

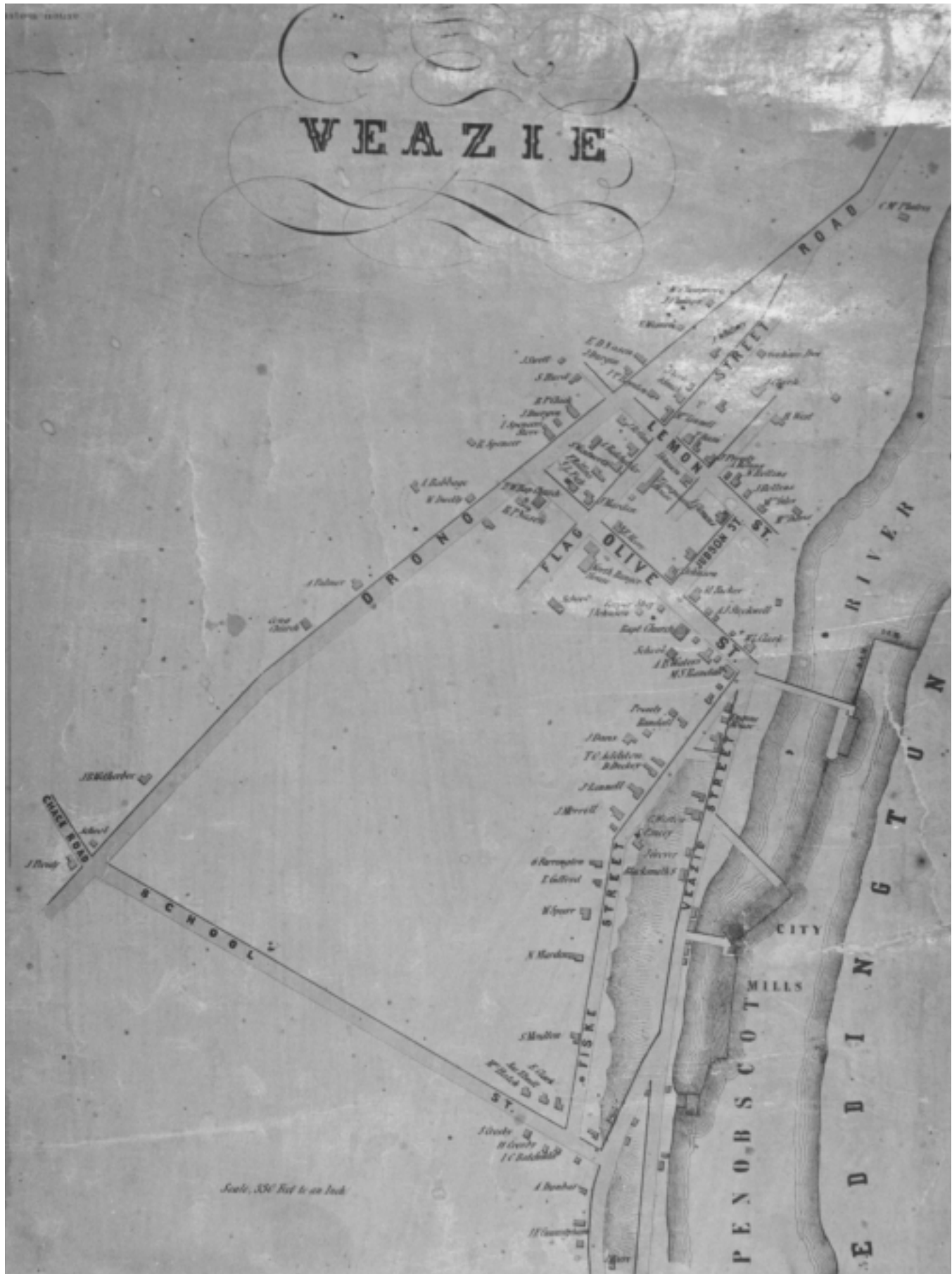
HISTORY OF

# VEAZIE, MAINE

BY JEAN HAMILTON



VEAZIE SAWMILLS (LATE 1800's)  
FROM EDDINGTON SIDE LOOKING ACROSS TO VEAZIE — OAK HILL IN BACKGROUND



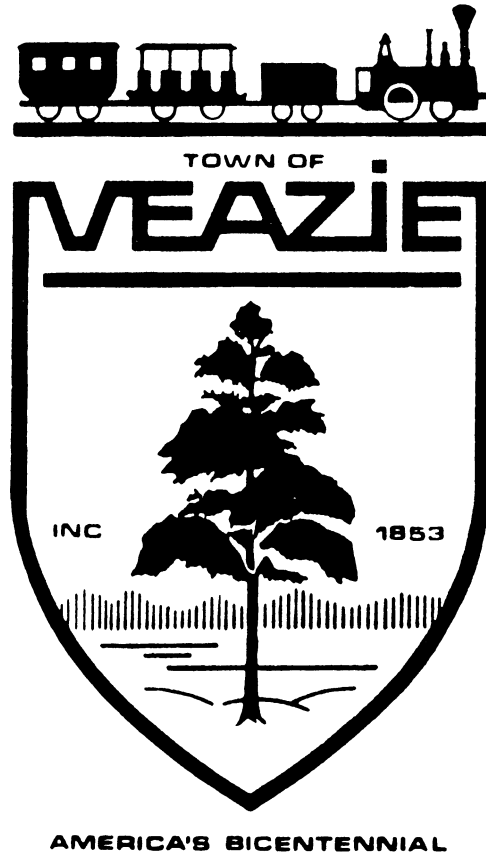
This map is a section taken from an old map of the City of Bangor at the GAR Museum. It was published in 1853 by S.S. Smith, 17 West Market Square, Bangor. Henry F. Walling, 81 Washington St. Boston, Mass. was the civil engineer.

# VEAZIE, MAINE



SAMUEL VEAZIE  
1787-1868

This book is dedicated to the pioneers of Veazie.





## PREFACE

I have thoroughly enjoyed doing the History of Veazie, even when I had my moments of discouragement. My thanks to the many people who kept encouraging and prodding me. I do not profess to be a writer so I apologize for any omissions. My only hope is that the people

of Veazie, young and old, will like my writing style and will appreciate my effort...

My thanks to the Comprehensive Employment and Training Act for the grant which funded my position.

Jean Hamilton

# ACKNOWLEDGEMENTS

Mrs. Stanley (Persis) Messer, my proofreader, (bless her!)

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I wish to thank all the people, too numerous to mention, who were of great assistance to me these past months with their time, pictures, and bits of information.

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## STATE OF MAINE

In the year of our Lord one thousand eight hundred and fifty three

### AN ACT

To incorporate the Town of Veazie

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

SECTION 1 - The territory, with the inhabitants thereon, of that part of the City of Bangor situate and being within the following boundaries, namely;

Commencing at the Penobscot River, on the westerly side thereof, on the westerly line of the original settler's lot numbered twenty-nine of the plan of the town of Bangor, by Park Holland; thence northerly binding on said westerly line of said lot; to the northerly end of said lot; and thence continuing the same course to centre line of the Stillwater Avenue, so called; thence easterly binding on the centre line of said Avenue to the southerly line of the town of Orono; thence southerly binding on the southerly line of said Orono to the river aforesaid, thence westerly on the said river to the place begun at, be and the same hereby is incorporated into a town by the name of Veazie, and vested with all the powers and privileges, and subject to all the duties and liabilities of the other town in the State.

SECTION 2 - The City of Bangor shall retain, own and possess all the property which at the date of, this act belongs to and is situated within the limits of said City: and the said town of Veazie shall retain, own and possess all the property which at the date of this act belongs to and is situated within the limits of said town and a committee of three dis-interested persons shall be appointed, one to be selected by said City, and one by said town, and the other by the persons so selected, to appraise the true value of said property within the limits of said City and town respectively; and in case the debts and liabilities of said City shall exceed, according to the appraisal of said committee, the value of the property by the said City retained, owned and possessed as aforesaid, then the said committee shall determine upon just and equitable principles, the proportion of the excess of said indebtedness and liabilities of said City that shall be paid to said City by the inhabitants of Veazie: and if the value of said property so ascertained shall exceed the amount of indebtedness and liabilities of said City as aforesaid, said committee shall determine upon just and equitable principle, the proportion of the excess of said property which the inhabitants of

Veazie shall be entitled to receive, which the said City shall be bound to pay.

The compensation of said committee shall be paid by said City and town in such proportion as shall be determined by said committee.

All paupers now supported by the City of Bangor, or which may hereafter become chargeable to said City by reason of settlement gained in the territory included in the town of Veazie shall be hereafter supported by and chargeable to said town of Veazie.

SECTION 3 - The said inhabitants of Veazie shall be holden to pay all the taxes, which have been legally assessed upon them by said City of Bangor, prior to the date of this act; and the collector of taxes for said City is hereby authorized to collect and pay over all taxes already committed to said collector, according to his warrant.

SECTION 4 - Any justice of the peace in the county of Penobscot may issue his warrant to any legal voter in said town of Veazie, directing him to notify the inhabitants thereof, to meet at a time and place specified in said warrant for the choice of town officers, and to transact such other business as the towns in this State are authorized to do at their annual and other meetings.

SECTION 5 - The inhabitants of said Veazie shall be classed with said City of Bangor for the choice of Representatives to the Legislature, unless and until the Legislature otherwise order.

SECTION 6 - This act shall take from and after its approval by the governor; provided, however, that this act of incorporation shall be accepted by two thirds of the legal voters, resident within the limits of said town, whose names are on the check list of ward seven in the City of Bangor, for the March election of the year eighteen hundred and fifty-three, at a meeting called for that purpose, and held before the first day of September next, of which notice of the time and place shall be given by publication in the Whig and Courier, Mercury Jeffersonian and Democrat, by one or more publications at least seven days before the day of meeting; such notice to be signed by any three of the petitioners for said town and if not so accepted, this act shall not take effect.

In the House of Representatives, March 25, 1853.  
This bill having had three several readings, passed to be enacted.

John C. Talbot, Jr. SPEAKER

In Senate March 25, 1853. This bill having had two several readings passed to be enacted.

Samuel Butman, PRESIDENT.

March 26, 1853. Approved

William G. Crosby  
Secretary Office  
Augusta, April 1, 1853.

I hereby certify that the foregoing is a true copy of the original deposited in this office

A true copy                      Attested:

John G. Sawyer - Secretary of State,  
A.J. Stockwell - Town Clerk



Late 1800's. Wing dam for Veazie Sawmills. Old company houses in background on left.  
Hose house shown on river bank.

# EARLY HISTORY

Veazie, the smallest town in Penobscot County (consisting of four square miles or 2,560 acres), is about a mile north of Bangor. Until its incorporation in 1853, Veazie was a part of Bangor, known both as Ward 7 and as North Bangor. Its early history must therefore include some of the story of Bangor and early settlements and/or fortifications along the Penobscot River.

Long before the first European explorers had come to the eastern shores of North America, people from Asia had passed over the land bridge then existing across Bering Straits onto the Alaskan peninsula. Over several thousand years descendants of these peoples gradually spread out over the entire North American continent. Slowly they adapted their life styles to the new lands and climates. Today we refer to these people as the American Indians.

Eventually some of these Indians reached Maine and established themselves along its many rivers. The fishing and hunting were excellent. It was an easy matter to burn off plots of land or make use of natural clearings for small gardens. Maize, as they called corn, grew well and they also raised a few beans and pumpkins or squash.

These people were basically a nomadic people and never really became settled farmers. Even so they had favorite stopping places where the fishing was very good or the corn grew unusually well. One such place was the area that is now Veazie and which was known for a long time as "The Plains". The fishing was probably good at the two falls especially when the salmon were running. There was also plenty of sandy soil good for raising corn. Here, it has been said, was Negas (variant spellings found, Negu and Neguw), an Indian village of sorts, known to have existed near the end of the seventeenth century. Seasonally and periodically abandoned, little traces of the village's century long history can be found. An occasional artifact is all that remains. Some place the site of Negas at the head of tidewater, called in later times Fort Hill and now Thompson's Point. Others place the village slightly farther up river near where Silver's Construction Company is located. Perhaps the village and its cultivated plots sprawled along the river bank for some distance, or there may have been campgrounds outside the village proper. Thompson's Point would seem to be the more logical site as it would have afforded command of the river for some distance as well as the portage around the falls. No doubt Negas was involved in many of the intertribal wars and migrations. It may have changed hands several times.

Nearly four centuries ago the Maine coast was visited

by a number of French, English, and Portuguese explorers. Some of them left journals in which the Penobscot River is mentioned. Most of these explorers spoke of the bountiful supply of fish and wildlife found in the region, gave conflicting reports on the friendliness of the Indians, and sailed away.

One of the explorers, however, had a greater impact on the history of the region. This man was Samuel de Champlain. When exploring the Maine coast he sailed up the Penobscot River perhaps looking for fabulous Norumbega - a city described by earlier visitors as one whose streets were paved with gold and whose houses were adorned with precious jewels. He found, of course, no golden city but a small Indian village at the place where Kenduskeag Stream enters the Penobscot River. Champlain undoubtedly anchored his vessel near where Newbury Street is now. Several large rocks on the river bed, exposed at low tide, just below the Eastern Maine Medical Center, and Treat Falls a bit farther upstream prevented Champlain from further exploration up the Penobscot.

Back in Europe, Champlain advertised the wealth of the new lands he had explored. These lands, which he called Acadia, stretched from Maine to the St. Lawrence River. His intention was to attract men to the wilderness to open up the fur trade with the Indians. The new business would provide revenue for France's growing armies giving it a chance to strike back at the Hapsburgs who threatened it. Champlain was quite successful and the Acadian fur trade remained a stable source of income for the French empire for one hundred years.

The French enjoyed a good relationship with the Indians because they did not try to settle on the land but lived among the Indians. Taking Indian wives, many of the traders became related to the Indians and became part of their communities.

The rivalry between the English and the French for power in the Old World and for trade and territory in the New World had its devastating effects on Maine which early became a battleground between the two countries in their wars for supremacy in America. The French claimed that their Acadia extended west to the banks of the Penobscot River. The British debated this point and sought to push their claims further to the east.

Both the English and the French set up trading posts, or truck houses as they were called, in order to do business with the Indians. To strengthen their claims to the Penobscot, the French set up a trading post near the

mouth of Kenduskeag Stream with smaller posts nearby - one of them being located at Fort Hill in Veazie. About 1657 an Englishman, William Crowne, established a fur trading house

'far up ye Penobscot at a place called Negue to which he gave his own name, Crowne Point.' This was probably located about where Dr. Manter's house stands today.

In 1713, the Treaty of Utrecht granted Acadia to the British. It was only a diplomatic gesture as far as the Penobscot was concerned as the French continued in their posts along the river. The British asserted their hegemony over the river by sending a Captain Heath and a small band of men from the Kennebec to destroy the French posts on the Penobscot in 1725. The fort at Fort Hill was later rebuilt by the French and Indians for it seemed necessary to them to keep open the Penobscot as the English controlled the Kennebec and St. John Rivers.

In the spring of 1759, Governor Thomas Pownall of Massachusetts came to the Penobscot, landing at a spot somewhere near Belfast to hold a meeting with the Indians. He told them he had come to build a fort and to make the land English. A fort was erected on Wassumkeag Point, now called Fort Point, in the town of

Stockton. This secured the region for English trade and settlement.

Governor Pownall, accompanied on this expedition by General Samuel Waldo, a great promoter of settlements in the Province of Maine, reconnoitered the river to the first falls above Bangor. Pownall and Waldo landed on the east side of the river, and with a sizeable group of soldiers proceeded up river on foot. They had marched some four miles when General Waldo, aged sixty-three, suffered a stroke and died shortly afterwards. This put a halt to further exploration. The body of General Waldo was taken down to Fort Pownal where it was buried with full military honors.

Before returning down river Pownall recorded in his journal:

"At the head of the Falls - buried a leaden plate with the following inscription: 'May 23, 1759, Province Massachusetts Bay Dominions of Great Britain - Possession confirmed by T. Pownal, Governor.' "

This plate must have been buried somewhere in the vicinity of Eddington Bend.

## Settlement, 1760 - 1830

Fort Pownall opened the river to settlement. It offered some protection from the Indian and French. More important, it offered the psychological presence of the British Empire. Over the next few years settlements were started along the river - first beside its lower reaches, later, farther upstream.

The first settler at Bangor was Jacob Buswell who came from Massachusetts with his wife and nine children. Buswell, like many others who came to Maine, was a poor man, a squatter, who had no legal title to the land on which he built his crude log cabin at a spot where St. John's Catholic Church now stands. More settlers arrived in 1770 and built houses up the Kenduskeag. In 1771 Silas and Solomon Harthorn settled on the plains above Mount Hope becoming the first English settlers in what is now Veazie. On September 10, 1772, Hannah Harthorn, daughter of Silas Harthorn, was born. She was the first white child born in Veazie.

The Harthorns were industrious businessmen-farmers from Worcester, Massachusetts. Realizing the value of the region's lumber, they hired a Joseph Manse[ from Scituate, Massachusetts, to build a sawmill at the mouth of Penjajawock Stream just below Mount Hope.

The area at the confluence of the stream and the river soon became a center of commerce. Silas Harthorn was hired to build the first frame house near there for Jedidiah Preble sometime before the Revolution. It was occupied later by a Captain Jameson and used as a tavern, the first in Bangor. This house later served as a truck house for trading with the Indians.

For many years the place was known as the Forbes' Place. The first school in the area, taught by Abigail Forbes, was held in this house.

By the Revolution, the Plains were sparsely settled. Nevertheless, they had a patriotic role in the war. In 1775, the British dismantled Fort Pownall fearing it would fall into Continental hands. Bangor citizens organized a company of rangers consisting of twenty whites and ten Indians. This small group built a crude fort at the corner of the County Road and Shore Road, defending the route north. The Rangers were active in the area until 1779 when the British re-fortified Castine and took control of the upper river. The Americans were overwhelmed and the

North Bangor company prudently disbanded.

Growth after the war was slow. Bangor had few attractions compared to the newly opened Northwest Territories. In 1798, the General Court passed a law allowing the settlers already on the land to gain a clear title to their land. Settlers resident before 1784 could pay five dollars for their 100 acre tract while settlers who had arrived between 1784 and 1798 could purchase their lot for one dollar an acre.

Perhaps more important than the sale was the authorization to have the land surveyed. This survey by Park Holland set up the boundary lines we still use today. These boundaries have affected the face of the land as much as any other action of man. Much of the land in the northeast end of town was granted to Benjamin Bussey. The remainder was probably divided among the Harthorns, William Lowder, William Thompson and the McPhetres. Some of the land may have been retained by the Commonwealth for later sale.

The region grew moderately until 1835. There were perhaps a dozen families in town in 1820. Most had farms along the road to Orono, now State and Main Street. The only other road was the Shore Road, now running under the power lines along the river.

William Thompson ran a ferry across the river at the tip of the point named for him. Isaac Spencer kept a store and there was a tavern and a school. In 1835, Isaac Spencer was brought to trial for the murder of Reuben McPhetres. After three days, he was found guilty. His sentence was commuted from death to life imprisonment. There was no mention of what prison but it does say that he became a maniac and died.

The townspeople had a reputation in Bangor. They were thought of as the unsophisticated rubes of the time. Joseph Carr, in 1870, reminisced about the Harthorns, McPhetres, Spencers and Inmans coming into his father's store in Bangor in the 1820's. Saturdays they would bring in their "shingles, salmon, shad, smoked alewives and credit for which they wanted tea, tobacco, calico and rum". He calls them genial souls with their Santa Cruz Rum as essential as meat and clothing - Santa Cruz no doubt eased many of the troubles of life in the wilderness. Mr. Carr's list of goods traded suggests the village's reliance on

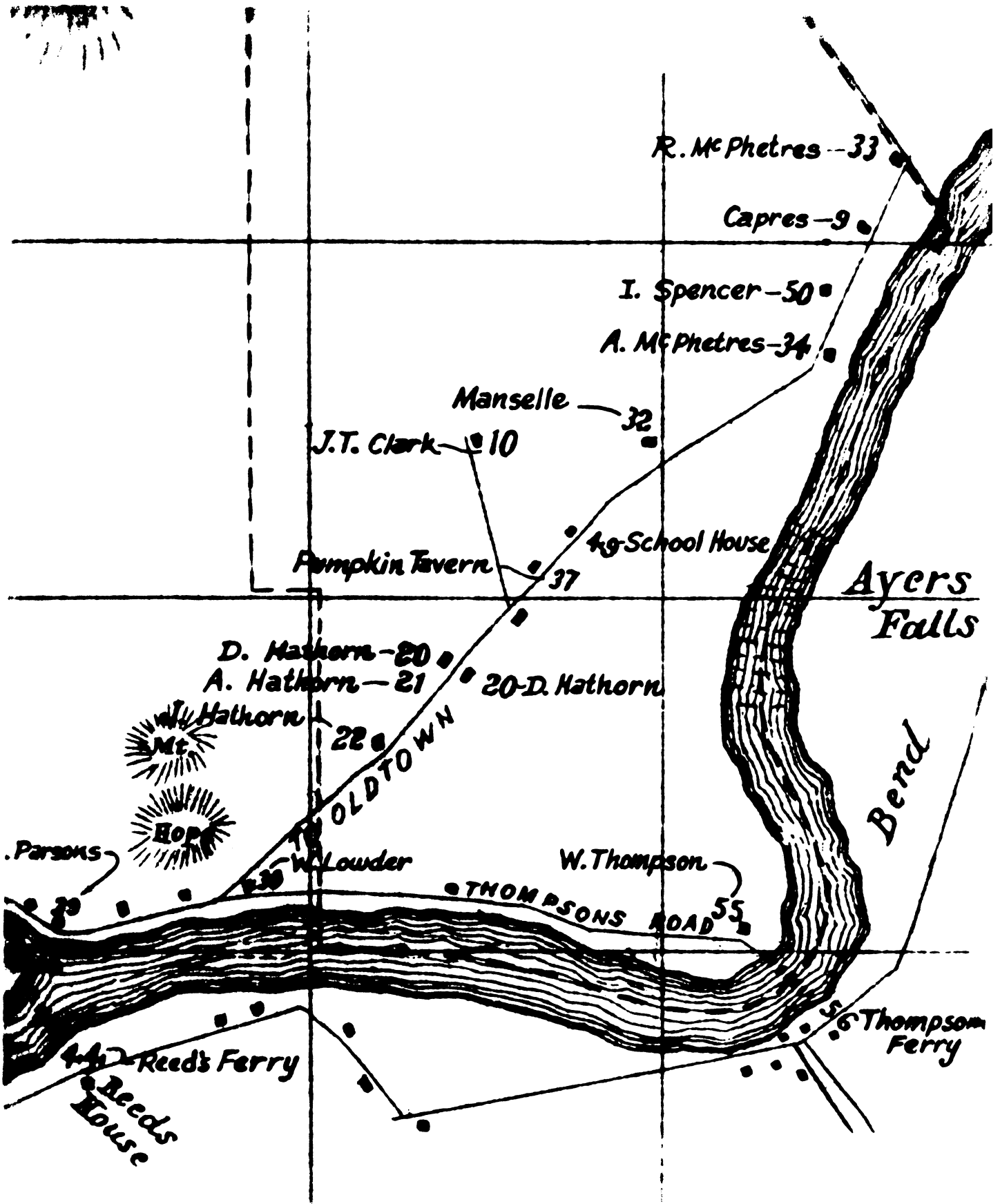


the river. Farm products were used for subsistence while fish and wood were sold for cash or bartered for goods.

These must have been hardscrabble farmers working for their own livelihood rather than for cash. This made life very unstable. These rough-cut subsistence farmers formed the base of the town. Although not involved in the town's later politics their influence is still felt in many forms.

The severe weather of 1816, when there was a frost every month, must have hurt these people and discouraged new settlement. Some of the newer people no doubt gave up the frontier life for jobs in the cities and the south. This may help explain the small 1820 population.





1820 MAP TAKEN FROM HISTORY OF PENOBSCOT COUNTY, MAINE.  
 CLEVELAND: WILLIAMS, CHASE & CO.

(IN POSSESSION OF FRANK TODD)

# LOST VILLAGES

(Sources: Rollins Plan, 1853 Map, Censuses, Misc. Town Papers)

In the nineteenth century there was a small village on the Shore Road near where Graham Station and the Prouty Development are today. At least a dozen families lived there and had their own school.

Ellen Pratt and Caroline Dunbar taught school in 1856. In 1866, the school became an issue. The annual meeting voted to sell it. A special town meeting in October revoted the issue and decided to move the building instead. We cannot be sure if the school was moved but it was still known as the school house on Rollins 1900 Plan, though this may be an item inadvertently carried over from older plans when he was compiling the newer one.

Rollins' Plan also reveals the fate of the village. It shows that all the land that was held by various families in 1880 was held in 1900 by J.W. Veazie and J.E. Morrill. The larger landholders no doubt bought up the small farmers and

laborers as the mills declined and the workers emigrated. Eventually much of the land was acquired by Bangor Hydro.

The census record shows that there was a small Irish community at the corner of Grove and School Streets. About ten young families settled there during the 1850's probably attracted by the thriving mills and farms. The men took jobs as unskilled laborers and farmhands. By the turn of the century the enclave had become part of the community.

The Sullivan family is a good example. Michael Sullivan came to Veazie sometime in the 1850's. He worked in the sawmills for many years. In 1865 he married Mary Hickson of Bangor. They soon had a growing family. His children went to the town schools. When they were older he left the mill and started a grocery store. Judging by the number of people in debt to him it was a successful venture. In 1905, his son, Michael Jr., became a selectman and served several years thereafter.

# LUMBERING, 1830-1889

The Hathorn's mill at Penjewock Stream brought about great things for the Penobscot region. Several mills were built to cut the white pine for local uses. These were small plants usually family owned and operated.

A boom hit Bangor in 1835. People rushed to the city and speculated in land and lumber. The population grew rapidly for two or three years. Hotels and inns sprang up over night to house and feed the speculators. Brothels and bars opened to supply other needs. The local sawmills supplied lumber for the new building. New larger mills were built to cut wood for export. The boom petered out in 1837 and stagnation set in. The growth of the mills slowed greatly.

To talk about lumber in Veazie is to talk about General Samuel Veazie. Although he did not build the Corporation Mills at North Bangor, he bought them and operated them for many years. And, of course, he was responsible for separating the town from Bangor.

Samuel Veazie was born in 1787 in Portland, Maine. His family was neither poor nor very wealthy. He was apprenticed to a baker but seeing no future in that trade, he became a sailor. It is said that he made his first fortune by clever use of his stowage rights aboard ship. Just how he managed to raise enough to purchase a ship this way is not told. In any case, he operated his own vessel for several years.

He tired of shipboard life and settled in Topsham where he tried tobacco manufacturing and general store keeping. Later he bought the Androscoggin boom. A boom is a system which catches logs as they come down the river so that they can be sorted for their owners and sold to the mills. Because there could be only be one boom on a given river this gave Veazie a powerful monopoly. He seemed to have used his power moderately, avoiding the wrath of the lumbermen. He also contributed generously to various social agencies in Topsham.

Veazie worked his way up in the militia. He took part in the War of 1812, entering as an ensign, and rose rapidly to the rank of general, a title he used the rest of his life.

Interest in lumbering turned Veazie's attention to the Penobscot. In 1826 he bought the Jackson Davis Mills in Old Town. He continued to buy mills on the west side of the river until he owned all of them from Old Town to Bangor - nineteen in old Town, the Corporation Mills in Veazie consisting of twenty or more, thirteen in Orono - a

total of fifty two in all. He was truly a lumber baron.

When General Veazie first came to Bangor he lived on Harlow Street near what is now Abott Square. He soon built himself a fine home on the corner of Broadway and York Street. In 1854 he built a new home in Veazie now the home of Robert Turner. He continued to live in Bangor during the winter months.

He acquired the Penobscot log boom in 1833 from Rufus Dwinel. He largely rebuilt the main boom on the Stillwater River and improved the subsidiary booms on the Penobscot. This put him in an excellent position to cash in on the 1835 bubble, which he may well have had a hand in creating. Apparently he became less careful of his customers than he had been on the Androscoggin. The lumbermen, already squeezed by the contraction after the speculation, complained to the legislature in 1838 forcing them to add a committee of lumbermen with wide managerial powers to the boom's charter. The first such committee included Ira Wadleigh, Amos M. Roberts and Daniel White. The Wadleighs were the General's major competitors in Old Town. The arguments that must have developed can only be imagined. Veazie became more interested in other ventures and sold the boom to David Pingree in 1847.

Through a series of lawsuits General Veazie acquired the Bangor, Old Town and Milford Railroad which had started out in 1836 as the Bangor and Piscataquis Canal and Railroad Company. Soon it was popularly known as the "Veazie Railroad."

Thoreau noted in his journal that he rode on this railroad as did his guide Joe Polis.

Later Veazie bought the Bank of Bangor naming himself President and Manager. He changed its name to Veazie Bank appointing James Crosby, Samuel J. Foster, Nathaniel Lord and John Bright as his Directors and William P. Richardson as his Cashier. This was the largest bank in Bangor for many years. Veazie's banking style was rough and ready. He was called before the legislature at one time for over extending his reserves. He also refused to join the national bank system, carrying his case to the U.S. Supreme Court, which forced him to join.

One of Veazie's minor manipulations was the founding of the town of Veazie. By 1853, Bangor had grown to be a city of 15,000. To take care of all these people, the cost was great, so the taxes were high. Ward seven, (North

Bangor) was largely rural. Far away from the downtown mills, the farmers and local citizens objected to the high taxes which went to support services in the downtown area. General Veazie intervened on the citizens' behalf and managed to get the legislature to approve a charter for a new town separate from Bangor. The legislature was suspicious of the General's motives and wrote the charter so that the townspeople had to approve or disapprove the separation. The referendum question came back to haunt the legislature in later debates on other issues. The people approved the separation, one hundred thirty six to two, and Veazie became a separate corporation on June 27, 1853.

After complicated negotiations the town paid the portion of 1853 taxes due to Bangor. This of course, was a boon to the Veazie family which owned most of the property in town.

The General was an active but subtle force in Veazie politics. In the 1850's and early '60's he served as town treasurer and agent. There was tension between the Veazies and the other townspeople which lingered just below the surface. In the fall of 1865 the tension broke. The General, having left his posts in the spring before, failed to pay his taxes promptly. A special town meeting in September directed the assessors to look into the matter. At about the same time the Penobscot Mill Dam Company received a charter from the legislature to build a dam somewhere between Rise Falls and McMahan Falls. The exact location was left to the company's discretion. Apparently they chose Veazie's Gardiner's Falls as a likely site but the General refused to deal with them. The townspeople, hearing of this, petitioned the selectmen for a special town meeting to register the town's position. The meeting, held in November, produced a curiously humble yet threatening petition. Amid reassurances to the Veazies that they meant no harm in asking them to sell out, the townspeople expressed a certain exasperation with the "royal" family. In the end they appointed a committee to talk to the Veazies about it and that was the end of it. The dam was not built in Veazie.

General Veazie died in 1868 at eighty years of age. He is buried in Mount Hope Cemetery. In town meeting a resolution in memoriam was passed.

March 30, 1868 - "voted that the inhabitants of Veazie done in their municipal capacity to express this regret

at the recent death of General Samuel Veazie to whom the town is indebted for its separate municipal existence and for its name - that they highly appreciate his character as a citizen who in his various relations with the town has and maintained a high character for fair and honorable dealing, won the confidence and regard of the people."

The next year it was proposed that Bangor, Brewer and Veazie unite into one municipality. Such an idea could not have been contemplated while the General lived. Bangor appointed a committee to study the idea. Veazie refused to appoint a committee, so the thought died.

John W. Veazie, Samuel Veazie's eldest son, managed his father's Veazie mills for many years but he was not the businessman his father was. In 1868, he donated the Corporation House to the town for the first town hall. This served for many years and still stands on Judson Street. John presided over the decline of the Veazie mills. As the white pine ran out, the boom in Veazie expired. He leased his mills to Gilman and Webster Company and others, including L. & F. H. Strickland.

John W. Veazie moved to Yankton in the Dakota Territory in 1886, but returned to Veazie five years later and soon died of pneumonia.

In 1889 the mill era ended. The town could not attract other businesses. It offered several tax abatements to new industries to settle in the town but these also failed.

Bangor Electric Light and Power Company leased the Veazie Lumber Company's land and water rights and built a new timber crib dam and hydroelectric plant. This plant provided power for the new street railway that was built along the Orono Road in that year.

Samuel Veazie had another son named Jones P. Veazie. Twice married, he had two sons and one daughter by each wife. Jones became interested in shipping, founding a large successful lumbering business with Levi Young, in Ottawa, Canada. He was a respected businessman and very much opposed to slavery. In 1842, he was one of the greatest contributors to the establishment of the Bangor Gazette. He died in February 1875.



General Samuel Veazie Home (1800's)

(taken from old tax book owned by Frank Todd)

Town of Veazie	Residents, 1862
Samuel Veazie	\$1099.27

The tax book I got this information from does not show if these figures were delinquent taxes or not. I inserted them to show the readers what Mr. Veazie paid for taxes in 1862.



General Veazie Home Today.  
Now Owned by Robert Turner.



VEAZIE BANK NOTE  
(Enlarged 3 Times Actual Size.)



JOHN W. VEAZIE HOME

Built by Gen. Samuel Veazie for his son in the 1800's.  
Presently owned by the Kenneth Hayes family, it is located on  
Olive Street, (formerly known as Corporation Hill).



LATE 1800'S - Taken from the Old Wing Dam, showing the bridge to the lumber mill, and the mill company houses, on the shore above the power station.

# TURN OF CENTURY

With the closing of the mills, there was little work for many of the mill hands and laborers. Many of them moved to other Maine communities where they found employment in the pulp, paper, leather, and textile mills. Some farmers and farmhands moved West to the Mississippi Valley now cleared of hostile Indians. Veazie's population fell steadily from its founding until 1900 when the rate of decrease slowed. The lowest point was in 1920 with five hundred and four people. The population was low but the town was still active. In 1880 the town had no sewers, electricity, town water, or telephone services. By 1940 it had all of these.

In 1889, the town approved the construction of the new hydro-electric station, (the first in Maine,) and granted the Bangor Street Railway rights to build a single track along the County Road. The Street Railway opened the town to commuters. This allowed Veazie people to work in Bangor and Old Town.

The street railway ran into several problems. First, there was the question of where the right of way should go. After several heated meetings it was decided to allow it on the east side of the Orono Road. The town also overvalued the

railway. (Taxes were a large problem in the 1890's.) The town claimed \$4823.00 due in back taxes which the company refused to pay. It was equitably settled by a decrease in valuation and a payment of \$1000.00. Once the line was built, it posed a hazard to life and limb. Several people were killed in streetcar accidents over the years.

The Great Depression hit Veazie about as hard as everywhere else. In response the town allowed residents to work on town projects in lieu of cash to pay taxes. The town voted heavily for Hoover in 1932 and even more heavily for Landon in 1936 yet cashed in on Roosevelt's programs in building the Town Hall in 1938.

The general impression of this era in the town's history is one of growth in services rather than population. The mood of the town changed. Always frugal, the town turned from a puritan frugality to a more comfortable twentieth century frugality. Never could the town be said to be harmonious. No issue was approved by a large majority and most were recalled and haggled over time and again.

The bickering subsided during World War II in the face of a larger foe.



STANDING AT END OF SCHOOL STREET LOOKING DOWN ON SHORE ROAD AND MILL STREET



Sidewalks became an issue at the turn of the century. Year after year people would propose new sidewalks for Olive, State and Flagg Streets. They were consistently voted down or if voted they would not be built and the appropriation returned the next year. To this day there are still only dirt walks.

1923-town voted to build a gravel sidewalk from J. Miller's to Elm Tree, so-called, on the west side of the road.

1925-town rescinded \$1000.00 set aside for a sidewalk and placed money in Poor, (\$300.00,) Dependent Children, (\$342.86,) Highway, (\$228.00,) Remodeling Hall, (\$79.18,) School Incidentals, (\$50.00).

In 1887 the Bangor Street Railway made application for a franchise to build and operate an electric railway in Bangor. President F. M. Laughton and F. H. Clergue, Treasurer, two early pioneers, persistent with foresight and courage accomplished what they set out to do. They were responsible for the first electric street railway in New England. In 1889 three and one half miles of track was laid from East Hampden up Main Street and State Street, Exchange and Pearl Streets. The first trolley travelled six miles an hour. Difficulties arose. The generator, known as

a Dynamo, lacked the power to drive the trolley so the site of the old lumber mill in Veazie was selected as the new power station. In 1891 the Public Works Company, the first hydro electric station in Maine, was ready. Equipped with a steam engine and boilers for stand-by, this project became one of the early successful attempts of the transmission of electricity in the United States.

The Public Works Company, with a new President, James H. Cutler, increased in size. By 1900 the Veazie Power Station was operating over thirty miles of electric railway, ten thousand incandescent electric lamps, and nearly one hundred horse power in small motors in Bangor. John Graham accepted the position of General Manager and Treasurer of the Public Works Company in 1902. On February 16, 1905 he took an option to buy the Company's entire holdings. The name was changed to Bangor Railway and Electric Company, consolidating the street railway, electric lighting, and the water rights of the old company. In 1913 a new cement dam was built across the Penobscot River. (Rumor has it that the old timber dam that was there prior to the cement dam had been built eighty years before.) If you walk down River Road, (called Mill Road in days gone by,) you will see this present dam, with a fishway, and the Veazie Hydro plant.



SAWMILL CREW (LATE 1800's)

Twenty five or thirty years ago the 'Pit', as the Veazie Power Station was called, had a generating capacity of 9200 kilowatts. The power intake came from Orono, Milford, Ellsworth and Howland hydro power stations, with a tie line from Veazie Hydro to Central Maine Power Company for the purpose of load demand. When Graham Station was built in 1954 the intake was fed to this plant for distribution. At present Veazie Hydro's intake and distribution involves only Orono and Stillwater. There are two distribution lines: number 33 is Veazie and line number 37 is Eddington.

The dam was noted for its hinged flashboards four feet high which operated from an overhead cable. There are two tainter gates situated between the two buildings. These gates were the first of its kind to be used on the eastern seaboard. The gates control the head waters going into station B. If any difficulties arise with either of the two water wheels and they need to be checked, the tainter gates are closed, stopping the water flow temporarily. The gates are unique. They look like two huge oil drums cut in half lengthwise. Each one is approximately thirty feet in length and each one is separately controlled, manually or

electrically. They sit side by side in what appears to be a sluiceway.

Veazie Hydro ran a set of railroad tracks up to the plant so that the trains could haul in cars of coal which was used to heat up the boilers to generate electricity. The workers would climb up in the coal cars and shovel the coal into the chutes and into the plant coal bins. Men inside the plant were kept busy keeping the 'fires hot' under the boilers. This was quite a process and no doubt it was more economical than today's crude oil with its 'fuel adjustment.'

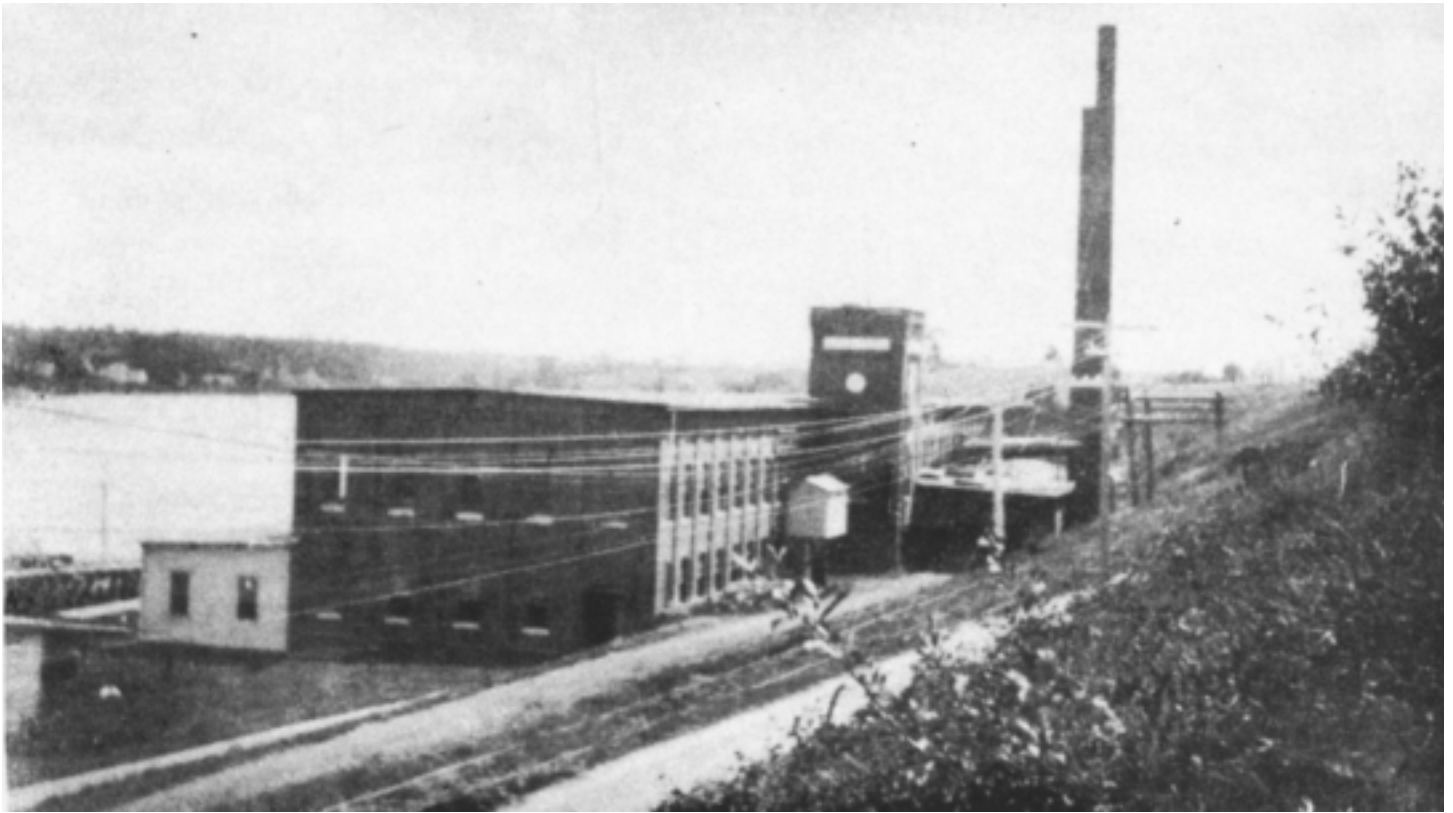
The Veazie Power Station owned a small heavy metal push car which sat on the tracks down near the end of Olive Street. This car was used on occasion to move generators and transformers. "Pete" (as Francis Webster is known,) told me about the fun he and Leonard Lancaster had going back and forth to school with this push car. It became their means of transportation on many occasions ...When they got out of school, they'd run down Olive Street to the push car, push it to gather speed and jump on, coasting along. They'd repeat this "operation" until they



VEAZIE HYDRO DAM AND FISHWAY

reached the area behind Lou Silver's Construction Company. They'd jump off, go home to lunch, then return to the push car and go through the same procedure back to Olive Street. Pete said that Leonard would stand on a small hill and when he and the push car came by, Leonard,

(with no difficulty,) would jump onto the car from the top of that hill. I understand many of the children used this push car as a means of play.





SHIFT WORKERS AT VEAZIE HYDRO (EARLY 1900's)



VEAZIE HYDRO ABOUT 1910

Inspecting a new water wheel. Steps in rear were built for Superintendent Henry Perkins who lived up on hill.

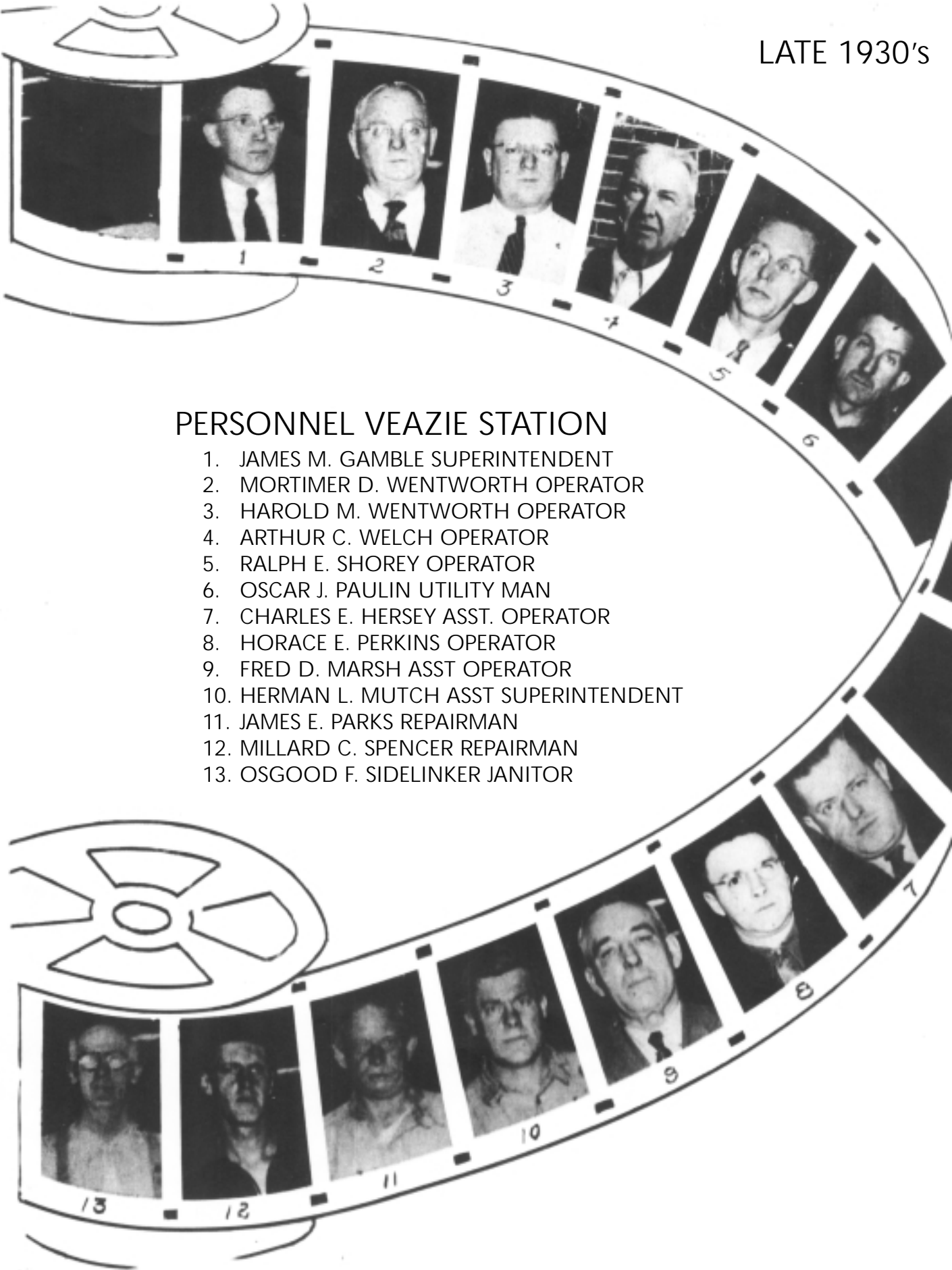


MARCH 1936 - Heavy rains and melting snows cause flooding at Veazie Hydro Station - Upstream end of Veazie Station, showing main entrance with board barricade to keep water out of the station.



High water in Forebay at Veazie Station, showing outside wall of generator room. Platform which runs entire length of station used for track for rack rake under water.

LATE 1930's



### PERSONNEL VEAZIE STATION

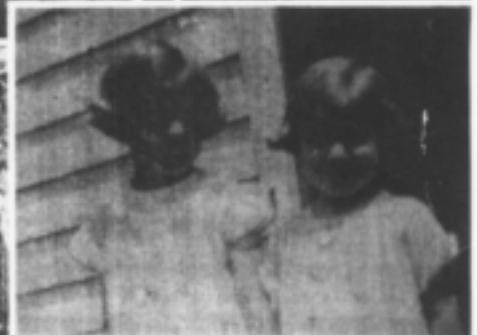
- 1. JAMES M. GAMBLE SUPERINTENDENT
- 2. MORTIMER D. WENTWORTH OPERATOR
- 3. HAROLD M. WENTWORTH OPERATOR
- 4. ARTHUR C. WELCH OPERATOR
- 5. RALPH E. SHOREY OPERATOR
- 6. OSCAR J. PAULIN UTILITY MAN
- 7. CHARLES E. HERSEY ASST. OPERATOR
- 8. HORACE E. PERKINS OPERATOR
- 9. FRED D. MARSH ASST OPERATOR
- 10. HERMAN L. MUTCH ASST SUPERINTENDENT
- 11. JAMES E. PARKS REPAIRMAN
- 12. MILLARD C. SPENCER REPAIRMAN
- 13. OSGOOD F. SIDELINKER JANITOR



# LATE 1930's

	1	2
3	4	5
7	8	6

1. AT FROST POND: Mrs. Ralph Shorey, Francina Gamble, Alice Shorey, Ruth Shorey, Carolyn Gamble
2. Ivan son of Harold Wentworth
3. James Gamble with a few trout
4. Ralph Shorey with a bear
5. Norma and Janet, daughters of Charles Hersey
6. Eugene, son of James Gamble
7. James, son of Harold Wentworth
8. Bernice Stevens, granddaughter of James Parks



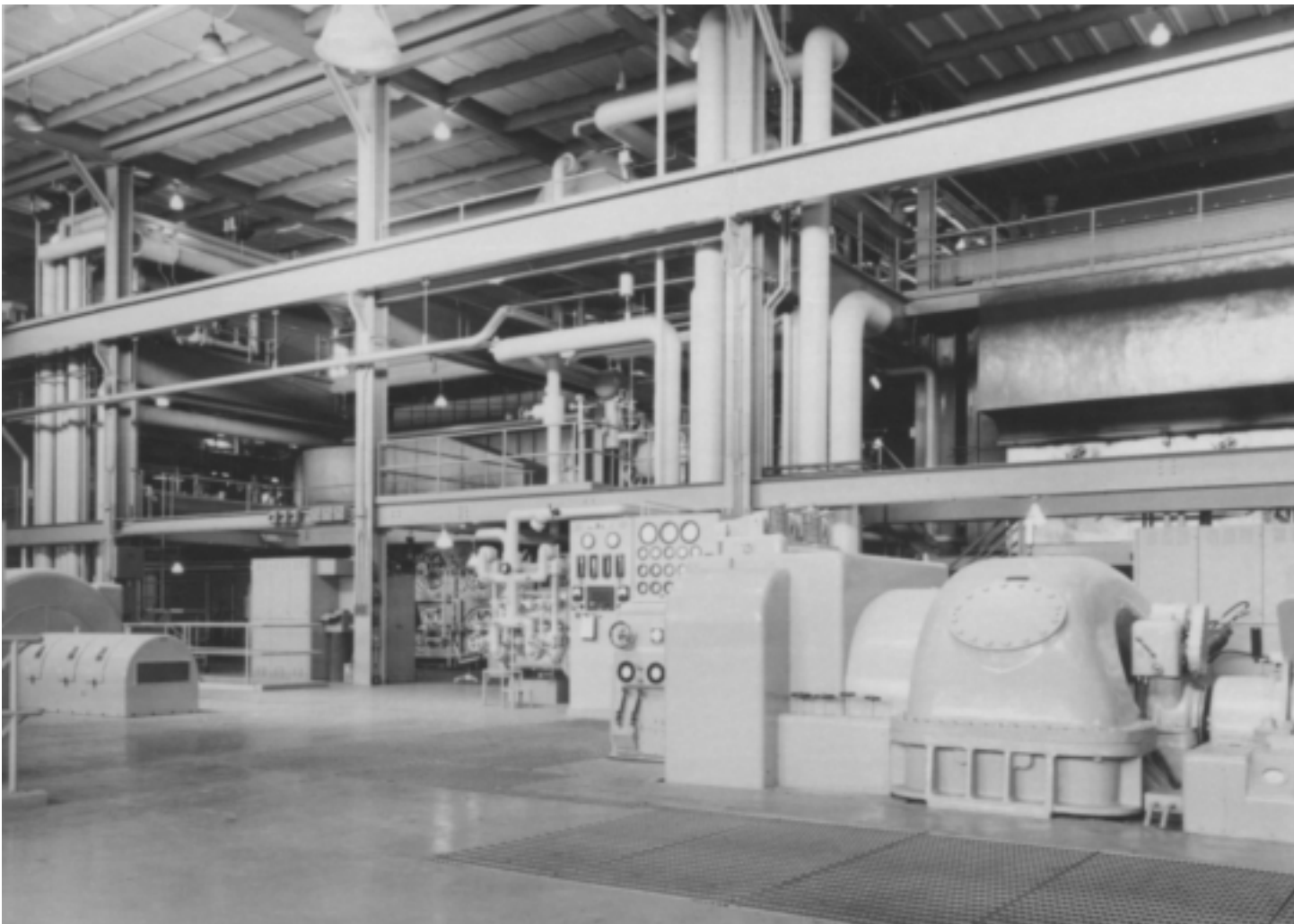
In the late 1940s Bangor Hydro Electric Company began to take notice of the low water conditions in the river plus the growth of the company's need for more generating capacity. They began to plan seriously for something more efficient. They looked to the feasibility of the gas turbine. In 1950 the first gas turbine was built and put into operation, followed by a second unit in 1952. There still was a need for something more economical with even more generating power. In October 1954, President

Edward Graham dedicated the new plant, Graham Station. Mr. Graham pulled the master switch putting the first steam electric generating unit in the company's system into operation. A second unit was installed in 1957 and the third steam electric generator was added in 1964, bringing the total generating capacity up to 70,000 kilowatts per hour. The type of fuel used is #16 (bunker C) oil. Graham Station has at times, consumed over 100,000 gallons in one day.



SKETCH OF GRAHAM STATION (1957)





(1958)

SOME OF THE INTERIOR OF GRAHAM STATION SHOWING PART OF #3 UNIT AND THE JUST COMPLETED #4 UNIT.

# TOWN BUSINESSES AT THE TURN OF CENTURY

O'Dillion Turner, son of Charles Turner, is eighty two years young. He was born at the head of Lemon Street in the home now owned by Elvenia Magee.

He spoke of the businesses in town during his growing up years at the turn of century.

A number of general stores were active in town. John Kent had a business in the basement of the brick house across the street from the old Town Hall on Olive Street. In later years George White ran a barber shop upstairs and Herbie Brown ran a grocery store in the basement. After Brown's store stopped operating, George White moved his barber shop downstairs and also established a pool hall in there.

The former Russell's store on the corner of Olive and Main has changed hands a number of times since 1900.

1900-Ike Spencer

1920-Sam Segee

Michelson

Fred White

Blake & Berle Moores T& K

Mickey Russell

Jerry Turner (run by Bertha King)

Eleanor and Eugene McCaffrey

Walter Libby

Back in the mid 1900's Al Gilman operated a store which was located on the lawn of the old Town Hall near James Woodsum's home. He sold meats, groceries, ice cream and candy. These commodities were purchased wholesale in Bangor. Mr. Gilman hauled his supplies from Bangor to Veazie by horse and wagon. Al always had an old corn cob pipe in the corner of his mouth, upside down. I understand that Leslie VanAken worked for Al part time when he was a young boy.

Mike Sullivan ran a general store up at 'Patty's Knoll,' which was on the corner of Oak and School Street. It was located in what is now an apartment house.

In 1948-1950 Jimmy Russell ran a store where Normand Bacon Jr's home is now. The store was in the front and he lived in the back.

About 1911 or 1912 Andrew Dyer had a small general store located up on the turn near where

Consumer's Oil used to be. Deliveries were made with a horse and cart to the surrounding areas. While he was out delivering he'd have Francis Webster and his sister Eleanor watch his store. They had a key to the premises so

if anyone wanted anything there either Francis or his sister would dash across the street from their house, unlock the door and take care of the customer's needs. Sometimes they'd just sit on the little porch and wait for customers or they might spend time playing cards with Mr. Dyer (letting him win, of course.) Mrs. Dyer always had homemade candy to treat the Webster children, which they looked forward to. This small store was situated between Bob Smith's old home and the Darveau house and operated only a few years. In 1959 Bob had the building torn down.

Calvin Turner, (no relation to O'Dillion) ran a small leather and cobbler shop behind his home which was situated where the present Austin Moores home is on Flagg Street. Calvin loved to eat green onions. He was a man who experimented with perpetual motion, who one time built a very large wheel and kept it going for three days. To this day no one ever guessed how Mr. Turner did it. A fascinating hobby!

"Dilly" as he is better known and his wife, Elizabeth now reside in a small white frame house directly across from the Reondo Farms stables on the Main Road in Orono.

A blacksmith had a shop on the southerly side of the present Earl Flanders property on the Main Road. Apparently this enterprise was not in existence too many years. I could not find any information about the proprietor.

In the late 1800's there were several cooper shops operating in Veazie. (A cooper was a man who made barrels.) Bill Finley ran the 'Hen Coop' as it was called, in the block where Tinkham's home sits (Lemon, Flagg Street and Main Road.) In the early 1900's a fire of unknown origin destroyed this business. Bill Jordan remembers one of the pupils running into school and yelling, 'Billy Finley's Hen Coop is on fire!' By that time it had burned completely, never to be rebuilt. Other cooper shops were located on Judson and Lemon Street, (lower corner toward river,) Shore Road, upper part of Olive Street near the home of Jerome Chase, the so-called Bijou Cottage. (The name Bijou Cottage originated from actress Lillian May Antoine and her actor husband Edward Bulles who retired from the Kick-a-poo Indian Show and returned to Veazie to live.) The cooper shop on Olive and Rock Streets was run by Augustus Marden.

In the 1930's Frank Marden, a crippled rag and metal junk dealer, had a business at the end of Thompson Road on School Street (Tsoulas house.) A resident told me that a group of children would go in and sell their rags or junk metal. While they were being paid, one kid would sneak

in the back door, steal back the junk and re-sell it to him at a later time. I understand that this was a common occurrence.

The G. M. Fogg Remedy Company was located on State Street in the former General Veazie home in the early 1900's. The so-called factory was located in the barn which has been torn down in recent years. George Fogg bottled a clear liquid and sold it for every ache and pain, (even for horses.) He used to ride everywhere, including outlying areas, in his 'medicine wagon,' (wearing his black derby.) One resident gave me an old quote connected with this remedy: 'forty sips, forty cents.' The business ceased operations around 1910.

In the late 1800's a livery stable run by Jim O'Brien, was located on the corner of Rock and Olive Streets, (site of the present home of Grace and Normand Bacon.) A thriving business, he catered to the patrons of the Everett House, which sat on the westerly corner of Rock and Olive Streets, (home now owned by Waldo 'Coke' Jordan.) The livery stable of course, has long since been torn down.

The Everett House was an inn of sorts. An attached barn on the back of the Jordan home was torn down in 1953. I understand that this particular barn was a 'red light sec-

tion' which housed dancing, gambling, and 'hell raising!' The original main house is still standing. Both the Everett House and the livery stable ceased to operate in the early 1900's.

In the 1920's, Charles E. Turner had a blacksmith and carpenter shop on the corner of Lemon and Flag Street. He had an old horse named 'Ned.' Once or twice a day Charles would turn 'Ned' loose whereupon the horse would travel up Flagg Street to Olive Street and proceed up Olive to the watering trough. He'd take his fill of water and return back home the same route, never going astray.

The Pumpkin Tavern, (located directly across from the present Sweeney's Restaurant,) was operating in the early 1800's. Its name Pumpkin Tavern, originated from the pumpkin sign hanging over the entrance. This was the only tavern on the so-called Orono Road for many years. In the 1830's a driver named Samuel Perry from China, Maine was reportedly murdered near Pumpkin Tavern. Peleg and Nathaniel Hathorn, and Jeremiah Legg were tried in municipal court and released because of lack of evidence. A one hundred dollar reward was offered by the aldermen for the apprehension of the murderer. Later Samuel Perry showed up in Massachusetts very much alive.



Located on Olive Street at turn of century.

AL GILMAN'S STORE (about 1920) was situated on lawn of Old Town Hall.

Picture shows Dr. Bayard, Dick Crocker and Al Gilman.



Francis ("Pete") Webster relaxing at home.



EVERETT HOUSE (1895)  
Corner of Rock and Olive Street.

Former Everett House as it looks today.  
Barn was torn down in 1953.



1892  
THE "LITTLE" SCHOOL - ROCK STREET



This building was torn down about 1950.

# MORRIS CANOE

At the turn of the century Bert Morris ran a canoe shop. It was situated in the back of his home (later owned by Charles B. King,) behind the present market on Olive Street.

The building was four stories high. Raw materials were processed on the first floor and then were moved to each floor as each stage was completed, eventually reaching the finishing room on the fourth floor. Moving the materials (and finished canoes) from floor to floor was handled by men carrying it up the stairs for each process. After the canoes had dried in the finishing room on the fourth floor, they were carried down the stairs and outside for shipping. Even though the canoes were light weight, it must have been a tedious process using the stairs day after day.

Soon The Morris Canoe expanded and moved to the property now called Stucco Lodge on State Street, leaving the first building for storage. They had several long buildings, some of them three stories high, with the different canoe building "steps" in each building. The larger building in front was the office.

These canoes were shipped all over the world. Each finished canoe was carefully wrapped to avoid damage. A

large piece of burlap fully filled with straw was wrapped and tied securely around the canoe. They were then carefully loaded on a wagon and hauled by horse down to the School Street railroad station which was located near the tracks in the area where Central Maine Storage is now located.

"Bunny" Lancaster and "Pete" Webster both told me that one of the LeBlanc boys employed at Morris Canoe made them each a pair of skis. This was done by heating up the wood, curving it, and shaping it.

A fire caused by arson in 1920 destroyed Morris Canoe leaving about seventy five men unemployed. The business was never rebuilt. The arsonist was caught and punished.

I was told that the art of making the Morris Canoes was eventually turned over to the Old Town Canoe. This was done by the Morris Canoe employees spending days and weeks working and teaching the employees at the Old Town Canoe shop until the process was thoroughly digested. Even though I am not a canoe enthusiast, I understand the craftsmanship in these canoes, is still superb.



Former Site of Morris Canoe Co. now known as Stucco Lodge.

## CLISH'S

This home was originally a parsonage at the turn of the century. A Captain Harvey bought the property and began operating a filling station in the early 1920's. At that time gasoline was selling for ten gallons for only one dollar. About 1932 Arthur Clish purchased the property. He added cigars and cigarettes to the shelves in his gas station.

In the mid 1930's he built the overnight cabins charging a nominal fee to stay there. He always had new bills to pay his customers their change.

Mr. Clish was also the assistant postmaster at the Bangor Post Office.



Clish's as you see it today.  
James Mooney, Owner.



# EDDINGTON FERRY

In the late 1800's and early 1900's the Eddington Ferry was a busy means of transportation. If anyone wanted to cross the river, they would go down to the ferry landing on either side and blow a horn left hanging up on a rope. The operator, George Davis, who lived on Rock Street, would respond with the ferry.

On the Eddington side there were steps with a wooden rail leading down to the landing. These steps and landing were located near the area where a brook runs under the old main highway and empties in the Penobscot. There was a small building there on the shore near the landing dock. There were no steps on the Veazie side; only a path. There was a landing dock and a small building there too. The landing on the Veazie side was located just northeast of the dump near what was called Ash Cove. This was near the so-called "big pine tree". The tree still stands. Both landings were located below where the Veazie Hydro is today.

The ferry cable was housed in a cable crib on the side of the bank up overhead. This cable stretched across

the river to the Veazie side. There were three landings in Veazie back in the 1800's but two were discontinued leaving only the one operating at Ash Cove.

George Bell told me that years ago a group of boys in Veazie used to go down to the ferry landing and wait for the boys from Eddington to come over on the ferry, pummel them with rocks, often ending up in fist fights.

In later years Victor Gordon operated the ferry. Both he and George Davis sold candy, tobacco and cigarettes, in those little houses on the landings, in between their ferry runs.

Bill Jordan recalls that when he moved to Veazie he had a young heifer to transport. He hauled the heifer down the steps to the ferry landing, hobbled the cow's legs and pulled the animal into the bateau and made the crossing to Veazie. Upon reaching the Veazie side he pulled the heifer out of the boat onto the landing, freed her legs and went on his way, towing the heifer behind him.



This Bateau is smaller in size but built similar to the so-called Eddington Ferry.

# WATERING TROUGH



Ike Spencer in front of his store. Dick Crocker sitting on step.

In 1900 a watering trough was located at the head of Olive Street. It sat in the center of the road in front where the present market sits today. The trough was a solid granite mass with a hole chiseled out of the middle to hold the water. Someone always kept it filled. This piece of art weighed tons!

The trough sat in the spot until the early 1930's when it was towed away down to the vicinity of the so-called Prouty farm near the river. It has disappeared and no one seems to know what happened to it. Children were known to write dirty words on it as fast as it was cleaned. Young men rode their cars 'round and 'round it until finally it was removed.

The warrant for Town Meeting March 1928 contained the following article:

Article #41 - ("to see if the town will vote to remove the watering trough from it's present location and reset it on the town hall lawn or abolish it entirely,")

The town voted to "lay it on the table for one year." I checked the town records thoroughly but never found any authorization to remove the trough.

"Coke" Jordan said the "measure of boy to a man" was made when he could jump across the watering trough...wonder how many of them got wet before they accomplished this feat?

## HAY SCALES

Over the years a number of articles appeared in the town warrants to build a set of hay scales. As early as March 1872, article #6 read:

“to see if the town will vote to build a set of hay scales and vote to raise money for same.”

Finally, in March 1921, the town voted to raise two hundred dollars to purchase and install the scales. The selectmen were to decide on the location and make arrangements for “management of scales.”

The scales were built and installed by Charles E. Turner near the corner of Flagg and Lemon Street half on the road close by the property now owned by Austin Moore.

The scales consisted of a long wooden platform raised up from a concrete foundation. The weighing section was centrally located in a wooden enclosure built on one side of the platform. When a wagon drove up on the slightly suspended platform the foreman would weigh it in. I’m told that whoever was appointed Sealer of Weights and Measures usually tended to the weighing process.

The scales and platform were in such bad disrepair by the 1930’s, they were removed. In the 1960’s Lou Silver was hired to remove the concrete foundation because of frost heaves in the road.

## MOUNT HOPE AVE. ROADSIDE STAND—1937

In the spring of 1937 Edwin Kent put up roadside stands on both sides of Mount Hope Avenue near State Street. At first, he built the southerly one on Bangor land but the city had the State Troopers ask him to move it, which he did. The City of Bangor was still not satisfied. The City Manager complained to the Veazie selectmen about how the stand was in the roadway and detracted from the beauty of the cemetery. He asked who had been so beknighted to give Kent a permit to build it.

The Chairman of the Veazie selectmen wrote back a polite terse letter explaining that Veazie did not have an ordinance requiring a permit to erect such a stand. The

selectmen had no authority to remove the stand. This was in March. By May, the selectmen had found some authority and asked Mr. Kent to have the stands removed. He evaded two deadlines to do so.

In July, the City Manager complained again and this is the last we hear of the issue.

Mention is made in other records for new stands built in 1940. Roadside stands on Mount Hope Avenue seem to have been an institution. (Information from letters in Town Files 1936-1938 under W. and Book 6 Contracts, page 303)



LOCATED ON MAIN ROAD. NOW OWNED BY LOU SILVER'S INC.

## R. W. NAUGLER PIT (1949 OR 1950)

In the 1940's, Reginald Naugler ran a business at the upper end of Main Road. This consisted of a gravel pit and construction equipment. In 1958 Lou Silver purchased the business and property from Naugler. Mr. Silver began the slow process of filling the very large hole left on the property by the former owner. He now utilizes this spot for his truck parking. It also has made the property more presentable to the eye.

Speaking of gravel, here's an interesting story... Jessie Fraser told me that in the early 1900's her grandmother,

Mrs. William Landy, owned land down to the river. Gravel was plentiful there so Mrs. Landy sold this product to the city of Brewer. When the river froze over in the winter you would see a number of huge sleds being pulled by horse teams crossing the ice from Brewer to Veazie to pick up the gravel. Brewer would haul all their needed gravel on one particular day. That must have made an interesting day for a child spectator.

Jessie now resides in her grandmother's home on State Street.

# THE OLD VEAZIE RAILROAD

The first passenger railroad service in New England was begun in 1836 between Bangor and Old Town.

In 1832 the Maine Legislature granted a charter to the Old Town Railway Company. This company surveyed a roadbed along the river, started building but, due to a lack of funds, never completed the line. In 1833 the legislature granted a charter to the Bangor and Piscataquis Canal and Railroad Company, founded by a group of men from Piscataquis County. These men agreed to purchase the charter of the Old Town Company for \$50,000.00. Construction began anew in 1835 and the first scheduled train between Bangor and Old Town was run in November 1836. The train consisted of a small wooden wheeled locomotive hauling converted stagecoaches for passenger cars.

The length of the roadbed was about twelve miles. The first rails were made of wood capped with iron with leather straps to hold the iron in place. The trains traveled about six miles per hour; the fare was thirty-seven and a half cents. Besides passengers the trains hauled lumber, laths, shingles, and clapboards from the mills along the river to the waterfront in Bangor.

General Veazie, through a series of lawsuits, acquired the road in 1851 and extended the tracks to Milford. The

name was then changed to the Bangor, Old Town and Milford Railroad-more commonly known, even today as the Veazie Railroad. After Veazie's death in 1868, the stockholders voted to sell the road to the European and North American Railway. The last train ran in June 1870.

In the early 1860's the European and North American Railway began construction for a line from Bangor to Lincoln, "plus ten miles to the mouth of the Mattawamkeag." To help finance this venture the legislature, on March 24, 1864, enacted a law that the proceeds from the sale of timber on ten townships of public land in Maine be paid into the state treasury for use for the railway construction. Two and one eighth miles of track plus a station were located in Veazie.

On October 24, 1871, the railway finally opened the last section to Bangor. It flourished for a few years with only a minimum of passenger service. Eventually it ran into financial difficulty and ceased operations.

In 1882, Maine Central Railroad leased the entire operation for nine hundred and ninety nine years. In August 1955, Maine Central Railroad bought the stock of the European and North American Railway, becoming the new owners of one hundred and fourteen miles of track and the Bangor station.

## TRAIN WRECK (APRIL 1895)



TRAIN WRECK (APRIL 1895)

On rail section behind Weed Property. Westbound MCRR Train was 1½ hrs. late but proceeded ahead instead of pulling onto side track to await for approaching train. Cause: negligence . . .





Railroad Station Remnants Today.

RAILROAD STATION (1895) SCHOOL STREET



Maine Central Railroad Bridge  
going from State Street (by church)  
to the village.



Dick Crocker (1920's) at camp with his hunting "prize."



Veazie had three railroad crossings in the early 1900's. One is located up on the Main Road on the so-called Veazie Hill by Lou Silver's garage. A second crossing was located across from the ball field (which was called Jones' crossing,) and one on School Street. I was told that in early 1934 two men, while delivering milk to the Jones farm, were killed by a train on Jones' crossing. This crossing was quickly closed off to traffic. (Two white fences have been installed on each side of the track.)

The wooden overpass was built between 1900 and 1905 to eliminate the old original crossing. It was a long drawn out affair due to the legal moves by those concerned to determine who would pay what share of the cost of building the overpass—town, state, Maine Central, and Bangor Railway and Electric Company. The greatest cost was for the fill for the approaches as it had to be moved to the spot by horse drawn dump carts.

In the fall of 1934, Route 2 was completed, bypassing the Veazie village and going up to Orono. Before this, Route 2 was a dead end just above the Veazie Congregational Church.

The crossing up by Lou Silver's was watched in the daytime by a one-legged man named Dick Crocker, who lived on lower Lemon Street. The railroad designed a pulley type system to halt traffic when a train was due. This consisted of a large round sheet of metal approximately

two feet in diameter, painted a vivid red. The crossing tender, (as Mr. Crocker was called,) sat in a tiny gray station house, with a little pot belly stove, right near the crossing. When a train was due, Dick would go out and lower the pulley ("Red Ball" to stop the traffic. After the train passed by he would raise the "Red Ball".

I understand Dick Crocker lost his leg in an accident with Maine Central Railroad. This came about when his leg got pinched badly between two railroad cars that were being hooked together. After much sickness and misery the leg had to be amputated. The railroad kept Dick on as a crossing tender with a small salary, so he augmented this by doing cobbler work in his spare time.

"Spot" Kelly and Eddie Foley were crossing tenders on the night shift. At night a lantern was hung on the red ball so that the traffic could see it when it was raised or lowered. There was no crossing tender on School Street because the railroad station and agent were nearby so the agent handled that particular crossing.

In the 1930's a signal system was installed at the crossing by Lou Silver's garage.

In February 1967, an oilman delivering oil on School Street was killed by a train. The town argued with Maine Central Railroad that they should install warning signals but to no avail. Consequently, the town ended up absorbing the cost of the signals to the tune of \$10,000.00 for the School Street crossing.

# ELECTRIC CARS

About 1918 a new mode of transportation came into being. The electric cars, (or so-called trolleys,) travelled on specially laid tracks leaving Bangor and going north through Veazie on the old Main Road, Proceeding to Orono, Old Town, and Great Works and reversing direction back to Bangor.

The first electric car was an open car similar to the cable car used today in San Francisco. A short time later they changed the style to a closed car. When the style changed so did the fare, from five cents to ten cents. Built of wood and painted yellow with numerous windows, these cars were drafty and rough riding with cold, hard, wooden slatted seats. The heat was electric but hardly enough to suffice on a cold winter's day.

Inside the trolley on each end there was a small cubicle for the motorman where he sat on a little stool facing a panel containing the controls by which he operated the car. When the trolley reached the end of the line, the motorman simply removed himself from one end of the car to the opposite end and proceeded to reverse his travel direction. (A simple, sensible procedure..)

Outside, overhead, were the electric cables. On each post was a metal arm that extended out over the trolley tracks to support the power cables. The trolley cables were made of covered copper. Certain individuals were known to cut the cables, roll the wire and sell it to the junk dealer for eight cents a pound. This was a common occurrence all along the trolley lines.

The motorman, dressed in his dark blue serge suit and cap collected fares. This, quite often was a long drawn out affair because he would spend time conversing and "Kibitzing" with the passengers. He carried a money changing device on the front of his person secured with a belt type arrangement for anyone who needed the correct change.

The trolley stops were marked with white bands on the light posts but the motorman would usually make a stop anywhere you happened to be.

At 5:00 A. M. the first electric car of the day would leave Bangor to go to Old Town and the last one at night would return to Bangor at 1:30 A. M. These trolley cars were all housed in what was called the electric car barn located on lower Main Street in Bangor where the present Bangor Hydro garage is today. (Everything seemed so uncomplicated and simple as compared to this day and age with diesels and jets..)

In the wintertime a "work" car with a plow (sometimes the rotary plow) would be busy cleaning the snow and obstacles off the tracks. Of course there were a number of accidents..some caused by ice or possibly an automobile on the tracks. Guy Webster, Rex Bridges, and Silbert VanAken had dual roles. They were motormen and also plowed in the winter months on their off hours on the Old Town run...both Charlie Crowe and Fred Mason are also well remembered.

The electric cars had three switch side tracks between the Bangor Waterworks and Orono. One side track was located near Alvah Calkin's house. Another turnout was at Mount Hope Cemetery. If the trolley was early on its run it would pull in on the side track and wait until the electric car coming from the opposite direction passed by.

About 1919, the winter was very harsh and cold with a tremendous amount of snow. One of the electric cars stalled on the track in front of John Skinner's home of State Street and it was a week before the work crew could get it out. Another trolley up on Main Road was snowed in for two weeks when finally a group of students from the University of Maine shoveled it out.

The motorman performed a number of duties on his daily route. Barbara (Spencer) Smith told me how he delivered the Bangor Daily Commercial. If you were fortunate enough to live right on the trolley line you had your paper tossed into your yard every evening. Barbara said in the winter her father would stand out and watch to see where the paper landed for fear that it would get buried in the snow until Spring! He also left a large bundle of papers at the grocery store for customers living further away from the line.

When Jim Spencer died in the winter of 1923, the whole funeral procession, (including the deceased,) boarded the trolley and rode to Mount Hope Cemetery. From the trolley, the casket was hauled in to the tomb by horse and sled to await Spring burial.

Often the children would jump on the trolley's cow catcher at the grocery store in the village and ride up to the wooden bridge. When they reached the bridge some one would reach up overhead and lift the trolley arm off the cable, stopping the trolley. The motorman would chase off the children, attach the trolley arm to the cable again and be on his way. The older boys often "stole" a free ride when they were coming home late at night from Bangor or Orono.

By 1941 the electric cars stopped the Old Town run and by 1946 all trolley cars had ceased operations. Anyone who has had the pleasure of riding the trolley will

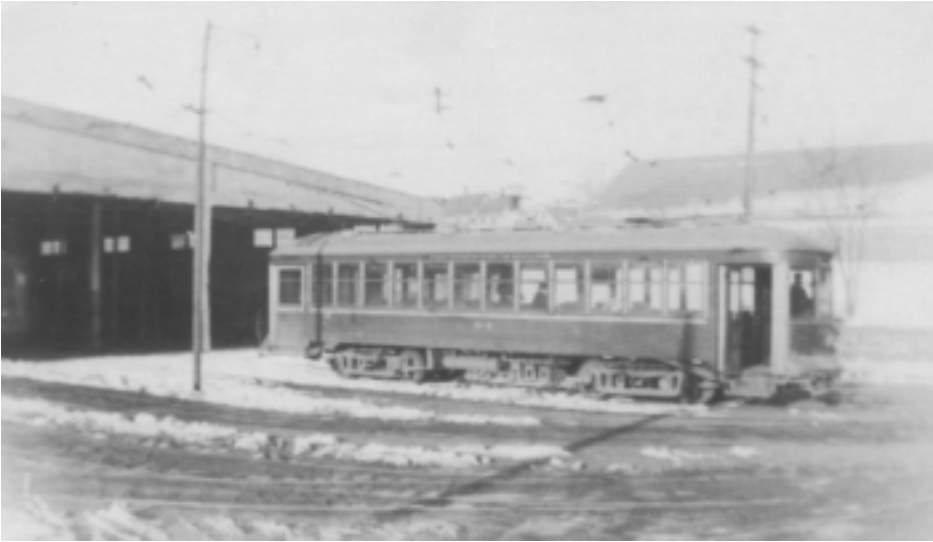
think back to these wonderful times and, no doubt, wish that they had the opportunity to ride them again.



BANGOR STREET RAILWAY COMPANY (1920's)

(1930) WORK CAR AND SNOWPLOW





Electric Car Barn  
on Outer Main Street in Bangor.

WINTER (About 1919)



"Bert" Vanaken in uniform. Motorman on  
electric cars on the run from Bangor to  
Old Town.

# SCHOOLS

There were several schools in Veazie over the years. One was located on the Shore Road in the so-called Prouty Development, one on Chase Road on or near the old Dr. Thomas residence, later owned by Robert Cobb. No information could be found on this school except on a map published by Comstock and Cline in 1875 showing a small square marked SCHOOL. I did find in the town minutes of March 1874 that the town voted to sell the school house and lot on the Chase Road. An old 1820 map of Veazie from the History of Penobscot County, 1882, shows a school that was located near where the Stucco Lodge sits today.

In March 1854, the town minutes mentions "assembling at the brick school house near Joel Prouty's land." The 1875 Comstock & Cline map shows a parcel of land owned by Joel Prouty located on the corner of Maple and Lemon Street about where Joseph King, Jr. lives now. There's no way of knowing if this was the site of that particular brick school house or not.

The "little" School on Rock Street was situated next to Waldo "Coke" Jordan's home. It had three grades and one teacher. John Davis who went to the primary school tells me that his class had seven pupils. His teacher was Lil Kelliher who lived on Merrick Street at the time. This school stopped operating when the new school was built. It was converted to a residence and rented several times to different young couples and about 1950 it was condemned and torn down. You can still see some of the stone remnants of the foundation there now, overgrown with brush.

"Bunny" Lancaster went to the grammar school from 1911 to 1919. The school had two rooms and three teachers, one being the principal. When a class graduated from this school all of them had to know how to read and write. "Bunny" recalls how each student upon graduating from elementary school was required to take a state exam in order to qualify for high school.

A note of humor ...out in back of the school were two privys, one for the boys and one for the girls. In between the privys stood a high wooden fence to allow privacy for both male and female. Naturally the boys were always peeking under the fence trying to catch a glimpse of the girls and "twitting" them. These outhouses were what you'd call "two seaters" painted red and had no heat. Think how cold it was in the winter with weather way below zero! I took note that at the March 9, 1925 town

meeting, article #31 read:

"voted that the selectmen sell the outhouses at the school house"

Another inconvenience slowly passes by.

April 1906, Maude Davis was sworn in as superintendent of schools for the town of Veazie.

March 1911, article #30 read:

"to see if the town will vote to locate a pump outside of the line of the Mrs. A. S. Veazie estate and on said town property and take water from the well of said Mrs. Veazie's estate near the line of said school lot for the use of said school scholars all expense for fencing and pump to be borne by the town and maintained by them and no charges to be made for use of water by the Mrs. A. Veazie estate."

The town voted to raise twenty five dollars for same.

In 1924, the town voted seventy eight yeas and fifty nays to build a fifty seven foot by thirty eight foot school which had four school rooms with thirty five pupils to a room. This allowed sixteen square feet of floor space for each pupil, plus wardrobes, modern heat, sanitation and two separate stairwells, one for the boys and one for the girls. The town borrowed \$18,000.00 on a temporary note and the issuance of school bonds to redeem the note in twenty years. Building committee members who were appointed were: W. Burt O'Connor, John B. Skinner and Ernest Frazier.

In March 1925, the town voted to raise twenty-five dollars for display of the flag on the new schoolhouse.

Late president and benefactor, John R. Graham and his son, President Edward Graham of the Bangor Hydro Electric Company, through their generosity, donated \$10,000.00 toward the construction of the new wooden two story frame school house. (A most generous monetary gift.) In March 1929, the town voted to call the Veazie School the John R. Graham School; today it is still called by this name.

The school has had three additions built on since 1924. In 1950 a section for the kindergarten and first grade was added directly behind the wooden structure. 1956 found a brick addition added on the left of the building and in 1962 another brick addition was added on the right side. The last change came about in 1971 when the town voted

to build in behind the so-called kindergarten area. This addition is the new open complex. At the same time the second floor of the old wooden structure was removed. If you go to see the school you will still find some of the original wooden frame structure in the front.

March 1929 - "voted to purchase a piano for three hundred dollars, from John Skinner, for the new school."

In 1896 Veazie decided to have a free high school. This experiment in small town secondary education lasted until 1901 when the town changed to its present system of paying students' tuition to high schools in Orono or Bangor.



VEAZIE GRAMMAR SCHOOL (1900's)

This building was moved to where the present Town Hall is today and was used as a Town Hall.



JOHN R. GRAHAM



JOHN R. GRAHAM SCHOOL (1970)

The top floor of the school was removed in August 1971 when construction began to add the new open complex.

JOHN R. GRAHAM SCHOOL (1978)







GRADUATING EXERCISES,

... OF ...

Class of 1900,

Veazie Grammar School.

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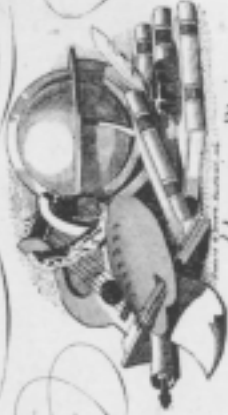
KATHERINE C. LEARY, PRINCIPAL.

GRADUATING EXERCISES

	MUSIC	
	PRAYER	
	MUSIC	
Opening Address,		Heroines
Lucy A. Buckley		
*Love of Country,		James J. Sullivan
The Cross in the Wilderness,		Gracie A. Turner
	MUSIC	
David's Lament for Absalom,		Myrtle I. Pratt
	MUSIC	
The Life Boat,		W. Edward Stapleton
	MUSIC	
*The Lost Call,		M. Geneva O'Brien
Brier Rose,		Nellie A. Sullivan
	MUSIC	
Closing Address,	"The End Crowns the Work"	
Blye D. Spencer		
	MUSIC	
	Conferring of Diplomas	
	Singing of Class Ode	
	Benediction	

\* Excused

# Alvitz Grammar School



Seaside, Maine.

THIS CERTIFIES THAT

Gracie Mae Currier

HAS COMPLETED

the Course of Study prescribed by this Grammar School, and having passed Satisfactory Examinations in the same, is entitled to receive this

## DIPLOMA

In Testimony Whereof, we have affixed our signatures this 29<sup>th</sup> day of June 1900.

Edw. H. Davis, Supt.

Katherine C. Leary, Principal

## VEAZIE SCHOOL June 10, 1897



Row 1: begin on left front to back - Lucy Buckley, Blye Spencer, Bertie Turner, Alvah Doane, Wyatt Weed  
 Row 2: from left front to back - Harold Buton?, Clarence Miller, Ned Stapleton, Andrew Johnson, Ida McPhetres, Sumner Rich  
 Row 3: from left front to back - Florence Inman, Frank Turner, Margaret (Maggie) Sullivan, Lill Ward  
 Row 4: from left front to back - Maud Davis, Frank Spencer, Julia Buckley, Eva Prouty, John Buckley?

## VEAZIE GRAMMAR SCHOOL (1907)



Front Row L to R: Ralph Drinkwater, Ivan Lancaster, Edwin Welch, Grace Welch, unknown, Nina Stanchfield, Cara Prouty, Eddie Sullivan  
 Second Row L to R: Lucy Spencer, Mildred Lancaster, Alice Sullivan, unknown, Lillian Miller, unknown, Marion Prouty, Lena Prouty  
 Third Row L to R: Villa Johnson, Grace Prouty, Eva Hathorn, Helen Dudley, Miss Seavey, (teacher,) Erma Crocker, Flora Welch, Walter Dwellley -  
 Fourth Row L to R: Earl Parkhurst, Fred Foote, Haliva Doane, unknown, unknown, William Dwellley, unknown, Ernest LeBlanc, Allie Dwellley

## VEAZIE GRAMMAR SCHOOL (1925)



First Row (Near Blackboard) Front to Back: Mildred Russell, Charles King, John Buckley, Blanche Smith, Theron Sparrow, Irene Pratt

Second Row Front to Back: Isabelle Spencer, James Stanchfield, James Cox, Carl Bostrum, May Welch, Charles Jordan, Wyatt Spencer

Third Row Front to Back: Carl Spencer, Beulah Jordan, Elvenia Bell, Nina Benson, Bernice Smith, Hugh Campbell, Clint Van Aken, Mrs. Culley. (Teacher)

Fourth Row front to back: Eleanor Webster, James Pendleton, Clair Giddings, Bertha Sidelinker, Ruth Chapman, Carroll Turner

## VEAZIE GRAMMAR SCHOOL (1928 Or 1929)



First Row (near blackboard) front to back: Martha Campbell, Ruth Spencer, unknown, unknown

Second Row front to back: Ruby Avery, Benjamin Welch, James Russell, Emery Sidelinker, Earl Smith, Mary Campbell

Third Row front to back: Virginia Bell, Margaret Hersey, Danny O'Brien, Hazel Chapman, George Honey, Susie Buckley, unknown

Fourth Row front to back: Charles Spencer, Hartley Bell, Earl VanAken, Edgar Smith

## JOHN R. GRAHAM SCHOOL (1931) (1934)



First Row (near blackboard) L to R: Bernice Ellis, Nelson Spencer, Charlene Shorey, Anita Spencer, Betty Mack, Barbara Braley, Margaret Rogers

Second Row L to R: Mary Jordan, Douglas Doane, Evelyn Spencer, Dorothy Lambert, George Bell, Beulah Blodgett

Third Row L to R: unknown, Eugenic Spencer, unknown, Doris Bussell, Louise Dwelley, Walter Parks?

Fourth Row L to R: unknown, Pauline Smith, Albert O'Brien, Richard Jones, Anna Kennett, John Ellis



First Row (near blackboard) front to back: Leon VanAken, Wilbur Braley, Lucy Spurting, Irving Wentworth, Francina Gamble

Second Row Front to Back, Buddy Rogers, Raymond McKay, Dorothy Hollis, Mary Spencer, unknown, Evelyn Ames

Third Row Front to Back: Irene Shorey, Freeland Jones, Mary Chapman, Eleanor Spencer, Lois Miles, Lyndon Sidelinker, Vivian Lambert

Fourth Row Front to Back: Eugene Gamble, Madeline Prouty, Frank Jordan, Elliot Sidelinker, Alice Shorey

# JOHN R. GRAHAM SCHOOL (1935 or 1936)

MELVIN LEIGHTON, TEACHER



First Row (near blackboard) Front to Back: Douglas Doane, George Bell, Richard Jones, Pauline Smith, Ella Spencer, Albert O'Brien  
Second Row Front to Back: Eleanor Spencer, Norman Bateman, Wilbur Braley Jr., Jean Mack, Anna Kennett, Thelma Bateman, Evelyn Spencer  
Third Row Front to Back: Audrey Bell, unknown, Helen Chapman, Betty Shorey, unknown, Irving Wentworth, Francina Gamble  
Fourth Row Front to Back: Mary Spencer, Leon VanAken, Lawrence Ellis, Raymond McKay, Dorothy Hollis

## FOURTH AND FIFTH GRADE 1949



Front Row L to R: Mary Bell, Louise Olmstead, Alverta Spencer, Ione Jordan, Dawn Turner, Mary ). Osler, Maureen Honey, Nancy Chaloux  
Second Row L to R: Gary Beaulieu, Charles Watson, Gary Doane, Leonard Watson, Herbert Jordan, Wanda Russell, Shirley Dunham, Paul Rideout, Louis King, Mrs. Ruby Ruth, (teacher)  
Third Row L to R: Ann Meehan, Clarence Russell, Sandra VanAken, Richard Dudley, Lillian Wilson, Patricia Lagerquist, Marlene Wert, Joanne Park



## VEAZIE GIRLS BASKETBALL TEAM (1933-1934)



Front Row L to R: Charlene Shorey, Jean Mack, Bernice Ellis, Audrey Bell, Betty Shorey, Elaine Russell  
Back Row L to R: Doris Bussell, Marguerite Rogers, Dorothy Lambert, Ella Spencer, Francina Gamble, Anita Spencer,  
Mary Jordan, Barbara Braley.

Coach-teacher, Melvin Leighton

# CHURCHES

There were several churches functioning in Veazie before the turn of the century. A Free Baptist Church was located on Olive Street in the former Higgins home. This same church later was called Penobscot Hall and was used for Sunday School. Years later it was renamed the N.E.O.P Hall, (New England Order of Protection.) Charles Jordan bought the property in the late 1930's and rebuilt it into a home.

At the foot of Olive and Oak Streets, on the triangle, sat the Calvinistic Baptist Church. The 1875 Comstock and Cline map shows a Union Church was in existence somewhere in the village near the square. It probably was located in the former old grange hall which sat beside the present James Woodsum home. This, in later years, was also used as the Methodist Church. This building as well as the Calvinistic Baptist Church, have been torn down.

The Veazie Congregational Church is one of the oldest buildings in Veazie. On May 22, 1837, an Ecclesiastical Council convened at the home of Samuel Valentine and voted to organize the Congregational Church of North Bangor. By May 20, 1844, the church records showed that there were twenty members. On March 29, 1845, the church was dedicated with a sermon by Reverend Maltby and a prayer by Reverend Page.

The land upon which the church stands was deeded January 1, 1845 but ran into problems. John T. Clark deeded it to the North Bangor Congregational Society which was not an incorporated body and had no legal power. Upon petitioning by the Business Committee on September 4, 1903,, the Supreme Judicial Court deemed that the property be conveyed to the Veazie Congregational Church. In that same year the church was insured for one thousand dollars for five years at a cost of thirty dollars.

The church has had many students from the Bangor Theological Seminary who have served as its pastors. Several have become quite distinguished in their field-to mention only a few: Dr. Smith Baker, Dr. Harry Trust, who was for many years President of Bangor Theological Seminary, and the Rev. Rensel Colby.

The beautiful round memorial window in the front of the church is dedicated to the Reverend Smith Baker who was ordained here on July 26,1860. He remained until 1868 when he left to accept the pastorate of the Park Street Congregational Church in Boston. The Ladies Aid Purchased the window in the early 1900's for one hundred

and fifty dollars. The story has been told that after the window had arrived at the Veazie Railroad Station it was loaded onto a wheelbarrow and pushed up the hill to the church. Other memorial windows were given in memory of Japheth and Mary Dexter, Nahum and Clara Warren and Emma J. Smith Patterson.

The Ladies Aid was formed in the very early 1900's. They were known for their fancy work, quilts, and the superb town meeting dinners which they planned, cooked and sold to the residents who were attending the annual town meeting. This money was used to replenish their small treasury for the needs of the church. Through their hard work, dedication, and donations of cash, they helped to build the church basement and bought the steel chairs. They have also been major contributors to the church insurance and to special projects. They also assist in church receptions.

A Women's Fellowship was started in 1971. Although only organized for a short time this group has contributed much in both time and money to church projects and its general funds. The Fellowship is affiliated with Church Women United. Besides working for the local church these ladies have participated in both foreign and domestic missionary efforts.

1951 - Veazie Grange provided new steps with railings and two tubs of flowers.

1958 - The Veazie Garden Club landscaped the grounds and donated numerous articles for the choir.

1958 - The Colby Memorial Room was dedicated in honor of Reverend Rensel H. Colby.

1959 - A Hammond organ was purchased with contributions from members and friends. 1961 - The church became part of the United Church of Christ.

1972 - Began construction of educational wing

## SOCIETIES IN VEAZIE AT TURN OF CENTURY

Pine Tree No. 1326  
Knights of Honor  
Reform (temperance) Club  
Rural Grange No. 207  
Patrons of Husbandry



# PASTORS

## FIRST CONGREGATIONAL CHURCH OF VEAZIE

1838 to 1845	Circuit Pastor	1923 to 1925	Frank Roosevelt Hamilton
1845 to 1846	Rufus William Emerson	1925 to 1927	Sumner Francis Johnson
1846 to 1849	Daniel Smith Talcott	1927 to 1931	Leon Arthur Dean
1849 to 1858	Circuit Pastor	1931 to 1933	Clarence Walter Harvey
1858 to 1867	Smith Baker	1933 to 1935	Arthur Wallace
1867 to 1868	William Foster Obear	1935 to 1938	Raymond Edward Fiedler
1868 to 1886	Circuit Pastor	1938 to 1939	Earl Damon Greenlaw
1886 to 1888	Charles Burns Wathen	1939 to 1940	George Stanley Keast
1880 to 1890	Circuit Pastor	1940 to 1942	Wilbur Putnam Parker
1890 to 1891	Virgil William Blackman	1942 to 1944	John Peters Webster, Jr.
1891 to 1894	Francis Arthur Sanborn	1944 to 1945	Craig Handyside Richards
1894 to 1895	Circuit Pastor	1945 to 1947	Raymond Andrew Michel
1895 to 1896	Herbert Edwin Lombard	1947 to 1949	Albert Luther Holcomb
1896 to 1897	Robert Robertson Morson	1949 to 1952	Balth Hendrik Adolf Unger
1897 to 1900	Circuit Pastor	1952 to 1954	Clifford Cecil Tobin
1900 to 1902	Charles William Howkins	1954 to 1956	Norman Levinson
1902 to 1905	Edwin Call Brown	1956 to 1958	William R. Heinrich
1905 to 1908	Frederick William Foote	1958 to 1961	Joseph L. Hedrick
1908 to 1909	Stephen Christian Lang	1961 to 1962	Samuel M. Lafferty
1909 to 1911	Rensel Harold Colby	1963 to 1964	Peter A. Dakers
1911 to 1912	Harry Trust	1964 to 1964	Maynard W. Hammond
1912 to 1914	Robert William McClure	1965 to 1966	Richard C. Ogden, Jr.
1914 to 1916	Frederick Rudolph Dixon	1966 to 1970	Arthur Reublinger
1916 to 1918	Jesse Churchill Donahue	1970 to 1972	Ronald Haney
1918 to 1919	Thomas Foxall, Jr.	1972 to 1975	William Schraer
1919 to 1922	Albert Bernard Kettell	1975 to 1976	William Mulford
1922 to 1923	Walter Egbert Stackpole	1976 to 1978	Mrs. Charlotte A. Lesak

(1895)  
Free Baptist Church and N.E.O.P. Hall on Olive Street



N.E.O.P. Hall as it looks today  
Located on Olive Street

# VEAZIE CONGREGATIONAL CHURCH (1895)



VEAZIE CONGREGATIONAL CHURCH (1895)



Memorial Window Dedicated to  
Reverend Smith Baker



Veazie Congregational Church today  
Wing added on in 1972

YOUTH CHOIR AT  
VEAZIE CONGREGATIONAL CHURCH  
(1935 or 1936)



DIRECTED BY MRS. PAUL SPRINGER

Front Row L to R: Alice Shorey, Mary Spencer, Charlene Shorey, Hazel Chapman, Irene Shorey, Waldo Robinson

Row Two L to R: Joanne Springer, Jackie Springer, Madeline Prouty, Ethel Spencer, Jenny Sidelinker

Row Three L to R: Rita Kennett, Grace Jordan, Edith Farley, Shirley Spencer, Anna Bussell, - Murphy, Betty Shorey

Row Four L to R: Anna Kennett, Evelyn Ames, Francina Gamble, Eleanor Spencer, Helen Chapman, Evelyn Carney

Mrs. Paul Springer was the daughter of Mr. William Picard who resided in the present Lou Silver home on State Street

By the 1920's the Corporation House was aging and inadequate. The town decided to sell it and purchase the Grange Hall which stood near where the present Town Hall sits. The Corporation House suffered a fire in 1936 so the town meetings were held for several years in the rented Grange Hall.

Hot debates developed over whether to buy the Grange Hall or build a new Town Hall. At least eight special town meetings were held on this issue. At one meeting the town would vote in favor of building a Town Hall. A petition would be circulated and return the article to Town Meeting and the previous vote would be rescinded. This continued all summer until finally, (in August 1938,) it was voted, ninety yeas and seventy three nays, to construct the new Town Hall and sell the Grange Hall and old Town Hall. The first town meeting was held in the new building on March 25, 1940.

Veazie was a rough and tumble town during this time. Fights were common even at Town Meetings. Vandalism was frequent. In 1938 the town voted to repay the Ladies

Aid Society for dishes they had stored in the Town Hall. The dishes had been destroyed by some teenagers who had broken in. This incident and a traffic accident with the town's road machine impressed the town officials with the need for an insurance policy on the town's property.

Many activities have been held in the Town Hall over the years. The hall is kept busy with Boy Scout and Girl Scout Meetings, Ladies Aid, Legion Groups, Shrine suppers, firemen suppers, school plays, basketball games and physical education. The hall has also been "dressed up" for many wedding receptions and dances too. If any resident desires to use the hall, he or she must book their day or night way in advance.

Town Meetings and public hearings are also conducted there with the voting handled downstairs and the town meetings upstairs. (I assume that now that the new Municipal Building is being used, town meetings and voting will no doubt be moving to this site sometime in the future.)

At this time the Town Hall is undergoing some internal alterations. The wall between the fire bay and the old selectmen's office has been removed along with the back wall of the office making one large room. Two windows have replaced the large overhead fire door. (This change will accommodate a new Senior Citizens Center.)

April 1868 - the town voted to accept the Corporation House for use as a hall and for other town purposes.

March 1915 - the town voted to build a tower on the end of the Town Hall, (Corporation House,) and place a bell in same.

March 1924 - town voted that the public be allowed to ring town hall bell between the hours of twelve midnight and daylight on July 4th and Armistice days.

## CORPORATION HOUSE



View from Maple Street. It is now privately owned and has apartments.

## WATER

1889 was a drained year for Veazie but conflicts among townspeople kept political life active. The town contracted with the Penobscot Water and Power Company for twenty years to provide fifteen hydrants and water service at a cost of six hundred and twenty five dollars per year. Although concentrated in the village, the hydrants were soon installed all over town.

March 1894 - voted water on Chase Road  
March 1903 - voted to move hydrant on Mill Street to State Street in front of B. N. Morris Canoe Company  
March 1953 - hydrant rental \$1560.00  
Oct. 1969 - accepted Orono-Veazie Water District  
Oct. 1971 - re-accepted water district  
March 1977 - hydrant rental \$22,000.00

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## STREET LIGHTS

In the early 1900's the town began to look to lighting their streets. An agreement in 1909 was reached with the Bangor Railway and Electric Company and Veazie to install the following lights:

four lights - School Street  
two lights - Lemon Street  
two lights - Olive Street  
one light - Oak Street  
one light - Grove Street  
one light - State Street

Fifteen dollars and fifty cents was raised and appropriated each year for each new light named above with added stipulation that the lights be on all night. There were thirty two street lights by 1910 and by 1919 the town voted to raise five hundred dollars for street lights "in the ensuing year." Yet, in that same year they postponed indefinitely to put electric lights in the Veazie Grammar School.

By the 1940's the town had all their streets lighted.  
1928 -street light appropriation \$605.00  
1954 -street light appropriation \$1228.94  
(135 lights) - 1977 - street light appropriation \$6548.00

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## SEWERS

Sewers were first proposed in Veazie in 1915 more than fifty years after Bangor had a complete system. A serious study committee was not formed until 1922 and funded in 1923. Finally, in 1924, the town voted in favor of sewers. The village was fully served by 1940 but much of the rest of the town was not receiving services up until the 1960's. Within the next several years all homes will be connected for service under the new federal regulations.

1928 - Public sewer from H.H. Miller residence on State Street north to Lemon Street, thence from Lemon Street up Flagg to Morris residence to Penobscot River.

Fifty per cent of cost borne by the town. Cost: three thousand dollars.

1951 - Veazie Sewer District was incorporated. Three trustees were appointed by the selectmen on staggered terms. One year: Clarence Russell, two year: Thomas Davis, three year: Frank Mack

1954 - Town appropriated \$7000.00 for Sewer District  
1976 - Town appropriated \$40,500.00 for Sewer District

Did you know that the first flush toilet in town was owned by Bertram King, Charlie King's father?

# TELEPHONES

A petition was presented to the town as early as June 25, 1895 by the New England Telephone and Telegraph for a hearing to erect telephone poles and wires. On June 11, 1896, the town authorized the selectmen to grant them the right to erect and maintain twenty five foot poles and wires, (wires to be eighteen feet from the ground.) These were to be located on the highway on State Street from the Bangor line to the Orono line. By the mid 1930's the town was serviced with telephones.

In 1948, a committee was appointed to petition the New England Telephone and Telegraph through the Public Utilities Commission to extend rate zoning to include

Veazie in the Bangor zone and set up a four party line system in Veazie.

June 1907 - Telephone poles and lines entire length of Lemon Street

August 1907 - Poles and wires on old River Road from a point near the Thompson Place to the Veazie Station

May 1911 - Poles and wires entire length of Flagg Street to Green Street

Feb. 1917 - Wires and poles on Chase Road from the Bangor Road to Bangor town line.

May 1931 - Wires and poles on Bangor-Old Town Road from Mount Hope Avenue to a point one eighth of a mile north of Lemon Street.

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# POSTAL SERVICES

Mail travels and so did the postal services in Veazie. When Al Gilman had his first store on Main Road, in the home owned then by Jim Spencer, now owned by Alvah Calkins, he sold postage stamps along with his general store merchandise. When he re-located in his new store on the town hall lawn, he again sold postage stamps.

On April 24, 1964, a branch Post Office was opened and operated by James Russell in Russell's store. Services were stamps, money orders and parcel post. In later years when Jerry Turner owned the store and Bertha King ran it she continued the same postal services. This service was discontinued in the early 1970's.

All deliveries of mail for Veazie come from the Bangor Post Office. Veazie was assigned R.F.D. #7. This route began at Forest Avenue in Bangor traveling to Veazie up to and including Kelly Road, in Orono, northwest on Stillwater Avenue and back to Bangor. In 1910 Alphonso Dickson had 21.9 miles to deliver on this route. About 1950 the mailing address was changed to M.R.B. with box numbers for each homeowner. By that time the town had grown so that the Bangor Post Office put on a mail carrier to deliver solely to Veazie.

John Skinner tells me that when he was a young boy he remembers when Alphonso "Pompy" Dickson delivered in Veazie in the winters using a horse and sleigh ...what wonderful memories of years gone by.

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## POSTAL EMPLOYEES WHO LIVE OR HAVE LIVED IN VEAZIE

Samuel E. Marshall, Appointed Veazie postmaster in late 1830's

Nahum Warren, Veazie postmaster for seven years in 1800's

Alphonso Dickson

Paul Howard

Edward Stover

Paul McPhee

Arthur Clish, Asst. Postmaster, Bangor

Alden Rand

Joseph Eslin

Virgil LeBlanc



# DUMP

In the early 1900's the town began to feel the need for a public dump. The first dump was located off State Street behind the Hathorn property which is the Frank Todd home today. The dirt road leading to the dump was located approximately where the Denaco home is today. This dump closed in the 1920's and again the town faced the refuse problem.

The town voted to look into providing a dump in 1930. This one was located on the old Thompson farm off Prouty Drive near the river. The road is still visible. In 1935 Dick Prouty sold the town a parcel of land on the County Road. This dump was used until 1976 when federal regulations prohibited open dump burning and the dump was closed. Since 1977 Veazie has contracted to haul its refuse to the new Sawyer Landfill in Hampden at a price of six dollars a ton.

Since the dump closed the town has had the land graded, seeded and loamed. Sometime in the future the town

is hoping to use this area for a park.

For many years Dick Prouty took care of hauling the town refuse and the care of the dump. After Dick passed away the refuse job was awarded to Lou Silver who handled it until 1975.

March 1948 - "voted that the town accept Mr. Dick Prouty's bid of \$450.00 per year to collect dump and garbage once a week and also take care of the town dump."

March 1950 - "voted to accept Norman Prouty's sealed bid of \$987.00 for one year for collection and disposal of garbage and care of town dump."

March 1954 - "voted to raise and appropriate \$200.00 for rat extermination at dump."

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# ROADS

Like any other town with dirt roads, Veazie had its road problems too. In the Spring the mud was wagon axle deep. Some of them were almost impassable until the summer when they would dry out and then there were the ruts to contend with.

In 1885, one of the articles in the town minutes reads as follows:

"To see if the town will vote to instruct the street commissioner to put the street commencing at Lemon Street and running in a southwesterly course past the house of Seth Brann, Henry Ward, E.K. Stuart's store, Asa B. Waters house and intersecting the street running between George Morrill's and Samuel Harmon's house in a passable condition for teams."

The town voted to "lay out" twenty five dollars plus the same amount of money raised for repair of roads.

By the late 1930's Veazie began to think seriously of road improvement so they began the tarring process. One year the town would raise money to tar the village roads and the next year another section would be tarred until, finally, all the roads were completed. In fact, in 1951, the town raised two thousand five hundred dollars for retarring all roads.

In the last few years the town has been using the asphalt process when a road needs to be finished.

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# CEMETERY

I went to the cemetery yesterday and was surprised to find so many familiar people there. Just through the gate was Roderick Park, a lumberman who lived on Thompson Point. He tried being a selectman a few times but didn't care for the public life. His wife is beside him.

All around were familiar names of the same era, McPhetres, Hathorn, Rollins, Warren. Robert McPhetres

was in the 2nd Maine Regulars during the Civil War. He was so proud of that fact and the action he saw it was hard to hold a conversation with him without some war story cropping up. Amazing how he'd slide them in on you. Now his headstone proclaims his story. Topped by a soldier standing with a draped flag and finished with a patriotic verse. His patient wife lies nearby, one lily atop her stone.

Nahum Warren is up by the fence. He was a farmer down on the Orono Road. His land is in trees now. He was a selectman on and off for twenty years. Before Veazie even existed he was active in Bangor politics. Deacon Warren wrote the settlement between Veazie and Bangor on the 1853 taxes, separating the two. He was proud of being a deacon of the church. It says Dea. Nahum Warren on his tombstone and on his wife's.

Across from Deacon Warren is Silas McPhetres. They often battled in town meeting but now they lie to glower at each other for eternity.

In the very middle of one section stands a large monolith. From one side it says simply Hattie Foyer. No age, no dates, no inscription. It speaks volumes. Hattie was a madam in town. She was married to a Mr. Stevens but her second name isn't on the monument. She would never allow her name to be changed or her age told. So, her name lords it over everything, even all the others who looked on her with disrepute ...she has a respectable monument and hers is the most dignified and independent.

Isaac .Spencer is buried nearby. He was a storekeeper in the village. He shares a small stone with his wife. Frugal even in death.

Hidden in trees are the earliest tombstones. They're of slate. These dark watchers tell of even more ancient people. They bear the names of those who had moved on before Veazie became a town. Like Indians, a primeval backdrop to later history.

The strange thing though is the stillness. All these people, so alive once, arguing over how Veazie should be. With all the feuds these people had, this should be a noisy place. It is so still...

Different articles pertaining to the cemetery taken from town minutes (in safe).

1859 - "voted that the selectmen procure runners for the hearse." (I assume it means runners for the snow.)

1859 - "voted that the town raise fifty dollars for the repair of fences and gates around the burying ground and that the selectmen contact someone for same."

1871 - p. 263 "voted that the undertaker publish all deaths that occur in the town in the Bangor paper. Also the undertaker shall have charge of the burying ground and if S. Morris fails to keep the fence in order he shall do so and bring in his bill to the selectmen who shall pay a reasonable compensation for it. Also that the undertaker shall purchase suitable weights for the small gates of the burying ground and the town pay him for the same."

1874 - p.314 "voted that the undertaker shall set out some hardwood trees in front of burying ground in said town, repair and gravel walks in the ensuing year."

1875 - p.329 "voted to authorize selectmen to cause the walks of the Burying Ground to be shoveled out and graveled and that one hundred dollars be raised for the purpose and if any bodies lay in the walks they shall notify their friends to remove them and if not so removed that the selectmen cause 'them to be removed into the nearest lot not occupied."

1881 - p.428 "voted to authorize the selectmen to enlarge the graveyard and granted and raised money for same."

1912 - Harry E. Smith was paid fifty cents for burying a cat in 1909. Thomas Cochran was paid one dollar for burying a dog.

1912 - p.543 "voted to accept money from any person or estate for the purpose of keeping lots in repair in the cemetery and the sum of money to be not less than fifty dollars and as much more as they wish to give."

1914 - p.629 "voted to put in one faucet in the center street of the cemetery."

1922 - "voted NOT to sell that part of the McPhetres place, so-called lying north of a line back of cemetery and sand bank, said land to be advertised and sold at public auction to the highest bidder, also to determine whether said land shall be sold with or without right-of-way to Main Road."

1953 - "voted to sell house lot from cemetery property to E. J. Foley for two thousand dollars."

# AROUND THE CORNER

Around the corner I have a friend,  
In this great city that has no end.  
Yet days go by and weeks rush on,  
And before I know it a year is gone.  
And I never see my old friend's face,  
For life is a swift and terrible race.  
He knows I like him just as well,  
As in the days when I rang his bell  
And he rang mine. We were younger then,  
And now we are busy, tired men.  
Tired with playing a foolish game,  
Tired with trying to make a name;  
"Tomorrow," I say, "I will call on Jim,  
just to show that I'm thinking of him.  
"But tomorrow comes and tomorrow goes,  
Around the corner yet miles away,  
"Here's a telegram, sir, *Jim died today.*"  
And that's what we get and deserve in the end,  
Around the corner, a vanished friend...

author unknown

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## SEXTONS OF VEAZIE CEMETERY

1859 to 1860	William Spurr	1918 to 1919	Osgood Sidelinker
1860 to 1872	John B. Durgin	1920	Frank Spencer
1873	Freeman Rollins	1921	Osgood Sidelinker
1874	William Spurr	1922 to 1926	Joseph P. Dudley
1875	Dennis O'Brien	1927	Frank Spencer, Joseph Dudley
1876	Dennis O'Brien, Edwin Hathorn	1928 to 1930	Joseph Dudley
1877 to 1885	Edwin Hathorn	1931 to 1935	Charles Goode
1886	G.B. Marden	1936 to 1937	Kaloe Googins
1887 to 1890	Silas Hathorn	1938	Kaloe Googins, Charles Spencer
1891	Ingerson Doane	1939 to 1941	Charles Spencer
1892 to 1909	Silas Hathorn	1942	Charles Spencer, J.E. Meehan
1910 to 1911	Osgood Sidelinker	1943	Douglas A. Doane
1912	- Harry Smith	1944 to 1962	John E. Meehan
1913 to 1914	Osgood Sidelinker	1963	John Meehan, Alvin Myers
1915	Samuel J. Wentworth	1964	Allan B. Calkins
1916	Frank Spencer	1965 to 1973	Robert Watson
1917	Charles Turner	1974 to 1977	Alvin Myers

# POLICE

Veazie, since its inception, has always had constables. Off and on over the years, the town alternated between electing them or having them appointed by the selectmen.

Nothing in the old Town Minutes (for the 1800's), indicates that they were paid. Maybe they offered their services in lieu of paying a tax or another town debt. Regardless, it was no doubt, menial pay. By 1900 the minutes did show that the town began to pay a small fee for these services.

In 1977 Alvah B. Calkins was recognized by the town for this twenty eight years of dedicated service as a constable. He received a plaque with an inscription, and his two badges, (constable and police,) mounted on it.

Alvah was born on January 18, 1912, in Orono in the house built by his father, next to the Gass Stables. He has resided in Veazie for forty five years. In June 1937, he married Amy (Fernald) Calkins from Frankfort, Maine. They have two grown children, Allan B. and Ann B. Calkins.

The town, in 1977 voted to buy a police cruiser and in that same year three part time constables were appointed and recently a fourth man was added.

March 1903 - Annual Constable Salary \$13.00

March 1916 - Annual Constable Salary \$10.00

March 1928 - Annual Constable Salary \$30.00



Alvah Calkins on his way to work.

# CONSTABLES

- 1853 - Roderick Park, Abram Jaquith, Asa C. Palmer, Thomas O. Additon  
1854 - Nahum Warren, Abram Rollins, Roderick R. Park, Sewall Chapman, Jr., Danforth Clark  
1855 - Roderick R. Park, Danforth L. Clark, Stillman Moulton  
1856 - D.L. Clark, D.W. Dickey, J.C. Rollins, Sewall Chapman, Jr., Levi Blodgett  
1857 - D.L. Clark, Amos Phillips, Levi Blodgett, William H. Dorr, William Spurr  
1858 - John H. Phillips, D.L. Clark, David W. Dickey, Levi Blodgett, Albion Morris, John Thompson  
1859 - D.L. Clark, Levi Blodgett, Otis Hewey, Albion Morris, S. Chapman, Jr., S.J. Hathorn  
1860 - Albion Morris, Frank McPhetres, D.L. Clark, S.J. Hathorn, Michael Sullivan, B.F. Linnell, Otis Hewey, Levi Blodgett, Sewall Chapman, J.H. Shepley  
1861 - Mark Thompson, P.H. Spencer, Levi Blodgett, William Spurr, Samuel J. Hathorn  
1862 - Levi Blodgett, Otis Hewey, William Dorr, William Spurr, Samuel J. Hathorn, Samuel L. Morris  
1863 - Otis Hewey, Samuel Hathorn, William Thompson, Isiah M. Davis, Andrew J. Stockwell  
1864 - Otis Hewey, Levi Blodgett, A.D. Chase  
1865 - James Dwelley, Levi Blodgett, S.L. Morris, S.J. Hathorn, William Dorr  
1866 - Levi Blodgett, S.J. Hathorn, William Thompson, Otis Hewey, J.W. Decter, Jr.  
1867 - Levi Blodgett, S. Morris, Samuel J. Hathorn, Wilder Page  
1868 - D.W. Dickey, J.N. Shaw, S. Hersey  
1869 - Otis Hewey, John N. Shaw, William Dorr  
1870 - Levi Blodgett, S.J. Hathorn, William Dorr, Thomas Callanan  
1871 - Mark Thompson, Charles J. Norton, David W. Dickey  
1872 - Wilder Page, Mark Thompson, Samuel J. Hathorn, G.B. Marden, Ansel G. Emery  
1873 - Levi Blodgett, Wilder Page, G.B. Marden  
1874 - Otis Hewey, George Morrill, Wilder Page, Henery J. Davis, Gustavus B. Marden  
1875 - Levi Blodgett, G.B. Marden, Otis Hewey, Mark Thompson, Thomas Callanan  
1876 - Levi Blodgett, Samuel Hathorn, James S. Ellingwood, Frank S. Brown, G.B. Marden  
1877 - Daniel K. Hammond, Andrew J. McPhetres, Andrew R. Smith  
1878 - A.J. McPhetres, Thomas Callanan, Levi Blodgett, A.R. Smith  
1879 - G.B. Marden, Levi Blodgett, A.J. McPhetres, Eldridge Parkhurst, John Stapleton  
1880 - Levi Blodgett, E.G. Parkhurst, G.B. Marden, John E. Kent, S. J. Hathorn, Thomas Callanan  
1881 - John E. Kent, A.G. Emery, John McCarty  
1882 - G.B. Marden, R. P. Hathorn, A.H. Gilman, A.J. Spencer  
1883 - E.M. Merrick, W.J. Low, G.B. Marden  
1884 - Alfred Page, G.B. Marden, John Durgin, J.P. Dudley  
1885 - Gustavus Marden, Albert Dwelley, Warren Prouty  
1886 - G.B. Marden, Alfred Page, Lewis Park, John McCarty  
1887 - Fred D. Spencer, L. Park, G.B. Marden, John O'Brien  
1888 - G.B. Marden, John Stapleton, Albert F. Dwelley  
1889 - G.B. Marden, Ingerson H. Doane, Lewis H. Park  
1890 - G.B. Marden, H.H. Sproul, L.H. Park, J.P. Dudley  
1891 - C.E. Perkins, D. Sparks, Warren Prouty, Chas. H. Dudley  
1892 - B.C. Seavey, O.D. Winchester, John Stapleton  
1893 - N.H. Cook, B.C. Seavey, William Thompson, R.P. Hathorn  
1894 - William E. Swears, Frank Dudley, G.B. Marden  
1895 - John E. Kent, William E. Swears, Seavey Door  
1896 - William E. Swears  
1897 - William E. Swears, John H. O'Brien, M.E. Buckley  
1898 to 1903 - William E. Swears  
1904 - George Sullivan, William E. Swears  
1905 - William E. Swears  
1906 - William E. Swears  
1907 - Warren Prouty, William E. Swears  
1908 - William E. Swears  
1909 - William E. Swears, A.R. Page  
1910 - Alfred R. Page, William E. Swears  
1911 - M.R. Crocker, Joseph Dudley  
1912 - Leonard Lambert, James Parks  
1913 - James Parks, Edwards O'Brien, Frank B. Robins, Joseph P. Dudley  
1914 - Joseph P. Dudley, B.L. King, L.E. Lambert, James Parks  
1915 - Bert L. King, Joseph P. Dudley, Alvah H. Towle  
1916 - Joseph P. Dudley, Bertram L. King, Alvah H. Towle  
1917 - Joseph P. Dudley, Bertram L. King  
1918 - Roy A. Ellis, Thomas Davis, Bertram L. King  
1919 - Joseph P. Dudley, Bertram L. King  
1920 - Bertram King, Edward M. Bulles  
1921 - Joseph P. Dudley, Norman Prouty  
1922 - Wyatt Spencer, Charles Inman, Jr.  
1923 - Wyatt Spencer, Charles Inman, Jr.  
1924 - Joseph P. Dudley, Bertram L. King  
1925 - William Jordan, Joseph P. Dudley  
1926 - William Jordan, Joseph P. Dudley  
1927 - Harold Wentworth, Frank Dwelley  
1928 - Peter Bostrum, Harold Wentworth  
1929 - Charles Inman, Jr., Ralph E. Shorey  
1930 - Charles Inman, Jr., Harold Wentworth, Francis Murray  
1931 - Clarence Perkins, Harold Wentworth, James Parks

1932 - Peter Bostrum  
 1933 - Peter Bostrum, Clinton VanAken  
 1934 - Peter Bostrum, Clinton VanAken  
 1935 - Peter Bostrum, Clinton VanAken  
 1936 - Leonard Lambert, Harold Wentworth  
 1937 - Leonard Lambert, Harold Wentworth  
 1938 - Harold Wentworth, Clinton VanAken  
 1939 - Harold Wentworth, Harry Smith  
 1940 - Harold Wentworth, Harry Smith, Carroll Ellis (special)  
 1941 - Harold Wentworth, Harry Smith, Carroll Ellis (special)  
 1942 - Harold Wentworth, Harry Smith, Carroll Ellis (special)  
 1943 - Harold Wentworth, Harry Smith, Roy Seber, Carroll Ellis, George Harthorne (special)  
 1944 - George Hathorne, Harold Wentworth, Harry E. Smith  
 1945 - Harold Wentworth, George Hathorne, Alvah H. Doane  
 1946 - Harold Wentworth, Alvah H. Doane  
 1947 - Robert L. Clark, Harold Kennett, Alvah Doane  
 1948 - Harold Kennett, Alvah Doane, Frank Jordan  
 1949 - Frank Jordan, Alvah Calkins, Alvah Doane  
 1950 - Frank Jordan, Alvah Doane, Alvah Calkins, George Bell  
 1951 to 1952 - Alvah Calkins, Douglas Doane, Alvah Doane  
 1953 - Alvah Calkins, Bertrand Lane, Alvah Doane  
 1954 to 1956 - Alvah Doane, Alvah Calkins, Douglas Doane  
 1957 to 1958 - Alvah Calkins, Harold Kennett, Ralph Parks, Douglas Doane, Rodney Bragdon  
 1959 - Alvah Calkins, Harold Kennett, Ralph Parks, Douglas Doane, George Bell, Rodney Bragdon  
 1960 - Alvah Calkins, Ralph Parks, George Bell, Donald Perry  
 1961 - Alvah Calkins, Ralph Parks  
 1962 to 1966 - Ralph Parks, Alvah Calkins, George Bell  
 1967 to 1969 - Wilbur Braley, Ralph Parks, Alvah Calkins, George Bell  
 1970 - Alvah Calkins, George Bell  
 1971 to 1972 - Alvah Calkins, Wilbur Braley, George Bell  
 1973 to 1976 - Alvah B. Calkins, George Bell  
 1977 - George Bell, (Chief), Cathy Jordan, Alvah B. Calkins, Frank W. Jordan  
 1978 - George Bell (Chief), Vito Fratello, Tyler Dunning, Joseph Friedman, Steve Monroe



## VEAZIE POLICE DEPARTMENT

Left to right, seated: Town Manager Curtis Lunt,  
Chief George R. Bell.

Standing: Steve Monroe, Tyler Dunning, Vito Fratello,  
Joseph Friedman.

# FIRE DEPARTMENT

In 1903 there were two hose houses in Veazie. One was located in the triangle at the foot of Oak and Olive Street. The other one was situated on Merrick Street approximately where the Earl Parks home is today.

By the year 1927 the hose house was located in the old school building (where the present town hall is today.) A large opening for a fire door was cut on one end of the building and a ramp was added to house the new fire truck Veazie had purchased a few years before.

When the Town Hall was built in 1938, the plans included a bay for the fire truck. A new fire truck was purchased in the 1940's.

In the present new Fletcher Municipal Building there are three fire bays, of which two of them house fire equipment.

In November 1950, Veazie organized a Volunteer Fire Department with twenty seven members. (Town population was six hundred people at that time.) Twelve members had their hats and badges; more were outfitted later. The money was raised through town merchants and a fireman's dance. Training sessions consisted of weekly movies, speakers from the larger communities, and actual practice with the town's equipment which included a five hundred gallon pumper on a Chevrolet chassis.

On May 14, 1968, the Veazie Fire Fighter Association was organized. This included seven experienced firemen. Today there are approximately twenty-six members which include one chief, one assistant fire chief, one captain,

three lieutenants, sixteen regulars and four junior members.

The following articles are taken at random from original town records in safe.

March 1854 - "voted that the town pay the members of the engine company seventy-five dollars for the flag staff and other utensils that belong to said company."

March 1893 - "voted to raise forty two dollars to purchase twelve rubber coats for the fire company, same coats to be purchased by the Chief Engineer. Also voted to raise ninety two dollars for ladders, trucks, etc."

March 1899 - "voted to buy the Robert Farris property on Oak Hill and establish a hose house there."

March 1911 - Fire Chief - annual pay fifteen dollars

March 1912 - "voted to sell the Robert Farris place so-called and reserve a corner lot on School and Merrick Street to put the hose house on with the condition that the house be taken down and removed."

March 1913 - one hundred fifty feet of fire hose \$94.50  
nozzles \$22.00

March 1926 - "voted to raise seventy five dollars for fire extinguishers and ash cans for school."

March 1947 - Insurance on fire truck \$51.00



# ONE OF VEAZIE'S FIRST FIRE HOUSES



At foot of Oak Street in early 1900's. Building has long since been torn down.

## FIRE DEPARTMENT

1854 - S.S. Fish, Eli Weston, J.A. Boyington  
1855 - B.R. Dickey, Ira Boynton, William Dorr  
1856 - Eli Weston, B.R. Dickey, William H. Dorr  
1857 - L.L. Morris, A.C. Palmer, William H. Dorr  
1858 - D.M. Davis, J. Grover, William H. Dorr  
1859 - Nathan Marden, S.L. Morris, Joseph C. Robinson  
1860 - John A. Marden, S.L. Morris, Joseph Shepley  
  
1861 - N.L. Marden, Joseph Shepley, S. Morris  
1862 - Joseph Shepley, N.L. Marden, James Turner, Samuel Morris  
1863 - Joseph H. Shepley, William Spurr, Nathan Marden  
1864 - Joseph Shepley, William Spurr  
1865 - John A. Marden, E.B. Marden, William Dorr  
1866 - Nathan L. Marden, James B. Sproul, Joseph H. Shepley  
1867 - N.S. Marden, George Moore, J.S. Dwelley, Wilbur Page  
1868 - Jefferson Peabody, Asa- B. Waters, Wilder Page  
1869 - Wilder Page, Mark Thompson, William Kent  
1870 - Wilder Page, N.S. Marden, James Merrick, John A. Marden

1871 - James L. Dwelley, Ansel G. Emery, Nathan Marden  
1872 - Ingerson Doane, Wilder Page, Llewellyn Ellingwood, William Ward, Nathan Marden  
1873 - Ingerson Doane, John Kearns, Nathan S. Marden  
1874 - Nathan Marden, Wilder Page, Ingerson Doane  
1875 - John Kent, Nathan Marden, John L. Rollins  
1876 - Wyatt Weed, P.H. Davis, Henery Ward, John B. Skinner  
1877 - William H. Ward  
1878 - William H. Ward, Ansel Emery, Benjamin Collins  
1879 - N.S. Marden, William H. Ward, Ingerson Doane  
1880 - N.S. Marden, I.H. Doane, W.H. Ward  
1881 - Ingerson Doane, R.T. Hathorn  
1882 - I.H. Doane, William Thompson  
1883 - John S. Kent, N.L. Marden, Fred Spencer, John Buckley  
1884 - Ingerson Doane, W.J. Low  
1885 - Ingerson Doane  
1886 - Ingerson Doane  
1887 - Ingerson Doane  
1888 - William H. Ward, Ingerson Doane

1889 - Ingerson Doane	1921 - Charles Inman
1890 - Charles H. Dudley, Ingerson Doane	1922 - Charles Inman, Sr.
1891 - Ingerson Doane	1923 - Charles E. Goode, Edward Bulles, Charles Inman
1892 - Ingerson Doane	1924 - Charles E. Goode
1893 - Fred Sproul	1925 - William N. Jordan
1894 - Roderick P. Hathorn	1926 - William Jordan
1895 - Fred Sproul	1927 - William N. Jordan
1896 - Lewis C. Inman	1928 - William N. Jordan
1897 - Calvin Inman	1929 to 1942 - Harry E. Smith
1898 - Lewis C. Inman	1943 - William N. Jordan
1899 - Thomas Inman (Chief), Fred Sproul, William Swears, R.P. Hathorn	1944 - Harry E. Smith
1900 - Thomas Inman	1945 - Norman J. Prouty
1901 - Charles C. Inman	1946 - Norman J. Prouty
1902 - Charles C. Inman	1947 - Norman J. Prouty
1903 - not recorded	1948 - Norman Prouty
1904 - Charles C. Inman	1949 to 1954 - George Bell
1905 - Charles C. Inman	1955 - Joseph B. King, Sr.
1906 - A.C. Weston	1956 to 1959 - Douglas Doane
1907 - P.H. Davis	1960 - Freeland Jones
1908 - Charles Inman	1961 - Freeland Jones
1909 - Lewis C. Inman	1962 to 1966 - George Bell
1910 - Arthur Weston	1967 - Douglas A. Doane
1911 - Charles Inman	1968 - Douglas A. Doane
1912 - Charles Inman	1969 - Daniel Fletcher
1913 - Selden Hewey	1970 - George Bell, Frank Jordan (asst.)
1914 - Charles Inman	1971 - George Bell, Bruce Kigas (asst.)
1915 - B.L. King (Chief), Charles Inman, Edward Lynch	1972 - George Bell, Alvin Myers (asst.)
1916 - Charles Inman (Chief), Edward Bulles	1973 - Freeland Jones, George Bell, Richard Jones (asst.)
1917 - Charles Inman (Chief), Edward Bulles	1974 - Daniel Fletcher, Dennis Honey (asst.)
1918 - Charles Dwelley	1975 - Daniel Fletcher, Donald Hillman, Dennis Honey (asst.)
1919 - Edward Bulles	1976 - Donald Hillman, Dennis Honey (asst.)
1920 - Edward Bulles	1977 - Donald Hillman, Dennis Honey (Warden)

# RECREATION

The Penobscot River, Penobscot means "rocky river," or the "descending ledge place," is the longest river in the state. Years ago the river was very clean. Fishing was plentiful with pickerel, trout, perch, bass and salmon. Many a young boy spent his time down on the river bank with a sapling cut for a fishing pole, a string and some type of hook on the end hoping to catch a fish or two. What a thrill when they caught one! (Of course the fish was a food source too.) John Skinner's father used to go down to the river and spear a couple salmon for their Sunday dinner.

The young people in Veazie had their own "swimmin' holes." One was called "Sandy" and it was located in behind and above Lou Silver's pit. The other place was called "Big Rock." This was located down by the Watson home. There was a drowning at "Big Rock" years ago which frightened the children away for a long time, but they eventually overcame their fear and returned to the spot. They'd spend hour after hour at this free summer sport ...some learning to swim, some getting a burn or a suntan.

Rabbits and partridge were plentiful for hunting. Archie Spencer and Fred Doane were two residents who also hunted fox. George Carson and Jim Spencer were trappers. They trapped fox, coon and skunks. Skins brought in twenty five cents each except if you were lucky enough to get a skunk skin with a rich black color and a narrow white stripe, then the price jumped to fifty cents for that particular skin. I guess the narrow stripe was more becoming to the furrier and no doubt, was a better selling item.

Deer weren't as plentiful in Veazie until about 1925, then there seemed to have been a great abundance of them. "Bunny" Lancaster tells me that the former Clish's gas station located near the Congregational church on State Street was swamped with tagging the deer kill ...sixty five in one season! There's no way of knowing if they were all shot in Veazie.

Recreation was nil in Veazie. Children either worked (for mere pennies) or made their own enjoyment. They'd roll hoops, play on the push car or aggravate the motor-man on the trolley.

John Davis mentions the weekly prize fights on Chase Road in the 1920's. A makeshift boxing ring was set up in the field where the present homes of William DeMaso and Eric Hake now sit. This "enterprise" even had a seating arrangement. John and Bill Fleming would be at the "gate" and collect admission and pocket the money. John Skinner said he used to climb up on a nearby haystack and watch the whole fighting match free of charge!

In the town minutes in 1854, page twenty five, the town voted that the selectmen be instructed to request J.H. and A. Phillips to regard the law relative to minors and other "rooling" on the bowling alley and keeping the alley open unlawful hours. A curious article ...can you imagine a bowling alley back at that time? Of course, there's no way of getting any information on the location of this particular bowling alley.

## VEAZIE GIANTS (1934 or 1935)



Front Row L to R: Carroll Stevens, Walter Parks, Albert Spencer, Joseph King, Sr., Waldo Jordan

Back Row L to R: Charles Spencer, Clinton VanAken, Frank Honey, Selwyn Treadwell, Stuart Hodgeman, Herbert LeBlanc

## VEAZIE GIANTS



Picture taken in 1938

Front Row L to R: Frank Jordan, Sr., Walter Parks, Louis Magee, Waldo "Coke" Jordan, Albert Spencer, Douglas A. Doane, Edgar Prouty

Back Row L to R: Charles "Dunk" Jordan, Raymond McKay, Stewart Hodgman, Clinton VanAken, Kenneth Gogins, Charles A. Spencer, Earl R. Parks, Leroy Ellis

Baseball was a popular sport in Veazie along with basketball. There were great teams over the years past with a good winning record, but most of all they enjoyed themselves.

In the early 1900's a baseball team was formed known as the Veazie Giants. Some of the members were: Wyatt Spencer, Walter Dwelley, Leonard Davis, Walter Johnson, Ralph Spencer, and Willy and Ed Kent. Later, in the 1920's another team was formed with sixteen or seventeen men, including their three or four pitchers.

Bill Jordan tells me of his experience traveling to the ball games in the surrounding areas, as far away as Millinocket and over to Amherst. Arthur Kennett's truck was their means of transportation. (Trucks were just beginning to sell.) Bill said they'd all climb in the back end of the truck with all their paraphernalia and make a big day of it! Each of them would donate fifty cents for the ride.

More baseball teams were formed over the years. They all were rugged, ambitious groups whose games were supported by the townspeople wherever they played. A good time was had by all.

In 1917 in the town minutes, article #31 read:

"to see if the town will purchase or lease some piece of ground or lot for a baseball ground and raise money for same."

The town voted to raise \$25.00 with the understanding that there shall be no ball playing in the streets of Veazie on Sunday ...the money was never spent.

In the winter months basketball games were a popular activity in the town hall. The earlier teams played in the first town hall, which was the old Corporation House, residence of Douglas A. Doane on Judson Street. Later the teams played in the grange hall and after it was torn down they moved to the present town hall.

An excellent team of basketball players in 1920-21 was known as the Veazie Jrs. In fact, they were known all over the area for their agility and their winning record. If there had been a policy of awarding trophies to the best team I'm sure they would have received one for first place winners.

William Drinkwater sponsored a team called the "Drinkwater 5". Some of the team members were: Ivan Lancaster, Roland Lancaster, John Sullivan, Charles Inman, Paul Gilpatrick and Merritt Lancaster.

In 1925 the town voted to use the old school house as a town hall and the building was then moved to where the site of the present Town Hall is today. At the March 1925 town meeting the town raised and appropriated one hundred and fifty dollars to move the bell from the old town hall, (Doane residence,) to the new town hall, which at the time was the old school house. Later, when the so-called new town hall was torn down, the bell was acquired by Mr. Picard and it used to adorn the lawn of his home, now the Lou Silver residence. Where it is now I don't know. I made several inquiries but the bell could not be traced.

## VEAZIE JUNIORS (1920-1921)



Front Row L to R: Sumner Cox Irving Lancaster, Edward Hersey  
Back Row L to R: Robert Manning, Reginald Goode (Coach), Walter Day



Fred Otis Driving Team in July 4th Parade in Veazie in the 1940's.



1953 Centennial Parade. Esther Smith standing beside Bob Smith's truck. Town Hall in rear.

Just about every family in Veazie had a vegetable garden and a pig. After the pig was fattened Wyatt Spencer would butcher it for the family's winter meat.

A popular thing in years gone by was to "Help Thy Neighbor." There were barn raisings, roof repairs, or whatever; no matter how busy the neighbors were they'd always find time to help each other an hour or two or maybe all day. This was a wonderful way of living side by side.

Each year the town had a 4th of July parade. Everyone took time off from their daily toil and participat-

ed in the festivities. One year Harrison Page (who lived on the Orono Road), brought his team of oxen and wagon down to Veazie and filled it with young people to ride in the parade. For some unknown reason the oxen bolted during the parade and took off running with the young people hanging on tight. No one was hurt in the fracas but this writer is wondering ...could the oxen have been hit by rocks, stung by bees or pea shooters or what?

I understand the boys used to aggravate Dick Crocker and the night crossing tenders by shooting roman candles at the little railroad shack and they'd chase them off.



Bill Jordan on Veazie's first fire truck in July 4th Parade in the early 1920's.



## AUNT HAT (1890's)

Hattie Foyer was a lady of some prominence in town. It was told to this writer that she ran a house of ill repute catering to anyone who had the money. Her first "house" was on the corner of Maple and Lemon formerly known as the Arthur Day home and later as the Berce home. Her business flourished to the point where she decided she needed a larger place.

In the fall of 1898 Hattie Foyer, (alias Fortier, alias, Stevens, alias Aunt Hat,) built a house in Veazie Park near the river bank situated at the northwest corner of Dewey Avenue and Grove Street. It was a big house with two and one half stories, room enough for ten beds. More beds meant more business for Aunt Hat.

The house was finished in the Spring of 1899. The furniture was leased and delivered in May. Hattie had a new stove, two new one hundred and twelve piece dinner sets and nine toilet sets.

Aunt Hat had paid her workmen and suppliers in cash on delivery. Often she would only pay part of the bill and leave the rest for later. This made it possible for her to build her new house with very little money.

Soon, however, her creditors got after her and liens were put on the house by the carpenters, lumber merchants and hardware stores. The record ends there. We cannot tell if the liens were paid in cash or in services or if the house was repossessed or what.

Aunt Hat was a small widow woman (with one leg bigger than the other), who wore elegant big hats with plumes. Every year she'd have a "turn out" where she'd parade in her carriage with two exquisite black horses dressed in fancy harness and shiny, polished nickel. This "turn out" I am told was a means of showing her prosperity along with advertising her business and possibly "twitting" some of the people in town. She was a very kind person. If a man had no place to eat or sleep she'd take him in until he found employment. Yet this same man, when he had money, she'd "take" him for every cent he had.

There were three routes you could take to reach "Hat's" establishment. One was from a trolley stop at Mount Hope

at the "Upper Gate". From there her patrons used to walk down the old County Road. A second stop was at Hobson Avenue and then down to Dewey Avenue. The other approach was from School Street onto the County Road.

All that remains of Aunt Hat's place is a cellar hole at Dewey Avenue and Grove Street. Around it several smaller holes have been dug in search of her treasure. Legend has it that she saved a silver dollar from each of her customers in a cask under her sink. The treasure is thought to be very large attesting to the popularity of her trade. Perhaps the treasure hunters are looking in the wrong place ...her earnings at the new house would have to pay the liens. Then again, her savings from the old house would have gone to pay for the new. But maybe she was just the kind of person that put things by. Lien or no lien, she would save her silver dollars, because that was what she did. We can't really know but I think I'll go get my spade and go down by the Shore Road and...

There were several other "houses" in Veazie. One was operated by Charles Johnson and was located on Lemon Street in the home presently owned by Arthur Bogert.

On School Street still another business was flourishing under the management of Billy Townsend. This establishment was situated on the site where the Veazie Roller Rink was located.

Everyone seemed to be content. The log drivers, after weeks and months on the long, difficult, backbreaking log drives, would find their pleasure with women and drink and the owners of these "houses" became prosperous.

Jimmy Russell recalls this story about "Hat" when he was a young boy living in the old homestead on the Main Road. His mother sent him outside to play. (At that time there were fields around his home.) Once outside he saw a woman digging dandelion greens. She had very long fingernails. (Jim says they were nearly two inches long!) He ran back into the house and yelled to his mother, "Mother! There's a witch out there!" His mother looked out and said, "Oh no ...that's only Aunt Hat." That was Jimmy's first young impression of Hattie Foyer, with all her aliases, and her extra long fingernails.

## DWELLEY

Cars were becoming prominent in the mid 1900's with model A Fords, the "tin lizzys", and the grand touring cars making their appearance. This was also the "Flapper" era when the dress lengths were shortened, some women bobbed their hair and the ladies rolled their stockings below their knees. A whole "new beginning" came about with these changes including "bathtub gin" and the Charleston dance. It was told to me that there were a number of kitchens in Veazie that had stills in them, catering to a patron or two.

Fannie Dwelley acquired the first Model T. Ford in town. She was quite proud of her vehicle and rightly so. A gentleman in town had occasion to tell me this humorous story about Fannie and her new car.

Fannie drove her new Ford up to the store, (where Libby's market is now) and honked her horn. The grocer came out and said, "what can I do for you?"

Fannie, (who had a slight speech impediment,) replied, "I want you to see my wittle wizzy."

He complimented her on her fine car.

Then she said, "How much is your bwead?"

Nine cents a loaf," he replied.

"I'll take a loaf," she said, whereupon he went inside and returned with the bread.

Then she asked again, "How much did you say your bwead was?" He repeated his price of nine cents a loaf. "I'll take another loaf," she said and so she had him running again.

In the early 1900's Rufus Dwelley lived in the present Marden house on Oak Street. He used to run a horse and wagon express from Bangor to Veazie and from the Veazie railroad station. Rufus was a little eccentric but he loved dogs. On the days when he was riding his "jigger" (wagon) he would tie meat to the back of the wagon and to his feet to entice any and all dogs to follow him home hoping they would stay with him. Can you imagine the string of dogs there must have been by the time he reached home?

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## SKINNER

Speaking of dogs, John Skinner tells this story about his little mongrel dog named "Ginger." As a young boy he remembers Frank Beal, a retired lumberman, who lived where Dr. Wilbur Manter now resides on State Street. Mr. Beal, known to be cranky, was a great man for hand shakes. John taught "Ginger" to shake hands on cue. When John would say, "go to Beal's," the dog sat up and offered her paw to shake hands in imitation of Mr. Beal.

John Skinner, Jr., son of John B. and Millicent (Spencer) Skinner was born in Veazie in 1907. He attended schools in Veazie and graduated from Bangor High School. A pho-

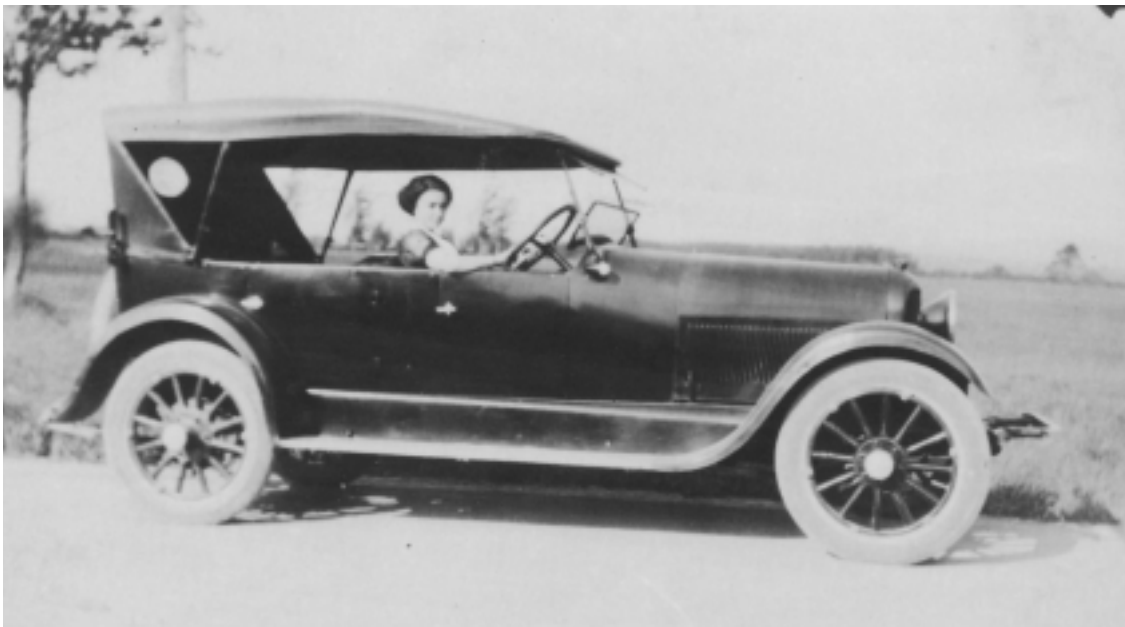
tographer by trade, with his studio located in his home on State Street, he began his business in 1930 and retired in 1977.

John's father was born in Veazie in 1875. He was one of the first operators with the Bangor Railway and Electric Company. After eighteen years with the "B.R.&E." he left to work for Otis Skinner selling phonographs. About 1920 he went into partnership locating on Central Street in Bangor under the name of Libby Skinner Company selling phonographs and pianos.

# 1920's



This young lady shows how she rolled her hose.



TOURING CAR 1920's

Agriculture was one of the earlier sources of income in town. Many large farms were in evidence. In looking back over the old town minutes for past years the warrant always had an article in it allowing the "cows to roam between 4:00 A.M. or 5:00 A.M. until dark," and as years went by the hours for cows to "roam" was changed.

A large farm was the Davis farm on Chase Road. Peter H. Davis, born in Veazie in 1853, met and married Mary Stapleton, born in Veazie in 1861. This marriage produced five children; Maud, Hugh, Mary, (who died as a young child,) Thomas, and John.

Tom, at present, resides in the old homestead on Chase Road. A one hundred and fifty foot barn sat across the road from the house. This barn burned in later years.

After the death of their parents, John and Tom took over the dairy farm. They had one hundred head of cows and delivered milk to homes. By 1920 they delivered milk solely to the Bangor State Hospital.

John, (and no doubt Tom and Hugh too,) began milking cows at the age of seven. He'd rise at 4:00 A.M. leaving enough time for chores and then walk to school. He tells me that he "milked enough cows to float the Queen Mary!"

John was born in Veazie in March 1897. He schooled in Veazie, Bangor High School and the University of Maine. Both he and Tom were active in college football. Tom was also an excellent amateur wrestler.

People lived a hard existence here in the late 1800's and during the depression of the 1930's it was more devastating. Mr. Davis tells how he sold three cows for sixty dollars each, but in actual value they were worth eleven hundred and fifty dollars per head. People just didn't have the money.

Help that was hired to do the haying in the summer was paid five dollars a day. This was hard, backbreaking work, loading loose hay onto a wagon with a pitch fork, hauling it to the barn, standing on the wagon load, and pitching it up overhead into the hay loft. In 1950 John sold out his share of the farm to his brother, Tom.

One piece of land was the Lancaster property which was located on the old Main Road. It was twenty five acres long and twelve and one half rods wide and ran directly back from Main Road across the present route 2 into the woods parallel with Highview Terrace. In 1948 Irving Lancaster built and ran a grocery store on Lancaster land where the market presently sits today. He retired as proprietor in 1973.

"Bunny" as Irving is called, was born in Veazie in 1905, the seventh child of eight children of Mattie F. (Spencer) and Henry E. Lancaster. Other children were, Roland, Agnes, Forrest, Mildred, Ralph Ivan, Merritt, and the youngest member, Leonard.



John Davis being interviewed by Author and Mike Cheney of U.M.O.



Irving "Bunny" Lancaster  
(Taken in the Municipal Office)

(EARLY 1900)



RESIDENCE OF ALVAH AND WYATT WEED



Weed garage as it looks today.



Miss Addie Weed  
Our eldest living resident

Addie Weed, our eldest woman resident, was born on July 6, 1883 in Stillwater, Maine, one of four children of Laura J. (Gilman) and James Wyatt Weed. Her father was superintendent of the lumber mills in Stillwater. Other family members included a sister Flora and two brothers, Alvah and Wyatt James. The family moved to Veazie when she was between two and three years old. Her father bought a house on Oak Hill then had the building moved (by "jigger" wagon,) to State Street and set on a prepared foundation where it sits today. A number of additions were added later.

The Weeds had one horse, three cows, and chickens. Addie recalls Alvah always sucking the eggs in the hen house. One day when he came in with a dirty face his

mother said, "Alvah, why is your face so dirty?" He replied, "Mother, I haven't been sucking any eggs," which, naturally, gave him away.

Addie attended the primary school on Rock Street with two of her friends, Maud Davis and Ida McPhetres. From the little school she progressed to the elementary school up to the sixth grade. Shethen was sent to the Palm Street School in Bangor, living with her great uncle Samuel Gilman during the week and coming home on the weekends. Her mother, (Mr. Weed passed away when she was five,) believed it would better prepare her for high school if she attended Palm Street School for two years, which Addie felt was not so.

In the winter, for recreation, she, her brothers and "Prince," their mongrel dog would slide on the hill behind the Hathorn house (Frank Todd home.) Mr. Hathorn enjoyed watching them and occasionally would play a prank on them. If their sled was left unattended, Mr. Hathorn would push it down the hill. The Weed children upon returning would ask where their sled had gone and Mr. Hathorn would jokingly reply, "Timmy Cottle took it."

The Weeds had a pond on the back of their lot near the railroad tracks. Alvah and Wyatt built a raft to use on the pond. Addie and her brothers would spend hours "going sailing." In later years the brothers built a boat and used it on the river.

Flora Weed was the first woman to be elected a select-woman in Veazie. She was also the town auditor for many years. In 1959 she passed away.

Wyatt James was an electrician by trade. He was electrocuted while working on a job in California. He was twenty eight.

Alvah ran an automobile sales and service garage next door to their home on State Street. The garage was originally the Weed barn which was moved over on its present site in the early 1900's. Two additions were added to it. In the 1920's he became a Pontiac distributor and took in a partner, Fred Kelliher, who lived on Merrick Street. The

name over the garage was then changed from "Weed Garage" to "Weed and Kelliher." Addie tells me that Alvah owned one of America's first cars called the Haynes. He semi-retired in the 1930's, farming beans, corn and wheat. Alvah passed away in 1956 at the age of seventy six.

Addie graduated from Bangor High School and Beals Business College. Her first job interview was with a lawyer in Bangor. She declined the job offer, (salary was three dollars a week,) saying that the money was barely enough to keep her in "neck ribbons!"

In later years Addie felt there was a need for someone to keep a check on the appearance of the cemetery so she formed the Fairview Cemetery Association, acting as its secretary for six years. Hoping to keep this board active, she approached the town with the suggestion that a cemetery board be established. This was done. She was chairman of the Cemetery Board for thirty six years. One of the functions of this board is to check the cemetery every two weeks and report anything wrong to the Sexton so he can rectify it.

Addie went to work at the University of Maine in 1908 and retired in 1952. In 1951 she received the (handsome) Black Bear Award from the General Alumni Association for her forty four years of dedicated service with the university. She was the first woman to ever receive this award.

William Jordan, our eldest living male resident, was born in North Brewer, "at the bend," on April 22, 1886. His sister, Addie, was five years older than he and his half brother, Fred, was born in 1872. His mother, Ellen (Johnston) Jordan, born in North Brewer, met and married Hollis Jordan of Trenton, Maine.

Bill Jordan's father was a sea captain, making voyages to the West Indies carrying lumber and returning with molasses, rum and rock salt.

When Bill was seventeen years old he moved to Veazie to work in the Morris Canoe Company. During the summers he traveled via the ferry to and from North Brewer, boarding at the Charles Turner home at the head of Lemon Street. In the winter months he roomed there also for the whole sum of two dollars a week.

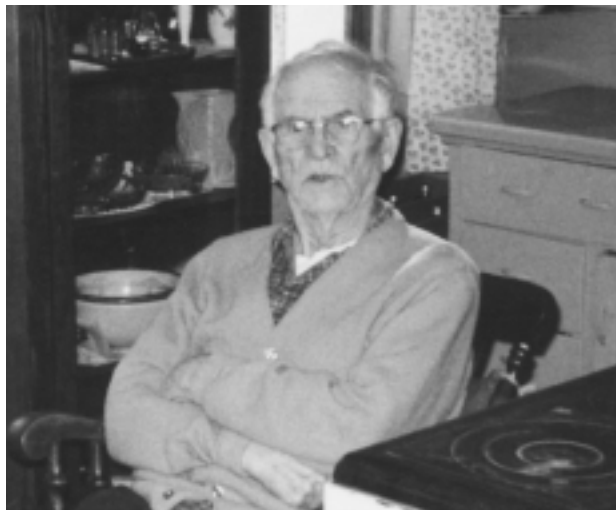
In 1905 he moved to Peabody, Massachusetts working as a painter and a paper hanger. By 1907 he returned to

Veazie and married Grace May Turner, daughter of Mary (Page) and Charles Turner. He and his wife moved to Brewer where their first child William was born. In 1910 they again moved to Peabody, Massachusetts and stayed five years. In 1915, and four children later, they returned to live in Brewer. Bill was still employed as a painter and paper hanger. By 1918 they moved back to Lemon Street, Veazie.

Their marriage was blessed with nine living children in all. They are: William, Charles, Beulah, Waldo, Mary, Frank, Grace, Elsie, and Warner.

His wife, Grace, passed away in April 1955.

In interviewing him, at the age of ninety one, I found him to have a keen perceptive mind and a wonderful sense of humor.



William N. Jordan  
Oldest living male resident

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Helen (Hathorn) Todd, daughter of Alice (Tate) and Fred Hathorn was born in Veazie on January 6, 1901. She was a direct descendent of one of the first settlers in Veazie. Helen was active in town affairs serving as moderator at the town meetings from 1952 to 1971. For Veazie's

Centennial in 1953 she compiled, wrote and produced a short play called Veazie in Review with friends and neighbors as the actors. Mrs. Frank Todd passed away in November 1974.

## HATHORN RESIDENCE (STATE STREET)



2nd Hathorn House built in 1880's. Fred Hathorn and dog. Mrs. Isabelle (Beattie) Hathorn



This picture was taken in 1900. This is the third home built by the Hathorns. The barn was built with the second home. L to R: Fred Hathorn, (Helen's father,) a meatcutter by trade standing near his meat wagon, a neighbor and baby, Isabelle Beattie Hathorn, widow of Edwin Hathorn, (Helen's Grandmother,) and Silas Hathorn, brother of Edwin Hathorn, (Helen's Uncle.) The home today shows some exterior alterations plus shade trees. The same barn built in the 1880's is still there.



Wyatt Spencer was born in Bangor and was raised by his grandfather Albert Spencer on Olive Street. Spencer King, son of Isabelle (Spencer) and her husband Joseph King, Sr. lives in the old Spencer homestead today.

Wyatt met and married Nellie Veazie (no relation to General Veazie,) and they had six children, Wyatt, Isabelle, Albert, Charles, Mary, and Ethel. Wyatt was known as the town butcher. He had a large barn beside his house with all the necessary equipment including hooks and pulleys. Someone would bring his fattened pig to Wyatt. He very artfully would coax the pig down on its back, scratching its chin to keep the pig still. Next, he'd take his knife and stick the pig in the throat, painlessly stopping its breathing. This was done so neatly that not one squeal was heard from the animal. Bleeding the slaughtered pig was essential so as not to taint the meat.

After the pig was bled and gutted, the hind feet were tied together and the animal was put on a big hook, raised by pulley and lowered into a large vat of boiling water. This would make the skinning process easier.

Nothing was wasted on the animal. Fat was boiled down for lard, the head made good hogshead cheese and even the pig tails were fried.

Isabelle's husband, Joe King, Sr., on occasion helped Wyatt to butcher. He said Wyatt received the sum of one dollar and fifty cents for two hours work for one pig. Often he did it free.

After the butchering, the children would draw "Lots" to see who would win the pigs bladder. The winner would

insert a piece of straw in the stem of the bladder and blow the bladder up to the size of a volley ball and tie off the end. It hardened up solid giving the children a ball to play with for two or three months.

Wyatt also had chickens and three cows. He sold milk. Townspeople would come to the house with their large or small pails and get them filled with raw milk. The cost was five cents a pint and ten cents a quart.

Money was scarce in the early 1900's so a child was fortunate to have a toy. Isabelle tells how her father took a metal rim off a wagon wheel, cut a short stick and gave it to Isabelle to go "rolling hoops" with her friends, all over town and up Chase Road. (Chase Road was all fields but for a few houses and cars were non-existent so there was no danger.) This entertainment lasted for hours on end.

To earn money Isabelle would baby sit in the old company houses on Shore Road. Her pay was twenty five cents for all day and sometimes she'd have as many as seven or eight children to tend, including babies to diaper. She'd also pick berries up on the "ledges" (behind school) and near the old depot and get fifteen cents a quart selling door to door.

Many women sewed and embroidered. Sheeting was five cents a yard. Most of the children had homemade clothes using grain bags or other materials. A peddler came around in a wagon showing the samples of cloth to the women. He'd return the following week with the wanted material.



NELLIE AND WYATT SPENCER (Late 1930's)

Prouty is a familiar name in Veazie going way back to the 1850's. In fact, there are five generations of the Prouty family who were born here, beginning with Mary (Davis) and Jonas Prouty. Norman Prouty, Sr., nicknamed "Dick," was born in Veazie on Oak Hill in 1893. His parents were Melissa (Page) and Warren Prouty. "Dick's" wife, Minnie (Clair) Prouty was born in Gordonsville, New Brunswick in 1898. Their marriage produced four children, Leona, Edgar, better known as "Buddy," Madeline, and Norman, Jr. The Prouty homestead was located on Oak Hill where Doris Fletcher lives today. A large barn sat where the present garage is. This housed the horses, cows, chickens, and a few pigs. Dick was another farmer who also had a milk route in Veazie, delivering with a horse and cart. He had farm land up where the so-called Prouty Development is today, raising corn, potatoes, beans, cucumbers, and peas, selling his produce from door to door in neighboring towns. Part of the Prouty farm was used for hay which was stored in the barn at the old Prouty farm on Prouty Drive. Years later Dick purchased the Campbell farm which abutted his farmland.

Dick was active in town affairs over the years. He was road commissioner for thirty five years, the longest term of office anyone has ever held in Veazie. Often when he plowed the roads in the winter you'd see him plowing out the residents' yards as a courtesy. Waldo and Charles Jordan, and Albert Spencer were some of Dick's workers.

The men who worked for him would gather in Dick's warm cellar in the mornings before starting out on the road. They'd discuss the jobs, tell a few jokes, or mention some of their experiences. Dick had two big pork barrels in the cool part of the cellar filled with pickles, one barrel of sour and one of dill. He noticed the pickles were disappearing and found the men eating them. One day he said,

"By God, you fellas enjoy those pickles."

Yeah, they're good," they 'replied.

"Well good," Dick said. "We had a cat that drowned in one of those barrels and I don't know which barrel it was but if you enjoy those pickles eat 'em or take some home with you 'cause we're going to thrown them out anyway." Dick never lost any more pickles . . .

Norman Jr. grew up on Oak Hill helping with farm chores and running errands for his mother. He had a mongrel dog named "Sandy" that was his companion and guardian. When Norman went to the store up on Olive Street "Sandy" would go along running ahead of him around the corner. If the dog saw a car coming he'd run back and grab Norman dragging him off the road, holding him there until the car passed by. The dog would do the same thing when Norman was sliding on Oak Hill in the winter. He would pull Norman off the road. "Abby" Spencer witnessed this a number of times. It's amazing how some dogs are so intelligent and protective.

Norman Prouty, Jr., youngest child of Dick and Minnie was born in Veazie in 1927 and attended Bangor and Brewer High School. He met and married Frances Hodgins in 1948. Their six children are: Norman, Tommy, Randy, Timmy, Dicky, and Joanna.

Norman remembers the great fun sliding on Oak Hill. He said there would be as many as seventy-five people out there at one time. They'd start at the top of Oak Hill, slide down around the corner and up Olive. From Olive they'd reverse their direction down Olive and back up to Oak Hill. "Bunny" Lancaster mentions the bob sleds on the hills holding up to fifteen people. They'd be out sliding until late at night. This was a great, clean, wholesome sport.



Norman Prouty, Jr. with doe "Sandy" and horse "Pet". Taken about 1938



Norman "Dick" Prouty, Sr. and wife Minnie. Oct. 1963

In the late 1800's "Dingbat" Prouty lived in a humble abode down behind where the Jackson Boat Company is located. He was a log driver who spent his spare time loitering around Aunt Hat's place. Known to be a man to aggravate certain individuals, one day he kept twitting an Indian who was in the bow of the ferry. The Indian didn't want to make the river trip so with Prouty's persistent "twitting" he jumped out of the bateau and left. "Dingbat" jumped into the boat, overturning it and drowning several people including two Indians.

Later "Dingbat" was found downstream sitting under a tree smoking, unconcerned about the whole incident. He was never punished by the law but he never lived it down up to the day he died in about 1915. I was told that he died working with dynamite on the Austin Jones property.

Bill Jordan tells me that "Dingbat" was the only man he'd ever seen who could lay flat on his back on a floating log, jump up directly on his feet and never get wet. A well coordinated feat I'd say.

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Austin Jones owned what is still referred to as the Graystone Farms. His livestock consisted of horses, cows, pigs, sheep and some chickens. In the 1930's to the 1950's he had a home delivery milk route. On May 21, 1935 he registered his patented milk bottle with the town of Veazie. On one side of the milk bottle, (printed in royal blue,) was etched Gray Stone Farm Dairy and his telephone number. The other side of the bottle simply read, Gray Stone Farm.

any given day you would be apt to see a friend or two patronizing his ice cream shop.

Some of the farm land has since been converted to a trailer park run by Austin's son, Freeland Jones. He, his wife Sally, and their family now reside in the stone house on the trailer park road.

In the 1940's and 1950's he also ran an ice cream parlor selling home made ice cream, fudge and chocolate milk. The milk was ten cents for all you could drink! On

Austin Jones passed away in August 1972 at the age of eighty-four. His wife, Marjorie (Brooks) Jones, predeceased him in September 1958 at the age of fifty-eight.

#### GRAY STONE CABINS (1940's)



Building in center was used as the ice cream parlor.

## POST WAR ERA 1945 - 1977

Veazie was not prepared for the changes it was to suffer after the war. The town had very few ordinances at the time, none dealing with land use. Several committees had been formed at various times to try to implement zoning or other controls but the town meeting had rejected all their efforts.

Veterans mortgage loans and the re-opening of Dow Air Force Base in the late 1950's created much demand for new suburban housing in the Bangor area. Veazie, with large tracts of open land, was an inviting place to develop for both tract housing and mobile home parks. The automobile replaced the street car as the commuters' means of transportation.

Subdivisions had been attempted in Veazie before. Veazie Park in 1899 was only barely successful. It was salvaged by one buyer, Hattie Foyer, who acquired many of the lots. Towle Heights was designed in 1941 and slowly sold off during the '40's and '50's. The development of the late '50's and '60's was much bigger and more successful than either of these.

A liberal zoning ordinance was approved in 1957 and amended many times. Specific subdivision regulations were not passed until 1962. This lack of clear laws led to a haphazard development. The town's only real control was in accepting or rejecting roads. Services were slowly extended to the new areas, often with the developer paying most of the costs.

The town's population tripled in the thirty years between 1940 and 1970. The number of school children increased dramatically with the new young families. Taxes necessarily rose.

Friction between the old residents and the new developed. The old political powers were weakened and

ignored by the new people, erasing their old arguments and starting new ones.

On July 1, 1974, State Legislature passed a funding law called L D 1994 which turned out to be a controversial issue and caused a split with towns in the State. The property taxes doubled and even tripled in the so-called "rich, pay-in" towns. The "receiving" towns were happy to acquire this "wealth." The Veazie School Committee felt that this was the time for Veazie to correct the inadequacies of the old Town Hall-school use for physical education and the demand from the State for the hot lunch program. The town formed a Multi-Purpose Building Committee. Plans were drawn up with an architectural firm and the town held a special town meeting to purchase nearby lands and buildings. A petition was circulated to rescind the action taken at the special town meeting but the petition was returned to the selectmen too late to be validated. Taxpayers, to this day, still call this purchase a "Boondoggle."

The State ran into financial problems. Receiving towns were clamoring to get their share of the 100% funding from the State to build their educational "dreams." This didn't last long as within a few years the State called a moratorium on new building. To this day Veazie still does not have its multi-building.

By 1976 the Planning Board became more active. They worked months on zoning ordinance revisions which the town passed in 1977. Developer and subdivision clauses were carefully scrutinized to protect the town and the taxpayer.

There is still room for Veazie to grow which of course, could happen, but not without jeopardizing the school and town facilities and services. At present the town has a population of approximately 1800 people.

# TOWN MEETINGS

Dates, page (Vol. - page), issues of Importance.

Meetings called solely to elect county and state officials omitted.

- June 28, 1853  
accepted charter  
July 5 - elected officers
- 1854 March 13, school houses, truancy law  
May 11, (1-28), new schoolhouse  
July 6, (1-33), loan
- 1855 March 19, (1-38), reconciling with Bangor  
(1-45), liquor license
- 1856 March 10, (1-51), truancy law, D.L. Clark store,  
sabbath
- 1857 March 23, (1-61),
- 1858 March 15, (1-80),
- 1859 March 14, (1-95), fire engine  
June 13, (1-101), Aroostook R.R.
- 1860 March 19, (1-111), granite wall for cemetery,  
roads.
- 1861 March 18, (1-127), roads, re-burying  
September 9, (1-135), aid for soldiers families.
- 1862 March 17, (1-141), aid for soldiers families  
conditional  
July 29, bounty to volunteers, aid to families  
August 26, bounty to draftees
- 1863 March 20, (1-156), pound, proportional school  
budget, aid  
November 27, borrowing for volunteers,  
Penobscot R.R.
- 1864 March 14, (1-166), aid, disposing of small  
schoolhouses, large schoolhouse damage and  
insurance  
September, allow soldiers to vote  
January 21, bounties
- 1865 February 9, bounties  
March 20, (1-182), sell Shore Rd. School.  
June 19, replaced Town Clerk  
September 11, trouble with Samuel Veazie  
taxes  
November 10, petition to Veazie on new dam
- 1866 March 12, (1-198), assumed private payments  
for substitutes, A.D. Chase bondsman, sell  
Shore Rd. School  
May 21, re-vote on payments for substitutes  
October 4, moved Shore Rd. School
- 1867 March 25, new engine room - town hall  
June 3, tipling shops, new road
- 1868 March 23, (1-224), road, not buy fire engine,  
chanel house General Veazie death  
May, accepted new town hall from J.W.  
Veazie, not to buy fire engine.
- 1869 March 22, (1-240), roads, annexation to  
Bangor, school repair.
- 1870 March 21, (1-249), work out road taxes, school  
terms
- 1871 March 20, (1-260), several adjournments,  
school terms county and state taxes,  
bondsman of Wm. Dorr
- 1872 March 25, (1-271), tax abatement, poor, draft  
code of laws
- 1873 March 24, (1-289), J.W. Veazie taxes, Parkhurst  
land, small pox, liquor agent
- 1874 March 23, (1-307), sell school on Moores  
(Chase) Road, not buy fire engine, town hall  
rental.
- 1875 March 22, (1-323),
- 1876 January 13, (1-339), dam at Treats Falls Bangor  
March 20, (1-344), roads
- 1877 March 26, loans  
August 20, (1-374), selling state bonds, abated  
taxes
- 1878 March 25, (1-381), selling state bonds  
April 4, selling state bonds, not assessing taxes
- 1879 March 24, (1-393), tore down pound
- 1880 March 22, (1-408),
- 1881 March 21,
- 1882 February 6, summary school closing  
March 20, (1-438), school terms, town house  
repairs
- 1883 March 26, (1-458), purchased road machine  
November 12, renting Engine House to  
Knights of Honor
- 1884 March 24, renting engine house  
September, (1-475), approved State  
prohibition
- 1885 March 23, (1-482), roads, bought safe, draft  
new bylaws
- 1886 March 22, (1-496)  
1887 March 22, (1-510)  
April 23, expenses in trial of John McPhetres
- 1888 March 19, (1-522), roads  
June 4, selling bonds to pay for J. McPhetres  
case
- 1889 March 25, (1-545), Roads, enlarge cemetery  
January 9, not annexing part of Orono,  
opposed to Mt. Hope annex  
August 23, (2-1), grant Bangor Street Rwy.  
track on County Rd.  
December 26, Penobscot Water Co. accepted
- 1890 March 24, (2-13), fire apparatus and building,  
loans  
April 5, town hall, loan

- 1891 January 13, (2-27), voted not to rescind Street Rwy.  
 March 30, (2-31), Street railway, organized fire company  
 October 17, voted not to abate taxes on wood and logs  
 December 24, abating taxes on utilities and firearms companies, adjourned several times
- 1892 March 28, (2-50), utilities abatement, renting town hall
- 1893 March 20, (2-82), hydrants on Chase Rd., fire equipment  
 May 8, tax abatement on Veazie Lumber Co.
- 1894 March 26, water out Chase Rd.  
 April 30, (2-109), tax exemption on logs
- 1895 March 28, (2-124), high school, Shore Rd., school repairs
- 1896 March 23, (2-142),
- 1897 March 22, (2-167), Railroad
- 1898 March 28, (2-192), high school v. tuition, abatement on Public Works Co., overhead crossing R.R.  
 August 27, overhead crossing
- 1899 March 27, (2-220), Shore Rd. hose house on Oak hill, notes  
 August 27, S.S. Gilpatrick lands
- 1900 March 26, dispensed with free high school, Public Works Co.
- 1901 March 25, (2-263)
- 1902 March 24, (2-278), Olive St. sidewalk, debt
- 1903 March 30, (2-301), town hall floor, Maine Central R.R. suit  
 April 20, bond issue, hydrant
- 1904 March 28, (2-322),
- 1905 March 27, (2-347), Parris House repairs, Baptist church acquisition
- 1906 March 26, (2-359), purchase Robert McPhetres place  
 April 4 bought R. McPhetres, bond issue  
 June 30, authorized sale of McPhetres, cemetery
- 1907 March 25, (2-389), hose house, accountant, Bangor Rwy. and Electric Co. and Veazie Lumber Co. assessments
- 1908 March 30, (2-412), sell gravel from McPhetres, accountant, protests R.R. land taking  
 July 28, (2-424), joined with Brewer, Hampden Supt. of Schools
- 1909 March 29, (2-441), hydrants, street lights, sidewalk  
 April 14, not leasing town farm, street light
- 1910 March 21, (2-474), street lights
- 1911 March 27, (2-508) taxes  
 April 10, board resigns and re-elected, re-does March 27 meeting  
 October 9, water contract
- 1912 March 25, (2-546), didn't buy new road machine, sold R. Farris house kept lot  
 April 20, sold primary school
- 1913 March 24, (2-593), bell, sidewalks, water contract  
 April 21, bell, well, hydrants  
 June 13, not to sell McPhetres Farm
- 1914 March 23, (2-627), well, town hall repairs, not sell McPhetres, hydrants, drain Chase Rd. June 19, not buying Grange Hall, student tuition over 4 years
- 1915 March 22, (2-667), insurance, bell tower, no sewer study  
 May 7, sold lot next to cemetery
- 1916 March 20, (2-703),
- 1917 March 26, (2-732), no new school, baseball field, no snow plow  
 November 13, electric car fares (no action in record)
- 1918 March 18, (2-749) bought flag
- 1919 March 10, (2-770), school fence
- 1920 January 7, exempted Morris Canoe Co. if they rebuild  
 March 15, (3-6), ball field, sidewalks, sell Farris lot
- 1921 March 14, (3-31), health union, town scales
- 1922 March 13, (3-47), sell town hall, sewer study committee  
 March 31, reconsider sale of town hall postponed
- 1923 March 12, town hall repairs, sidewalk voted June 4, (3-86), sewer  
 September 26, town hall sale postponed, school curriculum
- 1924 March 10, (3-104), health officer, sewer voted, school study  
 March 29, school building committee report April 15, school moving and building  
 July 14, (3-127), school financing
- 1925 March 9, (3-141), grading school lot, no Lemon St. sewer  
 March 26, rescinded 1923 sidewalks, loan
- 1926 March 8, (3-173), sewers, school insurance, cemetery, bell
- 1927 March 14, (3-210), cemetery, town hall janitor
- 1928 March 12, (3-239), State St. - Lemon St. sewer no teachers required to live in town, no town hall addition  
 June 26, teacher fired, schools, police
- 1929 March 18, (3-256), sidewalk, Rock St. brook, school quality, piano, named school, Oak St. sewer
- 1930 March 17, (3-276), dump on town farm, study fire truck  
 April 28, bought fire apparatus November 18, new town clerk
- 1931 March 16, (3-329), school physician, School St. sewer, no curfew law, cemetery by-laws

- 1932 March 21, (3-354), cemetery, no teachers residence rule  
May 10, rescinded taking down cemetery fence
- 1933 March 13, (3-389), no sewer on State and Green St., Burgess farm  
April 3, not buying Burgess farm, school committee  
December 9, (4-11), voted State and Flagg St.
- 1934 March 12, (4-21), no labor payment of taxes,  
  
Ladies Aid dishes, no zoning, cemetery  
October 29, committee to study zoning and building permits, sidewalk
- 1935 March 18, (4-46), Swetts Pond, stream behind O'Briens cemetery, oppose state tax on Bangor Hydro  
May 1, sell hose house on Merrick St., accept Budget and Planning committee  
August 19, discontinued old dump, started new dump  
October 14, tax bills  
October 28, release deeds
- 1936 March 23, (4-87), (met at Penobscot Lodge), cemetery, sewer  
June 29, kept watering trough and town scales
- 1937 March 15, resurfacing tarred roads, removed town scales, new town hall  
April 15, no new town hall
- 1938 March 1, (4-136), no new town hall  
March 14, committee on fire protection, build town hall  
March 31, rescind town hall, buy Grange Hall, fire truck  
June 23, Grange Hall repairs  
July 6, (4-169), build town hall with WPA  
August 3, bond issue on new town hall  
August 15, rescinded Aug. 3 bond issue  
August 25, revoted bond issue, grange hall and old town hall.
- 1939 March 27, (4-190), staggered selectmen, Drinkwater recreation field, studying fire equipment  
March 19, (5-12), loan, siren, town hall equipment  
September 14, loan, bond issue
- 1940 March 25, (5-25), speed signals, selectmens telephone
- 1941 March 31, (5-73), Towle Hgts.  
June 30, Towle Hgts. taxes  
October 15, L. Sullivan to Lahey Clinic  
December 23, road machine accident
- 1942 March 23, (5-96), insurance, tarring Chase Rd., Civil Defense  
September 17, No Towle Hgts. Rd., road work
- 1943 March 22, (5-128), Towle Hgts. Rd., Burgess place
- 1944 March 20, (5-146), cemetery, gov't bonds, drainage
- 1945 March 12, (5-183), town hall  
October 3, road work, town hall repairs
- 1946 March 18, (5-212), memorial project, Burgess farm, cemetery  
May 9, A.L. Day factory tax abatement  
May 20, no zoning
- 1947 March 24, School St. sewer, dump, town hall rules, new development road, sold Merrick St. Hose house  
April 8, sewers, school bonds  
June 23, hydrant, no Rock St. sewer  
October 21, Chase Rd. street lights
- 1948 March 22, 5-297, Rock St. sewer  
March 31, school grounds, dump, town hall rent, telephone  
June 11, loan, joined MMA, Burgess gravel pit  
November 9, new school study, telephone districting, Burgess land
- 1949 March 21, Towle Hgts. Rd. sidewalk, speed law, fire equipment, widen Riverview St., Hydro right of way, school addition committee  
March 31, trash collection, sewer salaries  
September 2, (5-343), tuition for 8th graders  
November 15, police, build schoolhouse addition, buying Drinkwater field, bond issue, sewers
- 1950 March 27, (5-355),  
March 28, (5-367), tarring roads, State and Chase Rd. sewers  
April 24, school addition, selectmens election  
November 13, school, hydrant  
December 4, school equipment
- 1951 March 26, school grounds title, sewer, tarring roads, Sears lot  
May 7, (5-414), health council, school grounds, Sears lot  
September 4, workmans compensation, Sears lot  
October 5, accepted sewer district
- 1952 March 24, (5-441), selectmens election, drain Shore Rd., Sears lot, Budget Committee, Recreation Committee  
May 12, Budget Committee, school grounds  
July 28, sell McPhetres farm, road
- 1953 March 23, (6-6), Planning Board, Budget Committee, Centennial, fire equip., telephone, Lemon St. extension  
August 3, school fence, map of town  
September 21, buy Prouty land adjoining Recreation field
- 1954 March 29, (6-44), old Shore Road, civil defense tower, no zoning, rebuilding Olive St.



- 1955 March 28, (6-78), study Manager form of govt., gypsy moths  
June 2, retarring roads August 11, zoning  
September 6, zoning  
October 24, water district  
November 28, report on town manager govt., Sunday school constable
- 1956 February 16, (6-128), school addition committee  
March 26, (6-134), voted school addition, bonds, water district, trailers, water, taxes, cemetery  
June 11, cemetery, reconstruction of School St.
- 1957 January 28, (6-178), parking ordinance March 25, (6-182), accepted zoning, sewer district, Revaluation Committee, Road Building Committee  
July 29, no revaluation, swimming pool
- 1958 March 24, (6-230), safe, zoning, planning, school bus
- 1959 March 23, (6-276), right of way through Drinkwater property, zoning, mobile home ordinance, curfew, school grounds  
June 21, no right of way through Drinkwater field, Flagg St. Health and Sanitation ordinance
- 1960 March 21, (6-334), State St., fire dept. committee, buy fire truck, new town hall, curfew  
May 17, school budget, new fire truck  
September 13, Blotners private sewer, fire truck bond, rebuild Oak and Grove St., fallen trees
- 1961 February 6, (6-391), school building committee  
March 27, fire truck, accepted flouride  
May 29, water on Thompson Rd., Blotner Development and Trailer Park
- 1962 January 2, (6-427), school addition  
March 19, (7-3), school addition, revaluation, new municipal bldg.  
December 11, subdivision regulation, zoning, roads
- 1963 March 11, (7-36), no new municipal building  
July 29, street lights, no new town hall, fire regulation problems
- 1964 March 16, (7-60), no govt. reform, Kennett land development  
June 29, dump, fire alarm- telephone  
August 31, reconstructing Olive St., roads
- 1965 March 15, (7-82), roads, siren  
May 5, dump, land trades, siren
- 1966 March 21, (7-104), town hall repair, new school bus, fire equipment, committee on selectmens election, sewer district  
June 6, no old Shore Rd., no govt. reform  
November 1, zoning changes, sell town lot on Stillwater Ave.
- 1967 March 13, (7-126), new floor in town hall, Kennett land, cemetery, old River Road June 20, Thompson Rd., dogs, calling outside fire departments
- 1968 March 18, (7-142), zoning, Kenney land, Veazie Park title, dropped MMA, municipal ski slope, Grove St.  
September 4, reconstruct Grove St., roads  
October 14, replacing selectman, zoning, school fire alarm
- 1969 March 10, (7-170), no new municipal garage, ski slope, committees on town manager, school, fire house addition to parking lot, zoning  
June 16, water survey, mutual aid, roads October 13, accepted Orono-Veazie Water District
- 1970 March 16, (8-5), new school, ski slope, town hall rules, no govt. reform  
April 6, no new school
- 1971 March 22, (8-24), new school building committee, tax dates, zoning, subdivision, gravel amendments  
April 27, accepted new school addition, Honey land  
June 7, sewer district, Conservation Commission  
October 11, reaccepted Water District November 22, bond issue for school
- 1972 March 20, (8-48), snowmobile excise, Social Security to town August 28, roads June 12, roads
- 1973 March 19, studying town manager system, dogs  
April 9, unpagged, school budget, cemetery, police
- 1973 July 23, Ellingsen apartments
- 1974 March 18, Committees on new municipal building, and charter  
May 6, budgeting, constables car, accepted shore line zoning  
September 24, city bus subsidy, municipal building  
December 9, purchase Kennett and Drinkwater property, approved new municipal building

1975 January 27, rescinded Kennett purchase and municipal building  
March 17, road building program, zoning, no low income housing, opposed Kennett purchase and new municipal building. Approved charter.  
April 14, bus subsidy, police and fire equipment, Wynnes suit  
May 28, school budget  
November 18, approved Kennett purchase, fire department  
December 16, Kennett loan, approved new municipal building, fire calls, bicentennial, legal fees

1976 March 22, vol. 8, unpagged, town parking lot, Kennett house  
May 11, school budget, rent Kennett house  
September 13, bus subsidy, legal fees, trees, municipal building

1977 March 19, sand for private use, solid waste, police cruiser  
June 13, school budget, low income or elderly housing



Town Manager Curtis Lunt, Dorothy Henderson, Administrative Assistant, Cindy Pelletier, Secretary.



Fletcher Municipal Building began construction in 1975. The town office began conducting business there in January 1977.

# VEAZIE TOWN OFFICERS

(Selectmen listed first - \*indicates town clerk)

- 1853 - Hiram Ford, James Monroe, George Smith  
\*A. J. Stockwell
- 1854 - Nahum Warren, R.R. Park, Paul Ham  
\*A.J. Stockwell
- 1855 - Nahum Warren, R.R. Park, A.C. Palmer  
\*D. Livermore Clark
- 1856 - Nahum Warren, S.L. Fish, A.C. Palmer  
\*D. Livermore Clark
- 1857 - Nahum Warren, Joseph C. Rollins, Albion  
Morris  
\*A.J. Stockwell
- 1858 - S.L. Morris, Wm. Lowder, E. Sproul  
\*A.J. Stockwell
- 1859 - S.L. Morris, Levi Blodgett, David S. Howard  
\*D.L. Clark
- 1860 - Nahum Warren, Isaac H. Spencer, Joseph  
Robinson  
\*D.L. Clark
- 1861 - Nahum Warren, Isaac Spencer, Albert  
Spencer  
\*D.L. Clark
- 1862 - Nahum Warren, George Smith, G.B. Marden  
\*A.D. Chase
- 1863 - Nahum Warren, Asa B. Waters, Mark  
Thompson  
\*John S. Morse
- 1864 - Nahum Warren, James E. Morrill, Gustavus B.  
Marden  
\*A. D. Chase
- 1865 - James E. Morrill, Mark Thompson, Japheth W.  
Dexter, Jr.  
\*Albert D. Chase
- 1866 - Mark Thompson, G.B. Marden, N.B. Rollins  
\*John P. Thompson
- 1867 - Nahum Warren, G.B. Marden, D.W. Dickey  
\*J. P. Thompson
- 1868 - Wyatt Weed, S.L. Morris, D.W. Dickey  
\*J. P. Thompson
- 1869 - Wyatt Weed, Samuel L. Morris, Ephraim  
Moor  
\*John Kent  
\*Levi F. Hewey
- 1870 - Wyatt Weed, Samuel L. Morris, John  
Thompson  
\*A. J. Stockwell
- 1871 - Wyatt Weed, John P. Thompson, Samuel S.  
Morris  
\*John P. Thompson
- 1872 - Wyatt Weed, Gustavus Marden, John P.  
Thompson  
\*John P. Thompson
- 1873 - Nahum Warren, Gustavus Marden, Charles A.  
Rollins  
\*John P. Thompson
- 1874 - Wyatt Weed, George Smith, Charles A.  
Rollins  
\*Edwin K. Stuart
- 1875 - Wyatt Weed, George Smith, C.M. Freeman  
\*Edwin K. Stuart
- 1876 - Wyatt Weed, John B. Skinner, P.H. Davis  
\*B.C. Seavey
- 1877 - Wyatt Weed, John B. Skinner, Peter H. Davis  
\*B. C. Seavey
- 1878 - Wyatt Weed, George A. Sproul, Peter H.  
Davis  
\*Byron C. Seavey
- 1879 - George A. Sproul, C.E. Rich, A.J. McPhetres  
\*Fred L. Pratt
- 1880 - Wyatt Weed, A.J. Spencer, Wilder Page  
\*G. B. Marden
- 1881 - Albert J. Spencer, John B. Skinner, Andrew J.  
McPhetres  
\*Fred L. Pratt
- 1882 - Albert J. Spencer, John B. Skinner, Cyrus M.  
Freeman  
\*Fred L. Pratt
- 1883 - Albert J. Spencer, John B. Skinner, Fred Pratt  
\*Fred Pratt
- 1884 - A. J. Spencer, Albert H. Gilman, Fred Pratt  
\*Fred Pratt
- 1885 - A. J. Spencer, Albion Morris, Wm. Thompson  
\*John E. Kent
- 1886 - Edwin K. Stuart, Geo. A. Sproul, Albert  
Gilman  
\*John E. Kent
- 1887 - E. K. Stuart, A. H. Gilman, Wm. Thompson  
\*Horace H. Sproul
- 1888 - A. J. Spencer, Andrew J. McPhetres, John B.  
Skinner  
\*Fred L. Pratt
- 1889 - A.J. McPhetres, Mark Thompson, Charles  
Turner
- 1890 - A.J. McPhetres, Edwin K. Stuart, Nicholas H.  
Callanan  
\*John E. Kent
- 1891 - A.J. Spencer, Albion Morris, John Kent  
\*John E. Kent
- 1892 - A.J. Spencer, J. Towle, William Thompson  
\*N.F. Callanan
- 1893 - A. J. Spencer, Albion Morris, John E. Kent  
\*N. F. Callanan
- 1894 - Wm. Thompson, Peter H. Davis, Fred  
Hathorne  
\*Fred Pratt

- 1895 - Wm. Thompson, Fred H. Hathorn, Fred Sproul  
\*N.J. Callanan
- 1896 - J.H. Hathorn, John E. Kent, Geo. W. Frost  
\*N. F. Callanan
- 1897 - Fred Hathorne, J. E. Kent, Geo. W. Frost  
\*N. H. Callanan
- 1898 - F.H. Hathorne, Stephen D. Millit, Geo. W. Frost  
\*Leon F. Kent
- 1899 - Fred L. Pratt, Fred H. Hathorne, Otis A.  
Skinner  
\*Leon F. Kent
- 1900 - F. L. Pratt, P. H. Davis, Fred Sproul  
\*Leon F. Kent
- 1901 - Fred L. Pratt, Peter H. Davis, Fred Sproul  
\*Leon F. Kent
- 1902 - Peter Davis, Fred Sproul, Roderick P. Hathorn  
\*Ralph A. Spencer
- 1903 - Fred Pratt, Roderick P. Hathorn, George E.  
Spencer  
\*Wm. S. Kent
- 1904 - Wm. Thompson, Roderick P. Hathorn, Geo.  
S. Spencer  
\*Wm. S. Kent
- 1905 - Wm. Thompson, Geo. Spencer, M. Sullivan, Jr.  
\*Wm. S. Kent
- 1906 - Fred L. Pratt, Geo. S. Spencer, Michael  
Sullivan, Jr.  
\*Wm. S. Kent
- 1907 - R. P. Hathorn, H. C. Milliken, Frank Turner  
\*Herbert L. Pratt
- 1908 - Wm. Thompson, Roderick P. . Hathorn, M.  
Cushman  
\*Herbert L. Pratt
- 1909 - George S. Spencer, Michael Sullivan, Jr.,  
Herbert L. Pratt  
\*Frank C. Turner
- 1910 - Roderick P. Hathorn, M. Sullivan, Jr.,  
Herbert L. Pratt  
\*Frank C. Turner
- 1911 - R. P. Hathorn, Elmo J. Turner, Edward O'Brien  
\*Frank C. Turner
- 1912 - Peter H. Davis, Elmo Turner, Bertram King  
\*Frank C. Turner
- 1913 - Alvah H. Towle, Bert King, Leonard E. Lambert  
\*Frank C. Turner
- 1914 - Fred L. Pratt, Bert L.-King, Leonard Lambert  
\*Frank C. Turner
- 1915 - A. H. Towle, Leonard Lambert, Herbert S. Webster  
\*Frank C. Turner
- 1916 - R. P. Hathorn, Bert L. King, Laurence Sullivan  
\*Frank C. Turner
- 1917 - Leonard Lambert, Edward M. Bulles, Herbert  
Webster  
\*Frank C. Turner
- 1918 - Peter H. Davis, James G. Dudley, Charles E.  
Turner  
\*Frank C. Turner
- 1919 - Peter H. Davis, James G. Dudley, Charles E.  
Turner  
\*Frank C. Turner
- 1920 - P. H. Davis, James G. Dudley, Wm. Drinkwater  
\*Frank C. Turner
- 1921 - Peter H. Davis, James G. Dudley, William J.  
Drinkwater  
\*Frank C. Turner
- 1922 - Peter H. Davis, Austin W. Jones, Charles E. Turner  
\*Frank C. Turner
- 1923 - James G. Dudley, William J. Drinkwater,  
Charles E. Turner  
\*Frank C. Turner
- 1924 - James G. Dudley, Edward M. Bulles, Harry E.  
Honey  
\*Frank C. Turner
- 1925 - Frank C. Turner, Harry E. Honey, Mortimer  
D. Wentworth  
\*Frank C. Turner
- 1926 - F. C. Turner, Mortimer D. Wentworth,  
Leonard Lambert  
\*Frank C. Turner
- 1927 - Frank C. Turner, M. D. Wentworth, Frank W.  
Rutter  
\*Frank C. Turner
- 1928 - F. C. Turner, M. D. Wentworth, F. W. Rutter  
\*Frank C. Turner
- 1929 - F. C. Turner, M. D. Wentworth, Merritt Lancaster  
\*Frank C. Turner
- 1930 - James G. Dudley, Merritt Lancaster, Charles  
E. Turner  
\*F. C. Turner
- 1931 - James G. Dudley, F. C. Turner, Donald P. Holmes  
\*F. C. Turner
- 1932 - James G. Dudley, F. C. Turner, Frank Plourde  
\*F. C. Turner
- 1933 - James G. Dudley, F. C. Turner, Frank Plourde  
\*F. C. Turner
- 1934 - A. A. Harkness, B. L. King, Frank Plourde  
\*F. C. Turner
- 1935 - James G. Dudley, F. C. Turner, Flora E. Weed  
\*Lillian M. Turner
- 1936 - Bertram L. King, Walter G. Shorey, James M.  
Gamble  
\*Lillian M. Turner

- 1937 - James G. Dudley, Walter Shorey, James Gamble  
\*Lillian M. Turner
- 1938 - James G. Dudley, Walter G. Shorey, Kenneth A. Googins  
\*Lillian M. Turner
- 1939 - James G. Dudley, Kenneth A. Googins, Irving Lancaster  
\*Lillian M. Turner
- 1940 - James G. Dudley, Irving R. Lancaster, Stanley Howatt  
\*Lillian M. Turner
- 1941 - James G. Dudley, Irving Lancaster, F. Stanley Howatt  
\*Lillian M. Turner
- 1942 - James G. Dudley, Irving Lancaster, F. Stanley Howatt  
\*Lillian Turner
- 1943 - James Dudley, F. Stanley Howatt, James M. Gamble  
\*Lillian M. Turner
- 1944 - James G. Dudley, F. Stanley Howatt, James M. Gamble  
\*Lillian M. Turner
- 1945 - F. Stanley Howatt, James M. Gamble, Waldo E. Robinson  
\*Lillian M. Turner
- 1946 - F. Stanley Howatt, James M. Gamble, Waldo E. Robinson  
\*Lillian M. Turner
- 1947 - F. Stanley Howatt, James M. Gamble, Charles H. Jordan  
\*Lillian M. Turner
- 1948 - Irving Lancaster, James M. Gamble, Charles H. Jordan  
\*Dorothy Honey
- 1949 - Stanley Howatt, James M. Gamble, Charles Jordan  
\*Dorothy Honey
- 1950 - Stanley Howatt, James Gamble, Charles Jordan  
\*John M. Gilbert
- 1951 - James M. Gamble, Albert Attner, Everett Treworgy  
\*Frances Prouty
- 1952 - Stanley Howatt, James M. Gamble, James E. tseaulieu  
\*Earl M. Flanders
- 1953 - Stanley Howatt, Richard Bronson, James E. Beaulieu  
\*Earl M. Flanders
- 1954 - Stanley Howatt, Richard Bronson, James E. Beaulieu  
\*Earl Flanders
- 1955 - Richard Bronson, Everett Treworgy, Edgar C. Prouty  
\*Earl Flanders
- 1956 - Richard Bronson, Edgar C. Prouty, Jack Libby  
\*Earl Flanders
- 1957 - Edgar Prouty, Jackson A. Libby, Clarence J. Russell  
\*Earl Flanders
- 1958 - Edgar Prouty, Jackson A. Libby, Clarence J. Russell  
\*Earl Flanders
- 1959 - Edgar Prouty, Clarence J. Russell, Allan F. McHale  
\*Earl Flanders
- 1960 - F. S. Howatt, Clarence J. Russell, Allan F. McHale  
\*Earl Flanders
- 1961 - Edgar Prouty, James M. Wentworth, Edward L. Thomas  
\*Earl Flanders
- 1962 - Edgar Prouty, James M. Wentworth, Edward L. Thomas  
\*Earl M. Flanders
- 1963 - F. S. Howatt, Clarence J. Russell, Charles B. King  
\*Marjorie Jordan
- 1964 - F. Stanley Howatt, Clarence J. Russell, Charles B. King  
\*Marjorie Jordan
- 1965 - Austin Jones, Clarence J. Russell, Calvin D. Otis  
\*Marjorie Jordan
- 1966 - Robert J. Shorey, Clarence J. Russell, Calvin D. Otis  
\*Marjorie Jordan
- 1967 - Robert J. Shorey, Calvin D. Otis, Dana S. Treadwell  
\*Marjorie Jordan
- 1968 - Robert J. Shorey, Clarence J. Russell, Dana Treadwell  
\*Marjorie Jordan
- 1969 - Robert J. Shorey, Calvin D. Otis, Dana S. Treadwell  
\*Joanne M. Clapp
- 1970 - Calvin D. Otis, Dana S. Treadwell, Russell Hathaway  
\*Esther Smith
- 1971 - Calvin D. Otis, Dana S. Treadwell, Russell D. Hathaway  
\*Esther S. Smith
- 1972 - Calvin Otis, Russell Hathaway, Tyler Dunning  
\*Esther Smith
- 1973 - Tyler Dunning, Russell Hathaway, George Monroe  
\*Esther Smith
- 1974 - Dorothy Henderson, Russell Hathaway, George Monroe  
\*Esther Smith
- 1975 - Dorothy Henderson, George Monroe, Kenneth Hayes, Esther Smith
- 1976 - Dorothy Henderson, Frank St. Louis, Robert Ellingsen, Carrol Ellis, Kenneth Hayes

# (TOWN MANAGER FORM OF GOVERNMENT)

1977 - George Monroe, Mary E. Silver, Robert Ellingsen, Carroll Ellis, Kenneth P. Hayes



About 1920  
Asa B. Smith Farm (State St.)  
This farm was located where the Richard Bronson home is today.



Looking down on Old Shore Road with Penobscot River in background. On right, behind trees, is part of the Bangor Hydro-Electric Company's Veazie Plant.



Building where John Kent ran a business at turn of century. Later years George White had a barber shop and pool hall there.



Looking up Olive Street. Town Hall on left. Route 2 in background on hill.

List of Militia in the Town of Veazie, April 1, 1861  
(in safe, Miscellaneous Papers, 1853 - 1900)

Bates, Warren, Jr.	Gilpatrick, Samuel T.	Moor, George	Spencer, Almand R.
Buckley, Daniel	Green, Joseph	Moor, Adaniram, Jr.	Spencer, Gorham
Buckley, Michaud	Green, Lewellen	Morse, Robert Q.	Spencer, Abner
Bonney, Newton E.	Gilday, Patrick	Morse, John G.	Spencer, Daniel
	Grover, Joseph H.	McPheters, Robert	Spencer, Albert J.
Chase, Albert D.	Giles, Otis	McPheters, Francis M.	Spencer, Ruben
Cottle, Samuel I.	Giles, David	McPheters, Nathaniel	Spencer, Isaac H.
Cary, Joseph T.	Gilman, Samuel B.	Marden, John A.	Shepley, Joseph H.
Chapman, Sewell, Jr.		Marden, Nathan L.	Shaw, John N.
Clark, Danforth L.	Hathorn, James M.	Marden, Gustavus B.	Spurr, William
Callannan, Thomas	Hathorn, Samuel ).	Moulton, Othenial	Spencer, Edwin G.
Canty, John	Hathorn, Andrew J.	Morrill, James E.	Stockwell, Andrew J.
	Hathorn, Edwin	Mann, Daniel	Sprout, James B.
Davis, Newman A.	Hathorn, Silas	Minck, James	Sprout, Robert F.
Davis, John	Hathorn, Roderick	Mitchell, Henry	Sprout, George
Davis, Hugh	Hathorn, Levi	Miller, Joseph	Sullivan, Michael, Jr.
Davis, George P.	Hathorn, Charles	Mutty, Joseph	
Davis, Wales, P.	Hathorn, Silas	Morse, Lewis F.	Thompson, Mark
Davis, Henry J.	Hewey, Otis		Thompson, William
Doane, William	Hewey, Otis R.	Nasen, Josiah J.	Turner, Putnam
Doe, Andrew J.	Hewey, Nelson		Tozier, Alphonzo
Durgan, John M.	Hewey Levi	Obrien, Dennis	Towle, John F.
Duggans, John	Howard, David L.		Trundy, Benson L.
Dwelley, William	Hutch, Thomas E.	Page, Wilder Page, Alfred	
Dwelley, John	Hickey, Michael	Palmer, Asa C. Park,	Warren, Eugene H.
Dwelley, James L.	Hickey, John	Roderick Park, Lewis H.	Waters, Asa B.
Dudley, Gilman H.	Hurd, Sullivan		Wentworth, John H.
Day, Warren	Harmen, Samuel J. E.	Phillips, Amos M. Phillips,	Wentworth, Samuel V.
Dickey, Daniel W.	Hutchins, Isaac B.	George W. Phillips, George	Weston, Ferdinand
Door, William H.		H. Prouty, Jonas Prouty,	Wealch, Gilman D.
Dexter, Japheth W., Jr.	Inman, Charles	George C.	Webb, James B.
Dermont, Cornelius			Weed, James
Dresser, William P.	Judkins, Ammi	Rollins, Freeman, N.	
	Johnston, Tobias H.	Rollins, Charles H. W.	York, Joel M.
Elwell, James H.		Rollins, Joseph C.	
Emery, Samuel, Jr.	Kent, Thomas	Rollins, George W.	(signed) Nahum Warren
Emery, Shepherd	Kent, William	Rollins, John L.	Assessors of Veazie
Emery, Hewey	Kent, John	Robinson, Joseph T.	
Emery, Ansel			Total 151
	Linnell, Benjamin F.	Smith, Joseph D. Smith,	
Farrington, George W.	Lynch, Timothy	Samuel Smith, Ebenezer W.	
Farris, James	Lane, Orren	Smith, George	
Folie, Morris		Smith, Henry N.	
Freeman, Cynus M.	Morris, Frank	Spencer, George H.	

# CAPTAIN FISH'S (VEAZIE) COMPANY

(Pay began Feb. 20 and March 11, 1839; generally ended April 1 and 24, 1839)

## COMMISSIONED OFFICERS

Captain Samuel L. Fish  
Lieutenant Francis J. Cummings  
Ensign Gilbert Emerson

## NON-COMMISSIONED OFFICERS

Sergeant David C. Jellison  
Sergeant John P. Davis  
Sergeant Moses S. Page  
Sergeant Joseph Budson  
Sergeant James S. Eldrige  
Sergeant Jesse Hutchings  
Corporal Josiah McPheters  
Corporal Charles H. Forbes  
Corporal Joseph Bray  
Corporal George Lincoln  
Corporal John B. Bond  
Corporal Kenney Snow  
Musician Robert P. Chase  
Musician Solomon P. Rowe

## PRIVATES

Thomas Abbott, Almarin Ames, John Boyd, Timothy Burton, William Batchelder, Isaac Russell, William Ballard, Jr., George Burns, David L. Billings, Justus L. Carr, Thomas Cunningham, William J. Chapman, Garey Chapman, Ephraim Dorr, William Dwelley, Jr., Samuel Deering, James Dickinson, John Dunham, Jr., Joseph Duran, Elisha M. Eveleth, Amasan S. Emerton, Chester Ferrin, Danial Fowler, James H. Gilmore, Wm. P. Guppy, Shadrach Gray, John Grindel, Abial Harmon, Seth Holt, Abel S. Jordan, Joseph James, Levi K. Kilburn, Rowland Lawrence, William Lassell, David Lancaster, John N. Lawrence, Thomas Mann, Henry Montgomery, John E. Miller, Charles Newcomb, Alvah Osgood, Roderick R. Park, Charles Patten, Samuel Peirce, Joseph Priest, Thomas Raymond, Joseph C. Stinson, Jacob P. Sweat, William C. Snow, Samuel Spencer, Samuel Sheets, John Southard, Jr., Horatio N. Stinson, James Stubbs, George Simpson, Samuel S. Trivitt, Timothy C. Tapley, Levi Tower, Benson D. Wood, William B. Moody, Gilbert Knownton, Albion M. Fish (servant), Joseph W. Curtis (servant), Ebin B. Weston (servant).



THE FOLLOWING IS A LIST OF VEAZIE MEN WHO SERVED THEIR COUNTRY AT THE TIME OF THE FOLLOWING CONFLICTS. IT IS AS NEARLY ACCURATE AS I COULD POSSIBLY GET. MY APOLOGIES IF ANYONE IS MISSED.

SOME OF THE MEN ON THESE LISTS SERVED MONTHS AND SOME SERVED YEARS . . .

## WORLD WAR I VETERANS

Lester Barbour  
Rex Bridges  
Silas Burton  
Herman Church  
Ralph Church  
Leonard Davis  
Tom Davis  
Allie Dwelly  
Walter Dwelly  
Clayton Foyer  
Clarence Greenlief  
George Greenlief  
Alton Grindle  
Charles Inman  
Forest Lancaster

Roland Lancaster  
Elmer LeBlanc  
William McFarland  
Dennis O'Brien  
Clifford Prouty  
Henry Read  
Lawrence Robbins  
Ralph Shorey  
Walter Shorey  
Oscar Spencer  
Frank Stanchfield  
George Sullivan  
O'Dillion Turner  
Harold Wentworth  
Nelson White

## WORLD WAR II VETERANS

Evelyn Ames  
Norman Bateman  
Gerald Bell  
Hartley Bell  
Frank Bostrom  
Vernon Braley  
John Braley  
Wilbur Braley  
Ernest Burgess  
Frank Butterfield  
Annie Mae Bussell (Canadian WAC)  
Clyde Bussell  
Thurston Bussell  
George Calkins  
John Clark \*\*(Gold Star)  
Kenneth Esterbrook  
Allan Ellis  
John Ellis  
Leroy Ellis  
George Fairley  
Harold Field  
Eugene Gamble  
Donald Holmes  
George Honey  
Harry Honey

James Russell  
Richard Jones \*\*(Gold Star)  
Freeland Jones  
Frank Jordan, Sr.  
William Jordan  
Joseph King, Sr.  
Raymond Kennett  
Roland Lancaster, Jr.  
Russell LeBlanc  
Lewis Magee  
George McKay  
Raymond McKay  
Paul McPhee  
William McPhee  
James Milliner \*\*(Gold Star)  
Ralph Milliner  
Cyril Morrison  
Stephen Morrison  
Osgood Nickerson  
Fred Otis (\*\*Gold Star)  
Norman Otis  
Walter Parks  
Albert Pinkham  
Gerald Plourde  
Donald Poole

Walter Poole  
Joseph Poulin  
Edgar Prouty  
Norman Prouty, Jr.  
Paul Roberts  
Waldo Robinson, Jr. \*\* (Gold Star)  
Horace Savage  
Elizabeth Shorey (R.N.)  
Walter Shorey, Jr.  
Eliot Sidelinker  
Emery Sidelinker  
Lyndon Sidelinker  
Alvah Smith  
W. Edgar Smith  
W. Earl Smith  
Glendon Spencer  
Gorham Spencer  
James Stanchfield

Albert Swan  
Everett Treworgey  
Merrill Trojano  
William Trojano  
Leon Van Aken  
Raymond Watson  
Wade Watson  
Richard Wallace  
Robert Wallace  
Bertie Webber  
Harry Chapman  
Nelson O. Spencer  
Alvah Weed  
Fredrick Wymann  
Robert Wymann  
Linwood Doane  
Charles Young  
George Campbell

## VIETNAM VETERANS

Donald Annis  
James Archambeault  
Gerald G. Bell  
William Bryand  
Kenneth Byram  
Paul Byram  
James Cormier  
Lawrence Cormier  
Victor Fratello  
John Gilbert  
Rodney Grant  
Bruce Hathaway  
Richard Jones  
Roger Jones  
Duncan W. Jordan  
James R. Kennett  
Robert Woods

Frank Jordan, Jr.  
Robert King  
Fredrick R. Lancaster  
George McCrum  
James McGrath  
James Magee  
Stephen Murray  
John Nelson, Jr.  
Avery Olmstead, III  
David Olmstead  
Allan Pendleton  
Robert Russell  
Eugene Spencer  
Hayward Spencer  
Edward Stover, Jr.  
Galen Warman  
Deane Webster  
James Hathaway

## KOREAN VETERANS

Charles Call  
Arthur Jones  
Erwin McLaughlin  
Donald Plourde  
George D. Spencer  
Paul Stevens  
Howard Watson  
Richard Withee  
Eugene Worster  
Joseph King, Jr.

Robert Shorey  
Warner Jordan  
Gerald W. Bell  
Charles A. Spencer  
Millard Spencer, Jr.  
Leonard Watson  
Robert A. Watson  
Wade Watson  
Frank Hollis  
Charles Inman, Jr.

## PRESENT DAY BUSINESSES



B & B DISTRIBUTING (School St.)

This plant began operations in 1964 under Roland Kennett. On August 26, 1976 Lawrence Baker purchased the business. It employs sixteen, has a retail store, and wholesales meats and some dairy products. B & B is also the New England Meat Cutting School. Mr. Thatcher Adams of Bangor is the recent new owner.



SWEENEY'S RESTAURANT (State St.)

In 1947 Mrs. Sweeney began operating this lunch room featuring home-cooked foods. Mr. and Mrs. Donald Rice purchased it in 1971. Besides themselves they employ two others.



LOU SILVER'S INC. (Main Rd.)

Lou Silver acquired his business in 1950. (Prior owner was R. W. Naugler.) He has ten employees working for him. His equipment includes ten trucks and ten other pieces of machinery. His services are: construction work, hauling loam, sand, gravel and he also does winter plowing.



JOHNSON MONUMENTAL CO. (State St.)

Johnson Monumental was originally Clukey and Johnson, beginning their business in 1935 in Brewer. In 1948, Eugene G. Boynton bought the business and moved it to Veazie in 1953. He was located in Robert Smith's building for 15 years and has been at his present location for the last ten years. He sells cemetery monuments, headstones and lot markers, doing his own engraving.



TINY TOT DIAPER SERVICE (State St.)

Owner Philip R. Veilleux began Tiny Tot in Bangor in 1947. In 1963 he built and moved into his present location in Veazie. The baby diaper service provides pick-up and delivery once a week. The plant is equipped with stainless steel machines to ensure sanitary conditions. Five people are employed.



H. TABENKEN & CO. INC. (School St.)

The original founders located this business in Veazie in 1947. From 1957 to 1971 they have continually enlarged. Employment totals thirty-five with Samuel Tabenken as President and Chairman of the Board. They are distributors of beers, wines and beverages with some imports from Japan and South America.



CARDIN ADVERTISING (State St.)

This agency began on January 1, 1967 under the ownership of Robert Cardin. He employs four people plus one person half time. Their services are: advertising and public relations. In 1976 Mr. Cardin designed Veazie's town seal.



JACKSON BOAT COMPANY (State St.)

Willy and Becky Jackson moved their business to Veazie in 1952. He began in a 28' by 50' building enlarging it in the 1970's. Their canoes are made on special order, including the 228 Square Stern Jackson Canoe which is shipped as far away as Missouri. They plan to build a showroom. They sell boats, motors, trailers, canoes and marine accessories.



VEAZIE ELMS (State St.)

This rooming house began approximately thirty years ago. In 1970 or 1971 Ed Doucette and Ken Russell sold out to Chuck and Kathy Crowe, the present owners. Lodgings and friendly hospitality for their guests are offered by the Crowes.



HO SAI GUY (State St.)

Ho Sai Guy began operating in 1963 under the Kam Oi and Charles W. Wong Corporation. The former Thompson's building located here had been moved so the Wong Corp. built their present establishment. They employ between seven and ten people, selling Chinese and American food, beer, wine and liquors.



JORDAN'S GUN SHOP (Maple St.)

Frank Jordan, Sr. built and began his gunshop on July 7, 1952. He employs one part time man. He sells guns, ammunition, components and does general gunsmithing.



LANCASTER'S MARKET (State St.)

Irving Lancaster built and began his store in 1948. He retired in 1973 leasing the store to Mr. and Mrs. Carroll Colford. They employ four part time people.





MAINE CEMENT PRODUCTS CO. (State St.)

Mecaw Industries Div.

The plant was built in 1952 under the name of Maine Cement Products. In 1958 the plant was purchased by Mecaw Industries and was enlarged. It is managed by Ronald Parent and employs thirty people. They sell cement products and handle building supplies serving contractors and builders in Maine.



BLAISDELL'S RESTAURANT (State St.)

Atwell Blaisdell built and began the restaurant on June 7, 1947. He employed seven and sold home cooked food. In the fall of 1976 he retired. (Since 1964 he has run Blaisdell Locksmith in his home across the street from the restaurant.) Recently purchased by Mark Rustin of Old Town, new name: Village Kitchen.



NORTHERN NEON SIGN CO. (Main St.)

Business first began in 1955 under the ownership of Wm. G. Turner. On January 3, 1977, Vernon D. Dupuis became the new owner, enlarging the building in November 1977. Two people are employed. They sell interior and exterior signs of all materials plus neon and lighted signs.



VEAZIE VILLAGE VARIETY (Olive St.)

Proprietor Walter D. Libby purchased the business from Eleanor and Eugene McCaffrey in December 1977. This store is family owned and family employed.



R. M. FLAGG COMPANY (State St.)

The business was incorporated in 1928 by Roscoe Flagg. It is owned and operated by the Flagg family. Flagg's moved to their present location in 1966. (Building was formerly a Mobil gas station run by Percy Alexander.) Flagg's sell a complete line of food service equipment for hotels, restaurants and the home with their own parts and maintenance department. Employment: twenty-three people.



BILL POTTER AUTO SALES (State St.)

William R. Potter began his business on February 1, 1970 on the site where the former Veazie Sport and Garden was located. He employs four people and he sells used cars and services them.



AMERICAN CONCRETE INDUSTRIES, INC.  
(Stillwater Ave.)

The company started on Nov. 3, 1919 in a gravel pit at Mt. Hope dealing in burial vaults, under the name of Bangor Automatic Sealing Vault Co. Later they moved to 1036 State St. In 1936 G. Carleton Snow purchased the business and in 1966 it was sold again to John and Richard Snow. The business moved to Stillwater Ave. in 1967. Present Manager is Tim Schoppe. They sell burial vaults, septic tanks, Shawnee steps and miscellaneous pre-cast items. Employment: thirty-eight people.



DENNIS BEVERAGE CO. (School St.)

This business was established in 1908 by the Dennis family and incorporated in 1949. Operating as a bottling plant, they sold their bottling franchises and moved to Veazie in 1968 changing their name to the Dennis Beverage Co. They are distributors of beer, wine and beverages. In 1972 they began a wholesale division of paper and plastics. Employment: fifteen to twenty people with future expansion plans.



Looking up Olive Street (1895) Wyatt Spencer Home on right.



OLIVE STREET (ABOUT 1920)  
Mrs. Isabel Skinner, Grandmother to John Skinner, sitting on porch.

## BOARDING HOUSE (LATE 1800's)



Managed by "Ma" Lufkin and is located at the foot of Olive and Oak Street. Present owner, George Spencer, tore down the barn in the 1970's.

Room and Board for two men and pair of horses for one week . . . \$3.25.



1904

William Drinkwater and son Ralph on lawn of old homestead, Main Rd.



1926 or 1927

L to R: "Bunny" Lancaster, Walter Dudley, Ivan Lancaster, Ernest LeBlanc





CONSUMER OIL (1952 OR 1953)

This business ceased in 1976 when Bob Smith sold out to Webber Oil and retired



L to R: Joe King, Sr., Alvah Catkins, Bob Smith, Irving "Bunny" Lancaster I interrupted them while tearing down Bob Smith's old home . . .





AERIAL VIEW OF VEAZIE (1950)  
Shows State Street up through to Orono. Bottom of photo shows School Street. Gen. Veazie Home is 2nd house up from School Street on right side of State St.



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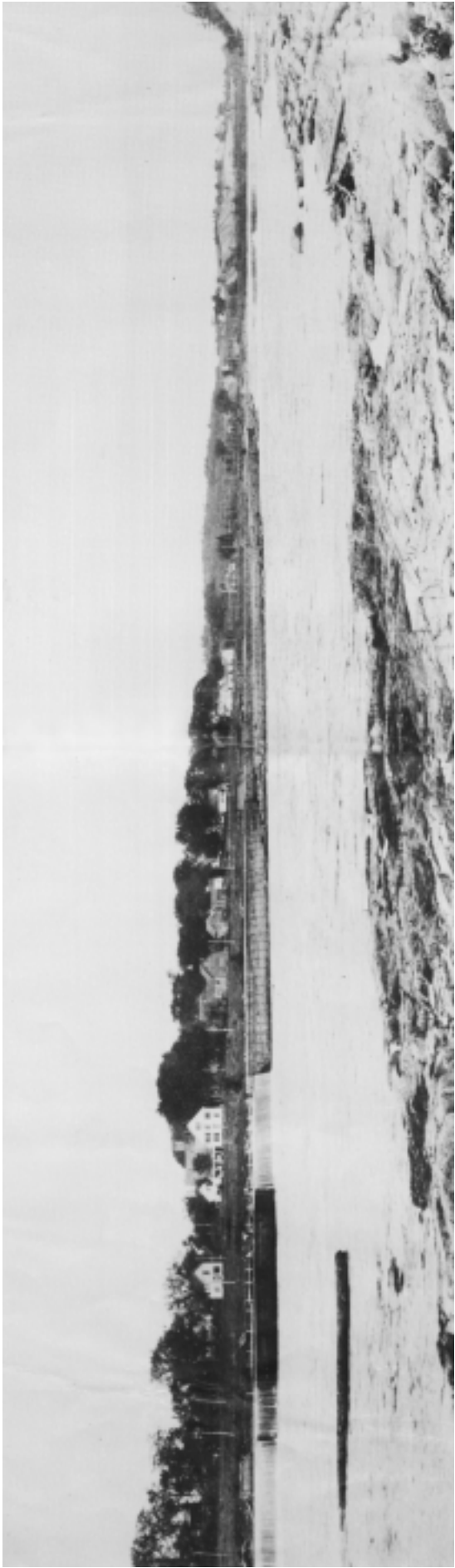
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PUBLISHED BY 1875  
CONSTOCK & CLINE, N.Y.

# VEAZIE.

TOWN OF VEAZIE

Scale 20 rods to the inch

