functions of a town within a period comparatively recent, her cemetery shows few interesting stones. The ancients of the little Acadian hamlet lie in forgotten graves; no moss-covered tablets for the antiquary to kneel beside, and trace the time-worn course of the chisel, are there. Numbers of graves are indicated only by the significant heaving of the turf. In one part of the field is a large and rudely fashioned slate-stone standing at the head of a tumulus. A tablet with these lines is affixed:

⁴³ Cotton Mather.

IN MEMORY OF

CHARLES STEWART,

The earliest occupant of this Mansion of the Dead,

A Native of Scotland,

And 1st Lieut. Comm. of his B. M. 74th Regt. of foot, or Argyle Highlanders

Who died in this Town, while it was in possession of the Enemy,

March, A.D. 1783,

And was interred beneath this stone,

Æt. about 40 yrs

This Tablet was inserted

A.D. 1849

The tablet has a tale to tell. It runs that Stewart quarreled with a brother officer at the mess-table, and challenged him. Hearing of the intended duel, the commanding officer reprimanded the hot-blooded Scotsman in such terms that, stung to the quick, he fell, Roman-like, on his own sword.

Elsewhere I read the name of Captain Isaiah Skinner, who, as master of a packet plying to the opposite shore, "thirty thousand times braved the perils of our bay."

While I was in Castine I paid a visit to the factory in which lobsters are canned for market. A literally "smashing" business was carrying on, but with an uncleanness that for many months impaired my predilection for this delicate crustacean. The lobsters are brought in small vessels from the lower bay. They are then tossed, while living, into vats containing salt water boiling hot, where they receive a thorough steaming. They are next transferred to long tables, and, after cooling, are opened. Only the flesh of the larger claws and tail is used, the remainder being cast aside. The reserved portions

are put into tin cans that, after being tightly soldered, are subjected to a new steaming of five and a half hours to keep them fresh.⁴⁴

In order to arrest the wholesale slaughter of the lobster, stringent laws have been made in Maine and Massachusetts. The fishery is prohibited during certain months, and a fine is imposed for every fish exposed for sale of less than a certain growth. Of a heap containing some eight hundred lobsters brought to the factory, not fifty were of this size; a large proportion were not eight inches long. Frequent boiling in the same water, with the slovenly appearance of the operatives, male and female, would suggest a doubt whether plain Penobscot lobster is as toothsome as is supposed. The whole process was in marked contrast with the scrupulous neatness with which similar operations are elsewhere conducted; nor was there particular scrutiny as to whether the lobsters were already dead when received from the vessels.

Wood, in the "New England Prospect," mentions that lobsters were so plenty and little esteemed they were seldom eaten. They were frequently, he says, of twenty pounds' weight. The Indians used lobsters to bait their hooks, and ate them when they could not get bass. I have seen an account of a lobster that weighed thirty-five pounds. Josselyn mentions that he saw one weighing twenty pounds, and that the Indians dried them for food as they did lampreys and oysters.

The first-comers into New England waters were not more puzzled to find the ancient city of Norumbega than I to reach the fabulous Down East of the moderns. In San Francisco the name is vaguely applied to the territory east of the Mississippi, though more frequently the rest of the republic is alluded to as "The States." South of the obliterated Mason and Dixon's line, the region east of the Alleghanies and north of the Potomac is Down East, and no mistake about it. In New York you are as far as ever from this *terra incognita*. In Connecticut they shrug their shoulders and point you about north-north-east. Down East, say Massachusetts people, is just across our eastern border. Arrived on the Penobscot, I fancied myself there at last.

"Whither bound?" I asked of a fisherman, getting up his foresail before loosing from the wharf.

"Sir, to you. Down East."

The evident determination to shift the responsibility forbade further pursuit of this fictitious land. Besides, Maine people are indisposed to accept without challenge the name so universally applied to them of Down Easters. We do not say down to the North Pole, and we do say down South. The higher latitude we make northwardly the farther down we get. Nevertheless, disposed as I avow myself to present the case fairly, the people of Maine uniformly say "up to the westward," when speaking of Massachusetts. Of one thing I am persuaded – Down East is nowhere in New England.

⁴⁴ Isle au Haut is particularly renowned for the size and quality of these fish.

CHAPTER VI. PEMAQUID POINT

"Love thou thy land, with love far-brought
From out the storied Past, and used
Within the Present, but transfused
Thro' future time by power of thought."

Tennyson.

A very small fraction of the people of New England, I venture to say, know more of Pemaquid than that such a place once existed somewhere within her limits; yet it is scarcely possible to take up a book on New England in which the name does not occur with a frequency that is of itself a spur to inquiry. If a few volumes be consulted, the materials for history become abundant. After accumulating for two hundred years, or more, what belongs to the imperishable things of earth, this old outpost of English power has returned into second childhood, and become what it originally was, namely, a fishing-village.

But those who delight in ferreting through the chinks and crannies of an out-of-the-way locality, will be repaid by starting from Damariscotta on a coastwise voyage of discovery. In traveling by railway from Portland, with your face to the rising sun, you catch occasional glimpses of the ocean, and you receive imperfect impressions of the estuaries that indent her "hundred-harbored" shores; but from the window of a stage-coach journeying at six miles an hour the material and mental eye may receive and fix ideas more distinct and enduring.

I reached the little village of New Harbor, at Pemaquid Point, in time to see the sun crimson in setting, a cloudless sky, and an unruffled sea. Monhegan Island grew of a deep purple in the twilight shadows. The tower lamps were alight, and from neighboring islands other beacons twinkled pleasantly on the waters. Coasting vessels trimmed their sails to catch the land-breeze of evening. Then the moon arose.

The little harbor beneath me contained a few small fishing-vessels at anchor. One or two others were slowly working their way in. The cottages straggling by the shore were not numerous or noticeable. It was still some three miles to the light-house at the extremity of the point.

At Bristol Mills I had exchanged the stage for a beach-wagon. The driver was evidently a person of consequence here, as he usually becomes in such isolated neighborhoods out of the beaten paths of travel. His loquacity was marvelous. He had either a message or a missive for every one he met; and at the noise of our wheels house doors opened, and the noses and lips of youngsters were flattened in a whimsical manner against the window-panes. I observed that he invariably saluted the girls by their Christian names as they stood shyly peeping through half-opened doors; adding the middle name to the baptismal whenever one might be claimed, as Olive Ann, Matilda Jane, or Hannah Ann. I should have called some of them plain Olive, or Matilda, or Hannah. The men answered to such names as Dominicus, Jott, and 'Life (Eliphalet). Thus this brisk little fellow's passing was the great event over four miles of road.

I should have gone directly to the old settlement on the other side of the Neck, now known as "The Factory;" but here, for a wonder, were no hotels, and travelers are dependent upon private hospitality. "Do you think they will take me in over there?" I queried, pointing to the old mansion on the site of Fort Frederick. The driver shook his head.

"Are they quite full?"

"Solid," was his reply, given with an emphasis that conveyed the impression of sardines in a box. So I was fain to rest with a fisherman turned store-keeper.

The little rock-environed harbor on the side of Muscongus Bay is a mere roadstead, unfit for shipping in heavy easterly weather. This place, like many neighboring sea-coast hamlets, was busily engaged in the mackerel and menhaden fishery. The latter fish, usually called "porgee," is in demand at the factories along shore for its oil, and among Bank fishermen as bait. Some old cellars on the north side of New Harbor indicated the *locale* of a former generation of fishermen. On this side, too, there existed, not many years ago, remains of a fortification of ancient date.⁴⁵ Shot, household utensils, etc., have been excavated there. There is also by the shore what was either the lair of wild beasts, or a place of concealment frequented by savages. Mr. M'Farland, one of the oldest residents, mentioned that he had found an arrow-head in the den. Various coins and Indian implements, some of which I saw, have been turned up with the soil on this neck of land.

The visitor will not leave New Harbor without hearing of sharp work done there in the war of 1812. The enemy's cruisers kept the coast in perpetual alarm by their marauding excursions in defenseless harbors. One day a British frigate hove to in the Bay, and in a short time a number of barges were seen to push off, fully manned, for the shore. The small militia guard then stationed in Old Fort Frederick was notified, and the residents of New Harbor prepared for action. As the leading British barge entered the harbor, it was hailed by an aged fisherman, who warned the officer in charge not to attempt to land. "If a single gun is fired," replied the Briton, "the town shall be destroyed."

Not a single gun, but a deadly volley, answered the threat. The rocks were bristling with old queen's arms and ducking-guns, in the grasp of a score of resolute fellows. Every shot was well aimed. The barge drifted helplessly out with the tide, and the captain of the frigate had a sorry dispatch for the admiral at Halifax.

Leaving New Harbor, I crossed a by-path that conducted to the factory road. Here and elsewhere I had listened to the story of the destruction of the menhaden, from the fishermen's point of view. They apprehend nothing less than the total disappearance of this fish at no distant day. "What are we poor fellows going to do when they catch up all the porgees?" asked one. The fishery, as conducted by the factories, is regarded by the fishermen proper as the introduction of improved machinery that dispenses with labor is looked upon by the operative. Although the oil factories purchase the catch that is brought in, the owners are considered intruders, and experience many petty vexations. As men of capital, possessed of all needful appliances for their business, they are really independent of the resident population, to whom, on the other hand, they disburse money and give employment. The question with which the political economist will have to deal is the expected extinction of the menhaden.

I went through the factory at Pemaquid Point, and was persuaded the fish could not long support the drain upon them. The porgee begins to frequent these waters in June. The first-comers are lean, and will make only a gallon of oil to the barrel; those of September yield four gallons. A fleet of propellers, as well as sailing-craft of forty to fifty tons burden, are kept constantly employed.

At Pemaquid harbor, the fish cargoes are transferred from the steamer to an elevated tank of the capacity of four thousand barrels. Underneath the tank a tram-way, conducting by an inclined plane to the second story of the factory, is laid upon the wharf. In the bottom of the tank is a trap-door that, upon being opened, quickly fills a car placed below. The fish are then taken into the factory and dumped into other tanks, containing each three car-loads, or about sixty barrels. Here steam is introduced, rapidly converting the fish into unsavory chowder, or "mash." As many as a dozen of these vats were in constant use. The oil and water being drawn off into other vats, the product is obtained through the simplest of machinery, and the well-known principle that in an admixture with water oil

⁴⁵ This work is on an old map of the Kennebec patent. It was about twenty rods square, a bastion. A house now stands in the space it formerly occupied.

will rise to the surface. The residuum from the first process is shoveled into perforated iron cylinders, by men standing up to their knees in the steaming mass. It is then subjected to hydraulic pressure, and, after the extraction of every drop of oil, is carefully housed, to be converted into phosphates. The water is passed from tank to tank until completely free of oil. Nothing is lost.

This factory had a capacity of three thousand barrels per day, though not of the largest class. Others were working day and night through the season, which continues for about three months.

I walked afterward by the side of a seine two hundred fathoms in length, spread upon the grass in order to contract the meshes. One of them frequently costs above a thousand dollars, and is sometimes destroyed at the first casting by being caught on the ledges in shallow water.

An old hand can easily tell the difference between a school of mackerel and one of menhaden. The former rush in a body on the top of the water, while the shoal of porgees merely ripples the surface, as is sometimes seen when a moving body of water impinges against a counter-current. The mackerel takes the hook, while the porgee and herring never do.

The talk was more fishy here than in any place I have visited. Here they call a school, or shoal, "a pod of fish;" "we sot round a pod" being a common expression. The small vessels are called seiners. When they approach a school, the seine is carried out in boats, one end being attached to the vessel, except when a bad sea is running. I have seen the men standing up to the middle among the fish they were hauling in; and they are sometimes obliged to abandon half their draught.

The whole process of rendering menhaden into oil is less offensive to the olfactories than might be supposed. The works at Pemaquid Point are owned by Judson, Tarr, and Co., of Rockport, Massachusetts. As against the generally received opinion that they were destroying fish faster than the losses could be repaired, the unusual abundance of mackerel the last year was cited. Mackerel, however, are not ground up at the rate of many thousand barrels per day. It is easy to conjecture that present profit is more looked to than future scarcity. The product of menhaden is chiefly used in the adulteration of linseed-oil. This fish is probably the same called by the French "*gasparot*," and found by them in great abundance on the coasts of Acadia.

Some account of the habits of the mackerel, as given by veteran fishermen, is of interest to such as esteem this valuable fish – and the number is legion – if not in explanation of the seemingly purposeless drifting of the mackerel fleet along shore, which is, nevertheless, guided by calculation.

In early spring the old breeding fish come into the bays and rivers to spawn. They then return northward. These mackerel are not apt to take the hook, but are caught in weirs and seines, a practice tending to inevitable scarcity in the future. The parent fish come back, in September, to the localities where they have spawned, and, taking their young in charge, proceed to the warmer waters west and south. Few if any mackerel spawn south of Cape Cod.

By the time this migration occurs, the young fish have grown to six or seven inches in length, and are called "tinkers." They frequently take the bait with avidity, but are too small for market. When this school comes along, the fishermen prepare to follow, saying, "The mackerel are bound west, and we must work west with them." These first-comers are usually followed by a second school of better size and quality. I have often seen numbers of young mackerel, of three to four inches in length, left in shallow pools upon the flats by the tide in midsummer.

In the midst of a "biting school" no sport could be more exciting or satisfying. At such times the mackerel resemble famished wolves, snapping and crowding for the bait, rather than harmless fishes. This unexampled voracity makes them an easy prey, and they are taken as fast as the line can be thrown over. It not unfrequently happens that the school will either sink or suddenly refuse the bait, even while swarming about the sides of the vessels. This is vexatious, but there is no help for it. The fleet must lie idle until the capricious or overfed fish is hungry.

Mackerel swim in deep water, and are brought to the surface by casting over quantities of ground bait. If they happen to be on the surface in a storm, at the first peal of thunder they will sink

to the bottom. The movements of the fish in the water are like a gleam of light, and it dies hard when out of it. The mackerel was in great abundance when New England was first visited.

In the confusion naturally incident to accounts of early discoveries on our coast of New England, it is pleasant to find one vantage-ground from which you can not be dislodged. In this respect Pemaquid stands almost alone. It has never been called by any other name. Possibly it may have embraced either more or less of the surrounding territory or adjacent waters than at present; still there is eminent satisfaction in standing at Pemaquid on impregnable ground.

In the minds of some old writers Pemaquid was unquestionably confounded with the Penobscot. There is a description of Pemaquid River from the Hakluyt papers,⁴⁶ which makes it the easternmost river, one excepted, of Mavoshen, manifestly a name erroneously applied, as the description is as far from coinciding with the true Pemaquid as is its location by Hakluyt. In this account the Sagadahoc and town of Kennebec are also mentioned. Like many others, it is more curious than instructive.

It also appears, to the student's dismay, that in some instances the discoverers were apprehensive of drawing attention to any new-found port or harbor, as it would render their monopoly of less value. The account of Weymouth's voyage by James Rosier omitted the latitude, doubtless with this object. His narrative, if not written to mislead, was confessedly not intended to instruct. How is the historian to follow such a clue? Fortunately, after many puzzling and unsatisfactory conjectures, the account of William Strachey makes all clear, so far as Pemaquid is in question. Weymouth's first landfall was in 42°, and he coasted northward to 44°. Strachey speaks of "the isles and rivers, together with that little one of Pemaquid."

Sir F. Gorges, in his "Brief Narration," mentions that "it pleased God" to bring Captain Weymouth, on his return in 1605, into the harbor of Plymouth, where he, Sir Ferdinando, then commanded.⁴⁷ Captain Weymouth, he continues, had been dispatched by the Lord Arundel of Wardour in search of the North-west Passage, but falling short of his course, had happened into a river on the coast of America called Pemaquid. In the reprint of Sir F. Gorges's invaluable narrative⁴⁸ the word Penobscot is placed after Pemaquid in brackets. It does not appear in the original.

Pemaquid, then, becomes one of the pivotal points of New England discovery, as it subsequently was of her history. As the French had directed their early efforts toward the Penobscot, so the English had imbibed strong predilections for the Sagadahoc, or Kennebec. Weymouth and Pring had paved the way; the Indians transported to England had been able to give an intelligible account of the country, the configuration of the coasts, the magnitude of the rivers, and power of the nations peopling the banks.

The Kennebec was known to the French earlier than to the English, and by its proper name. Champlain's voyage in the autumn of 1604 extended, it is believed, as far as Monhegan, as he names an isle ten leagues from "*Quinebequi*" and says he went three or four leagues beyond it. Moreover, he had coasted both shores of the Penobscot bay, penetrating at least as far as the Narrows, below Bucksport. He calls the Camden hills Bedabedec, and says the Kennebec and Penobscot Indians were at enmity. De Monts followed Champlain in June, 1605, having sailed from St. Croix two days after Weymouth's departure from the coast for England. He was more than two months in exploring a hundred and twenty leagues of sea-coast, visiting and observing the Kennebec, of which a straightforward story is told. Even then the river was known as a thoroughfare to Canada.⁴⁹

The mouth of the Kennebec is interesting as the scene of the third attempt to obtain a foothold on New England's soil. This was the colony of Chief-justice Popham, which arrived off Monhegan in

⁴⁶ "Purchas," vol. iv., 1874.

⁴⁷ In 1603 Gorges was deprived of the command, but had it restored to him the same year.

⁴⁸ "Collections of the Massachusetts Historical Society," vol. vi., 3d series.

⁴⁹ See Lescarbot, p. 497.

August, 1607.⁵⁰ This undertaking was intended to be permanent. There were two well-provided ships, and a hundred and twenty colonists.⁵¹ The leader of the enterprise, George Popham, was accompanied by Captain Raleigh Gilbert, nephew and namesake of Sir Walter Raleigh.

A settlement was effected on Hunnewell's Point, at the mouth of the Kennebec. The winter was one of unexampled severity, and the new-comers had been late in preparing for it. Encountering privations similar to those afterward endured by the Plymouth settlers, they lost courage, and when news of the death of their patron, the chief-justice, reached them, were ready to abandon the project. Popham, having died in February, was succeeded by Gilbert, whose affairs recalling him to England, the whole colony deserted their settlement at Fort St. George in the spring of 1608. Popham was the first English magistrate in New England.

Mather attributes the failure of attempts to colonize the parts of New England north of Plymouth to their being founded upon the advancement of worldly interests. "A constant series of disasters has confounded them," avers the witch-hating old divine. One minister, he says, was exhorting the eastern settlers to be more religious, putting the case to them much in this way, when a voice from the congregation cried out, "Sir, you are mistaken; you think you are preaching to the people of the Bay. Our main end was to catch fish."

"Did you ever see Cotton Mather's 'History of New England?' – one of the oddest books I ever perused, but deeply interesting." The question is put by Southey, and I repeat it, as, if you have not read Mather's "Magnalia Christi Americana," you have not seen the corner-stone of New England historical and ecclesiastical literature.

Apropos of the immigration into New England, it was openly bruited in England that King Charles I. would have been glad if the thousands who went over were drowned in the sea. Between the years 1628 and 1635 the exodus was very great, and gave the king much displeasure. No one was permitted to remove without the royal permission. Even young Harry Vane had to solicit the good offices of his father, Sir Harry, to obtain a pass. He was then out of favor at court and at home, through his Geneva notions about kneeling to receive the Sacrament, and other Puritan ideas. "Let him go," growls an old writer; "has not Sir Harry other sons but him?"

The colony of Popham began better than it ended. A fort, doubtless no more than a palisade with platforms for guns, was marked out. A trench was dug about it, and twelve pieces of ordnance were mounted. Within its protection fifty houses, besides a church and store-house, were built. The carpenters framed a "prytty pynnace" of thirty tons, which they christened the *Virginia*. There is no earlier record of ship-building in Maine.

The tenacity of the English character has become proverbial. Nevertheless, the opinion is hazarded that no nation so ill accommodates itself to a new country. The English colonies of Virginia, New England, and Jamaica are striking examples of barrenness of resource when confronted with unforeseen privations. The Frenchman, on the contrary, possesses in an eminent degree the capacity to adapt himself to strange scenes and unaccustomed modes of life. Every thing is made to contribute to his wants. Let the reader consult, if he will, the campaign of the Crimea, where thousands of English soldiers gave way to hardships unknown in the French camps. The elastic gayety of the one is in contrast with the gloomy despondency of the other. The Popham colony abandoned a well-matured, ably-seconded design through dread of a New England winter and through homesickness. Clearly it was not of the stuff to found a State.

The previous winter was passed by the French at their new settlement of Port Royal, commenced within two years. The seasons of 1605 and of 1606 were extremely rigorous. The colony of De Monts went through the first in rude cabins, hastily constructed, on the island of St. Croix. The next autumn the settlement was transferred to Port Royal. Winter found them domiciled in their new

⁵⁰ Strachey. Gorges says August 8th; Smith, August 11th.

⁵¹ A fly-boat, the *Gift of God*, George Popham; *Mary and John*, of London, Raleigh Gilbert.

quarters under no better roofs than they had quitted. Though their leader, Du Guast, had left them, they were animated by an irrepressible spirit of fun, altogether French. They made roads through the forest, or joined with the Indians in hunting-parties, managing these native Americans with an address that won their confidence and good help.

Finally, at the suggestion of Champlain, in order to keep up an unflagging good-fellowship, and to render themselves free of all anxiety on the subject of provisions, the ever-famous "L'Ordre de Bon Temps" was inaugurated. It is deserving of remembrance along with the coterie of the Knights of the Round Table.

Once in fifteen days each member of the order officiated as *maitre d'hotel* of De Poutrincourt's table. It was his care on that day that his comrades should be well and honorably entertained; and although, as the old chronicler quaintly says, "our gourmands often reminded us that we were not in the *Rue aux Ours* at Paris, yet so well was the rule observed that we ordinarily made as good cheer as we should have known how to do in the *Rue aux Ours*, and at less cost."

There was not a fellow of the order who, two days before his turn came, did not absent himself until he could return with some delicacy to add to their ordinary fare. They had always fish or flesh at breakfast, and were never without one or both at the repasts of noon and evening. It became their great festival.

The steward, or *maitre d'hotel*, having caused all things to be made ready, marched with his napkin on his shoulder, his staff of office in his hand, and the collar of the order, that we are told was worth more than four French crowns, about his neck. Behind him walked the brothers of the order, each one bearing his plate. In the evening, after giving thanks to God, the host of the day resigned the collar to his successor, each pledging the other in a glass of wine.

On such occasions they had always twenty or thirty savages – men, women, and children – looking on. To these they gave bread from the table; but when, as was often the case, the sagamores – those fierce, intractable barbarians – presented themselves, they were, says Lescarbot, "at table eating and drinking like us, and we right glad to see them, as, on the contrary, their absence would have made us sorry."

At Pemaquid we enter the domain of Samoset, that chivalric New Englander whom historians delight to honor. He was a sagamore without guile. Chronologically speaking, he should first appear at Plymouth, in the act of offering to those doubting Pilgrims the right hand of fellowship. He told them he was sagamore of Morattigon, distant from Plymouth "a daye's sayle with a great wind, and five dayes by land." In 1623 he extended a kindly reception to Christopher Levett, to whom he proffered a friendship, to continue until the Great Spirit carried them to his wigwam. All the old writers speak well of Samoset, whom we call a savage.⁵²

I next visited the little point of land on which are the ruins of old Fort Frederick. Little difficulty is experienced in retracing the exterior and interior lines of a fortress designed as the strongest bulwark of English power in New England. It was built upon a green slope, above a rocky shore, commanding the approach from the sea; but was itself dominated by the heights of the western shore of John's River, a circumstance that did not escape the notice of D'Iberville in 1696. At the south-east angle of the work is a high rock, overgrown with a tangle of climbing vines and shrubs. This rock formed a part of the old magazine, and is now the conspicuous feature of the ruined fortress. A projecting spur of the opposite shore was called "the Barbican."

The importance of Pemaquid as a check to French aggression was very great. It covered the approaches to the Kennebec, the Sheepscot, Damariscotta, and Pemaquid rivers. It was also, being at their doors, a standing menace against the Indian allies of the French, with a garrison ready to launch upon their villages, or intercept the advance of war-parties toward the New England settlements. Its

⁵² Samoset, in 1625, sold Pemaquid to John Brown. His sign-manual was a bended bow, with an arrow fitted to the string. The deed to Brown also fixes the residence, at Pemaquid, of Abraham Shurt, agent of Elbridge and Aldworth, in the year 1626.

presence exasperated the Abenakis, on whose territory it was, beyond measure: the French found them ever ready to second projects for its destruction.

On the other hand, the remoteness of Pemaquid rendered it impracticable to relieve it when once invested by an enemy. Only a few feeble settlements skirted the sea-coast between it and Casco Bay, so the same causes combined to render it both weak and formidable. Old Pentagoët, which the reader knows for Castine, and Pemaquid, were the mailed hands of each nationality, always clenched ready to strike.

The fort erected at Pemaquid in 1677, by Governor Andros, was a wooden redoubt mounting two guns, with an outwork having two bastions, in each of which were two great guns, and another at the gate.⁵³ This work was named Fort Charles. It was captured and destroyed by the Indians in 1689.

Sir William Phips, under instructions from Whitehall, built a new fort at Pemaquid in 1692, which he called William Henry. Captains Wing and Bancroft were the engineers, the work being completed by Captain March.⁵⁴ The English believed it impregnable. Mather, who says it was the finest that had been seen in those parts of America, has a significant allusion to the architect of a fortress in Poland whose eyes were put out lest he should build another such. From this vantage-ground the English, for the fifth time, obtained possession of Acadia.

In the same year D'Iberville made a demonstration against it with two French frigates, but finding an English vessel anchored under the walls, abandoned his design, to the chagrin of a large band of auxiliary warriors who had assembled under Villebon, and who now vented their displeasure by stamping upon the ground.

The reduction of Fort William Henry was part of a general scheme to overrun and destroy the English settlements as far as the Piscataqua. The English were fore-warned. John Nelson, of Boston, whose biography is worth the writing, was then a prisoner at Quebec. Madocawando was also there, in consultation with Count Frontenac. The Abenaki chief, dissatisfied with his presents, gave open expression of his disgust at the niggardliness of his white ally. Nelson was well acquainted with the Indian tongue. He cajoled the chief into talking of his projects, and as soon as they were in his possession acted like a man of decision. He bribed two Frenchmen – Arnaud du Vignon and Francis Albert – to carry the intelligence to Boston. On their return to Canada both were shot, and Nelson was sent to France, where he became for five years an inmate of the Bastille.

The life of John Nelson contains all the requisites of romance. Although an Episcopalian, he put himself at the head of the revolution against the tyranny of Andros. As a prisoner, he risked his own life to acquaint his countrymen with the dangers that menaced them; and it is said he was even carried to the place of execution along with his detected messengers. The French called him "le plus audacieux et le plus acharné," in the design of conquering Canada. Released from the Bastille on his parole, after visiting England he returned to France to fulfill its conditions, although forbidden to do so by King William. A man of address, courage, and high sense of honor was this John Nelson.

In 1696, a second and more successful expedition was conducted against Pemaquid. In August, D'Iberville⁵⁵ and Bonaventure sailed with the royal order to attack and reduce it. They called at Pentagoët, receiving there a re-enforcement of two hundred Indians, who embarked in their canoes, led by St. Castin. On the 13th the expedition appeared before the place, and the next day it was invested.

⁵³ New York Colonial Documents," vol. iii., p. 256, Some primitive defensive works had existed as early as 1630, rifled in 1632 by the freebooter. Dixy Bull.

⁵⁴ It was of stone; a quadrangle seven hundred and thirty-seven feet in compass without the outer walls, one hundred and eight feet square within the inner ones: pierced with embrasures for twenty-eight cannons, and mounting fourteen, six being eighteen-pounders. The south wall fronting the sea was twenty-two feet high, and six feet thick at the ports. The great flanker, or round tower, at the west end of the line was twenty-nine feet high. It stood about a score of rods from high-water mark. – Mather, vol. ii., p. 537.

⁵⁵ "D'Iberville, monseigneur, est un tres sage garçon, entreprenant et qui scait ce qu'il fait." – M. Denonville.

Fort William Henry was then commanded by Captain Pascho Chubb, with a garrison of about a hundred men. Fifteen pieces of artillery were in position. The French expected an obstinate resistance, as the place was well able to withstand a siege.

Chubb, on being summoned, returned a defiant answer. D'Iberville then began to erect his batteries. The account of Charlevoix states that the French got possession of ten or twelve stone houses, forming a street leading from the village square to the fort. They then intrenched themselves, partly at the cellar-door of the house next the fort, and partly behind a rock on the sea-shore. A second demand made by St. Castin, accompanied by the threat that if the place were assaulted the garrison might expect no quarter, decided the valiant Chubb, after a feeble and inglorious defense, to surrender. The gates were opened to the besiegers.

On finding an Indian in irons in the fortress, Castin's warriors began a massacre of the prisoners, which was arrested by their removal, at command of D'Iberville, to an island, where they were protected by a strong guard from further violence. The name of William Henry has been synonymous with disaster to colonial strongholds. The massacre of 1757 at Lake George, forever infamous, obscures with blood the fair fame of Montcalm. The novelist Cooper, in making it the groundwork of his "Mohicans," has not overstated the horrors of the tragedy enacted by the placid St. Sacrament.

Two days were occupied by the French in the destruction of Pemaquid fort. They then set sail for St. John's River, narrowly escaping capture by a fleet sent from Boston in pursuit. The French, who had before claimed to the Kennebec, subsequently established their boundary of Acadia at St. George's River.

On the beach, below where the martello tower had stood, I discovered many fragments of bricks among the rock débris. Some of these were as large as were commonly used in the hearths of our most ancient houses. The arch by which the tower was perhaps supported remained nearly intact, though completely concealed by a thicket formed of interweaving shrubs. Some have conjectured it to have been a hiding-place of smugglers. Fragments of shot and shell have likewise been picked up among the rubbish of the old fortress. Not far from the spot is a grave-yard, in which time and neglect have done their work.

It has been attempted to show that a large and populous settlement existed from a very early time at Pemaquid, with paved streets and some of the belongings of a permanent population. Within a few years excavations have been made, exhibiting the remains of pavement of beach-pebble at some distance below the surface of the ground.

It is not doubted that a small plantation was maintained here antecedent to the settlement in Massachusetts Bay, but it as certainly lacks confirmation that it had assumed either the proportions or outward appearance of a well and regularly built town at any time during the seventeenth century. If it were true, as Sullivan states, that in 1630 there were, exclusive of fishermen, eighty-four families about Sheepscot, Pemaquid, and St. George's, it also becomes important to know by what means these settlements were depopulated previous to the Indian wars.

The commissioners of Charles II., sent over in 1665, reported that upon the rivers Kennebec, Sheepscot, and Pemaquid were three plantations, the largest containing not more than thirty houses, inhabited, say they, "by the worst of men." The commissioners gave impartial testimony here, for they were trying to dispossess Massachusetts of the government she had assumed over Maine since 1652. They wrote further, that neither Kittery, York, Wells, Scarborough, nor Falmouth had more than thirty houses, and those mean ones. This was the entirety of the grand old Pine-tree State two centuries ago.

Colonel Romer had recommended, about 1699, the fortifying anew of Pemaquid, and the building of supporting works at the next point of land, and on John's Island. Nothing, however, appears to have been done until the arrival of Colonel David Dunbar, in 1730, to resume possession of the Sagadahoc territory in the name of the crown.

Dunbar repaired the old works, giving them the name of Fort Frederick. At Pemaquid Point he laid out the plan of a city which he divided into lots, inviting settlers to repopulate the country. Old grants and titles were considered extinct. His possession at Pemaquid conflicting with the Muscongus patent was revoked through the efforts of Samuel Waldo. The garrison was replaced by Massachusetts troops, and the so-called Sagadahoc territory annexed to the County of York.⁵⁶

When in the neighborhood, the visitor will feel a desire to inspect the extensive shell heaps of the Damariscotta, about a mile above the town of Newcastle. They occur on a jutting point of land, in such masses as to resemble low chalk cliffs of guano deposits. The shells are of the oyster, now no longer native in New England waters, but once abundant, as these and other remains testify. The highest point of the bank is twenty-five feet above the river. The deposits are rather more than a hundred rods in length, with a variable width of from eighty to a hundred rods. The shells lie in regular layers, bleached by sun and weather. Among the many naturalists who have visited them may be named Dr. Charles T. Jackson,⁵⁷ and Professor Chadbourne, of Bowdoin College. Some animal remains found among the shells were submitted to Agassiz, who concurred in the received opinion that the shells were heaped up by men.

From point to point excavations have been made with the expectation of finding the Indian implements which have occasionally rewarded such investigations. Williamson mentions a tradition that human skeletons had been discovered in these beds. The bones of animals and of birds have been found in them. Situated in the immediate vicinity of the shell deposits is a kiln for converting the shells into lime, which is produced of as good quality as that obtained from limestone rock.

In walking along the beach at low tide, I had an excellent opportunity of surveying these remains. A considerable growth of trees had sprung from the soil collected above them, the roots of some having penetrated completely through the superincumbent shells to the earth beneath. From an observation of several cavities near the surface and in the sides of the oyster banks, the shells, in some instances, appear to have been subjected to fire. The entire stratum was in a state of decomposition that sufficiently attests the work of years. Even those shells lying nearest the surface in most cases crumbled in the hands, while at a greater depth the closely-packed valves were little else than a heap of lime.

The shell heaps are of common occurrence all along the coast. The reader knows them for the feeding-places of the hordes preceding European civilization. Here they regaled themselves on a delicacy that disappeared when they vanished from the land. The Indians not only satisfied present hunger, but dried the oyster for winter consumption. Their summer camps were pitched in the neighborhood of well-known oyster deposits, the squaws being occupied in gathering shell-fish, while the men were engaged in fishing or in hunting.

Josselyn mentions the long-shelled oysters peculiar to these deposits. He notes them of nine inches in length from the "joint to the toe, that were to be cut in three pieces before they could be eaten." Wood professes to have seen them of a foot in length. I found many of the shells here of six inches in length. Winthrop alludes to the oyster banks of Mystic River, Massachusetts, that impeded its navigation. During recent dredgings here oyster-shells of six to eight inches in length were frequently brought to the surface. The problem of the oyster's disappearance is yet to be solved.⁵⁸

⁵⁶ As it is inconsistent with the purpose and limits of these chapters to give the detail of charters, patents, and titles by which Pemaquid has acquired much historical prominence, the reader may, in addition to authorities named in the text, consult Thornton's "Ancient Pemaquid," vol. v. "Maine Historical Collections;" Johnston's "Bristol, Bremen, and Pemaquid;" Hough's "Pemaquid Papers," etc.

⁵⁷ While making his geological survey of Maine.

⁵⁸ Williamson mentions the heaps on the eastern bank, not so high as on the western, extending back twenty rods from the river, and rendering the land useless. The shell heaps of Georgia and Florida are more extensive than any in New England.

CHAPTER VII. MONHEGAN ISLAND

"From gray sea-fog, from icy drift,
From peril and from pain,
The home-bound fisher greets thy lights,
Oh hundred-harbored Maine!"

Whittier.

The most famous island you can find on the New England map is Monhegan Island. To it the voyages of Weymouth, of Popham, and of Smith converge. The latter has put it down as one of the landmarks of our coast. Rosier calls it an excellent landfall. It is undoubtedly Monhegan that is seen on the oldest charts of New England. Champlain, with the same aptness and originality recognized in Mount Desert and Isle au Haut, names it La Tortue. Take from the shelf Bradford, Winthrop, Prince, or Hubbard, and you will find this island to figure conspicuously in their pages. Bradford says starving Plymouth was succored from Monhegan as early as 1622. The Boston colonists of 1630 were boarded when entering Salem by a Plymouth man, going about his business at Pemaquid. English fishing ships hovered about the island for a dozen years before the *Mayflower* swung to her anchorage in the "ice-rimmed" bay. The embers of some camp-fire were always smouldering there.

Sailing once from Boston on a Penobscot steamboat, a few hours brought us up with Cape Ann. I asked the pilot for what land he now steered.

"M'nhiggin."

In returning, the boat came down through the Mussel Ridge Channel like a race-horse over a well-beaten course. We rounded Monhegan again, and then steered by the compass. Monhegan is still a landmark.

A wintry passage is not always to be commended, especially when the Atlantic gets unruly. Leaving the wharf on one well-remembered occasion, we steamed down the bay in smooth water at fourteen miles an hour. All on board were in possession of their customary equipoise. Soon the gong sounded a noisy summons to supper. We descended. The cabin tables were quickly occupied by a merry company of both sexes. There was a clatter of plates and sharp clicking of knives and forks; waiters ran hither and thither; the buzz of conversation and ripple of suppressed laughter began to diffuse themselves with the good cheer, when, suddenly, the boat, mounting a sea, fell off into the trough with a measured movement that thrilled every victim of old Neptune to the marrow.

It would be difficult to conceive a more instantaneous metamorphosis than that which now took place. Maidens who had been chatting or wickedly flirting, laid down their knives and forks and turned pale as their napkins. Youths that were all smiles and attention to some adorable companion suddenly behaved as if oblivious of her presence. Another plunge of the boat! My *vis-à-vis*, an old gourmand, had intrenched himself behind a rampart of delicacies. He stops short in the act of carving a fowl, and reels to the cabin stairs. Soon he has many followers. Wives are separated from husbands, the lover deserts his mistress. A heavier sea lifts the bow, and goes rolling with gathered volume astern, accompanied by the crash of crockery and trembling of the chandeliers. That did the business. The commercial traveler who told me he was never sea-sick laid down the morsel he was in the act of conveying to his mouth. He tried to look unconcerned as he staggered from the table, but it was a wretched failure. Two waiters, each bearing a well-laden tray, were sent sliding down the incline to the leeward side of the cabin, where, coming in crashing collision, they finally deposited their burdens in a berth in which some unfortunate was already reposing. All except a handful of well-seasoned

voyagers sought the upper cabins, where they remained pale as statues, and as silent. The rows of deserted seats, unused plates, the joints sent away untouched, presented a melancholy evidence of the triumph of matter over mind.

Early in the morning we made out Monhegan, as I have no doubt it was descried from the mast-head of the *Archangel*, Weymouth's ship, two hundred and seventy years ago. The sea was shrouded in vapor, so that we saw the island long before the main-land was visible. Sea-faring people call it high land for this part of the world.

Near the westward shore of the southern half of this remarkable island is a little islet, called Mananas, which forms the only harbor it can boast. Captain Smith says, "Between Monahiggon and Monanis is a small harbour, where we rid." The entrance is considered practicable only from the south, though the captain of a coasting vessel pointed out where he had run his vessel through the ragged reefs that shelter the northern end, and saved it. It was a desperate strait, he said, and the bystanders shook their heads, in thinking on the peril of the attempt.⁵⁹

The inhabitants are hospitable, and many even well to do. Their harbor is providentially situated for vessels that are forced on the coast in heavy gales, and are able to reach its shelter. At such times exhausted mariners are sure of a kind reception, every house opening its doors to relieve their distresses. Having all the requirements of snug harboring, excellent rock fishing, with room enough for extended rambling up and down, the island must one day become a resort as famous as the Isles of Shoals. At present there is a peculiar flavor of originality and freshness about the people, who are as yet free from the money-getting aptitudes of the recognized watering-place.

George Weymouth made his anchorage under Monhegan on the 18th of May, 1605. "It appeared," says Rosier, "a mean high land, as we afterward found it, being an island of some six miles in compass, but, I hope, the most fortunate ever yet discovered. About twelve o'clock that day, we came to an anchor on the north side of this island, about a league from the shore. About two o'clock our captain with twelve men rowed in his ship-boat to the shore, where we made no long stay, but laded our boat with dry wood of old trees upon the shore side, and returned to our ship, where we rode that night." * * *

"This island is woody, grown with fir, birch, oak, and beech, as far as we saw along the shore; and so likely to be within. On the verge grow gooseberries, strawberries, wild pease, and wild rose-bushes. The water issued forth down the cliffs in many places; and much fowl of divers kinds breeds upon the shore and rocks."

The main-land possessed greater attraction for Weymouth. Thinking his anchorage insecure, he brought his vessel the next day to the islands "more adjoining to the main, and in the road directly with the mountains, about three leagues from the island where he had first anchored."

I read this description while standing on the deck of the *Katahdin*, and found it to answer admirably the conditions under which I then surveyed the land. We were near enough to make out the varied features of a long line of sea-coast stretching northward for many a mile. There were St. George's Islands, three leagues distant, and more adjoining to the main. And there were the Camden Mountains in the distance.⁶⁰

Weymouth landed at Pemaquid, and traded with the Indians there. In order to impress them with the belief that he and his comrades were supernatural beings, he caused his own and Hosier's swords to be touched with the loadstone, and then with the blades took up knives and needles, much

⁵⁹ Monhegan lies nine miles south of the George's group, twelve south-east from Pemaquid, and nine west of Metinic. It contains upward of one thousand acres of land. According to Williamson, it had, in 1832, about one hundred inhabitants, twelve or fourteen dwellings, and a school-house. The able-bodied men were engaged in the Bank fishery; the elders and boys in tending the flocks and tilling the soil. At that time there was not an officer of any kind upon the island; not even a justice of the peace. The people governed themselves according to local usage, and were strangers to taxation. A light-house was built on the island in 1824.

⁶⁰ A good many arguments may be found in the "Collections of the Maine Historical Society" as to whether Weymouth ascended the Penobscot or the Kennebec. All assume Monhegan to have been the first island seen. This being conceded, the landmarks given in the text follow, without reasonable ground for controversy.

mystifying the simple savages with his jugglery. It took, however, six whites to capture two of the natives, unarmed and thrown off their guard by feigned friendship.

But one compensation can be found for Weymouth's treachery in kidnaping five Indians here, and that is in the assertion of Sir F. Gorges that this circumstance first directed his attention to New England colonization. At least two of the captive Indians found their way back again. One returned the next year; another – Skitwarres – came over with Popham. A strange tale these savages must have told of their adventures beyond seas.⁶¹

Some credence has been given to the report of the existence of a rock inscription on Monhegan Island, supposed by some to be a reminiscence of the Northmen. The Society of Northern Antiquaries of Copenhagen has reproduced it in their printed proceedings. The best informed American antiquaries do not believe it to possess any archaeological significance. I also heard of another of the "devil's foot-prints" on Mananas, but did not see it.

Between Monhegan and Pemaquid Point was the scene of the sea-fight between the *Enterprise* and *Boxer*. Some of the particulars I shall relate I had of eye-witnesses of the battle.

In September, 1814, the American brig *Enterprise* quitted Portsmouth roads. She had seen service in the wars with the French Directory and with Algiers. She had been rebuilt in 1811, and had already gained the name of a lucky vessel. Her cruising-ground was along the Maine coast, where a sharp lookout was to be kept for privateers coming out of the enemy's ports. In times past her commanders were such men as Sterrett, Hull, Decatur, and Blakely, in whom was no more flinching than in the mainmast.

Lieutenant Burrows, who now took her to sea, had been first officer of a merchant ship and a prisoner to the enemy. As soon as exchanged he was given the command of the *Enterprise*. He was a good seaman, bound up in his profession, and the darling of the common sailors. Taciturn and misanthropic among equals, he liked to disguise himself in a pea-jacket and visit the low haunts of his shipmates. It was believed he would be killed sooner than surrender.

The *Boxer* had been fitted out at St. Johns with a view of meeting and fighting the *Enterprise*. Every care that experience and seamanship could suggest had been bestowed upon her equipment. She was, moreover, a new and strong vessel. In armament and crews the two vessels were about equal, the inferiority, if any, being on the side of the American. The two brigs were, in fact, as equally matched as could well be. They were prepared, rubbed down, and polished off, like pugilists by their respective trainers. They were in quest of each other. The conquered, however, attributed their defeat to every cause but the true one, namely, that of being beaten in a fair fight on their favorite element.

The *Boxer*, after worrying the fishermen, and keeping the sea-coast villages in continual alarm, dropped anchor in Pemaquid Bay on Saturday, September 4th, 1814. There was then a small militia guard in old Fort Frederick. The inhabitants of Pemaquid Point, fearing an attack, withdrew into the woods, where they heard at evening the music played on board the enemy's cruiser.

The next morning, a peaceful Sabbath, the lookout of the *Boxer* made out the *Enterprise* coming down from the westward with a fair wind. In an instant the Briton's decks were alive with men. Sails were let fall and sheeted home with marvelous quickness, and the *Boxer*, with every rag of canvas spread, stood out of the bay. From her anchorage to the westward of John's Island, the *Boxer*, as she got under way, threw several shot over the island into the fort by way of farewell. Both vessels bore off the land about three miles, when they stripped to fighting canvas. The American, being to windward, had the weather-gage, and, after taking a good look at her antagonist, brought her to action at twenty minutes past three o'clock in the afternoon. Anxious spectators crowded the shores; but after the first broadsides, for the forty minutes the action continued, nothing could be seen except the flashes of

⁶¹ In 1607 Weymouth was granted a pension of three shillings and fourpence per diem. Smith was at Monhegan in 1614, Captain Dermer in 1619, and some mutineers from Rocroft's ship had passed the winter of 1618-'19 there. The existence of a small plantation is ascertained in 1622. In 1626 the island was sold to Giles Elbridge and Robert Aldworth for fifty pounds.

the guns; both vessels were enveloped in a cloud. At length the firing slackened, and it was seen the *Boxer's* maintop-mast had been shot away. The battle was decided.

This combat, which proved fatal to both commanders, was, for the time it lasted, desperately contested. The *Enterprise* returned to Portland, with the *Boxer* in company, on the 7th. The bodies of Captain Samuel Blythe, late commander of the English brig, and of Lieutenant William Burrows, of the *Enterprise*, were brought on shore draped with the flags each had so bravely defended. The same honors were paid the remains of each, and they were interred side by side in the cemetery at Portland. Blythe had been one of poor Lawrence's pall-bearers.

This was the first success that had befallen the American navy since the loss of the *Chesapeake*. It revived, in a measure, the confidence that disaster had shaken. The *Boxer* went into action with her colors nailed to the mast – a useless bravado that no doubt cost many lives. Her ensign is now among the trophies of the Naval Academy at Annapolis, while that of the *Enterprise* has but lately been reclaimed from among the forgotten things of the past, to array its tattered folds beside the flags of the *Bonhomme Richard* and of Fort M'Henry.⁶²

Among the recollections of his "Lost Youth," the author of "Evangeline," a native of Portland, tells us:

"I remember the sea-fight far away,
How it thundered o'er the tide!
And the dead captains, as they lay
In their graves o'erlooking the tranquil bay,
Where they in battle died."

⁶² This flag inspired the national lyric, "The Star-spangled Banner."

CHAPTER VIII. FROM WELLS TO OLD YORK

"A shipman was there, wonned far by west;
For aught I wot, he was of Dartmouth."

Chaucer.

One hot, slumberous morning in August I found myself in the town of Wells. I was traveling, as New England ought to be traversed by every young man of average health and active habits, on foot, and at leisure, along the beautiful road to Old York. Now Wells, as Victor Hugo says of a village in Brittany, is not a town, but a street, stretching for five or six miles along the shore, and everywhere commanding an extensive and unbroken ocean view.

The place itself, though bristling with history, has been stripped of its antiques, and is in appearance the counterpart of a score of neat, thrifty villages of my acquaintance. I paused for a moment at the site of the Storer garrison, in which Captain Converse made so manful a defense when Frontenac, in 1692, let slip his French and Indians on our border settlements.⁶³ Some fragments of the timbers of the garrison are preserved in the vicinity, one of which I saw among the collections of a village antiquary. In the annals of Wells the names of John Wheelwright and of George Burroughs occur, the former celebrated as the founder of Exeter, the latter a victim of the witchcraft horror of '92.

John Wheelwright, the classmate and friend of Cromwell, fills a large space in the early history of the Bay Colony. A fugitive, like John Cotton, from the persecutions of Laud, he came to Boston in 1636, and became the pastor of a church at Braintree, then forming part of Boston. He was the brother-in-law of the famous Ann Hutchinson, who was near creating a revolution in Winthrop's government,⁶⁴ and shared her Antinomian opinions. For this he was banished, and became the founder of Exeter in 1638. In 1643, Massachusetts having claimed jurisdiction over that town, Wheelwright removed to Wells, where he remained two years. Becoming reconciled to the Massachusetts government, he removed to Hampton, was in England in 1657, returning to New England in 1660. He became pastor of the church in Salisbury, and died there in 1679; but the place of his burial, Allen says, is not known. He was the oldest minister in the colony at the time of his death, and a man of pronounced character. The settlement of the island of Rhode Island occurred through the removal of William Coddington and others at the same time, and for the same reasons that caused the expulsion of Wheelwright from Boston, as Roger Williams had been expelled from Salem seven years before.

"Wheelwright's Deed" has been the subject of a long and animated controversy among antiquaries; some, like Mr. Savage, pronouncing it a forgery because it is dated in 1629, the year before the settlement of Boston. This deed was a conveyance from the Indian sagamores to Wheelwright of the land on which stands the flourishing town of Exeter; and although copies of it have been recorded in several places, the original long ago disappeared. Cotton Mather, who saw it, testifies to its appearance of antiquity, and the advocates of its validity do not appear as yet to have the worst of the argument.⁶⁵

⁶³ Colonel Storer kept up the stockades and one or more of the flankarts until after the year 1760, as a memorial rather than a defense.

⁶⁴ This relationship is disputed by Mr. Joseph L. Chester, the eminent antiquary. Winthrop, it would seem, ought to have known; Eliot and Allen repeat the authority, the latter giving the full name of Mary Hutchinson.

⁶⁵ Both sides have been ably presented by Dr. N. Bouton and Hon. Charles H. Bell.

George Burroughs, who fell fighting against terrorism on Gallows Hill – a single spot may claim in New England the terrible distinction of this name – was, if tradition says truly, apprehended by officers of the Bloody Council at the church door, as he was leaving it after divine service. A little dark man, and an athlete, whose muscular strength was turned against him to fatal account. An Indian, at Falmouth, had held out a heavy fowling-piece at arms-length by simply thrusting his finger in at the muzzle. Poor Burroughs, who would not stand by and see an Englishman outdone by a redskin, repeated the feat on the spot, and this was the most ruinous piece of evidence brought forth at his trial. A man could not be strong then, or the devil was in it.

The road was good, and the way plain. As the shores are for some miles intersected by creeks intrenched behind sandy downs, the route follows a level shelf along the high land. There are pleasant strips of beach, where the sea breaks noiselessly when the wind is off shore, but where it comes thundering in when driven before a north-east gale. Now and then a vessel is embayed here in thick weather, or, failing to make due allowance for the strong drift to the westward, is set bodily on these sands, as the fishermen say, "all standing." While I was in the neighborhood no less than three came ashore within a few hours of each other. The first, a timber vessel, missing her course a little, went on the beach; but at the next tide, by carrying an anchor into deep water and kedging, she was floated again. Another luckless craft struck on the rocks within half a mile of the first, and became a wreck, the crew owing their lives to a smooth sea. The third, a Bank fisherman, was left by the ebb high up on a dangerous reef, with a hole in her bottom. She was abandoned to the underwriters, and sold for a few dollars. To the surprise even of the knowing ones, the shrewd Yankee who bought her succeeded at low tide in getting some empty casks into her hold, and brought her into port.

Notwithstanding these sands are hard and firm as a granite floor, they are subject to shiftings which at first appear almost unaccountable. Many years ago, while sauntering along the beach, I came across the timbers of a stranded vessel. So deeply were they imbedded in the sand, that they had the appearance rather of formidable rows of teeth belonging to some antique sea-monster than of the work of human hands. How long the wreck had lain there no one could say; but at intervals it disappeared beneath the sands, to come to the surface again. I have often walked over the spot where it lay buried out of sight; and yet, after the lapse of years, there it was again, like a grave that would not remain closed.

A few years ago, an English vessel, the *Clotilde*, went ashore on Wells Beach, and remained there high and dry for nearly a year. She was deeply laden with railway iron, and, after being relieved of her cargo, was successfully launched. During the time the ship lay on the beach, she became so deeply buried in the sand that a person might walk on board without difficulty. Ways were built underneath her, and, after a terrible wrenching, she was got afloat. Heavy objects, such as kegs of lead paint, and even pigs of iron, have been exposed by the action of the waves, after having, in some instances, been twenty years under the surface. I have picked up whole bricks, lost overboard from some coaster, that have come ashore with their edges smoothly rounded by the abrasion of the sand and sea. There is an authentic account of the re-appearance of a wrecked ship's caboose more than a hundred and seventy years after her loss on Cape Cod. After a heavy easterly gale, the beach is always sprinkled with a fine, dark gravel, which disappears again with a few days of ordinary weather.

Besides being the inexhaustible resource of summer idlers, the beach has its practical aspects. The sand, fine, white, and "sharp," is not only used by builders – and there is no fear of exhausting the supply – but is hauled away by farmers along shore, and housed in their barns as bedding for cattle, or to mix with heavy soils. The sea-weed and kelp that comes ashore in such vast quantities after a heavy blow is carefully harvested, and goes to enrich the lands with its lime and salt. It formerly supplied the commercial demand for soda, and was gathered on the coasts of Ireland, Scotland, France, and Spain for the purpose. It is the *varec* of Brittany and Normandy, the *blanquette* of Frontignan and Aigues-mortes, and the *salicor* of Narbonne. After being dried, it was reduced to ashes in rude furnaces. Iodine is also the product of sea-weed. You may sometimes see at high-water mark winrows of Irish

moss (*carrageen*) bleaching in the sun, though for my blanc-mange I give the preference to that cast up on the shingle, as more free from sand. This plant grows only on the farthest ledges. The pebble usually heaped above the line of sand, or in little coves among the ledges, is used for ballast, and for mending roads and garden-walks. Turning to the sandy waste that skirts the beach, I seldom fail of finding the beach-pea, with its beautiful blossoms of blue and purple. In spring the vine is edible, and has been long used for food by the poorer people.

The beach is much frequented after a storm by crows in quest of a dinner *al fresco*. They haunt it as persistently as do the wreckers, and seldom fail of finding a stranded fish, a crab, or a mussel. They are the self-appointed scavengers of the strand, removing much of the offal cast up by the sea. The crow is a crafty fellow, and knows a thing or two, as I have had reason to observe. The large sea-mussel is much affected by him, and when found is at once pounced upon. Taking it in his talons, the crow flies to the nearest ledge of rocks, and, calculating his distance with mathematical eye, lets his prize fall. Of course the mussel is dashed in pieces, and the crow proceeds to make a frugal meal. I have seen this operation frequently repeated, and have as often scared the bird from his repast to convince myself of his success.

His method of taking the clam is equally ingenious. He walks upon the clam-bank at low tide, and seizes upon the first unlucky head he finds protruding from the shell. Then ensues a series of laughable efforts on the crow's part to rise with his prey, while the clam tries in vain to draw in its head. The crow, after many sharp tugs and much flapping of his wings, finally secures the clam, and disposes of him as he would of a mussel. The Indians, whose chief dependence in summer was upon shell-fish, complained that the English swine watched the receding tide as their women were accustomed to do, feeding on the clams they turned up with their snouts.

In the olden time the beach was the high-road over which the settlers traveled when, as was long the case, it was their only way of safety. It was often beset with danger; so much so that tradition says the mail from Portsmouth to Wells was for seven years brought by a dog, the pouch being attached to his collar. This faithful messenger was at last killed by the savages. For miles around this bay the long-abandoned King's Highway may be traced where it hugged the verge of the shore, climbing the roughest ledges, or crossing from one beach to another by a strip of shingle. Here and there an old cellar remains to identify its course and tell of the stern lives those pioneers led.

When the tide is out, I also keep at low-water mark, scrambling over ledges, or delving among the crannies for specimens. It does not take long to fill your pockets with many-hued pebbles of quartz, jasper, or porphyry that, in going a few rods farther, you are sure to reject for others more brilliant. At full sea I walk along the shore, where, from between those envious little stone walls, I can still survey the Unchanged.

After all that has been printed since the "Tractatus Petri Hispani," it is a question whether there are not as many popular superstitions to-day among plain New England country-folk as at any time since the settlement of the country. The belief in the virtue of a horseshoe is unabated. At York I saw one nailed to the end of a coaster's bowsprit. To spill salt, break a looking-glass, or dream of a white horse, are still regarded as of sinister augury. A tooth-pick made from a splinter of a tree that has been struck by lightning is a sure preventive of the toothache. Exceeding all these, however, is the generally accepted superstition that has led to the practice of bathing on Saco Beach on the 26th of June in each year. On this day, it is religiously believed that the waters, like Siloam of old, have miraculous power of healing all diseases with which humanity is afflicted. The people flock to the beach from all the country round, in every description of vehicle, to dip in the enchanted tide. A similar belief existed with regard to a medicinal spring on the River Dee, in Scotland, called Januarich Wells, one author gravely asserting that so great was the faith in its efficacy that those afflicted with broken legs have gone there for restoration of the limb.

I have found it always impracticable to argue with the pilgrims as to the grounds of their belief. They are ready to recount any number of wonderful cures at too great a distance for my investigation to reach, and may not, therefore, be gainsaid. It is a custom.

All this time I was nearing Ogunquit, a little fishing village spliced to the outskirts of Wells, being itself within the limits of York. At my right I caught a glimpse of the green bulk of Mount Agamenticus, and on the other hand, almost at my elbow, was the sea. So we marched on, as it were, arm in arm; for I was beginning to feel pretty well acquainted with a companion that kept thus constantly at my side. This morning it was Prussian blue, which it presently put off for a warmer hue. There it lay, sunning itself, cool, silent, impenetrable, like a great blue turquoise on the bare bosom of Mother Earth, nor looking as if a little ruffling of its surface could put it in such a towering passion.

My sachel always contains a luncheon, a book, and a telescopic drinking-cup. At noon, having left eight miles of road behind me, I sought the shelter of a tree by the roadside, and found my appetite by no means impaired by the jaunt. At such a time I read, like Rousseau, while eating, in default of a tête-à-tête. I alternately devour a page and a piece. While under my tree, a cow came to partake of the shade, of which there was enough for both of us. She gazed at me with a calm, but, as I conceived also, a puzzled look, ruminating meanwhile, or stretching out her head and snuffing the air within a foot of my hand. Perhaps she was wondering whether I had two stomachs, and a tail to brush off the flies.

From the village of Ogunquit there are two roads. I chose the one which kept the shore, in order to take in my way Bald Head Cliff, a natural curiosity well worth going some distance to see. The road so winds across the rocky waste on which the village is in part built that in some places you almost double on your own footsteps. Occasionally a narrow lane issues from among the ledges, tumbling rather than descending to some little cove, where you catch a glimpse of brown-roofed cottages and a fishing-boat or two, snugly moored. The inhabitants say there is not enough soil in Ogunquit with which to repair the roads, a statement no one who tries it with a vehicle will be inclined to dispute. Literally the houses are built upon rocks, incrusting with yellow lichens in room of grass. Wherever a dip occurs through which a little patch of blue sea peeps out, a house is posted, and I saw a few carefully-tended garden spots among hollows of the rock in which a handful of mould had accumulated. The wintry aspect is little short of desolation: in storms, from its elevation and exposure, the place receives the full shock of the tempest, as you may see by the weather-stained appearance of the houses.

A native directed me by a short cut "how to take another ox-bow out of the road," and in a few minutes I stood on the brow of the cliff. What a sight! The eye spans twenty miles of sea horizon. Wells, with its white meeting-houses and shore hotels, was behind me. Far up in the bight of the bay Great Hill headland, Hart's and Gooch's beaches – the latter mere ribbons of white sand – gleamed in the sunlight. Kennebunkport and its ship-yards lay beneath yonder smoky cloud, with Cape Porpoise Light beyond. There, below me, looking as if it had floated off from the main, was the barren rock called the Nubble, the farthest land in this direction, with Cape Neddock harbor in full view. All the rest was ocean. The mackerel fleet that I had seen all day – fifty sail, sixty, yes, and more – was off Boon Island, with their jibs down, the solitary gray shaft of the light-house standing grimly up among the white sails, a mile-stone of the sea.

There are very few who would be able to approach the farthest edge of the precipice called the Pulpit, and bend over its sheer face without a quickening of the pulse. As in all these grand displays in which Nature puts forth her powers, you shrink in proportion as she exalts herself. For the time being, at least, the conceit is taken out of you, and you are thoroughly put down. Here is a perpendicular wall of rock ninety feet in height (as well as I could estimate it), and about a hundred and fifty in length, with a greater than Niagara raging at its foot – a rock buttress, with its foundations deeply rooted in the earth, breasting off the Atlantic; and the massy fragments lying splintered at its base, or heaved loosely about the summit, told of many a desperate wrestling-match, with a constant gain for the old athlete. The sea is gnawing its way into the coast slowly, but as surely as the cataract is

approaching the lake; and the cliff, though it may for a thousand years oppose this terrible battering, will at last, like some sea fortress, crumble before it.

Underneath the cliff is one of those curious basins hollowed out almost with the regularity of art, in which a vessel of large tonnage might be floated. On the farther side of this basin, the ledges, though jagged and wave-worn, descend with regular incline, making a sort of platform. On the top of the cliff the rock débris and line of soil show unmistakably that in severe gales the sea leaps to this great height, drenching the summit with salt spray. At such a time the sea must be superb, though awful; for I doubt if a human being could stand erect before such a storm.

The exposed side of Bald Head Cliff faces south of east, and is the result of ages of wear and tear. The sea undermines it, assails it in front and from all sides. Here are dikes, as at Star Island, in which the trap-rock has given way to the continual pounding, thus affording a vantage-ground for the great lifting power of the waves. The strata of rock lie in perpendicular masses, welded together as if by fire, and injected with crystal quartz seams, knotted like veins in a Titan's forehead. Blocks of granite weighing many tons, honey-combed by the action of the water, are loosely piled where the cliff overhangs the waves; and you may descend by regular steps to the verge of the abyss. The time to inspect this curiosity is at low tide, when, if there be sea enough, the waves come grandly in, whelming the shaggy rocks, down whose sides a hundred miniature cascades pour as the waters recede.

Beneath the cliff the incoming tides have worn the trap-rock to glassy smoothness, rendering it difficult to walk about when they are wetted by the spray. From this stand-point it is apparent the wall that rises before you is the remaining side of one of those chasms which the sea has driven right into the heart of the crag. The other face is what lies scattered about on all sides in picturesque ruin. If the view from the summit was invigorating, the situation below was far from inspiring. It needed all the cheerful light and warmth the afternoon sun could give to brighten up that bleak and rugged shore. The spot had for me a certain sombre fascination; for it was here, more than thirty years ago, the *Isidore*, a brand-new vessel, and only a few hours from port, was lost with every soul on board. Often have I heard the tale of that winter's night from relatives of the ill-fated ship's crew; and as I stood here within their tomb, realizing the hopelessness of human effort when opposed to those merciless crags, I thought of Schiller's lines:

"Oh many a bark to that breast grappled fast
Has gone down to the fearful and fathomless grave;
Again, crashed together the keel and the mast,
To be seen tossed aloft in the glee of the wave!
Like the growth of a storm, ever louder and clearer,
Grows the roar of the gulf rising nearer and nearer."

Over there, where the smoke lies above the tree-tops, is Kennebunkport,⁶⁶ where they build as staunch vessels as float on any sea. The village and its ship-yards lie along the banks of a little river, or, more properly speaking, an arm of the sea. It is a queer old place, or rather was, before it became translated into a summer resort; but now silk jostles homespun, and for three months in the year it is invaded by an army of pleasure-seekers, who ransack its secret places, and after taking their fill of sea and shore, flee before the first frosts of autumn. The town then hibernates.

The *Isidore* was built a few miles up river, where the stream is so narrow and crooked that you can scarce conceive how ships of any size could be successfully launched. At a point below the "Landing" the banks are so near together as to admit of a lock to retain the full tide when a launch took place. A big ship usually brings up in the soft ooze of the opposite bank, but is got off at the next flood by the help of a few yoke of oxen and a strong hawser. Besides its ship-building,

⁶⁶ Once, and much better, Arundel, from the Earl of Arundel.

Kennebunkport once boasted a considerable commerce with the West Indies, and the foundations of many snug fortunes have been laid in rum and sugar. The decaying wharves and empty warehouses now tell their own story.

I was one afternoon at the humble cottage of a less ancient, though more coherent, mariner than Coleridge's, who, after forty years battling with storms, was now laid up like an old hulk that will never more be fit for sea. Together we rehearsed the first and last voyage of the *Isidore*.

"Thirty years ago come Thanksgiving," said Ben, in a voice pitched below his usual key, "the *Isidore* lay at the wharf with her topsails loose, waiting for a slant of wind to put to sea. She was named for the builder's daughter, a mighty pretty gal, sir; but the boys didn't like the name because it sounded outlandish-like, and would have rather had an out-an'-out Yankee one any day of the week."

"There is, then," I suggested, "something in a name at sea as well as ashore?"

"Lor' bless your dear soul, I've seen them barkeys as could almost ship a crew for nothing, they had such spanking, saucy names. Captain R – was as good a sailor as ever stepped, but dretful profane. He was as brave as a lion, and had rescued the crew of an Englishman from certain death while drifting a helpless wreck before a gale. No boat could live in the sea that was running; but Captain R – bore down for the sinking ship, and passed it so close that the crew saved themselves by jumping aboard of him. Seven or eight times he stood for that wreck, until all but one man were saved. He had the ill-luck afterward to get a cotton ship ashore at Three Acres, near where the *Isidore* was lost, and said, as I've heard, 'he hoped the next vessel that went ashore he should be under her keel.' He had his wish, most likely.

"The *Isidore* was light, just on top of water, and never ought to have gone to sea in that plight; but she had been a good while wind-bound, and all hands began to be impatient to be off. Her crew, fifteen as likely lads as ever reefed a topsail, all belonged in the neighborhood. One of 'em didn't feel noways right about the v'y'ge, and couldn't make up his mind to go until the ship was over the bar, when he had to be set aboard in a wherry. Another dreamed three nights running the same dream, and every blessed time he saw the *Isidore* strike on a lee shore with the sea a-flying as high as the maintop. Every time he woke up in a cold sweat, with the cries of his shipmates ringing in his ears as plain as we hear the rote on Gooch's Beach this minute. So, when the *Isidore* set her colors and dropped down the river, Joe, though he had signed the articles and got the advance, took to the woods. Most every body thought it scandalous for the ship to unmoor, but Captain R – said he would go to sea if he went to h – l the next minute. Dretful profane man, sir – dretful.

"The weather warn't exactly foul weather, and the sea was smooth enough, but all the air there was was dead ahead, and it looked dirty to wind'ard. The ship slipped out through the piers, and stood off to the east'ard on the port tack. I recollect she was so nigh the shore that I could see who was at the wheel. She didn't work handy, for all the ropes were new and full of turns, and I knew they were having it lively aboard of her. Early in the afternoon it began to snow, first lightly, then thick and fast, and the wind began to freshen up considerable. The ship made one or two tacks to work out of the bay, but about four o'clock it closed in thick, and we lost her.

"I saw the Nubble all night long, for the snow come in gusts; but it blowed fresh from the no'th-east; *fresh*," he repeated, raising his eyes to mine and shaking his gray head by way of emphasis. "I was afeard the ship was in the bay, and couldn't sleep, but went to the door and looked out between whiles."

It was, indeed, as I have heard, a dreadful night, and many a vigil was kept by wife, mother, and sweetheart. At day-break the snow lay heaped in drifts in the village streets and garden areas. It was not long before a messenger came riding in at full speed with the news that the shores of Ogunquit were fringed with the wreck of a large vessel, and that not one of her crew was left to tell the tale. The word passed from house to house. Silence and gloom reigned within the snow-beleaguered village.

It was supposed the ship struck about midnight, as the Ogunquit fishermen heard in their cabins cries and groans at this hour above the noise of the tempest. They were powerless to aid; no boat

could have been launched in that sea. If any lights were shown on board the ship, they were not seen; neither were any guns heard. The ropes, stiffened with ice, would not run through the sheaves, which rendered the working of the ship difficult, if not impossible. No doubt the doomed vessel drove helplessly to her destruction, the frozen sails hanging idly to the yards, while her exhausted crew miserably perished with the lights of their homes before their eyes.

All the morning after the wreck the people along shore were searching amidst the tangled masses of drift and sea-wrack the storm had cast up for the remains of the crew. They were too much mangled for recognition, except in a single instance. Captain G – , a passenger, had by accident put on his red-flannel drawers the wrong side out the morning the *Isidore* sailed, observing to his wife that, as it was good luck, he would not change them. One leg was found encased in the drawers. The mutilated fragments were brought to the village, and buried in a common grave.

Some of the old people at the Port declare to this day that on the night of the wreck they heard shrieks as plainly as ever issued from human throats; and you could not argue it out of them, though the spot where the *Isidore's* anchors were found is ten miles away. As for Joe B – , the runaway, he can not refrain from shedding tears when the *Isidore* is mentioned.

"But, Ben, do you believe in dreams?" I asked, with my hand on the latch.

"B'leeve in dreams!" he repeated; "why, Joe's a living man; but where's his mates?"

Perhaps they

"Died as men should die, clinging round their lonely wreck,
Their winding-sheet the sky, and their sepulchre the deck;
And the steersman held the helm till his breath
Grew faint and fainter still;
There was one short fatal thrill,
Then he sank into the chill
Arms of Death."

I turned away from the spot with the old sailor's words in mind: "A wicked place where she struck; and the sea drove right on. A ragged place, sir – ragged."

Leaving the cliff, I struck across the pastures to the road, making no farther halt except to gather a few huckleberries that grew on high bushes by the roadside. The fruit is large, either black or blue, with an agreeable though different flavor from any of the low-bushed varieties. The local name for the shrub is "bilberry." It frequently grows higher than a man's head, and a single one will often yield nearly a quart.

It was a year of plenty, and I had seen the pickers busy in the berry pastures as I passed by. The fruit, being for the time a sort of currency – not quite so hard, by-the-bye, as the musket-bullets of the colonists – is received in barter at the stores. Whole families engage in the harvest, making fair wages, the annual yield exceeding in value that of the corn crop of the State. Maine grows her corn on the Western prairies, and pays for it with canned fish and berries.

At the village store I saw a woman drive up with a bushel of huckleberries, with which she bought enough calico for a gown, half a pound of tobacco, and some knickknacks for the children at home. Affixed in a conspicuous place to the wall was the motto, "Quick sales and small profits." Half an hour was spent in beating the shop-keeper down a cent in the yard, and another quarter of an hour to induce him to "heave in," as she said, a spool of cotton. The man, after stoutly contesting the claim, finally yielded both points. "The woman," thought I, "evidently only half believes in your seductive motto."

All along the road I had met women and children, going or returning, with pails or baskets. One man, evidently a fast picker, had filled the sleeves of his jacket with berries, after having first

tied them at the wrists. Another, who vaulted over the stone wall at my side, when asked if he was going to try the huckleberries, replied,

"Wa'al, yes; think I'll try and *accumulate* a few."

Descending the last hill before reaching Cape Neddock Harbor, I had a good view of the Nubble, which several writers have believed was the Savage Rock of Gosnold, and the first land in New England to receive an English name. The reliable accounts of the early voyagers to our coasts are much too vague to enable later historians to fix the points where they made the land with the confidence with which many undertake to fix them. A careful examination of these accounts justifies the opinion that Gosnold made his landfall off Agamenticus, and first dropped anchor, since leaving Falmouth, at Cape Ann. The latitude, if accurately taken, would of itself put the question beyond controversy; but as the methods of observing the exact position of a ship were greatly inferior to what they became later in the seventeenth century, I at first doubted, and was then constrained to admit, that the reckoning of Gosnold, Pring, and Champlain ought to be accepted as trustworthy. Gabriel Archer, who was with Gosnold, says, "They held themselves by computation well neere the latitude of 43 degrees," or a little northward of the Isles of Shoals. John Brereton, also of Gosnold's company, says they fell in with the coast in thick weather, and first made land with the lead. By all accounts the *Concord*, Gosnold's ship, was to the northward of Cape Ann. Land was sighted at six in the morning of the 14th of May, 1602, and Gosnold stood "fair along by the shore" until noon, which would have carried him across Ipswich Bay, even if the *Concord* were a dull sailer. In 1603 Martin Pring sailed over nearly the same track as Gosnold. It is by comparing these two voyages that Savage Rock appears to be located at Cape Ann.

Pring, says Gorges, observing his instructions (to keep to the northward as high as Cape Breton), arrived safely out and back, bringing with him "the most exact discovery of that coast that ever came to my hands since; and indeed he was the best able to perform it of any I met withal to this present." Pring's relation wrought such an impression on Sir F. Gorges and Lord Chief-justice Popham that, notwithstanding their first disasters, they resolved on another effort. He had no doubt seen and talked with Gosnold after his return; perhaps had obtained from him his courses after he fell in with the coast.

The *Speedwell*, Pring's vessel, also made land in forty-three degrees. It proved to be a multitude of small islands. Pring, after anchoring under the lee of the largest, coasted the main-land with his boats. The narrative continues to relate that they "came to the mayne in 43½, and ranged to south-west, in which course we found several inlets, the more easterly of which was barred at the mouth. Having passed over the bar, we ran up into it five miles. Coming out and sailing south-west, we lighted upon two other inlets; the fourth and most westerly was best, which we rowed up ten or twelve miles." Between forty-three and forty-three and a half degrees are the Saco, then barred at the mouth,⁶⁷ the Mousam, York, and the Piscataqua, the "most westerly and best."

"We (meeting with no sassafras)" – to follow the narrative – "left these places and *shaped our course for Savage's Rocks*, discovered the year before by Captain Gosnold." Savage Rock, then, was by both these accounts (Archer and Pring) to the southward of forty-three degrees, while the Nubble, or rather Agamenticus, is in forty-three degrees sixteen minutes.

"Departing hence, we bare into that great gulf which Captain Gosnold overshot the year before." This could be no other than Massachusetts Bay, for Gosnold, according to Brereton, after leaving Savage Rock, shaped his course southward ("standing off southerly into the sea") the rest of that day and night (May 15th), and on the following morning found himself "embayed with a mighty headland," which was Cape Cod. Pring, on the contrary, steered into the bay, "coasting, and finding people on the north side thereof." If my conjecture be correct, he was the first English mariner in Boston Bay.

⁶⁷ An old sea-chart says, "Saco River bear place at low water."

It is hardly possible that a navigator falling in with the New England coast in forty-three or forty-three and a half degrees, and steering south-west, should not recognize in Cape Ann one of its remarkable features, or pass it by unperceived in the night. He would have been likely to find Savage Rock and end his voyage at the same moment. Champlain and Smith are both in evidence. The former, who examined the coast minutely two years after Pring (June, 1605), has delineated "Cap des Isles" on his map of 1612, which accompanied the first edition of his voyages. The account he gives of its position is as clear as that of Archer is obscure. Says the Frenchman, in his own way:

"Mettant le cap au su pour nous esloigner afin de mouiller l'ancre, ayant fait environ deux lieux nous apperçumes un cap a la grande terre au su quart de suest de nous ou il pouvoit avoit six lieues; a l'est deux lieues apperçumes trois ou quatre isles assez hautes et a l'ouest un grand cu de sac."

Here are the bearings of Cape Ann, the Isles of Shoals, and of Ipswich Bay defined with precision. Champlain also puts the latitude of Kennebunk River at forty-three degrees twenty-five minutes, which shows Pring could hardly have explored to the eastward of Cape Elizabeth. Smith, in 1614, described Cape Ann and Cape Cod as the two great headlands of New England, giving to the former the name of Tragabigzanda; but Champlain had preceded him, as Gosnold had preceded Champlain. On the whole, Gosnold, Pring, and Champlain agree remarkably in their latitude and in their itinerary.

At Cape Neddock I "put up," or rather was put up – an expression applied alike to man and beast in every public-house in New England – at the old Freeman Tavern, a famous stopping-place in by-gone years, when the mail-coach between Boston and Portland passed this way. Since I knew it the house had been brushed up with a coat of paint on the outside, the tall sign-post was gone, and nothing looked quite natural except the capacious red barn belonging to the hostel. The bar-room, however, was unchanged, and the aroma of old Santa Cruz still lingered there, though the pretty hostess assured me, on the word of a landlady, there was nothing in the house stronger than small beer. It was not so of yore, when all comers appeared to have taken the famous Highgate oath: "Never to drink small beer when you could get ale, unless you liked small beer best."

The evening tempted me to a stroll down to the harbor, to see the wood-coasters go out with the flood. Afterward I walked on the beach. The full moon shone out clear in the heavens, lighting up a radiant aisle incrustated with silver pavement on the still waters, broad at the shore, receding until lost in the deepening mystery of the farther sea. The ground-swell rose and fell with regular heaving, as of Old Ocean asleep. As a breaker wavered and toppled over, a bright gleam ran along its broken arch like the swift flashing of a train. Occasionally some craft crossed the moon's track, where it stood out for a moment with surprising distinctness, to be swallowed up an instant later in the surrounding blackness. Boon Island had unclosed its brilliant eye – its light in the window for the mariner. It had been a perfect day, but the night was enchanting.

CHAPTER IX. AGAMENTICUS, THE ANCIENT CITY

"Land of the forest and the rock,
Of dark-blue lake and mighty river,
Of mountains reared aloft to mock
The storm's career, the lightning's shock —
My own green land forever."

Whittier.

Ho for Agamenticus! It is an old saying, attributed to the Iron Duke, that when a man wants to turn over it is time for him to turn out. As there are six good miles to get over to the mountain, and as many to return, I was early astir. The road is chiefly used by wood teams, and was well beaten to within half a mile of the hills. From thence it dwindled into a green lane, which in turn becomes a foot-path bordered by dense undergrowth. Agamenticus is not a high mountain, although so noted a landmark. There are in reality three summits of nearly equal altitude, ranging north-east and south-west, the westernmost being the highest. At the mountain's foot is a scattered hamlet of a few unthrifty-looking cabins, tenanted by wood-cutters, for, notwithstanding the axe has played sad havoc in the neighboring forests, there are still some clumps of tall pines there fit for the king's ships. You obtain your first glimpse of the hills when still two miles distant, the road then crossing the country for the rest of the way, with the mountain looming up before you.

Along shore, and in the country-side, the people call the mount indifferently "Eddymenticus" and "Head o' Menticus." Some, who had lived within a few miles of it since childhood, told me they had never had the curiosity to try the ascent. One man, who lived within half a mile of the base of the western hill, had never been on any of the others. The name is unmistakably of Indian origin. General Gookin, in his "Historical Collections of the Indians in New England," written in 1674, has the following in relation to the tribes inhabiting this region: "The Pawtucket is the fifth and last great sachemship of Indians. Their country lieth north and north-east from the Massachusetts, whose dominion reacheth so far as the English jurisdiction, or colony of the Massachusetts, now doth extend, and had under them several other small sagamores, as the Pennacooks, Agawomes, Naamkeeks, Pascatawayes, Accomintas, and others."⁶⁸

The climb is only fatiguing; it is not at all difficult. The native forest has disappeared, but a new growth of deciduous trees, with a fair sprinkling of evergreens, is fast replacing it. In some places the slender stems of the birch or pine shoot up, as it were, out of the solid rock. Following the dry bed of a mountain torrent, and turning at every step to wonder and admire, in half an hour I stood on the top. The summit contains an acre or more of bare granite ledge, with tufts of wiry grass and clumps of tangled vines growing among the crevices. Some scattered blocks had been collected at the highest point, and a cairn built. I seated myself on the topmost stone of the monument.

A solitary mountain lifting itself above the surrounding country is always impressive. Agamenticus seems an outpost of the White Hills, left stranded here by the glacier, or upheaved by some tremendous throe. The day was not of the clearest, or, rather, the morning mists still hung in heavy folds about the ocean, making it look from my airy perch as if sky and sea had changed places. Capes and headlands were revealed in a striking and mystical way, as objects dimly seen through a veil. Large ships resembled toys, except that the blue space grasped by the eye was too vast for playthings.

⁶⁸ "Massachusetts Historical Collections," 1792, vol. i.

Cape Elizabeth northward and Cape Ann in the southern board stretched far out into the sea, as if seeking to draw tribute of all passing ships into the ports between. Here were the Isles of Shoals, lying in a heap together. That luminous, misty belt was Rye Beach. And here was the Piscataqua, and here Portsmouth, Kittery, and Old York, with all the sea-shore villages I had so lately traversed. As the sun rose higher, the murky curtain was rolled away, and the ocean appeared in its brightest azure.

Конец ознакомительного фрагмента.

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