

Some Robbinston Events and Historical Timeline

October 21, 1786:

The township was granted by Commonwealth of Massachusetts to Edward H. and Nathaniel J. Robbins. According to an 1859 History of New England there were but two families here at the time. These were the families of Daniel Somes and Donald McDonald settled at Liberty Point although some accounts say Jacob Boyden was living on the lake at the time of settlement. Brown's history of Robbinston mentions only Boyden as being settled in Robbinston at the time of the grant. Within a few years, and all from Massachusetts and New Hampshire, came Sam Jones, William Bugbee, Job Johnson, Joseph Porter, John Brewer, Thomas Vose and, about 1800, John Balkam. There is also mention of Capt. Bradford of St. George and Capt Dockendoff of Bristol, Me.

By comparison Eastport probably had about 10 families living within its confines in 1786 and Lubec a like number. These were mostly fishermen who had come from down the coast. Kilby says of Eastport "Mr. Shackford and Mr. Tuttle came here in the fall of 1783, when there were but 5 families on the island, and it is believed still fewer in Lubec." In Calais there were several families, some claiming to have been settled by 1782. These settlers came mainly from Machias which was settled soon after the Revolutionary War and in 1786 was, by the standards of the day, a fairly large community. Of the three St Croix river communities on the American side Eastport developed the most quickly because of its location and fine harbor.

These settlers were not, however, the first white settlers on the river. Trappers and hunters had lived on the St. Croix for well over a century, most of them Frenchmen who lived in harmony with the natives. The English conducted several "punitive expeditions" against the French and natives beginning in the late 1690's, culminating in the Church expeditions of the early 1700's. They succeeded in driving the French fur trappers from the St. Croix and made few friends among the Passamaquoddies.

1786:

According to an article in the Calais Advertiser dated November 11, 1939 "The Town of Robbinston was settled in 1786 by two brothers E.H. and N.F. Robbins who came to this section from Milton Massachusetts and records indicate there were 13 families in the town 4 years later. Men completed building the first road through the town in 1809, this after the first road was started in Eastport in 1799 and completed as far as Machias 7 years later. The Township was originally called "Robbinstown". According to Ernest Brown's history of Robbinston, Robbins stayed only long enough to sell his holdings and

“was not a benefactor in any sense of the word.” This statement is contradicted in other Robbinston histories, including that of Ned Lamb who says “He visited Robbinston often although he was obliged to travel on an old coastal. He took a great interest in the town and was beloved by its people.” However, there is some evidence Robbins was not popular. In 1807 he was on the ballot for Lieutenant Governor of the District and received only half the votes of his opponent from Robbinston voters but this may have been simply because he was on the wrong ticket. In those days voters were firmly aligned with a party, personalities mattered little. There were 17 votes cast in Robbinston that year which provides some indication of the size of the population.

There is no question, however, that Robbins played a major role in the settlement of the town. He was instrumental in recruiting settlers to move to Robbinston. Nearly all the original settlers came here at his behest and nearly all worked for him, at least initially, in some capacity. John Brewer, Abel Brooks, Thomas Vose, John Balkam, Job Johnson and Joseph Porter were some of the first to arrive, most about 1790.

May 5, 1788:

Sam Jones moved with his family from Milton Massachusetts where he was employed by Governor Robbins, the founder of the town. He settled on the south side of “Mill Cove” which later became the Cleland place. Jones was a surveyor and it was he who discovered Ebenezer Ball “coining” at Moneymaker Lake. (Jones Genealogy)

1788:

Joseph Porter, one of the original Robbinston settlers, moved to Calais in the late 1780's and opened a store at Ferry Point. Some of the best records we have of this period come from his account books which James Shepard Pike quotes often in his diaries. Knowlton says the Porter's Day Book entries of those who “Got Trusted” in 1788 included Robbinston residents William Bugbee and Jacob Boyden. In 1789 John R. Brewer and Daniel Somes are added to the list. This is the first reference to John R. Brewer living in the area and probably dates his arrival in Robbinston. Pike later finds records of John Brewer and Company in Porter's records from 1798-1800. In 1799 Brewer charges Porter “1/2 Mill rent, unpaid, \$12.50”. Perhaps Porter had retained an interest in the Mill Cove lumber operation.

1790:

Thomas Vose, Jr. moved to Robbinston from Milton Massachusetts with his wife Mehitable and infant daughter Mary to take charge of the interests of Gov Edward Robbins. (Vose Genealogy) According to an 1891 letter from grandson Peter E Vose, he first occupied a house on the northern point of Mill Cove, across the cove from Sam Jones. “The men that Robbins first sent built a house, a store and a mill. It was a tide mill for lumber and grist and was built on the stream near the present bridge at Mill Cove—hence the name. For about two years the house was occupied by Joseph Porter” another of Robbins pioneers who had preceded Vose. In 1799 Vose built the large brick house in the village which still stands. After Vose moved from the house at Mill Cove it was occupied by John Balkam who ran a store at the site for Mr. Robbins. By the early 1860's this home and the property surrounding it was the only property still owned in

Robbinston by the Robbins family when Thomas Cleland purchased the land and property. (Eastport Sentinel, 4/8/1891) (Ned Lamb's Robbinston article)

1790:

The 1790 census of Robbinston finds the following families living in Robbinston:

Joseph Porter: 5 males over 16, 1 female

Jacob Boyden: 1 male over 16

John Johnson: 1 male over 16, one under 16 and 1 female

William Bugby: 1 male over 16, 3 under 16 and 2 females

Samuel Jones: 1 Male over 16, two under 16 and 4 females

Donald McDonald: 2 males over 16, 2 under 16 and 5 females

Daniel Somes: 1 male over 16, 1 under 16 and 2 females

John Brewer: 2 males over 16 and 3 females

Job Johnson: 1 male over 16, 1 under 16 and 1 female

Samuel Leshure: 1 male over 16, 2 under 16 and 3 females

Fausett(widow): 1 male under 16 and 3 females.

The total population was 54

1791:

Mr. Edward Robbins, Robbinston's proprietor, had purchased a ¼ interest in Plantation 5, Calais and appointed Joseph Porter his agent. Porter had originally been Robbins agent in Robbinston but these duties seem to have been turned over to Thomas Vose about 1790. Knowlton's history says Porter was operating a store at Ferry Point by 1788, "The first store in the vicinity and it received the patronage of the entire community." Robbinston residents did much business with Mr. Porter.

1791:

Kilby's history of Eastport says the Brewer House was built in this year. This must have been the original Brewer house on the lot now occupied by the Mansion House. A sketch of the house shows a small cape, far smaller than the present Mansion House. Later histories say John R. Brewer, later known as General John Brewer came to realize the need for an inn in town. It seems likely he then built the Mansion House, perhaps just after 1800 but more likely between 1810- 1820.

1792:

The Vose genealogy claims Thomas Vose, Jr. built the first schooner in Robbinston in this year. He named it the First Attempt. Vose thereafter built many vessels, engaged in fishing and the lumber trade and was firm friend of the Passamaquoddy Indians. (Vose Genealogy) A letter published in the Sentinel in 1893 by Peter E Vose, son of Peter Thatcher and Thomas' grandson, says the "First Attempt" was built in 1800, as do a number of other histories, including Davis. It is more likely the 1800 date is correct.

April 18, 1792:

Thomas Vose, 3rd born to Thomas and Mary Vose in Robbinston. He was Colonel in the Third Massachusetts militia but died at a young age in 1836.

1795:

Robbinston's first school, in a log school house, opened. (Brown and Davis histories)

May 28, 1795:

Richard Vose Hayden was born in Winslow Maine. Hayden lived in Robbinston from a young age. He was a teacher, surveyor and always active in town affairs. His lengthy diary on file at the Calais Library contains hundreds of pages of interesting detail on life in Robbinston in the from the early 1820's until the 1840's.

May 24, 1796:

Peter Thatcher Vose born to Thomas and Mary Vose. He became one of the most noted master shipbuilders in Eastern Maine and was known as one of the two strongest men on the river. He built the schooner "Rescue" known for use in Artic exploration. (Vose Genealogy)

1796:

A Post Office was established in Robbinston. (1859 history) and John Brewer was appointed the Postmaster. At the time there was no road from Eastport so "the mail, carried by a gent named Cram, came up the river along the shore and probably carrying the mail in his pockets." A few years later the Robbinston Post Office became the distribution point for the English mail and Robbinston postmaster became one of the best paying jobs in the State.

An 1876 history of the town published in the Eastport Sentinel says in 1796 the Indians had a couple of small settlements in the town but their main village was at Pleasant Point and consisted of 500 wigwams. The tribe was able at the time "to put on the warpath fifteen hundred fighting men." They traded extensively with Thomas Vose in his store at Mill Cove.

St Andrews was a principal town on the bay and being just across the river "the early settlers of Robbinston obtained many of their provisions and found a ready market for timber, spars and shingle which were rafted across the river, sold to St Andrews merchants and shipped to England or the West Indies. St Andrews people, on the other hand, sometimes carried their grain across the bay to be ground in the new grist mill in Robbinston." (Davis history)

1796:

According to an article by Amos Boyd, a brig named the Triton was the first vessel built in Robbinston. This contrasts with dates in other histories which claim the "First Attempt" was the first vessel built in Robbinston in either 1792 or 1800. Boyd does not mention the "First Attempt" built by Vose but does say "The schooner Billy as well as the Brig Triton

were the first two vessels built in Robbinston but the names of their builders are unknown. The next two vessels were built in 1800-1802 by Thomas Vose.” He may be here referring to the First Attempt and Second Attempt and this conforms to the recollections of Peter E. Vose mentioned above. Boyd says there are 225 confirmed vessels built in Robbinston and many more unrecorded. He says the most prolific shipbuilder in Robbinston’s long history was John N.M. Brewer. The largest in the early days was the Sagadahoc built by Joshua Briggs of between 200-300 tons, a ship which was nearly captured by the British when it attempted to put to sea. (Downeast Times 11/4/2000)

1799:

Thomas Vose began construction of a brick home in the village. The building still stands. The bricks came from the brickyard at Liberty Point. (Ernest Brown history) It is important to note that the center of economic and social activity in Robbinston was initially at Mill Cove. Gov Robbins had his home built on the North promontory of the cove and the first store, mill and shipyard was located here. It was the logical place for the town center to be located as it had the best harbor and mill privilege.

1800:

In this year John Balkam, one of Robbinston’s most famous citizens, arrived. It is also the year the business of shipbuilding probably began in earnest in Robbinston with the construction by Thomas Vose of the “First Attempt”. Vose’s shipyard was at Mill Cove. John Brewer also began building vessels about this time at a shipyard located across from the Brewer House, site of the public landing.

Robbinston’s population had increased from 54 in 1790 to 127.

1801:

Ned Lamb claims the Mansion House was built

February 2, 1802:

James Pike recounts in his diaries that a Ball was held at Thompson’s Hall (Calais) attended by 14 local notables including John Brewer and Thomas Vose of Robbinston. Pike notes “Cost \$36, for liquor and supper, mostly liquor.”

1804:

General John Brewer built the “Mary and Sally” at his shipyard near the site of the present Mansion House and John Balkam built the “Good Intent” at Mill Cove. This was

the beginning of Robbinston's years of glory as one of the preeminent shipbuilding towns in the State. Within a few years Joshua Briggs, another noted shipbuilder, had been brought to town to work in shipyards. He married Thomas Vose's first daughter, Mary. Gen. Brewer's son, John N.M. Brewer, became one of the biggest shipbuilders on the river. He also built the Brewer House. It is said that while he built nearly a hundred vessels over his long and illustrious career he died poor. The industry was either boom or bust and fortunes were lost or made in the time it took a schooner loaded with valuable cargo to lose its lonely battle with mother nature or miraculously survive and bring its cargo to port.

A description of John N.M Brewer is provided by James S Pike who lived for many years in the Mansion House in his diaries:

JOHN NEHEMIAH MARKS BREWER OF ROBBINSTON

Mr. Brewer was the son of General Brewer, of Robbinston, who built and kept the first hotel erected in that town. The General was a florid gentlemanly person of great amenity of manners and a sudden fiery temper. John, his oldest born, was a waggish and rattle brained young man, brought up without profession or occupation. Having, after his father's death, nothing else to do, he set building a vessel. The venture was in some part successful and opened a career which he followed till his death in 1858- 59. He possessed great activity and energy and pursued his occupation with a rollicking, jovial, half shrewd, and half loose sort of way, with great industry.

He built vessels of every description,, large and small, Brigs, Barques, and Ships, many of them of the largest class, during a period of 30 years. Till at his death, it was said he had reached the number of a full hundred. The net result of this enterprise and industry running through an entire lifetime of an unremarkable activity and energy is a two story wooden house in Robbinston, where his widow now lives. There may be a little other property, but this is about all there is left to show as the results of his life. It is a stinking example to show how little is often left from (what) seems a flourishing business. It was generally supposed and perhaps true that, Mr. Brewer's profits on every ship he launched, was not less than the value of his two story wooden house that he left behind him. He should, according to his calculations have left a whole town, instead of a single dwelling. But if he made money by his occupation, the vocation of ship owners left him exposed to losses. And of these, he had what seemed about a usual share. Sometimes he was fortunate, sometimes otherwise. A single voyage would leave him clear profits at least the value of his wooden house. But than, another voyage would sweep them all away again

And it was thus his fortunes, like the fortunes of all mercantile men and especially ship owners, ebbed and flowed during the whole course of his life. And his experience exhibited in a marked degree, the uncertain and hazardous character of the ship building business which is so large and important an interest in the State of Maine. It is worthy of investigation whether this large and increasing branch of industry in our State, is really so unproductive in the long run as it would appear to be from Mr. Brewer's experience. The experience which, a rough generalization of that of most other ship-builder and ship-owners in the Eastern part of the state and in the ports of the British Provinces which

border upon Passamaquoddy Bay and its tributaries, would seem to be not at all singular. So far as I can recall, the ship-building and ship-owning men of our vicinity for the past five and thirty years, I find them nearly or quite all losses in this branch of business, and that the numerous small fortunes which have been acquired during that period by the population, have been exclusively earned in other ways.

In another section of his diary Pike says of John N.M. Brewer:

Indeed all the men who are now rich on the St. Croix river, are those who have become so in general trade, or in lumbering operations, or in buying timberlands. The latter has formed the chief source of wealth to the rich merchants on both sides of the river. In Calais not many large ventures have been tried in ship-building, but a good many small ones. I have known many losses to arise from them, but I have known but few gains. I have not the facts for a sound conclusion, but I have a strong conviction that more money has been lost than made by that branch of business in this town. These are observations I have deemed worthy of making for their practical bearing though they have but an incidental connection with the life of John N. Brewer. Mr. Brewer lived and died a hospitable, generous man, tolerant in his opinions, amiable and gay to the last. His wife and brother were religious persons and John always gave a ? support to everything intended to be good. He would encourage psalm singing in his own house when his wife would entertain the ministers, and go among them in his shirt sleeve when driven by business and tell them to, "go ahead and enjoy themselves." In his last sickness, his brother suggested that he might suppress a little of the profanity in which he was apt to indulge, considering the solemnity of the occasion. But the suggestion received no favor and he replied, "Tom, you go to _____." On the whole, we may say, Mr. Brewer led a busy life with few results. He had no children.

May 12, 1807:

Seth Gary, age 20, arrived from Taunton Massachusetts and settled in Robbinston. Gary was a shipbuilder. After settlement in Robbinston he changed the spelling of his name to Gerry and with his wife Mary raised a large and distinguished family. Their homestead was on the Ridge Road and was recently owned by Phil Beckett.

1808:

The road from Eastport to Robbinston was completed. (Kilby's history) At this time there was not yet a road from Calais to Robbinston and almost all travel was by small coastal vessel. The roads remained unimproved and largely impassable for any distance for over a century. By the 1830's river steamers carried almost all the regular traffic on the river replacing the "packets" which had relied entirely on sail.

1809:

The conflict between the United States and England, which would eventually lead to the war of 1812, resulted in the “Embargo” and “Non-Intercourse Acts”. These effectively outlawed any economic activity with our English neighbors. “All intercourse with Great Britain was effectively cut off. New Brunswick not producing much but lumber, the kind hearted and enterprising Yankee speculator did not want the inhabitants to go without their rations, so he ships large quantities of flour and provisions to Robbinston which the people did not object to, insomuch as it made lively times. Wharves were built, large storehouses erected.....” (1876 history) In fact the situation above led directly to the counterfeiting which resulted in the shooting of Deputy Downes by notorious Robbinston “coiner” Ebenezer Ball.

January 15, 1810:

A committee was chosen by the inhabitants consisting of John Brewer, Thomas Vose, John Balkam, Obadiah Allen, Abel Brooks, Job Johnson and Thaddeus Sibley to present a petition to the Commonwealth for incorporation as a town.

January 28, 1811:

Sheriff John Downes and two deputies attempt to arrest Ebenezer Ball for counterfeiting. Ball shoot and killed Downes and was soon arrested and transported to Eastport, then to Augusta to be held for trial on a charge of homicide.

February 18, 1811:

Robbinston was incorporated as a town.

1811:

The Robbinston Methodist Church was organized. Meetings were held at Liberty Point and in the village until the Church was built on the Ridge.

June 22, 1811:

Ebenezer Ball is tried for murder by the Commonwealth of Massachusetts in Castine, then the administrative and judicial center for the District of Maine. After a very short trial he is convicted and sentenced to hang.

June 26, 1811:

The report below was written by Rev. Ephraim Abbott who had graduated from the Andover Seminary in 1810 and had been assigned the mission of visiting all the communities east of Machias for the Society for Propagating the Gospel. It contains interesting accounts of the original settlers of the town and some other details including the Reverend’s conversation with the wife of Ebenezer Ball, sentenced 4 days earlier to hang for the shooting of Deputy Downes.

I left at 4 P.M., and went on board Mr. Spooner's boat to sail with him to Robbinston, but the wind dying after we had proceeded a few miles, and the tide being against us, we went on shore and lodged at a public house kept by a Mr. Kendal. Next morning, after toiling at our oars until ten o'clock, we went on shore at No. 1 and took breakfast at a public house kept by a Mr. Swett. In our passage from Mr. Kendal's to Mr. Sewell's, we passed by Pleasant Point where is an Indian settlement. They have a Roman Catholic priest residing amongst them, whose name is Romagne. He is said to be a very worthy man. Many of the Indians

are said to abstain from ardent liquors, and to be prudent, exemplary and religious characters. Just before we arrived at Pleasant Point, we heard their bell calling them to morning prayers, and heard them chant their morning service. Their meeting house is a large white building. I presume nearly as large and handsome as Phillips Academy in Andover. Their houses are built in three rows, most of them small, some of them in the form of a cone. Most built in the English fashion are covered with bark. . . . As we passed the Point they came out from prayers, and came to the shore and saluted us with the discharge of a swivel. The report was very loud, and the echo exceeded anything of the kind I ever heard. The sound was like distant thunder, passing between the distant islands, and continued probably more than a minute, to my apprehension nearly as loud as the first report. About noon we arrived at General Brewer's. In the afternoon I was introduced to Maj Trescott Collector of Eastport, and Mr. LeDernier the former Collector. I was also introduced to Esq. Vose and Esq. Balkam who with General Brewer received me very kindly. I was also introduced to Esq. Pike of Calais. All these gentlemen received me very cordially. Mess Brewer Vose and Balkam accompanied me to the meeting house, and there they agreed that on Thursday afternoon at 4 o'clock we should have a lecture at the meeting house. July 10th. This day General Brewer and Esq. Vose very kindly accompanied me to Mr. Jones's and Mr. Bugbee's, two aged men who from the first settlement of the town have assembled every LORD'S day as many of the inhabitants as would meet them; at first in some private house, and since the building of the meeting house in that. Their custom is to read some select discourse, and to perform the other parts of worship as is usual in congregational societies. These aged gentlemen appear to be sensible and very devout men. This day I was introduced to Col Wire and Mr. Jack from St Andrews who dined at General B's. . . . July 11. This day preached a lecture in the meeting house from Corinthians 2d. It rained and there was not a large assembly perhaps 70 people. They appeared solemn and attentive. 14th. Preached in the meeting house to about 100 people who were very attentive. From meeting I went to Mr. Jones's spent the afternoon and evening in religious conversation and hearing his grandchildren read in the Bible & recite their catechism, some of which I endeavored to explain to them.



15th. Called on Mrs. McKean, Mrs. Brown
BREWER HOUSE, ROBBINSON, built 1791.

afterwards on Mr. Bugbee, the old gentleman accompanied me to the school in his neighborhood. The instructress is a Miss Waterhouse from Machias. Her school consists of 25 children. Lads and misses under twelve years. The woman appeared very capable to teach her school. Three children read in the testament and the rest read in the spelling book. There were three primers in school. She said there were no more primers to be had in town. I then visited the house of Mr. Samuel Jones. . . . I next called at the house of Mr. Hezekiah Jones. He was shaving shingles at the door but did not go in to converse with me. I went into the house and conversed with his wife and her sister a widow who has seen much trouble. . . . Night was approaching and I had to walk three miles to my lodgings at Gen Brewer's. Mr. Bugbee had accompanied me all the afternoon. I arrived at Esq. Vose's much fatigued. I took tea with them and went to my lodgings. I hope GOD will bless the truths I have this day spoken (16) visited a private school in the neighborhood. (18th) visited the families of Mr. Potall Mr. Parker, Mr. Brooks, and Mr. Balkam and conversed on religious subjects.

July 19 Friday. Left Robbinston about 9 in the morning & arrived at Calais

July 27 Saturday P.M. Came from Calais to Robbinston on horseback. Road so poor that by far the greater part of the way two horses cannot go abreast. The distance is said to be about 12 miles. From Mr. Pettygroves in Calais to General Brewer's in Robbinston it is said to be 7 1/2 miles, and there is no family between and excepting a piece of two or three acres on which the trees are lately cut down, both sides of the path are covered with trees of the original growth.

July 28 — LORDS day. Preached at Robbinston in the meeting house two discourses John 15th 24th. Seven gentlemen and ladies had come from Calais to attend the meeting, and several persons from No 1 township. The whole assembly consisting of about 200 souls.

July 29th. Visited the house of Mr. Stanhope and conversed with Mrs. S, Mr. S. not at home. Visited also Mrs. Boyes who is a serious woman & an Episcopalian. Visited also Mrs. Malona & her daughter Mrs. Ball, whose husband is under sentence of death. Both of the women appear serious, and find comfort in prayer. Visited Mr. Stickneys family. Mr. S is a Methodist apparently a serious man. He had his house burnt not long ago, and with his house almost all his household furniture, and his Bible and some other good books. He has nine children seven of which he hopes will go to school next winter; six of them must read in the spelling book, and they have but one copy. Thursday Aug 1st. Preached a lecture at Mr. Ziba Boyden's. His wife's mother is Friday August 2d. Left Robbinston to go to Dennysville.

October 3, 1811:

Ebenezer Ball hanged for the shooting of Deputy John Downers, the first hanging in the District of Maine.

November 24, 1811:

Congregational Church formed in Robbinston by Reverends Jonathan Sewell and Ephraim Abbott.

June 27, 1812:

War with England was declared and "persons from this town (Eastport) and Robbinston had been deputed to make known the wishes of the inhabitants, who entertained no fears of invasion from authorized British forces, but were apprehensive of predatory excursions from lawless people on the borders." (Kilby) As a result 2 companies were to be stationed at Eastport and one at Robbinston, then under the command of Thomas Vose, Jr. Kilby also notes that at this time "Robbinston was the military headquarters of the frontier, being the home of General John Brewer, Colonel Thomas Vose, Jr., General Balkam and Major Job Johnson.

There is was not much stomach at the time in Robbinston or, for that matter, anywhere in the St. Croix Valley for open hostilities with our neighbors on the British side. Robbinston's economy depended on trade, legal and illegal, with New Brunswick. In fact there were accusations that John Brewer, Robbinston's postmaster, had suppressed the dispatches announcing the war and allowed British officers to inspect the mails and forward documents to Fredericton. (Davis)

1813:

American privateers became a problem in the bay: According to Kilby:

In 1812 and a part of 1813, American privateers were numerous in the Bay of Fundy, and often came into the harbor or passed up the bay to Robbinston. Five were at West Quoddy Head at one time. Some of these privateers were very successful in making prizes. Among their captures were the "Jarroth," of four hundred tons, the "Fanny," with a cargo of sugar valued at \$18,000, the bark "William," the ship "Concord," the brig "Elbe," and a schooner with specie. These and several smaller prizes were taken when bound to or from the port of St. Andrews. In preying upon the commerce of St. John, it is believed that they were still more fortunate. Their presence in our waters was the cause of frequent rumors and alarms. At one time five, and at another three,— as was conjectured,— were hovering about the bay, for the purpose of making a descent upon St. Andrews and of seizing the shipping there; and it was threatened that, in retaliation, Eastport should be burned. An attack upon several British vessels aground at Indian Island by three of the privateers, the "Fame" and "Revenge" of Salem, and the "Industry" of Lynn, caused a threat of reprisal to be made, and angry messages to be sent and answered. Some of the privateers were, in fact, no better than pirates. Of this description was the "Weazel," commissioned by the collector at Castine, and commanded by Edward Snow, of Hampden, Me., a preacher of the gospel, whom I knew as a boy knows a man. On the 6th of June, 1813, this minister went to Beaver Harbor, N.B., robbed the house of Captain H. Young of fifteen barrels of sugar, the clothing of the family, and even the children's toys. The owner was absent, and no

resistance was made. The same night, Snow captured a small vessel bound from St. John to St. Andrews. News of these infamous exploits reached Campobello the next day, when two boats were fitted out, and sent in pursuit. They recaptured the vessel, chased Snow to Grand Manan, and drove him and crew to the shore, and, one man excepted, into the woods. Prior to this affair, the British cruisers in the Bay of Fundy had never interrupted American fishing-boats in their pursuits ; but Captain Gordon of the " Rattler " now ordered them off, and gave notice that such as were found beyond certain prescribed limits would be captured and destroyed.

July 11, 1814:

A detachment of British soldiers arrive from Ft Sullivan to attack the militia positions and cannon behind what is now the Congregational Church. A truce was arranged and the militia evacuated the position and retreated to Machias. The fortification was manned by 30 men.

September 8, 1818:

Congregationalist minister Daniel Lovejoy appointed to Robbinston, dismissed October 20, 1819 although other histories say he was dismissed in May of 1819 when "some difficulties appeared which could not be removed". (Ecclesiastic History Maine

1820:

Peter Vose was a member of the commission which drafted the constitution of the State of Maine and convention of separation from Massachusetts.

1820:

Benjamin Shattuck, then 23, moved to Robbinston from New Hampshire and on November 13, 1828 married Mirah Bond of Gardiner. They had 5 children and were the foundation of the Shattuck family of Red Beach and Robbinston.

September 18, 1824:

The brig Frontier was launched from the shipyard of Robert Hustin to ply the coastal trade to New York. (Eastport Sentinel)

December 29, 1829:

Governor Robbins, the town's proprietor, died. His family continued to own a substantial amount of land in the town and collected rents for many more years from the inhabitants.

1832:

Richard Hayden's diary states he interviewed and hired a young man named Hannibal Hamlin to teach at the Ridge school. The diary had several entries about Mr. Hamlin which establish he taught at the school into February 1833 when the chimney collapsed and the school was close for the year. Tradition has held the teacher was the same Hannibal Hamlin who became Vice President under Abraham Lincoln. Research has shown, however, it was cousin of the Vice President with the same name who taught at the Ridge school.

November 9, 1832:

James Carson, a soldier of the Revolution, died at Robbinston at 81 years of age. Also dying in Robbinston during the week were Horatio Batch, youngest son of General Balkam and Miss Sarah Quinn, age 14. (Eastern Democrat)

1839:

Robbinston Ridge Methodist Church built.

1836:

Ship Challenger launched at Robbinston. A painting of this beautiful ship is hanging in the Masonic Hall in Calais.

April 9, 1838:

Reckless speculation on timberland in Maine resulted in a major recession in eastern Maine beginning in 1837. When the bubble burst a financial panic ensued, two of Calais' three banks failed and many lumbermen and merchants were ruined. In Robbinston Thomas Vose, the representative of the Robbins family wrote to J.M. Robbins in Massachusetts that "many of the tenants are behind in their rents" and that "nothing would sell for money and nothing could be bought without." "It is almost impossible for people to get provisions and little lumber or wood has gotten out." (Davis) The economic collapse of 1837 was just one example of the "boom or bust" nature of the economy during the 1800's.

October 14, 1840:

Congregational Church meeting house dedicated. (Diary of R. Hayden)

1841:

The Congregational Church has 62 members but has had no regular minister since Rev Calvin White, who succeeded Daniel Lovejoy, was dismissed in 1832. (American Quarterly)

September 7, 1841:

Brig Calais launched at Robbinston. A painting of this brig is hanging in the Masonic Hall in Calais.

1843:

James Cox, one of Robbinston's most famous and successful shipbuilders, launches his first vessel, the schooner Rambler of 172 tons. Cox went on to build some of the finest clipper ships ever made Downeast including the Red Gauntlet of 1038 tons in 1853 and

the Dictator of 1293 tons in 1854. The Dictator was captured and burned by a Confederate raider on April 25, 1863.

January 10, 1844:

The Schooners Rival and Clark sailed from Robbinston for the Indies, the Brigs Calais and Packets Keen, Susan and Pettis also sailed. (Calais Advertiser)

March 17, 1844:

The Steamship Frank commenced its annual schedule- Eastport, St Andrews, Robbinston to Calais and back daily. Fare from Calais to Robbinston was 50 cents. St Andrews 62 and ½ cents and to Eastport 75 cents.

August 13, 1844:

Seth Gerry and Jonathan Stickney have asked local Democrats to convene at the maple Point School to nominate a candidate for representative. (Calais Advertiser)

July 15, 1846:

“Great Fire at Robbinston” The valuable Steam Mill property recently erected by Mr. Jonathan Williams of Calais, were, with 300,000 feet of lumber, three dwelling houses, one store house, one large barn, together with all the articles necessary for carrying on the lumbering business on an extensive scale, entirely consumed. The mill contained gang saws and a single saw. The lath and shingle mill adjoining the same was also consumed. The fire is supposed to have been set by some malicious person, as it was first discovered in the upper part of the building where it could not possibly have been caught from an engine. The loss is \$30,000. \$5000. insurance. (Calais Advertiser)

January 29, 1851:

Tonnage of vessels built in Passamaquoddy region in 1850:

Robbinston: 2172

Calais:1813

Pembroke:1370

Eastport: 1327

Whiting: 149

Trescott: 137

Dennysville: 105 (Calais Advertiser)

January 29, 1852:

Tonnage of vessels built in District of Passamaquoddy in 1851:

Robbinston: 4639

Pembroke: 2499

Eastport: 1785

Calais: 1319

Trescott: 849

Lubec: 449

Perry: 168

Dennysville: 116 (Calais Advertiser)

August 14, 1851:

Traveling doctor R. Richard Clay "Will be in attendance at the Hotel Robbinston for consulting with patients laboring under the various forms of disease- particularly diseases of the Lungs, Liver, Kidneys, Spleen and Nervous System, Dyspepsia, Spinal disease and all kinds of chronic and female complaints. No mercury given in any case and no charge for consultation." There follows a long list of testimonials swearing to the doctor's reputation as a "celebrated curer". It was very common throughout the 1800's for traveling "doctors" to arrive in town offering cures for every disease known to man including cancer, alcoholism(in 9 days) and in one remarkable advertisement in the Calais Times, suicide. The medical profession was held in very low esteem in the 1800's in no small part because of practitioners like Dr. Clay. Dentists of questionable skill and professionalism also traveled from town to town and it is very likely the Hotel Robbinston had one or two of them in attendance during 1851.

September 18, 1851:

The Rev G.B. Snow was married to Miss Lydia Buck of Robbinston by the Rev D.B. Sewell. (Calais Advertiser)

November 11, 1851:

Launched from Peter Vose's shipyard the ship Mary Green, 550 tons and from the Studson yard the Julia Ann 350 tons. (Calais Advertiser)

May 20, 1853:

A report in the New York Times says "In the little town of Robbinston, in Maine, there are now in the stocks thirteen vessels ranging from 300 to 1200 tons. In the town of St

Andrews N.B. situated nearly opposite, across the St Croix River, a correspondent of the Boston Post, remarks that a mill erected some years ago, remains in the precise condition it was left by the workmen who built it, there not being energy enough to run it, and shipbuilding is, of course, out of the question.

1855:

The summer schedule for the steamship Nequasset is a daily run from Eastport to Calais, with return, touching at St. Andrews and Robbinston. The Nequasset connected at Eastport with the Steamer Admiral to Portland and Boston on Thursdays. Eastport was also connected to Boston by the Steamer Governor which left Eastport on Mondays and Thursdays. Both coastal steamers connected with St. John.

1857:

Another severe depression grips Downeast Maine.

Business of all kinds is unusually dull for this season of the year, and money is tight. There is not a building of any kind going up or in contemplation. Messrs. Sawyer and Robbins, harness makers, are raising the roof of their workshop a story higher, and that's about all there is doing that we can see. The fact is business of all kinds is flat.

There is not a vessel of any description on the stocks in a yard from here to Eastport, with the exception of a small schooner Mr. William Hinds is building. All those heretofore engaged in the business in this city, and in Robbinston have abandoned it, and gone about some other business. The Robbinston shipbuilders, we understand have mostly gone to farming. A capital exchange for their health and the interest of the country. If there were more farming and less shipbuilding and lumbering done the country would not be so liable to these sudden revulsions in business, with bankruptcy and a complete derangement of all branches of business. (Calais Advertiser, 5/21/57)

July 15, 1857:

“On Monday we had a pleasant ride to Robbinston a town which, for the last 8 or 10 years, has been noted for extensive shipbuilding. The depression in this business has, however, caused all with exception who were engaged in it to entirely suspend operations. Not the sound of a hammer, save the auctioneers, was heard while we were there. The contrast between the brisk, active appearance of Robbinston two or three years since, and its present dull aspect, is very striking and must be severely felt by its inhabitants.”
(Eastport Sentinel)

1859:

“For many years Robbinston was the center of trade for neighboring towns. Shipbuilding and commerce were carried on to such an extent that the harbors of this town and St Andrews, as well as Passamaquoddy Bay, were white with shipping. The ports of Europe furnished markets for the class of ships built here, but with the change in fashion of shipbuilding, the trade has declined. The attention of the people is now devoted to

agriculture.” This 1859 history notes there are 3 saw mills, a grist mill, a tannery and a sugar box factory. The population was 1028.

July 15, 1861:

Adjutant's reports from Capt Joel Haycock of Calais, Commander of Company D of the 6th Infantry Regiment show only one Robbinston resident in his company, Sumner Anderson. However in Company K, commanded by Captain Carey of Eastport were Thatcher Vose, Thomas Kerr, Peter Chester, William Hinton, Madison Hayman, Frank Johnson, George McAllister and Stephen Rice. Many Robbinston men became casualties during the war, were disabled or died of disease. A complete list of those who served and their fate, compiled by Ken Ross of Red Beach is below.

Robbinston					
Anderson, Sumner	19	7/15/61-5/10/64	Cpl.	Co D 6th	Color Guard; Wd Rapp Stn; M Mule Shoe VA
Andrews, Ephraim A.	19	2/25/65-2/25/66	Pvt.	Co A 15th	
Andrews, H. Philip	21	8/19/62-2/2/66	2nd Lt.	Co B, K 11th	Artillery duty 63. Wd Deep Bottom Run Va
Bean, George E.	18	1/1/64-7/15/65	Pvt.	3rd Bty LtA	
Bean, John	30	9/22/62-3/25/65	Pvt.	Co G 6th; Co E 7th; Co E 1st VV	Wd Rappahannock Stn; Disabled
Berry, James H.	18	9/22/61-9/27/64	Musician	Co A 9th	Wd Ft Wagner SC. Also Cala
Berry, William	23	12/18/61-3/30/64	Pvt.	1st Bty LtA	Re-enlisted; Deserted. Also Portland res.
Blackwood, Benjamin	35	10/10/62-8/14/63	Pvt.	Co F 22nd	
Boyden, Samuel	33	9/24/62-12/6/64	Pvt.	Co G 6th; Co E 1st VV	Wd Rappahannock Stn VA; Disabled illness
Brewer, George J.	35	8/21/62-1/13/65	Capt.	Co D 18th; Co D, L 1st HA	Wd Petersburg; lost arm. Private to Captain
Brewer, John N. M.	28	10/10/62-4/3/63	Pvt.	Co F 22nd	Died disease 68
Briggs, Daniel W.	33	8/21/62-10/29/62	Pvt.	Co D 18th	Died disease
Brooks, Abel	19	8/21/62-6/6/65	Pvt.	Co D 18th; Co D 1st HA	
Brooks, Joshua B.	16	3/21/65-5/23/65	Pvt.	19th Unassigned Co	
Buck, Albert G.	39	8/21/62-6/27/65	Sgt.	Co D 18th; Co D 1st HA	
Byrne, Howard J.	21	2/25/65-2/25/66	Pvt.	Co A 15th	
Caffrey, Philip	22	8/8/64-___		USS <i>Brooklyn</i>	Born St. Andrews NB
Carson, Samuel W.	31	10/10/62-4/2/63	Pvt.	Co F 22nd	Disabled
Chester, Peter	21	7/15/61-8/15/64	Pvt.	Co K 6th	Wd Rappahannock Stn VA
Cullen, John Wesley	19	3/29/65-4/5/66	Pvt.	Co A 1st BI	Also Ft Kent resident
Dean, Israel	28	9/22/62-11/7/63	Pvt.	Co G 6th	K Rappahannock Stn VA
Diffin, George	18	10/10/62-8/14/63	Pvt.	Co F 22nd	
Embleton, William	41	12/14/61-1/19/675; 2/20/65-2/20/66	Pvt.	Co E 15th; Co I 4th US Vet Vol	
Fitzgerald, William	35	4/10/62-___	Landsm.	Navy	

Fleming, George	36	12/1/63-___		Navy	
Flinn, Edward	18	12/1/63-9/11/65	Pvt.	Co D 1st HA	Born NB Pris Armstrong House VA; released
Frost, Henry H.	19	8/21/62-6/30/65	Pvt.	Co D 18th; Co D 1st HA	
Garnett, John T.	21	2/25/65-2/25/66	Pvt.	Co I 15th	
Gates, Horatio Stillman	19	10/10/62- 8/14/63	Pvt.	Co F 22nd	
Gates, Humphrey P.	18	10/10/62- 3/27/63	Pvt.	Co F 22nd	Disabled
Gow, Allen	17	3/1/64-___	Pvt.	Co A 31st; VRC	Born St. Andrews NB
Hambling, James H.	26	5/4/64-__	Or. Seam.	Navy	
Harlow, Ebenezer D.	26	8/21/62-6/29/65	Pvt.	Co D 18th; Co D 1st HA; VRC	Wd Totopotomoy
Hayden, Franklin N.	18	11/7/61- 11/18/64	Pvt.	Co F 11th Co K 6th; Co D 7th; Co D 1st VV	Wd Fair Oaks VA Wd Mule Shoe, Spottsylvania VA
Hayman, Madison B.	18	7/15/61-6/28/65	Cpl.	Co D 18th; Co D 1st HA; USS <i>Allegheny, Iroquois</i>	Also Eastport resident
Hickey, John R.	37	8/21/62-10/3/65	Pvt/ Seam.	Co I 1st VV	
Higgins, John C.	23	2/26/65-6/28/65	Pvt.	Co D 1st HA	Wd Boydton Plank Rd VA
Hinton, Benjamin W. Jr.	18	12/11/63- 9/11/65	Pvt.	Co K 15th	
Hinton, Joseph Jr.	19	12/21/61-7/5/66	Cpl.	Co K 6th	Died disease Centreville VA
Hinton, William	19	7/15/61-9/9/62	Pvt.	11th	
Hume, Harrison	21	11/4/61-9/29/62	Adjutant		
Jenkins, John	38	11/28/64- 10/14/65	Pvt.	Co G 5th MA Cav Co K 7th; Co K, A, H 1st VV	Died disease Ft Monroe VA Died Wds
Johnson, Capen W.	21	8/21/61-8/20/64	Cpl.	Co C CGHA; Co K 18th; Co K 1st HA	Wd Petersburg; Disabled by wds
Johnson, Edgar M.	18	12/10/61- 1/14/65	Cpl.	Co K 6th; Co C 7th; Co C, D 1st VV	Wd Mule Shoe, Spottsylvania VA
Johnson, Frank E.	18	7/15/61-6/28/65	1st Sgt.		
Johnson, Frederick S.	27	10/10/62- 8/14/63	Pvt.	Co F 22nd	
Johnson, George E.	25	8/21/62-6/6/65	Cpl.	Co D 18th; Co D 1st HA	Wd Petersburg
Johnson, George F.	23	10/19/61- 2/19/62	Pvt.	Co D 1st Cav	Died Measles Augusta ME
Johnson, John Jr.	42	12/10/61- 7/19/64	Sgt.	Co C CGHA; Co K 18th; Co K 1st HA	Wd Petersburg; Died wds. Also Eastport res.
Johnson, Samuel S.					
Johnson, William H.	18	12/6/61-7/5/66	Pvt.	Co A 15th	
Johnson, William P.	18	1/1/64-3/29/65	Pvt.	Co M 1st HA	Deserted
Kerr, Thomas N.	26	7/15/61-4/18/64	Cpl.	Co K 6th	Wd Rappahannock Stn VA; Disabled by wds
Laskey, Charles E.	18	11/28/64- 6/24/65	Pvt.	Co E 1st SS; Co E 20th	
Leach, Frank R.	21	8/21/62-5/5/65	Cpl.	Co D 18th; Co D 1st HA	Wd Ft Sedgwick VA; lost arm
Leach, Seth H.				Navy?	
Leighton, Frederick	18	12/21/61-7/5/66	Pvt.	Co K 15th	
Leighton, John O.	27	12/21/61- 9/27/63	Pvt.	Co K 15th	Died disease Camp Parapet L
Leighton, Samuel	22	10/10/62- 8/14/63	Pvt.	Co F 22nd	
Libby, Gibbs F.	38	10/10/62- 8/14/63	2nd Lt.	Co F 22nd	

Lowe, Henry P.	19	12/18/61- 7/15/65	Pvt.	1st Bty LtA	
Lowe, Seth G.	40	12/18/61- 8/15/62	Sgt.	1st Bty LtA	Disabled
McAllister, Daniel H.	19	2/25/65- 10/21/65	Pvt.	Co A 15th Co K 6th; Co D 7th; Co D 1st	Born St. David N B
McAllister, George P.	20	7/15/61-6/28/65	Sgt.	VV	Born St. David NB
McCashion, Patrick	18	1/29/64-7/12/64	Pvt.	Co A 7th	K Early's attack on Wash. B. Fredericton NB
McCurdy, Samuel A.	22	7/15/61-____	Landsm.	Navy	
Merry, Charles H.	18	3/1/64-__64	Sgt.	Co A 31st	
Merry, James E.	42	12/12/61- 6/20/65	Pvt.	Co F 6th; Co C 7th; Co C 1st VV	Born Wilmot NS
Merry, James G.	18	3/29/65-4/15/66	Pvt.	Co A 1st BI	
Morrill, Benjamin C.	21	10/19/61- 11/25/64	Pvt.	Co D 1st Cav; VRC	
Morrill, James P.	23	8/21/62-3/25/65	Pvt.	Co D 18th; Co D 1st HA	K Armstrong House VA
Morrill, John E.	18	11/7/61- 11/18/64	Pvt.	Co F 11th	Wd Fair Oaks VA
Phelps, George	22	12/18/61- 7/15/65	Pvt.	1st Bty LtA	
Poor, William H.	34	10/10/62- 8/14/63	Pvt.	Co F 22nd	
Quinn, Luke J.	27	4/23/62-__	Seaman	Navy	
Rice, George E.				Navy	Wd. Age 23 1860
Rice, John H.	30	12/30/62- 10/26/65	Act Mas	USS <i>Ohio, Reindeer, Moose</i>	Mississippi Squadron
Rice, Stephen Jr.	20	7/15/61- 11/16/62	Pvt.	Co K 6th	Disabled
Robinson, Curtis	18	3/1/64-9/14/64	Pvt.	Co A 31st	Drowned on furlough. AKA Carter Robinson
Robinson, George	21	__61-__61 10/10/62- 8/14/63; 10/14/64- 10/14/65	Pvt.	Co B 11th	Died Measles Georgetown DC
Ross, Samuel L.	27	10/14/65	Cpl.	Co F 22nd; Co D 11th	Born NB
Scotney, Francis	44	11/7/61-7/13/62	Pvt.	Co F 11th	Wd Fair Oaks; Died Wds
Seeley, Samuel S. 2nd	20	8/8/63-5/29/65 10/10/62-	Pvt.	Co A 3rd; Co G 17th; Co G 1st HA	Conscript
Sibley, Gibbs F.	38	8/14/63	2nd Lt.	Co F 22nd	
Sprague, Ava	18	3/1/64-7/15/65	Pvt.	Co A 31st	
Stanhope, Aaron	24	9/22/61-4/22/65	Pvt.	Co A 9th	Wd Ft Wagner SC; Disabled
Stanhope, Frederick	19	1/5/64-9/11/65	Pvt.	Co M 1st HA	Wd Cold Harbor VA
Stanhope, George A.	22	8/21/62-6/6/65	Cpl.	Co D 18th; Co D 1st HA	
Stanhope, George W.	18	10/10/62-2/4/63 12/11/63-	Pvt.	Co F 22nd	Died disease Baton Rouge
Stanhope, Gilbert	18	9/11/65	Pvt.	Co D 1st HA	
Stanhope, Levi P.	22	9/22/61-7/13/65 10/10/62- 8/31/63; 3/1/64-	Pvt.	Co A 9th	Wd Ft Wagner; Re-enlisted; Disabled
Stanhope, Lorenzo	19	7/15/65	Cpl.	Co E 28th; Co A 31st	Pris; exchanged
Stanton, Edwin	16	1/5/64-6/18/64	Pvt.	Co M 1st HA	K Petersburg
Stanton, John				Navy	

Stanton, Joseph						Age 17 1860. Born NB
Taylor, Charles E.	29	9/22/62-11/7/63	Cpl.	Co G 6th		K Rappahannock Stn VA
Taylor, John	26	9/24/62-6/28/65	Pvt.	Co G 6th; Co E 7th; Co E 1st		
				VV		
Thompson, John H.	19	4/7/62-__	Or. Seam.	Navy		
Trimble, Thomas	18	3/1/64-7/15/65	Pvt.	Co A 31st		Born NB
Tucker, James W.	18	1/1/64-7/20/64	Pvt.	3rd Bty LtA		MIA Petersburg
Tucker, John	40	10/10/62-8/14/63	Pvt.	Co F 22nd		
Tucker, Joseph E.	18	1/1/64-7/15/65	Pvt.	3rd Bty LtA		
Vose, Benjamin L.	18	10/10/62-8/14/63	Pvt.	Co F 22nd		
Vose, Edwin H.			Surgeon	Navy		Age 21 1860
Vose, Elisha	20	10/19/61-11/25/64	Pvt.	Co D 1st Cav		Wd Shepherdstown WV
Vose, George F.	19	2/25/65-2/25/66	Pvt.	Co A 15th		
Vose, Lyman	22	10/19/61-11/25/64	Cpl.	Co E 1st Cav		Pris White Sulphur Springs V, Andersonville
Vose, Prentiss M.	21	10/10/62-8/14/63	Cpl.	Co F 22nd		

1866:

James Shepard Pike purchased the Mansion House and commences major renovations. Pike is easily Robbinston's most famous citizen, an honor it shares with Calais where Pike was born and spent the early part of his life. Pike was an journalist, anti-slavery agitator, prolific writer of opinions and editorials on all the controversial subjects of the day and US Minister to the Hague from 1861-66. His journals run to thousands of pages and contain much local history. Pike erected the milestone between Robbinston and Calais to time his trotters.

1867:

During the aborted Fenian invasion of Canada by the Irish radicals, Robbinston played a small role. According to some accounts a Fenian raiding party embarked from Robbinston to raid St. Andrews but was spotted by a British patrol boat which fired a warning shot over their bow. The cannon ball landed on the front lawn of Rev Sewell, the Congregational Church minister and the Fenians rowed mightily for the Robbinston shore, abandoning their attempt to occupy St. Andrews. (Murchie, Brown histories)

1868:

The survey of hydropower and mills in Maine found the following in Robbinston:

(1) Low's Brook fall of 10 feet feed by Shattuck Lake(60 acres) and Cranberry Lake(30) acres.

(2) A short distance above the flow of the tide at Mill Cove, below the junction of Eastern and Western streams is situated the "Vose Saw Mill" capable of cutting 10 million board feet a season.

(3) At Mill Cove a tide mill

(4) Fifty rods above the Vose Mill, the Western Lake Stream a shingle machine, plug and wedge machine, tannery, lath and carding machine, which is doing a prosperous business.

(5 and 6) There are several other mill privileges on Western Lake stream

(7 and 8) There are several good privileges on the outlets of Moneymaker and Rand Lakes

(9) A good site for a mill on the outlet of Eastern Lake

1873:

The economic crash of 1873 marked the beginning of the end of shipbuilding as a major industry in Robbinston and Downeast. Ships continued to be built but they were fewer in number and many of the skilled workmen and ship's carpenters either migrated or returned to the farm.

1874:

The 409 ton brig Mary Oriden sank with great losses to local financiers. Such losses and the great cost of building large vessels were causing a severe depression in local shipbuilding. Framing and fishing were gradually equaling shipbuilding in importance.(Brown)

June 18, 1874:

Thomas Brewer, Deacon, died at the age of 66 years and 10 months. "No man in the community will be more missed than he- In church, in town, in all public affairs and interests". His wife, Charlotte, had died at 69 years of age on March 27, 1874. Dying on June 17, was Elish Vose, age 70 years. (Calais Advertiser)

May 24, 1876:

William Cleland charged by the Town Officers with building a weir without permission. The case is to be decided by the Maine Supreme Court. (Calais Advertiser)

January 18, 1878:

A large Black bear who has not gone to den is roaming the woods "seeking what he may devour". Residents have been trying to capture him. (Calais Times)

February 15, 1878:

There was a temperance lecture at the village school house by a blind man. All the village schools, except the Ridge School are open and will continue to operate for several weeks. (Calais Times)

February 22, 1878:

The group of youths from Robbinston enjoyed a sleigh ride to Calais. A "bounteous table was spread at the Calais House for the occasion" and the evening spent in singing after which the party returned to Robbinston. (Calais Times)

May 10, 1878:

Captain George Vose has just returned from a 6 month voyage to the West Indies. (Calais Advertiser)

February 20, 1879:

Mrs. Cyrene Poor died at Robbinston, 98 years of age. Mrs. Poor must have been born in 1781 and if she lived in Robbinston during her youth would have been one of the earliest of Robbinston's pioneer women. (Calais Advertiser)

November 19, 1879:

Gilbert Stanhope of Robbinston arrested in Calais with his friend Tom Howley for drinking and disturbing the peace. Friends broke Howley out of jail but Stanhope did not escape and paid a fine of \$2.00 and \$8.00 courts costs. (Calais Advertiser)

1880:

Robbinston's population was 910 and the first sardine factory, Frontier Packing began operations in Robbinston.

1880:

Robbinston's sardine plant is opened. "It employed many of the women and children who had previously been left to domestic affairs and schooling. As the sardine industry developed in town wretched little shanty towns developed" (Brown) In Spargo's famous 1906 book "The Bitter Way of Children" the sardine factories of Washington County are mentioned as depicting the "sheer brutality industry shows toward children."

From Davis' history:

As the industry developed in Lubec and Robbinston wretched little shanty towns mushroomed up in both of those communities. Sardine companies often erected shacks which they rented to

workers at low figures. The new industry attracted all manner of people; it was difficult to maintain law and order. Drunkenness, rowdyism, and street brawling were frequent, and even today Eastport has not altogether lived down the reputation of being a "tough" place.

Child labor on such a large scale created another problem. In his account of a visit to a sardine plant in the late eighties S. A. Drake wrote that:

Most of the operatives whom I saw at work were young girls or boys between the ages of twelve and sixteen, perhaps, who were as lively as crickets on an October day, but to whom the use of soap and water seemed a lost art. I went out of one of the filthiest places I ever was in, with a feeling that the old adage ought to be newly rendered for the benefit of all purveyors of food products whatsoever, somewhat in this manner, "Cleanliness *is* the first law of nature."

October 1, 1880:

Report of Eastport Sentinel on the death of Mary Briggs of Robbinston:

"She was born in Milton Mass (which had been the home of her ancestors for 6 generations) on the 15th day of March 1790 was the eldest child of the late Hon. Thomas Mehetable (Hayden)Vose. While but an infant she came to Robbinston and has spent almost the whole of her unusually long lifetime within a few rods of her father's homestead. On the 20th day of April, 1814 she became the wife of Joshua Briggs, Esq., a noted shipbuilder, in his day who died at Eastport May 24, 1846."

1881:

Robbinston's second sardine plant opens, H. Wentworth and Company.

July, 1882:

The Grace Episcopal Church was built. The land was purchased for \$75. and the building plan was procured through Nehemiah Marks of St. Stephen. Mr. Gordon of St Stephen and Joshua Brook of Robbinston were the carpenters.(Church History- Calais Advertiser 8/19/22)

December 6, 1882:

The Calais Advertiser published the obituary of James Shepard Pike. James Pike was born in 1810 in Calais. "Some years ago he bought the old General Brewer mansion and grounds, numbering many acres in Robbinston. It is one of the most beautiful locations on the St. Croix, commanding as it does a fine view of St. Andrews and Passamaquoddy Bays, and Waweig River. Here he spent his summers laying out and beautifying the grounds, generally keeping 4 or 5 men at work. He had just got through with his summer's work, fixed up around his mansion for winter and had started for Philadelphia,

where he spent his winters, and with his wife was stopping at the St Croix Exchange, intending to take the boat the morning he was stricken down by the hand of death.”

March 3, 1883:

Adeline T. Balkam, wife of Deacon Cyrus Balkam, died in Robbinston, sister of William Deming of Calais. (Calais Times)

August 15, 1885:

The Brewer House is under the management of Mrs. Heath, who keeps up its good reputation.

Lt Sibley gave his comrades from the 18th Infantry Regiment a supper in town. They reminiscence about their experiences at the battles of Petersburg, Cold Harbor and Spotsylvania and in prison of war camps.

Calais and St Stephen teens were in town for an outing. (Calais Advertiser)

1888:

The Maine Legislative Journal reports the following regarding Robbinston:

Population: 1850-1028, 1860-1113, 1870-926, 1880-910

Manufacturers: James Carson: Grist mill, laths, shingles and wedges; James Robinson, smith; Wm Goulding, stone cutter; Albion Cline, carriages; G.F. Sibley, mason; M. Davis, smith; A. Wentworth and Co., sardines; Frontier Packing, Hart and Balkam, sardines and lobsters; South Robbinston: E.J. Gerry, Smith;, F.A. Buck, Wm Cleland, painters.

Hotels: Cottage House, J.W Cox; Robbinston House, S. O'Brien; Woodbine House, Mrs. Clarissa Kerr; Brewer House, Mrs. M.E. Gillise

1889:

The U.S. Fisheries report of 1889 found 88 fishing weirs between Robbinston and Calais.

1890:

Robbinston population 787

1894:

The Robbinston Ridge School was built at a cost of \$628.50 to replace another school on the same site which had burn that year. The school continued in operation through the 1955-56 school year when Harriett Stanhope, now Harriett Burke, was the teacher. The school burned under suspicious circumstances in 1959.

September 5, 1894:

The Advertiser notes that Robbinston's summer visitors have begun to leave town to return to the city.

January 3, 1895:

Towns people are busy hauling box wood to the Wentworth Mill and Albert Diffin the "Ice King" has harvested a great quantity of ice filling nearly all the ice houses in town. 17 inches is the average thickness. (Calais Advertiser)

July 17, 1895:

Thomas Vose was in town to visit his parents at the family home in the village. (Calais Advertiser)

August 5, 1896:

The Railroad Commissioners of the State of Maine allow the Washington County Railroad to change the location of the already approved rail line to bypass Robbinston and connect Calais with Eastport through Charlotte and Ayer's Junction rather than down the coast. This decision, opposed by the town of Robbinston, effectively deprived the town of a railroad connection. It was a major economic blow to the town and left it the only large town in western Washington County without a rail connection with the exception of Lubec which had not been considered for a rail line.

1898:

Robbinston had three sardine factories:

Frontier Packing Company

A.L. Wentworth

S.B. Hunt

(Maine Bureau of Statistics)

May 26, 1898:

Robbinston's Woodbine house was burned to the ground. The fire started in the stable but the cause is unknown. (Calais Times) The Woodbine house was at Mill Cove on the site now occupied by the Morrell mobile home.

March 4, 1899:

The agents of a syndicate were in town last week to purchase the Robbinston factories. It is hoped both will be in operation this summer. (Calais Times)

September 14, 1899:

The Post Office was moved to the store of S.E. Cox Calais Times

November, 1899:

Miss Fannie Brooks of Robbinston and Mr. Edward Brooks of Cambridge were united in matrimony at the Episcopal Church, Rev Steenstra officiating. (Calais Times)

1900:

Robbinston population 844

February 22, 1900:

A new sardine factory was to open in Robbinston owned by S.E. Cox and Dr. Wood of Red Beach. The sardines were to be fried in oil rather than baked in reel ovens as was the custom. It was said fried sardines could bring \$5.00 a case as compared to the \$3.50 price for the conventional sardine. Canning season is to open May 10th and several hundred Robbinston residents are looking forward to a busy time. (Calais Times)

December 12, 1900:

A typical weekly Robbinston report in the Calais Advertiser:

Robbinston

Last week Mr. Fred Burke lost a valuable young horse. *We* are sorry for Fred, as he is respectable young man and is at work for the winter in Massachusetts.

Our blacksmith is driving a stylish team. He has purchased the "Banker Lee" mare of Martin Cone. George Wilson passed through town Saturday evening on his way from Ellsworth to Red Beach. During his absence he sold a pair of grays and returned with a fine looking young horse, sired by Nelson; the property of Mr. George Newton. A most satisfactory horse trade was made recently between Mr. Lyman Vose and Mr. George Johnson.

Friday morning Mr. George Fisher arranged with Mr. Isaiah Crompton to come to his place and shoot an old horse. They led the horse to a field near by Mr. Crompton bent on one knee while Mr. Fisher turned away, not wishing to witness the shooting. He waited several seconds, hearing no report, he turned, saw Crompton lying by the snow and unintelligibly muttering. Mr. Fisher immediately removed his coat, placed Crompton upon it and summoned Dr. Woods. Before help arrived the man had expired. The body was taken to his home. Mr. Crompton had been subject to ill turns for two years or more. Funeral services were held Sunday morning. He leaves a widow and seven daughters.

Woods and Cox have sold the engine from their sardine factory to D. Boyden & Son; it will be replaced by a larger one. The water wheel from Boyden's mill has been purchased for the saw mill operated by Shattuck Bros., Red Beach

Of late there has been unusual cause for argument at the store and post office, thereby, an increase of brain cells to those who nightly sit on box and bench. Through a small hole in the floor, under the meat table the paw of an animal occasionally was seen to protrude and reach about for scraps. AH who came in watched with interest and gave a guess at what it might be. Finally when everybody agreed that the animal was not a skunk, Mr. Corthell consented to have a noose slipped and drawn over the paw. An opening was cut in the floor and a sleek, young raccoon drawn out. He is now on exhibition and takes amiably to his winter quarters in a slatted box.

Mr. Thomas McNutt has bought his father's farm.

Mr. Dan McNutt, Jr. and family are with Mr. E. E. Harlow.

Dr. and Mrs. J. B. Woods are boarding with Mrs. Brainard.

Mr. S. E. Cox has the agency for the American Express.

Mr. B. E. Gardner, surveyor, of Calais, has been in town running lines for several y land owners. One man lost the use of a strip of land three rods wide and extending c the length of his farm.

Mr. Ernest Cleland has killed a hog weighing nearly five hundred pounds and has another to slaughter that will out weigh this.

June 26, 1901:

The Advertiser reports much excitement from the chase of a small deer through the streets which was eventually captured near the home of S.E. Cox. L Holmes has done extensive repairs on his sardine factory which is now the largest and most modern on the river and Henry Trimble's sardine factory now "has the reputation for manufacturing some of the best sardines on the river." Henry died within about two weeks of this article.

July 7, 1901:

“Oh for a road sprinkler to settle the dust made by the new road machine. We will soon be up with the large cities in improvements.” In the same paper is the obituary of Henry Trimble, a long time Robbinston resident and a note that Michael Hayden has a modern Merry-Go-Round fitted up near his home. “Those who enjoy such sport should visit Mr. Hayden and enjoy a good ride and drop a nickel”. (Calais Advertiser)

October 14, 1903:

Daniel Vose was killed at the Holmes Sardine factory when his arm was caught in a whirling shaft and torn from his shoulder. “All efforts to save his life were unavailing and he died about two hours later.

1905:

In the 1905 Automobile guide to New England the two hotels are listed in Robbinston: The Robbinston Hotel and the Woodbine. The Robbinston Hotel was formerly O’Brien’s in the village on the river side. The Woodbine was at Mill Cove on Woodbine Hill overlooking the bay. The Morrell mobile home is near the site of the original Woodbine Hotel building which was destroyed by fire. Both hotels charged \$1.50 a night.

July 19, 1905:

The farmer’s lines of New England Telephone and Telegraph are working fine and a good deal of business is being done over them. The arrival of(sardines) herring in the bay “has transformed the sleepy little village into a hullabaloo of noise and reaction. The streets which were deserted at nights are now crowded with smiling girls and youthful idols singing merry songs and with their joyousness making the calm night ring with their merry peals of laughter. Intermixed are also those not finding the desired merriment on “Uncle Sam’s” soil who crossed over the bay and return with some of the liquid of “John Bull’s territory. It is surely a port of excitement.” (Calais Advertiser)

1906:

Robbinston Grange formed with 150 members, Maurice Gates Worthy Master

July 22, 1908:

It is reported that during the month of February that the Steamboat Wharf was destroyed in a storm. At the Town Meeting in March the town voted \$350. for a new wharf and at a special meeting in April another \$1000. Hunt Point was selected for the wharf. The selectmen, however, say they do not believe the town is authorized to spent town funds for a wharf and this position has caused a great deal of conflict in the town.

January 17, 1909:

The logs for the Steamboat Wharf arrived this week. "We hope so as we shall have the pleasure of the Henry Eaton touching here once more. Life would seem more like living, for without a landing we are isolated from the outside world as it were, and our town is more like graveyard than ever." The Henry Eaton was St. Croix River steamer of the early 1900's. Steamers continued a daily schedule on the river into the thirties and, on the Canadian side, even later. The roads remained impassable much of the year and even at the best of times promised only a long bone jarring ride. Steamers were faster and far more comfortable. By 1909, however, the Washington County Railroad was in operation, moving nearly all the freight and more and more of the paying passengers except, sadly, to Robbinston.

June 2, 1909:

The Calais Advertiser reported the death of Thomas Vose Briggs, son of Joshua and Mary Vose Briggs. He was born in Robbinston on November 17, 1817, a union of the Briggs and Vose families, two of Robbinston's earliest. In 1841 he married Elizabeth R.M. Brewer connecting with the John Brewer family, another of the early settlers. In the early 1800's there were only a handful of families in the town and the connections by marriage between these families is a genealogist nightmare, especially as each generation recycled all the names, male and female, of the previous generation. Thomas Vose Briggs was a writer of verse and songwriter of some note and instructed in music in Calais where he kept his compositions. All were destroyed in the great Calais fire of 1870.

May 25, 1910:

Mrs. William Goulding, wife of William Goulding (Golding) died. (Calais Advertiser)

July 4, 1910:

The Congregational Church was struck by lightning and burned to the ground.

July 10, 1910:

It is reported in the Calais Advertiser that lightning struck the Congregational Church in Robbinston and it burned to the ground. There was no insurance.

October 5, 1910:

John Ward, shipbuilder and life long resident of Robbinston, died at 79.

February 11, 1911:

Burglars broke into the safe at James Ross' South Robbinston store and stole \$400. (Calais Advertiser)

March 15, 1911:

Robbinston's oldest resident, William Golding, died on March 6, 1911 at the age of 85 years. He was a farmer and stonemason and other than 2 years in the gold fields of California, he spent his entire life in Robbinston. (Calais Advertiser)

May 3, 1911

The Calais Advertiser reported the death of Abel Brooks, a veteran of the Civil War and Peter H Steenstra who died at his summer home in Robbinston.

September 4, 1912:

The Calais Advertiser reported the death of William S. Vose lifelong resident of Robbinston and Collector of Customs for the port. Vose was a descendant of Thomas Vose, one of the most prominent early settlers of the town.

October 9, 1912:

The Calais Advertiser reported the death of Frank Leach, veteran of the Civil War. Leach served with the 1st Maine Artillery and lost his right arm in front of Petersburg

September 3, 1913:

Stephen Diffin, 18, was drowned at Red Beach. "He with two other men about the same age made a wager as to which of them with a chew of tobacco in his mouth could stay under the water the longest. Diffin it is supposed strangled before he struck the water. At any rate, in going down after the dive, he gripped one of his companions by the arm, who had hard work to wrench himself clear. Diffin not rising to the surface, the alarm was given and the body was recovered. (Calais Advertiser)

January 21, 1914:

John Trimble died at age 76 years. (Calais Advertiser)

November 3, 1914:

Elmer McDonald of Robbinston died of tuberculosis contracted while engaged in the occupation of stonecutting. After becoming ill he engaged in the coastal trade in the Schooner Hiram, one of the oldest vessels under American Registry but his health prevented him from long continuing in this profession. (Calais Advertiser)

March 30, 1915:

Lincoln Harvell died at the age of 52 years. He was a farmer who have lived his entire life in Robbinston

November 15, 1916:

Aaron Hayden, 72 years of age, a well known and prosperous farmer committed suicide by shooting himself in the head with a shotgun He was in ill health and had been despondent for some time. Dr Armstrong was called but no inquest was held. Hayden came from a prominent Calais family. His father was Aaron Hayden, Sr., a well known Calais attorney.

June 27, 1917:

A large crowd gathered at the home of Lucy Harvell to witness the raising of a large American flag. "The flag was borne from the house to the pole by Master Vernon Harvell. While singing the National hymn Old Glory was hoisted and flung to the breeze by Master Perm Harvell, after which several patriotic airs were sung by those present." Flag raising were popular events during the First World War

July 11, 1917:

"The streets of the village were busy with autos, teams and people Sunday and many cottages have opened for the summer. Work at the sardine factories has been good for several days and the rest of the season is hoped to be a busy one. (Calais Advertiser)

July 18, 1917:

A Red Cross chapter was formed at Robbinston to aid in the war effort. "It is of special interest that so many town boys have answered the country's call for volunteers at this time of the world's great need. There are now with Company I Melvin McNutt, Horace Johnson, Foster Cawley, John Gardner, Chauncey Brooks, Lewis Brooks, Roy Campbell, Franklin Leonard, David Sharman and William Campbell. Chauncey and Roy Brooks are brothers and sons of the late Joshua Brooks, a veteran of the Civil War. (Calais Advertiser)

November 21, 1917:

The Robbinston Red Cross sent Christmas kits to the following Robbinston servicemen:

John Ayer Canadian Forestry Battalion London
Pvt. Harry Bearman Canadian Forestry Battalion 45th Co. BEF France
David Sherman, William Campbell, Foster Cawley, Roy Campbell, Chauncey Brooks,
Lewis Brooks, John Gardner, Melvin McNutt, Horace Johnson and Franklin Leonard Co.
I, Robert Newman Co. G 103rd Infantry AEF France.
Edward Somers, Co. F 10th Engineers, AEF
John Warren Robinson U.S.S. President Lincoln
Adelbert Leonard U.S.S. Minnesota
Ernest S. Morrell 4th Regiment Naval Training Station Newport RI
Robert Laslie Camp Merritt New Jersey

May 1, 1918:

Mrs. Prentiss M. Vose died. (Calais Advertiser)

August 28, 1918:

Both William and Roy Campbell have been injured in battle in France. "Robbinston has a long honor roll of valiant boys and is unforgetting in sympathy and appreciation for all overseas and in training. The letters from France emphasize the need for quick and constant devotion at home." (Calais Advertiser)

1920:

Robbinston population 747

August 4, 1921:

Robbinston has voted to rebuild the Town Hall which was recently destroyed by fire. (Calais Advertiser)

December 22, 1922:

The Calais Advertiser published this account of Robbinston in the early days:

ROBBINSTON IN THE OLD DAYS

Perhaps the Robbinston readers would like *for an old timer* to write a short account of days gone by. Robbinston had its first settlers in 1800. There still stands some of the old settlers' homes, for instance, The Martin Byrne home, the Almond Harvell home, the old Gates home, (just below the Congregationist Church). That structure is over one hundred years old. It was built by a man from Deer Island, N. B., by the name of Thomas Calder, a grandfather to the Thomas Calder there now. He was a year, (finishing this house. It was all done by his own hand work. You couldn't buy finishing material in those days. The old Brooks Bluff home is another old landmark. It was built one hundred and seven years ago. It has passed through three generations of Brooks: -first, Abel Brooks, next John Brooks, lastly Abel Brooke, deceased. That home was all finished by hand, but has since been remodeled, but some of the original doors and window sashes are still in it. The first doctor in Robbinston was a Doctor Carpenter from Milltown, Maine. Some of his descendants are there now. This doctor had a distillery over the Brooks Valley brook, and there is where he made his medicine. Some of his mint and flagroot still grows there. The land for the cemetery up on the hill was given to the town 68 years ago by John Brewer, one of the first settlers in town, and the first *one* buried there was Mr. Caler, father to the late Emery Caler, now deceased. Their lot is just at the left of the Main avenue. His grave was dug by Archie Johnson, the father of Malcolm Johnson, now living in town. In those days they used to bury their dead in their fields and back of the churches and school houses. A number of the dead are still lying there. The first church in Robbinston was a Methodist church. It was near the Hume home and was bought a few years ago by Howard Fisher and moved, and is now used as a store and moving picture hall. The first school house in the village still stands. It has been remodeled over and is now owned by the Hon. Harrison Hume. Seventy years ago Robbinston was a great shipbuilding town. As many as 15 vessels would be building at one time, and the industry was continued until 50 years ago. The last vessel constructed in town was built by a Mr. Carter from Pembroke, Maine. She was burned before she was launched. —An Old Timer from the Old Town

April 18, 1928:

The new grange hall opened in Robbinston. There were 250 guests. (Calais Advertiser)

October 31, 1928:

The sardine industry continues at the Holmes Plant. The Sea Coast factory has finished its pack.

August 21, 1929:

The Calais Advertiser reports a group of investors were in Machias to form a corporation to establish an automobile ferry between St Andrews and Robbinston and build a 60 room hotel in Robbinston for the summer tourist trade. They claim to have a double end ferry which will hold 20 cars.

October 30, 1929:

Frontier Canning, operated by Loring Holmes burned to the ground. The origin of the fire was unknown. The plant, which was about to close for the season, contained much oil and was entirely consumed in no time. Had the wind not been blowing toward the river it might well have also burned much of the town. Holmes plans to rebuild next year. About 250 people are employed in the plant.

July 16, 1930:

A Portland Sunday Telegraph article describes the career of Louise Gerry of Robbinston. It says the town was settled by her grandfather Seth Gerry and Governor Robbins. Louise was then the director of personnel for Larkin Corp of New York in charge of 2000 women and takes her vacation in the spring "because that is planting time on the Gerry Homestead where her two sisters, Edith and Nellie Gerry still live. "Mrs. Gerry is a descendant of Elbridge Gerry, early Governor of Massachusetts and signer of the Declaration of Independence. Her father, Elbridge J. Gerry, was a deacon of the Congregational Church, a town official and well known on the Maine coast as a shipbuilder."

September 17, 1930:

Mrs. Gordon Brooks, who was hit by a car while walking with her husband at Robbinston, died at Chipman Hospital Thursday. The car was driven by Leo Martell,, a member of the oil tanker, Rockland Socony. Mr. and Mrs. Brooks were walking along the road, Mr. Brooks on the gravel and Mrs. Brooks on the tar when she was hit. She was thrown against a fence at the side of the road and rendered unconscious. She was taken to the Chipman Hospital and did not regain consciousness and passed away Thursday. She leaves a husband and three small children. Martel was before Judge Downes on Monday afternoon on a manslaughter charge and was held in bonds of \$3000. for his appearance at the October term of the Superior Court. Note: 6 months later Gordon Brooks died leaving three children ages 15, 12 and 6 years of age. (Calais Advertiser)

December 14, 1932:

A dreadful accident occurred on Robbinston Ridge Saturday. Two sons of Mr. and Mrs. Frank Johnson became separated while hunting and the elder boy, seeing something moving in the bushes which he took to be a bear, fired and shot his younger brother in the right side, practically severing the arm from the body, the bullet entering the lung and lodging near the backbone. Robert was brought to the Calais Hospital where his arm was amputated and he remains in critical condition. (Calais Advertiser)

April 10, 1935:

The Calais Advertiser reported the death of the Reverend Frederick Steenstra, an honored and beloved member of the Robbinston community.

September 18, 1935:

The International Ferry has discontinued service for the season

January 29, 1936:

A rather odd report of a tragedy in the river at Robbinston is reported in the Calais Advertiser:

“The tragedy of a possible wreck and drowning in the angry waters of the St. Croix River, nearly opposite Brooks Bluff, during the wildest weather of the recent storm stirred the people to the depths of human emotion. After all effort for relief and rescue proved futile there remained the mystery of the unknown who went down with their small craft.”

(There was no further mention of this incident in later papers)

April 8, 1936:

Arthur Stanhope passed away at the Calais Hospital where he was rushed after being trampled by a horse. He was loading a horse when the Border Express vehicle passed frightening the horse which threw Stanhope to the ground and trampled him. This was an era when cars, trucks and horses tried, without much success, to coexist on the narrow, often unpaved roads. Horses had great difficulty becoming accustomed to motorized vehicles and accidents were common with often serious injuries to the horse or rider but rarely to the car or its occupants.

1940:

Robbinston population 637

July 21st, 1943:

Ralph S Lincoln missing in action

August 30, 1944:

Word finally received by Ernest Brown, Philip Brown's father, that Philip is alive and in a military hospital after being wounded in the assault on Guam. (Calais Advertiser)

July 14, 1946:

A World War 1 and 2 memorial was dedicated in Robbinston and featured a speech by Ernest Brown. A red memorial candle was lighted for each of the 5 Robbinston men who had been killed in action in World War Two. Calais Advertiser 8/1/46

June 4, 1947:

The Robbinston Fire Department, numbering 22, is in desperate need of equipment. A dance will be held at the Town Hall to raise money. "Music will be furnished by a very fine orchestra the name of which escapes us at the moment". Calais Advertiser. The day after this article was published a deed was recoded in the Registry of Deeds from Bessie Lincoln to the town donating the land in the village on which fire station was built in 1949 and 50.

December 1947:

Sam Carson, Robbinston's then oldest resident at 87 died. He was born in 1860 and farmed until 1923 when his son, Alfred B. Carson, took over the farm.

May 21, 1952:

Master John Brooks and 300 people dedicated the new grange hall in Robbinston.

April 15, 1953:

"The third serious accident of the year in Mill Cove in Robbinston which claimed the life of a 5 year old boy has prompted citizens of that community to appeal to State highway officials and to Governor Cross for action on the curve that has been the cause of many accidents." (Calais Advertiser) Within a week \$50,000 was appropriated for an emergency highway project to remove the sharp curve which had been the cause of 1 death and 12 hospitalizations within the last year.

August 29, 1956:

The former Seaboard Packing plant has been purchased by Andrew Haskins of Lubec and will reopen and packing fish as soon as they are available. The plant was built in 1951 and is one of the most modern and efficient in the state but was closed by the then owner Stinson Company. Haskins says he will employ 150 people initially and operate under the name of Robbinston Canning Company. (Calais Advertiser)

1960:

Robbinston population 476

1961:

First fish of the extended canning season came into the plant. "The sardine industry has "reached a crisis this year due to the shortest pack since 1938" (Calais Advertiser)