

Likely by Terry Holt

NAUTICAL TOUR 2000, Salmon Sunday 10 September 2000

Capt. John Bowman, sailing the topsail schooner *Edward Preble*. He was a sea captain, merchant and a ship owner. Late December 1831 the EP was caught in a storm near Eastern Passage. Sails and rigging frozen caught in a turbulent sea, being driven towards the cliffs of Grand Manan. Double anchors did not hold. Halyards and rigging cut away. He saved the ship. Shipmaster, Ship Owner, Business Leader

Capt. John Sweet arrived in Eastport by 1805. He was a Lt. in the local militia at Ft. Sullivan at the being of the War of 1812. After the war he was the 1st captain of the Eastport Washington Artillery Company. By vocation he was a hotelkeeper, also managing the Eastport end of a stage line from Eastport to Calais. He was the town clerk for many years. He was killed by the accidental discharge of a cannon fired during the celebration of an election. Early landowner, Transportation agent, Inn Keeper, Militia Artillery Officer N

Joshua Bradford was born in Kingston, Mass. In 1797 he moved to Robbinston where he was a ship builder and was the master of the first packet ever to sail from there. He was the direct descendent of Gov. William Bradford of Plymouth Colony in the 1620's. He lived in Friendship, Maine a great part of his life. He died in Robbinston in 1800. Ship Builder, Ship Master, Mason N

Abijah and George Leighton, were ship and boat builders. They were the sons of Capt. Samuel Leighton and grandsons of Sam Sr. who was possibly the first English male born on Moose Island. George stayed pretty much a boat carpenter. Abijah was mainly a small boat building, but his experience in sloops helped when he built a few schooners and later in his career he was noted for building large sloop-rigged yachts. Ship, boat and yacht builders N Not Used

Caleb Stetson Huston was Eastport's most noted shipbuilder,

the Eastport/Lubec area in the 1840's. He would also have used a topsail schooner for a cutter. He was the son of Joseph Noyes, Sr., a noted Eastport merchant and city father. Capt. of the Rev Cutter Taney 1853. Revenue Marine Captain N

U. S. Treat was a fish merchant with vision. He looked at new ways of raising fish such as raising salmon in ponds, allowing a few to leave and reach the ocean. He was one of the first in America to believe that fish would return to where they were spawned and in 1858 after his salmon had been away for 2 years they returned he proved he was right. He held a patent for seaweed harvesting and in the 1880's represented the U.S. in Japan as a fisheries representative. Lived and operated his business from Allen's, now Treat's Island. He was a representative to the state legislature from Eastport. He died in Minneapolis. Fish Merchant, Seaweed Farmer, Salmon Stocker

Jonathan Leavitt was an early merchant to Eastport. He was also very involved in its politics and in 1798 was Eastport's first town moderator. Until his death in 1810 he held several political posts each year. He was a partner to Jabez Mowry and like Mowry turned to smuggling during the Embargo Act of 1807. In 1808, the last time he was caught, the customs official in charge wrote that Jonathan Leavitt was a man of little worth and should not be made to pay his fine of \$50. He passed away before the issue was resolved, but although at his death he was technically insolvent his land was worth more than \$500 and all but a few of his merchant goods disappeared. His son Benjamin was well looked after by Jabez Mowry. Revolutionary Officer, Merchant and Smuggler

Capt. Joseph Livermore is credited as being the first Eastport resident to operate a packet between Eastport and Boston. This would have been in the late 1790's and early 1800's. He retired from the sea around 1805 when his wife, Sam Tuttle's daughter, passed away. He built his two-story Federal style home about 1807 or 1808 on Key Street. He is noted for retiring and perhaps was the first retiree to reside in

Jonathan Weston was the second lawyer to reside in Eastport and was perhaps the first historian of Eastport (Goddard's printed story was autobiographical and not regional or general). His connections to the sea encompassed several areas. First, about 1807 he bought the first lumber mill from two brothers, used both for building the early historical houses of the town but also for sale elsewhere, meaning commerce. He bought land and had a wharf, for commerce, built about where the Quoddy Tides is today. Also as a lawyer much of his business was in deeds and in dealings with other early businessmen who were building commercial empires of shipping or fish. Lawyer, Wharf Owner, Lumber mill Owner N

George Hershey was a native of Grand Manan, a son of a Nova Scotia ship builder. His wife, Macintosh, was born in Aberdeen, Scotland. His connection on the border was that at the Hershey house, Canadians were always welcome. At the Dog Island beach known as the 4th sand beach was what was known as the Canadian Landing in 1900. The Deer Islanders or folks from St. Andrews would land here and walk to town, buy their goods and return, often with their store bought goods hauled in the store's truck (horse drawn wagon). If the tide was unfavorable it was common from the visitors to stay at the Hershey house. They had a dumbwaiter for moving cooked food from the upstairs kitchen to the guest eating area downstairs. Boarding House, Fisherman N

S. L. Wadsworth was born in Eastport. His father, S. B. had built up a strong mercantile 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. Eventually 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 eventually with his son, and hence the ship chandlery business of S.L. Wadsworth and Son. He was involved in everything from oranges to brickyards. He was very frail in his later years and tended to winter in Cal. and

defeated the schooner yacht Dauntless in their well remembered ocean race in March 1897, from Owl's Head, N. Y. Harbor, to Roche's Point, Queenstown. He was also in charge of the schooner when she left N. Y. in December, 1895, for Japan, that a party of scientists might make observations there of the eclipse of the sun the following year. Capt. Crosby was born in Eastport, August 28, 1834. Fisherman, Ship Master and Yacht Racer N

George Hobbs was an early pre-War of 1812 resident of Eastport. He was not as involved in politics as his brothers Isaac and Frederick. With his brother Isaac they operated a very profitable merchant and commission business in Eastport in the 1820's and 30's. In 1823 George and Isaac had Robert Huston build the schooner Champion, mastered by Capt. William Shackford. George owned many ships over the years and often sailed upon them, possibly as shipmaster on one occasion although it could have been his son George, Jr. Merchant, Ship Owner and Ship Master N