

Likely by Terry Holt

Mariners Tour
Hillside Cemetery, Eastport, Maine
Salmon Sunday, 11 September 1999

Dr. Micatah C. Hawkes, was a doctor in Eastport after the War of 1812. He completed his degrees and training in the Boston area. In 1812 he became assistant surgeon of the U.S. sloop-of-war *Hornet*. In April of 1813 while cruising off of the coast of Dutch Guyana the *Hornet* fought and defeated the *HMS Peacock*. Dr. Hawkes was seriously wounded in that fight while attending to those wounded earlier. After coming to Eastport he became a respected doctor and businessman. Hawkes Avenue was named for him.

Lewis D. Clark 1835-1909 Est. L.D. Clark & Son
1892. World's
largest sardine factory, 400 hands and 9 boats. Born in
Lubec.

Capt. John Crosby, master on board USS Housatonic when it was attacked and sunk by the CSS Hunley in Charleston harbor. John when he returned to Eastport skippered ships for a number of years and then set up a restraurant on Market Wharf near the end of the century.

M.C. Holmes 1851-July 26, 1925 Born Char.Cnty. Owner of M.C. Holmes
Canning Co., South End, sardines, smoked & pickled. 100-125 hands. Est. 1904. He was a coastwise shipper for 10 years in his younger days.

Samuel Longfellow Wadsworth, was born in Eastport. His father, S. B. had built up a strong merchantile business, but Sam wanted to go to sea. In his early years he sailed on the Baltimore Clipper "John Quincy Adams" to China. Later he visited most of the seaports in Northern Europe. Eventual his father called him home when he was in his 30's, it was time

for him to become a merchant. He first was a partner with his father and later on his own and eventual with his son, and hence the shipchandlery business of S.L. Wadsworth and Son. He was involved in everything from oranges to brick yards. He was very frail in his later years and tended to winter in Cal. and Florida, one of the early snowbirds.

Jacob Clark, Grandson of Joseph Clark was a fisherman who lost his life in the Bay of Cheleur at a young age. **Capt. J. B. Greenlaw**, master of the brig *Inez*, 1846.

Capt. Henry T. Emery, was born in Kittery, March 31, 1783, the son of a shipbuilder. Came to Eastport about 1820. Engaged in trade and was a ship's master for many years. In 1834 he was master of the schooner *Ripley* for Audabon's cruise to Labrador. In 1848 he was elected the 21st rep. of Eastport and was a selectman in 1821.

William Aymer, was brought up as a young boy in his father's spar making shop on the west side of the South End Bridge. In later life he also became a spar maker, as well as a block maker and versed in ropes and rope use. After his fathers death he had his own shop on Dana St. with a steam powered engine rigged to do lifting and raising.

Capt. Corning, who was born in Yarmouth, N.S., was for a few years from 1856-1858 in the ship-building business. He built the brig *Acma*, the bark *Cora Linn*, and the *Jane Young*. In 1858 Capt. Corning moved to Eastport and was a ship master for the better part of forty years. Master of the barks *Gleneida* and *Syra*.

Capt. William Shackford, was born in Newbury, Nov. 23, 1783. 2nd son of John Shackford. Commanded the *Active* in 1807, later the *Sally*, *Orient*, *Blockade* and *Five Brothers*, princibly in the West Indies trade. Early in 1812 while sailing from Eastport to Cadiz with a cargo of rice and flour was capture by French privateers out of San Lucar. Townspeople

aided in procuring money for his release. Engaged in merchantile endeavors with his brother Jacob and Lorenzo Sabine.

Upham Stowers (U.S.) Treat, was a pioneer in sardine canning in the mid-1800's. Allans' Island was renamed Treats' Island in his honor. U.S. Treat also had a patent on a process of producing seaweed. From his place of business on Treats Island he also began a salmon processing enterprise in the late 1800s. He died in St. Paul, Minnesota 2 Nov 1883.

Jonathan Leavitt, began a prosperous shipping business in the 1790's. He came to Eastport in the mid-1790's. Jonathan had been in the Revolutionary War, a Captain Lieutenant, in the service of New Hampshire. He was the moderator who drew up the original charter for Eastport under the name of Freetown, Mass. The committee who submitted the name for incorporation changed the name to East Port. Jonathan was the first moderator for the town of Eastport and served from 1798 to 1799.

Simon Harrington, served on the U.S. privateer "Zebra" during the War of 1812. He was captured and held prisoner at Dartmoor Prison in England and survived the Dartmoor Massacre of 1815.

Abel Michiner, sea captain, steamship builder and wharf builder. Built the 113 ton steamer *S. B. Wheeler* in 1848. Capt. Michiner ran the steamer as a packet between Calais and Belfast in 1850. Henry Eastman of St. Stevens bought her in 1850 and had a specially designed bark, the *Fannie*, built at St. Stephens. Eastman took the *Fannie* to Eastport, sunk the bark and floated the *S. B. Wheeler* over her and then raised the *Fannie*. The SBW was taken by way of Cape Horn to San Francisco and appears to have been the first steamboat in California waters. Abel also built the famed Calais to Eastport steamer the *Queen*.

C. S. Huston, Eastport Sentinel, October 30, 1878

Friday afternoon the steamer *Spray*, caught aground waiting for a passenger, and the tide was unusually low she heeled over and filled when the tide rose. Unsuccessful efforts were made then and the next morning to raise her, and it was not until after empty casks were placed in her and a couple of wood boats made fast to her at low water Saturday evening that the steamer could be raised, and then it was found needed to use 2 more boats to raise her bow, in which was a large quantity of ballast. C. S. Huston was in charge of her Sat., and as usual in his undertakings, was successful.

The *Spray* was found to have sustained little damage by her submersion, as steam was got up after she was cleared of water and she is again upon the route this week. Capt. Kilby will doubtless keep a sharp eye upon low runs of tides after this.

Capt. John Bowman, Eastport Sentinel, January 19, 1831

Arr: Jan. 5 - Sch. *Edward Preble*, Bowman, Boston. Off Eastern end of Campobello, carried away the jib and forttopsail yard. Violent gale NNW and vessel making headway so fast was obliged to put her before it, and run under the Eastery Head of Gran Manan, and brought her to with both anchors. The sails and rigging were so much frozen that it was necessary to cut the halyards to get them down, and by cutting away the yards she held on until the gale moderated.

Capt. Uriah Coolidge, first noted as a 1st mate in the Revenue Cutter Service in 1819. In 1833 he became a captain in the Revenue service and became captain of the cutter *Swiftsure*.

William Kirnan, Enlisted: Dec. 3, 1863 at Gloucester, Mass., for a term of 2 years with the Rating of Seaman. General service. His civilian occupation had been a boatbuilder and place of birth was listed as Eastport, Maine and age was listed as 34. Physical description was gray eyes, brown hair, light complexion, and 5' 4 1/2" tall. He received on the USS

Princeton and served on the USS Midnight.

Capt. John Shackford and Capt. John Shackford, Jr. The first vessel built on Moose Island is believed to be the schooner *Industry*, owned and probably built by Captain John Shackford, in 1787. Captain John Shackford would go on to build and own the *Delight*, *Hannah*, *Sally* and *Patty*. His son, Captain John Shackford, Jr., operated these vessels at different times as packets between Eastport, Portland, and Boston, therefore being the first freight and passenger vessels to and from Eastport. Ships and boats of this period would be built on the beach and not in shipyards and were usually small affairs.