

INDIANS:
LOWER FALLS SETTLEMENT OF CHIEF SQUIGREUSSET 3 AUGUST INDIANS UNTIL 1600. AFTER WHITEMEN DROWNED AN INDIAN BABY, SQUAW SET THE 100 YEAR CURSE: RIVER WOULD CLAIM ONE WHITE LIFE PER YEAR FOR A CENTURY.

THOS. WAKELEY'S FAMILY OF SEVEN MASSACRED IN 1715 INDIAN WAR. 1688 - FIRST RESETTLEMENT AFTER WARS. 1807 - INDIANS WIPED OUT ENTIRE SETTLEMENT. 1691 - PERMANENTLY SETTLED WHEN TREATY SIGNED WITH CHIEF MADOCKOWAND.

MILLS AT LOWER FALLS 1646 "CASCO MILL" JOHN PHILLIPS FIRST SETTLER RAN THE SAWMILL - THE FIRST IN THE AREA. 1732 - FIRST DAM. PAPER MILL AND GRIST MILL BY SAM'L WALDO. DAM HAD BLOCKHOUSE AT EACH END TO PROTECT FROM INDIAN ATTACKS.

1742 - SINGLE AND DOUBLE SAWMILLS - LOCATED ON OTHER SIDE RIVER. INDIANS SLEPT IN THE SAWDUST UNDERNEATH THE MILLS; SINGLE MILL. 1850 - TRIPLE SAWMILL, COMBING MILL, FULLING MILL.

LOWER FALLS HYDRO STATION DAM STILL STANDING 1888 - BUILT FOR "WEST BROOK ELECTRIC LIGHT AND POWER CO." 5 EMPLOYEES; 1 1/2 H.P. TURBINES 1908 - BECAME "PRESUMPSCOT ELECT. CO." 1912 - 150 H.P. TURBINES (9) 69 EMPLOYEES

- FIVE MILE LONG HIGH TENSION TRANSMISSION LINE FROM HYDRO TO CUMBERLAND MILLS. FIRST IN NEW ENGLAND. HENRY FORD CAME PERSONALLY TO INSPECT AND PURCHASE SWITCHBOARD #3 FOR DISPLAY IN HIS DEARBORN, MICH. MUSEUM.

1945 - JUNE 25. LIGHTNING HIT HYDRO STATION, BLOWING EASTERN WALL INTO RIVER. AT SAME INSTANT, HARRY MCCANN, HYDRO STATION ATTENDANT ON THE OTHER SIDE OF TOWN.

POLLUTION OF THE RIVER WAS COMPLAINED OF AS EARLY AS 1845 DUE TO SAWDUST AND BARK FROM PAPERMILL AT LOWER FALLS (BUILT 1732)

1658 - THREE FAMILIES LIVING ON THIS SIDE OF RIVER

FERRIES:

- I. "RIVERTON" - ELECTRIC LAUNCH TO RIVERTON
- II. "SACCARAPPA" - TO S.D. WARREN, CUMBERLAND MILLS
- III. "PRESUMPSCOT STEAMBOAT CO." BEFORE 1900
- IV. STEAMER "LOUISE" 200 PASSENGERS
- V. STEAMER "SANTA MARIA" 150 PASSENGERS

WRECKED WHEN CURRENT PULLED HER OVER DAM. XXXX EARLY BEAVER DAM (1600?), LATER USED AS FOOT BRIDGE. POSSIBLE CROSSING POINT OF "KING'S HIGHWAY", 1600's/1700's, LATER CALLED "POST ROAD" WHEN BENS. FRANKLIN BECAME POSTMASTER.

FISHWAY, 1741, TO ALLOW PASSAGE OF MIGRATORY FISH. 1623 CHRISTOPHER LEAVITT FIRST EXPLORED. TRADED WITH INDIANS. FIRST INDIANS ON CONTINENT TO TASTE FIRE WATER (AGUA VITAE).

LEAVITT NOTED AREA'S PINE BELT WITH TALL PINES SUITABLE FOR SHIP'S MASTS. STRENGTH FORMULA FOR MASTS - ONE YARD HEIGHT FOR EVERY INCH DIAMETER AT BUTT.

1775 ADM. SAMUEL COULSON IN "MINERVA" AND BATTLESHIP "SENEGAL" ANCHORED AT LOWER FALLS TO PICK UP MAST FOR KING OF ENGLAND. "IF THE TOWNSPEOPLE WILL NOT LET ME LOAD, I WILL SEND A SHIP OR SHIPS." AFTER MEETING WITH LOCAL RESISTANCE THE ENGLISH SHELLED AND BURNED THE WHOLE AREA OF PORTLAND ON OCTOBER 17, 1775.

ALGONQUIN INDIANS AND OTHER TRIBES TRAVELED THIS SIDE OF RIVER IN MIGRATIONS BETWEEN SEBEGO LAKE AND CASCO BAY. WINTERS SPENT ON CAIST, SUMMERS INLAND.

OLDEST DEED IN FALMOUTH - FRANCIS SMALL BOUGHT ALL LAND THIS SIDE OF RIVER FROM AUGUSTUS CHIEF SQUIGREUSSET. PRICE - ONE BOTTLE LIQUOR PER YEAR.

ALSO CALLED "SMELT HILL BRIDGE" 1757 - COVERED BRIDGE. FINANCED THROUGH GRANT OF MASS. GOVERNMENT ALLOWING LOCAL CITIZENRY TO HOLD LOTTERY TO RAISE 1200 POUNDS STERLING.

1913 - CEMENT BRIDGE - 160 FEET. THEN THE LONGEST SINGLE SPAN CEMENT BRIDGE IN NEW ENGLAND. BRIEFLY CLOSED IN 1956 DUE TO DISREPAIR AND DISCUSSIONS OF PERMANENTLY CLOSING ALLEN AVENUE EXT.

SMELT HILL SHIPYARD EARLY 1840's

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PLEASANT HILL ROAD - STARTED IN 1735 IN EFFORT TO CONNECT

PAST ACTIVITIES AT THE MOUTH

of the PRESUMPSCOT RIVER

(2.8 mile tidal inlet)

FORD S. REICHE 1978
FALMOUTH, MAINE

TAKE A SAIL DOWN THE PRESUMPSCOT, THE FAIREST RIVER IN MAINE AND SEE WHAT REST AND PLEASURE YOUR MIND AND BODY GAIN, HERE'S A CHANCE TO CEASE YOUR LABORS AND THE LOVE FOR NATURE NURSE, WITH NO WEAR UPON THE SYSTEM AND NO STRAIN UPON THE PURSE.

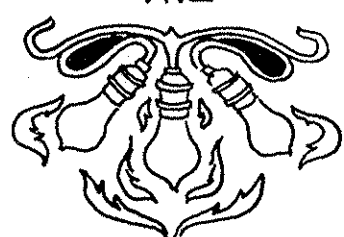
HERE'S A BEAUTIFUL TRIP, BY LAND, RIVER AND SEA, PASSING THROUGH CITIES TO THE NUMBER THREE; AND THE BEST PART IS THE PRICE IS CONDENSED, YOU GET THE ROUND TRIP FOR TWENTY-FIVE CENTS.

VERSES FROM P&S. STEAMBOAT CO. TIMETAB

PRESUMKEAG - "MANY SHALLOWS RIVER"

LEAVITT RIVER (1623)	PRESUMSCOT (1718)
CASCO RIVER	PRESUMSCOT (1687)(1747)
PRESUMKEAG	PRESUMSCOT (1728)
PRESUMSCA	PRESUMSCATTOWIT
PRESUMSKEAK	PASSUMSCHAA
PRESUMSCA (1663)	PRESUMKIT
PRESUMSCOT (1721) (1727)	PRESUMSCUTT
PRESUMSCOT (1727)	PRESUMSCUTT
PRESUMSCOT (1728)	PRESUMSCOT (1688)(1728)(1778)

PRESUMPSCOT ELECTRIC CO. 1912



STROODWATER, PRESUMPSCOT FALLS AND STAPLES POINT.

CEMETARY
"CAPTAIN JOHN C. KNIGHT, DIED SEPT. 15, 1849 AGE 28"
"EDWARD SKILLIN, DIED MARCH 24, 1868 AGE 71"
"SAMUEL BATCHELDER, DIED DECEMBER 23, 1851"
"SAMUEL KNIGHT, DIED MAY 17, 1871 - AGE 62YRS"
"RUBEN KNIGHT, DIED AUGUST 13, 1877 - JUST ACROSS THE RIVER!"

PRESUMPSCOT LAND AND WATER POWER COMPANY 1861-1865

CANAL FROM STAPLES POINT TO MARTIN POINT. PROPOSED BY F.O.J. SMITH TO PROVIDE ELECTRICAL POWER GENERATION AND FRESH WATER FOR INDUSTRIAL COMPLEX, LOCKS AND DOCKAGE TO BE CONSTRUCTED AT MARTIN POINT. THE PROJECT WOULD HAVE BEEN THE SITE OF SUCH LARGE INDUSTRIES AS AMERICAN THREAD CO. AND WOULD HAVE MADE PORTLAND A MAJOR CENTER ON THE EAST COAST. THE U.S. NAVY PLANNED TO LEASE FRESH WATER DOCK SPACE IN THIS DEVELOPMENT TO ABORT THE RUST WHICH WAS DECAYING THE NEW FLEET OF IRONCLAD BATTLESHIPS. THE CANAL, PARTIALLY FILLED-IN TODAY, WAS COMPLETED BY 200 MEN WITH 50 TEAMS OF HORSES. THOUGH THE PORTION OF THE CANAL BETWEEN MILE POND AND STAPLES POINT WAS NEVER FINISHED, ITS INTENDED COURSE IS EVIDENCED BY A VIADUCT UNDER THE GRAND TRUNK RAILROAD. CONSTRUCTION OF THE COMPLEX AT MARTIN POINT WAS NEVER BEGUN - THE PRESUMPSCOT LAND AND WATER POWER COMPANY WAS DISSOLVED IN 1865.

F.O.J. SMITH - STARTED PRESUMPSCOT LAND AND WATER POWER CO. U.S. CONGRESSMAN, TWICE DEFEATED GUBERNATORIAL CANDIDATE. TWO HOMES IN FALMOUTH NEAR PRESUMPSCOT RIVER. OWNED THE UNION STREET THEATER, "EASTERN FARMER" MAGAZINE, 25% INTEREST IN WILBUR MORSE TELEGRAPH. DIED PENNILESS - "MAINE'S GREATEST FAILURE".

FILLED-IN PART OF CANAL - PRESUMPSCOT LAND AND WATER POWER COMPANY

PROPOSED DAM TO MAINTAIN FRESH WATER IN CANAL

PRESUMPSCOT IRON CO. MADE TRAIN AXLES AND HEAVY LOADINGS FOR EXPORT TO S. AMERICA.

DREDGED AREA

STAPLES POINT

PORTLAND POLICE DEPARTMENT USED ESTUARY FOR TARGET PRACTICE AREA

MARTIN POINT

PROPOSED ROUTE OF CANAL

FRESH WATER DOCKAGE

350' LOCK FOR SHIPS TO GET FRESH TO SALT WATER

NUMEROUS FACTORY SITES

PROPOSED INDUSTRIAL COMPLEX OF PRESUMPSCOT LAND AND WATER POWER COMPANY - 100 ACRES (NOT DRAWN TO SCALE)

PRESUMPSCOT LAND AND WATER POWER COMPANY, AS ENVISIONED BY F.O.J. SMITH AND PRESIDENT JOHN J. SPEED: "IF PORTLAND CAN NOT GO TO THE DISTANT WATERFALL (LOWER FALLS), THE MOST VALUABLE ONE IN THE AMERICAN CONTINENT, FOR ESTABLISHMENT OF MANUFACTORIES; THEN SUBSTITUTE IT FOR THE OPPOSITE IDEA OF BRINGING THE WATERFALL TO THE CITY ON THE SEABOARD, AND WHAT WAS BEFORE A WORTHLESS WASTE BECOMES OF PRICELESS VALUE TO THE WORLD."

CASCO BAY ATLANTIC OCEAN

STAPLES POINT BRIDGE
FIRST BRIDGE OVER RIVER, COVERED DRAW BRIDGE BURNED 1889 - SALVAGE RIGHTS SOLD FOR \$3.00
1890: 120N BRIDGE
1930 CEMENT BRIDGE

CHARLES MERRILL SHIPYARD

STAPLES POINT RAILROAD 1838

INTERSTATE 295

ANCHORAGE

SHIPYARDS OF MOODY MERRILL (AFTER 1838) BATCHELDER SAMUEL KNIGHT (1850)

1747 - COMMUNITY FISH WEIR OPERATED BY SAMUEL STAPLES. 1882 WEIR RUN BY SAMUEL KNIGHT. MID-SEPTEMBER TO EARLY JANUARY EACH YEAR TENDED TWICE DAILY - UP TO 1400 POUNDS PER HAUL

STOPOVER SPOT FOR MIGRATORY BIRDS

RALPH KELLEY SHIPYARD 1850' - 1860's

SAWPIPS

SKETCHSHOOTING CLUBHOUSE J.A. WHITNEY (FATHER) - COMMERCIAL DUCK HUNTER FOR BOSTON TRADE - USED 8 GAUGE AND 10 GAUGE SHOTGUNS.

JIM WHITNEY (AND FATHER) DECOY MAKER, DUCK BOATS, FIVE LIGHTERS (MADE AND PILOTED - 41 YEARS)

USED FOR STORING POWDER FROM NEWHALL GUNPOWDER WORKS DURING WORLD WAR II.

LAST LIGHTER MADE WAS SOLD DURING WORLD WAR II TO TRANSPORT SUPPLIES TO SOLDIERS STATIONED ON CASCO BAY ISLANDS.

MACKWORTH POINT (MRS. MACKWORTH'S) (MACKEY'S)

ARTHUR MACKWORTH SETTLED 1632

MARTIN POINT BRIDGE

FIRST DRAW BRIDGE 1820. TOOK MORE THAN 21 YEARS TO BUILD DUE TO 1807 EMBARGO AN WAR OF 1812.

SECOND DRAW BRIDGE 1868; AFTER ICE FLOW TOOK FIRST BRIDGE. CONSTRUCTION TIME: 7 YEARS, DUE TO CIVIL WAR.

THIRD BRIDGE 1946. CONSTRUCTION TIME: OVER 7 YEARS, DUE TO WORLD WAR II.

250' X 190' COMMUNITY SHELTER. TRADING POST AND BLACKSMITH FOR INDIANS. ABANDONED 1714