

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY – NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:	Maine
COUNTY:	Cumberland
FOR NPS USE ONLY	
ENTRY DATE	

1. NAME COMMON: Harraseeket Historic District AND/OR HISTORIC:																																
2. LOCATION STREET AND NUMBER: Various CITY OR TOWN: Freeport STATE: Maine CODE: 23																																
3. CLASSIFICATION <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">CATEGORY (Check One)</th> <th colspan="2">OWNERSHIP</th> <th>STATUS</th> <th>ACCESSIBLE TO THE PUBLIC</th> </tr> <tr> <td rowspan="3"> <input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object </td> <td> <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object </td> <td> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both </td> <td> Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered </td> <td> <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress </td> <td> Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No </td> </tr> <tr> <td colspan="5">PRESENT USE (Check One or More as Appropriate)</td> </tr> <tr> <td> <input checked="" type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment </td> <td> <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum </td> <td> <input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific </td> <td> <input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) </td> <td colspan="2">Comments</td> </tr> </table>										CATEGORY (Check One)		OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC	<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No	PRESENT USE (Check One or More as Appropriate)					<input checked="" type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify)	Comments	
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4. OWNER OF PROPERTY OWNER'S NAME: Various STREET AND NUMBER: CITY OR TOWN: STATE: CODE:																																
5. LOCATION OF LEGAL DESCRIPTION COURTHOUSE, REGISTRY OF DEEDS, ETC: Cumberland County Courthouse STREET AND NUMBER: Federal Street CITY OR TOWN: STATE: CODE: 23																																
6. REPRESENTATION IN EXISTING SURVEYS TITLE OF SURVEY: Freeport Survey DATE OF SURVEY: 1974 DEPOSITORY FOR SURVEY RECORDS: Maine Historic Preservation Commission STREET AND NUMBER: 31 Western Avenue CITY OR TOWN: Augusta, Maine STATE: CODE: 23																																

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7. DESCRIPTION

The Harraseeket Historic District is bounded and described as follows: Beginning at the intersection of Staples Road and South Freeport Road; thence easterly along South Freeport Road to lot 76 map 23; thence northeasterly along lots 76 and 81, map 23; thence northwesterly along lot 81, map 23; thence northeasterly along lots 13A and 15, map 23; thence northwesterly along lot 40, map 23; thence northeasterly along lot 39 map 23; thence southeasterly along lot 33 map 23; thence northeasterly along lot 33 map 23 to Pine Street; thence southeasterly along Pine Street to lot 27 map 23; thence northerly along lot 27 map 23; thence southwesterly along lot 24B map 23; thence northeasterly along lots 24B and 28 map 23; thence northwesterly along lot 28 map 23; thence northerly along lots 28 and 59, map 23; thence northeasterly along lot 1 map 23; thence northerly along lot 95 map 20; thence easterly along lot 95 map 20; thence northerly along lot 95 map 20; thence easterly along lot 95 map 20 to South Street; thence northerly along South Street to Torrey Range Road; thence southeasterly along Torrey Range Road to lot 91 C map 20; thence northeasterly along lots 91C and 91D map 20; thence northwesterly along lots 74 and 74B map 20; thence northeasterly along lots 74B and 74, map 20; thence northwesterly along lot 74, map 20; thence northeasterly along lots 74A and 74 map 20; thence northwesterly along lot 74 map 20 to Bow Street; thence easterly along Bow Street to lot 17 map 20; thence northerly along lot 17 map 20; thence easterly along lot 17 map 20; thence northeasterly along lots 17 and 28 maps 20; thence southeasterly along lots 30 and 30A map 20 to Upper Mast Landing Road; thence northerly along Upper Mast Landing Road to lot 31 map 20; thence southeasterly along lot 31 map 20 to a northerly corner of lot 50 map 20; a southerly corner of lot 31 map 20 to Flying Point Road; thence easterly and thence southeasterly along lot 50 to Flying Point Road; thence northeasterly along lot 54 map 19; thence southeasterly along lot 54 map 19; thence southerly along lots 54 and 38 map 19; thence northwesterly along lot 38 map 19; thence southwesterly along lots 53 and 39 to Flying Point Road; thence southeasterly along Flying Point Road to lot 36B maps 19; thence southwesterly along lot 36B map 19; thence southwesterly again along lot 67 map 24; thence south easterly along lot 68 map 24; thence southwesterly along the district re-fence line to the Burnett Road; thence westerly along the Burnett Road to lot 61 map 24; thence along lot 61 map 24 to the intersection of lot 61 map 24 with the shoreline of Casco Bay; thence southwesterly to a point on the Freeport-Yarmouth Town Line in Casco Bay; thence northwesterly to a point at the intersection of the shoreline of Casco Bay and lot 64 map 25; thence northwesterly along lot 64 map 25 to the Staples Road; thence westerly and northerly along Staples Road to the South Freeport Road and the Point of beginning. Encompassed within the boundaries described above are 6000 acres +.

The above description is based upon the property maps of Freeport on file in the Assessors Office, Town Hall, Freeport, Maine.

7. DESCRIPTION		(Check One)			
CONDITION	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins
	(Check One)		(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site		
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE					

The Harraseeket Historic District is comprised of three villages and several individual structures and sites. This man-made heritage from the eighteenth and nineteenth centuries remain largely unchanged and stands amidst the beautiful natural setting of the Harraseeket River and its surrounding landscape. On the eastern side of the river at Wolfe's Neck is situated the Captain Greenfield Pote House (#27) National Register, October 6, 1970. The Pote House is believed to have been built in the mid-eighteenth century. It has the salt box form of construction, few examples of which now survive in Maine. Moreover, the house has experienced few alterations. It is sited on the crest of a hill overlooking the fields and ocean in much the setting it had as a salt water farm.

Unusual as the survival of one untouched salt box is to an area in Maine, it is made even more so by the existence of the nearby Pettengill House (#26) National Register, April 2, 1973. On the opposite shore of the Harraseeket River is located the Pettengill Farm, which includes another unspoiled salt box dwelling. Like the Pote House, the Pettengill House is sited on the top of a rise facing toward the ocean with its salt water farm environment intact. The Pettengill House probably dates from the latter part of the eighteenth century and has some slightly later Federal style interior woodwork. On the second story are several detailed drawings of ships etched in the plaster. The Pettengill House is owned by Mrs. L.M.C. Smith and the Pote House is owned by Mr. and Mrs. L.M.C. Smith.

The three historic villages on the shores of the Harraseeket River are South Freeport, Porters Landing and Mast Landing. South Freeport is located to the south of Porters Landing on the western shore of the Harraseeket River. South Freeport is the largest of the three villages in the historic district. Its greatest period of development occurred during its ship building boom of the 1850's. This is reflected in the many Greek Revival style homes there. Good examples of the earlier and later styles are also represented. Of special interest are the following structures:

1. The Tower of the Casco Castle, a massive stone medieval style tower which survives from an early twentieth century summer hotel and eating place. Casco Castle was constructed in 1903 by Amos Gerald of Fairfield, Maine who was known as the "Electric Railroad King". Gerald built twelve electric railroads in Maine as well as several summer hotels. The 100 foot tower was erected by Benjamin F. Dunning, who used stones from old stone walls in the area. The hotel cost \$25,000 and had accommodations for 100 guests. It burned on September 9, 1914. The remaining tower, a local landmark, is now owned by Mrs. L.M.C. Smith.
2. The Albert H. Waite House, built circa 1856 for Waite, a sail-maker, a story and a half cape of the mid-nineteenth century which reflects the transition between the Greek Revival and

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7. DESCRIPTION

2. Cont.
Italianate styles. Greek Revival elements include the doorway and the corner pilasters. The Italian influence is found in the pairs of brackets on the doorway pediment and on the cornice. Now owned by Mr. and Mrs. Charles Baker.
3. The Captain Francis B. Soule House, built circa 1855 from designs by George W. Randall, a two and a half story house with its gable end to the street. The Soule House dates from the mid-nineteenth century and is a transitional Greek Revival-Italianate dwelling. Its basic form derives from the Greek Revival as does its doorway, porch and corner pilasters. The brackets found on the porch, cornice and projecting bay window at the side reflect the Italianate influence. Now owned by Dr. and Mrs. Harry E. Christensen.
4. The South Freeport Congregational Church is a handsome example of a small Queen Anne style church. It was built in 1884 to replace a meeting house of 1855-56 which burned.
5. The George W. Randall House, a simple story and a half cape style house with a Greek Revival doorway which has a triangular window above it. Randall was a South Freeport house and ship joiner. This became his home about 1856-57. During the Civil War, he rose from private to Brevetted Major General. After the war Randall practiced architecture in Portland, Maine and Richmond, Virginia. Now owned by Mr. and Mrs. Paul Rowe.
6. The Andrews Osgood House, built circa 1840 by Osgood, a joiner, for himself; a vernacular story and a half Greek Revival cape with a chimney at either side and a simple Greek Revival doorway. Now owned by Mrs. Paul Bennett.
7. The Ambrose Curtis House, built circa 1854-55, is an unusual mid-nineteenth century dwelling which has both Greek Revival and Italianate features. The Greek Revival style is seen in the colonnade on the right half of the facade. Italianate brackets are found over the doorway, on the facade bay window, and around the cornice. Ambrose Curtis, a house and ship builder, erected this house for himself. Now owned by Mrs. Lorence White.
8. The Horace Brewer House, built circa 1848, a story and a half Greek Revival cottage with the unusual plan of the main entrance at the front of the ell. Brewer was a ship carpenter in the Soule Shipyard. Now owned by Mr. and Mrs. Arther E. Svendsen.

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7. DESCRIPTION

9. The Benjamin Waite House, built circa 1815, an imposing two and a half story Federal style brick dwelling with a fan doorway. The projecting bay at the right is a late nineteenth century addition designed by Elmer Wengren. Now owned by Mr. and Mrs. Richard E. Davis.

10. The Captain Enos Soule House, built circa 1852-53, a large two and a half story house with Greek Revival trim. Now owned by Mr. Richard E. Wengren.

11. This two story wooden building is the earliest surviving structure from the Soule Ship Yard. It may date from as early as the 1830's.

On the western shore of the Harraseeket River below Mast Landing and the Pettengill Farm is situated Porter's Landing. Porter's Landing developed between the late eighteenth and mid-nineteenth century. Although its homes are contemporary in date with those at Mast Landing, many of them are of large scale and possess more Federal or Greek Revival detail. Like Mast Landing, Porter's Landing has a cohesive grouping of nineteenth century houses in a fine natural setting. The following structures are of special interest:

12. Bartol House, built prior to the Revolution and rebuilt in 1809 after a fire. Now owned by Mrs. John L. Hart.

13. The Isaac Sylvester House, built circa 1849 and attributed to Edward H. Melcher, a local builder; a story and a half Greek Revival cottage with fine period trim on the doorway, windows, corners and cornice. Now owned by Mr. and Mrs. Frederick Palmer.

14. The Daniel Melcher House, built circa 1849, attributed to Edward Melcher a local builder and Daniel Melcher, a mason and its first owner; a large two and a half story brick dwelling. The house has a simple Greek Revival doorway with a granite lintel as well as windows with granite sills and lintels. Now owned by Mr. and Mrs. William O'Brien.

15. Jeremiah Coffin House, built circa 1800-05, a large two story hip roof dwelling with an unusual central chimney treatment. The house dates from the early nineteenth century and has a Federal style doorway. Now owned by Mrs. Bond Wheelwright.

16. Charles A. Litchfield House, built circa 1849 for Litchfield, a ship caulker, a one and a half story Greek Revival cottage with its gable end to the street. The house displays a Greek Revival doorway, corner pilasters and cornice. Now owned by Mr. Elwood Stowell.

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17. Soule-Lambert-Blethen House, built circa 1830, a two and a half story house of the early nineteenth century with a Federal style fan doorway. Now owned by Mr. and Mrs. Peter Schmidt.
18. The Lane-Porter House, probably built circa 1810-30. The house is a large two and a half story duplex dwelling with later Greek Revival doorway treatment and trim. The duplex form is unusual in a Maine village. Now owned by Mr. William Thompson, Jr.
19. The Lane-Porter-Soule House built circa 1800-08, a handsome two story Federal style house with a doorway based upon a design from one of the books of William Pain or Asher Benjamin. Now owned by Mr. and Mrs. Ian Douglas.
20. The Porter-Mean-Lunt House built circa 1840-41, a story and a half dwelling typical of many Greek Revival Cape style houses on the Maine coast. Now owned by Mr. and Mrs. James D. Tew.

Mast Landing is located at the head of the river. It is a small community comprised mostly of homes dating from 1800 to 1850. The houses are straight forward in design, reflecting the simple beauty of vernacular architecture found on the Maine coast. Usually only the doorway reflects the style of the Federal and Greek Revival periods. The predominant house form in the village is the story and a half, central chimneyed cape. Of special interest are the following structures and sites in Mast Landing:
 21. The Lufkin-Kelsey House, a handsome two story hip roof house built circa 1800 with a later Greek Revival doorway. Now owned by Mr. and Mrs. Edward Peterson.
 22. The Dennison-Townsend House, a dignified two story house of the early nineteenth century. Later in the nineteenth century, it became the home of Edwin C. Townsend, a prominent local surveyor and Justice of the Peace. Now owned by Mr. and Mrs. David Norman.
 23. The Charles Stetson House, a central chimneyed cape of circa 1814 with a Greek Revival doorway. Now owned by Dorothy Holbrook Mack.
 24. The Griffin House, a two and a half story house of the early nineteenth century with a Federal style doorway. Now owned by Mrs. Bertha Coffin.

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25. The John Griffin Homestead, a central chimneyed cape of the early nineteenth century with a simple Federal style doorway and an ell which connects the house to the barn. Now owned by Mr. and Mrs. Michael Healy.
26. The granite ruins of a mill and dam built circa 1800.
27. The Pettengill Farm
28. The Capt. Greenfield Pote House
- 29, 30, 31, Views of Harraseeket River

6. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian; ☐ 16th Century ☒ 18th Century ☐ 20th Century
☐ 15th Century ☐ 17th Century ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---|
| Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | <u>ship building</u> |
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | <u>mast trade</u> |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater | |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input checked="" type="checkbox"/> Transportation | |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | | |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | | |

STATEMENT OF SIGNIFICANCE

The area encompassed by the Harraseeket Historic District interprets the story of two associated yet diverse ways of Maine life. The rich maritime history of the Mast Landing, Porters Landing, "Cushing-Briggs", and South Freeport denotes the history of Maine men who followed the sea for both adventure, subsistence, and profit.

The successes were men like Captain Rufus Randall, a part owner and first commander of the John A. Briggs, who gained his early experience sailing packets from the Mast Landing. His rise from second-mate of the ship Forest State to captain and part owner of the bark Oasis, took him fifty voyages and several trips around the world but enabled him to retire a moderately wealthy man.

Others perished in the search for quick fortune such as William Pote, John, Ebenezer, and Jeremiah Porter, who went down with the privateer Dash. They and their shipmates received their eulogy in John Greenleaf Whittier's "The Dead Ship of Harpswell"

...From Wolfe's Neck and from flying point
 From island and from main,
 From sheltered cove and tided creek,
 Shall glide the funeral train.

For the majority of the areas inhabitants, however, there was neither financial success nor an immortalized death; but the hard choice of eking out an existence in the rocky soil surrounding the salt marshes or choosing the more dangerous and adventuresome life before the mast. The reason that so many chose the latter course can no doubt be attributable to the hope that travel and adventure might bring about the "main chance"; the opportunity however remote to climb in the ranks and imitate the success of men like Rufus Randall. Even such a remote chance must have been a tempting alternative to the certainty of a hard life and early death on a salt water farm.

The Harraseeket District is unique in the sense that both stories are here to be seen. The sites of the old shipyards, the salt water farms in the form of the Pote and Pettengill Houses and the Talbot Farm still operating in the same family for over 200 years and the scenic Harraseeket

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River which forms the matrix of the whole; provide a sense of time and place unmatched along the Maine coast. Here on the Harraseeket unfolds the history of maritime Maine; for the district shows not only how Maine people went to sea but shows why.

Here in the coastal Maine of the eighteenth and nineteenth century, a push-pull factor was at work. The pull was generated by the lure of trade and profits to be had in the West Indies and the Orient. The push was provided by the stark existence that one could hopefully escape from.

Above all, the real sense of time and place in the Harraseeket District comes from the unspoiled environment that surrounds the Mast Landing and the salt-water farms. For the most part this area looks much as it must have for two centuries with its woods and fields virtually untouched by twentieth century development. The hereto protected environment of the Harraseeket District makes it a truly unique survivor and eminently worth preserving as a significant representative of Maine's historical past.

HISTORICAL BACKGROUND

The Pettengill House and Farm (National Register, April 2, 1973)

The Pettengill House is the most unspoiled example in Maine of a colonial type salt box house. Its structure has not been tampered with, nor has it ever been modernized in the 20th century sense. The house has no plumbing, running water, electricity, or heating system. It appears today basically in its original form with a few nineteenth century internal alterations. These minor alterations only enhance its value as a study of the hard and simple life of its occupants who instead of going to sea in search of subsistence chose to struggle with the rocky soil.

The house and its surrounding fields, woodlands, and salt marsh have been untouched by the modern world. The Pettengill Farm is an unspoiled example of the salt water farms which were once common to the entire Maine coast and are now all but non-existent.

The Captain Greenfield Pote House (National Register, October 6, 1970)

The Pote House is a rare example of early colonial architecture in Maine. The house itself was moved by its owner from the Portland area in the Revolutionary period. Captain Greenfield Pote was a colorful figure in local history and is buried in the cemetery across the road from the house. One of his sons was lost on the privateer Dash which was constructed just across the Harraseeket at Porters Landing and captured 15 prizes in the War of 1812 before she foundered off George's Bank.

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South Freeport

Of the communities in the Harraseeket District, South Freeport is the largest and most well preserved. Originally known as Strout's Point, South Freeport had ship building, fishing, and farming for its principal industries. Water-oriented occupations were dominant. Most of the commerce was by water, and until the 1830's there was only one public road to the village.

South Freeport first began to boom in the 1850's. In 1845 only eight families lived in the community. By the late 1840's however, ship building accelerated, and the many craftsmen associated with the industry started settling there. The Soules and the Blissess were the major ship builders in South Freeport. Up the Harraseeket River were found the Talbot yard, the Cushing-Briggs yard, and the Porters Landing yard. In 1854 nine sailing vessels were launched by these yards. The teams taking carpenters and other workers home for the ship yards formed a line a half mile in length.

South Freeport's ship building activities continued through World War I to the last days of wooden ships. At the turn of the century, the village also became a haven for summer tourists with the opening of the Casco Castle, a picturesque hotel and eating place.

By the third decade of the twentieth century, ship building was over, and the Castle had burned, leaving only its massive stone tower as a landmark. Recent years have witnessed the restoration of many of South Freeport's homes, making it as handsome as it was in its boom years of the nineteenth century.

"Cushing-Briggs"

The Briggs and Cushing yard was located about a mile south of Porters Landing on the road to South Freeport. The yard was in operation from 1855 to 1880. This firm both built and managed the craft they launched. The largest ship built in Freeport, the John A. Briggs, was launched here in 1878. All the Briggs and Cushing vessels were constructed under one Master George Anderson.

Porters Landing

Porters Landing has also been known as Bartol's Landing, because the Bartol family owned extensive property in the area and were prominent traders. From the coming of Seward Porter in 1782, the Porters built a number of vessels here, the most famous being the armed privateer Dash. Built by Master James Brewer, the Dash of 222 tons burden was built in 1813 for Seward and Samuel Porter, who were Portland merchants. In seven cruises under

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four different captains, she sent in fifteen prizes. It was said of her that "she never suffered defeat, never attacked an enemies ship in vain, was never injured by a hostile shot and knew no equal in speed." Several other vessels were built in the yard before Rufus Soule purchased it in 1834. Soule is said to have celebrated his sixty-seventh birthday by launching his sixty-seventh ship.

The Mast Landing

The Mast Landing, at the head of tide on the Harraseeket River, was the location where masts were delivered from the surrounding forests for the British Navy. As early as 1753, the landing had been under the protection of British troops who conveyed the woodsmen to and from their work. In 1762 the King's Highway passed through the Mast Landing to give England a land route to Machais and a strategic advantage in holding its eastern possessions against foreign foes. The remains of the highway can still be seen along the edges of the salt marsh, its route indicated by the location of the houses still visible in the gullies along parts of the narrow road.

The strategic role of ships masts in the creation of Britain's first empire cannot be overstated. Robert Albion in Forests and Sea Power writes, "Probably not more than one man in a thousand who looked at ships of the line reflected that her main-mast had been cut out in the forest of Maine, that the topmast had grown in the Ukraine, that the little spars came from some Norwegian mountain-side." Admiral Nelson's famous flagship at Trafalgar, the H.M.S. Victory, had Maine grown masts. While the Revolution in 1776 cut off Maine as a source for the English, the Victory received its masts for Maine some 40 years earlier, circa 1765.

Masts ranged from 25 to 36 inches in diameter when cut to the proper size, and were worth up to one hundred pounds in value. The mast ships were built particularly for that purpose and were navigated with a crew of from 25 to 45 men. The average mast ship could carry 45 to 50 good masts per voyage. By act of Parliament, no trees marked with the "King's Broad Arrow" could be cut without a license.

The importance of the colonial mast trade to the strategic naval balance in Europe is evident by the fact that mast-ships were usually provided with a heavily armed escort to their destination in Britain. As early as 1666, Samuel Pepys recorded in his now famous diary, "The very good news comes of four New England ships come home safe to Falmouth with Masts for the King, which is a blessing rightly unexpected, and, without which, if for nothing else we must have failed the next year."

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ENTRY NUMBER	DATE

(Number all entries)

5

8. SIGNIFICANCE

In the late eighteenth century, a village developed at the site of the Mast Landing. Its remaining houses, mill and dam ruins and the environmental surroundings give a sense of time and place in Maine history that no re-construction could ever capture.

MAJOR BIBLIOGRAPHICAL REFERENCES

Freeport Architectural Survey, 1973-74

Mast Landing Notes, 1959

Thurston, Florence G., and Cross, Harmon S., Three Centuries of Freeport Maine, Freeport, 1940.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES			
CORNER	LATITUDE	LONGITUDE	LATITUDE		LONGITUDE	
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	43° 52' 00"	70° 05' 23"				
NE	43° 50' 54"	70° 02' 52"				
SE	43° 47' 12"	70° 05' 56"				
SW	43° 46' 40"	70° 08' 29"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 6000 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:

Earle G. Shettleworth, Jr.

ORGANIZATION

Maine Historic Preservation Commission

STREET AND NUMBER:

31 Western Avenue

CITY OR TOWN:

Augusta

STATE

Maine

CODE

23

DATE

January, 1974

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name

Title

Date

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date



