

Chapter 1 : Museum at Portland Head Light, Cape Elizabeth, ME

In , the two sections agreed to separate, and from that date forward the southern end of the original town became the present town of Cape Elizabeth. The 20th century history of the community has been one of gradual residential growth.

The light has been painted by many famous artists such as Edward Hopper, and his creation is housed in the Boston Museum of Fine Arts. Located in Fort Williams State Park in Cape Elizabeth, the original tower measured 72 feet from base to lantern deck and was lit with 16 whale oil lamps. The light was decommissioned in and the property was eventually deeded to the town of Cape Elizabeth, which also owns the surrounding acre Fort Williams State Park. The State Park is the perfect location for family or company picnics, baseball games, kite flying and the perfect backdrop for wedding or wedding pictures. They were the first twin lights in Maine. Built out of stone in , the original towers were replaced in with cast-iron structures. The East Light has the most powerful beacon on the New England coast, visible for 27 nautical miles. The lighthouses are near Two Lights State Park, 41 acres of rocky headlands. Standing high above the rocky coast and rolling surf, this park offers sweeping views of Casco Bay and the open Atlantic. As far back as an iron spindle was erected as a navigational warning and a larger foot wooden tripod was placed there in But when the foot transatlantic steamer California went aground at Ram Island Ledge in a snowstorm in , it was time to build a lighthouse. The lighthouse reached a height of 90 feet, with the light 77 feet above sea level. An iron pier was added to the ledge and the kerosene lamp was first lit on January 23, The light was electrified by means of an underwater cable extending from Portland Head. In January the light was converted to solar power. Spring Point Ledge Light Many vessels ran aground on the western ledge heading into Portland Harbor before this lighthouse was erected in Typical of the sparkplug style of that time, it is built on a cylindrical, cast-iron base, but the tower is made of brick. Living quarters were incorporated into the tower. The light was automated in , and in a breakwater was constructed to connect it to the mainland. Turn left onto Fort Road and into the Parking area Portland Breakwater Bug Light, South Portland This unique lighthouse at the end of the breakwater was designed to look like a Greek monument “ the cast-iron tower has Corinthian columns. During World War II the breakwater was shortened again to make way for shipbuilding. The light was extinguished in and fell into disrepair until it was restored in , after being donated to the city of South Portland. Summer movie goers enjoy outdoor family films at this site. This is a working light owned by the Coast Guard.

Chapter 2 : Cape Elizabeth, Cumberland County | Maine Genealogy

Cape Elizabeth is the most seaward town of Cumberland County. It constitutes a broad peninsula lying between Fore River, Spurwink River and the sea. Scarborough is the adjoining town on the south-west, Westbrook, Deering and Portland, on the north, and around the southern and eastern parts flows the sea.

On August 23, it was incorporated as a town. On March 15, the town was split, a portion forming South Portland and the remainder retaining the name Cape Elizabeth. The sharp drop in population in the chart below documents the results of the division. The earliest European presence was on Richmond Island, off the southern portion of the town. It was visited about by Samuel de Champlain and was the site of a trading post in Sprague Hall, Grange No. Letters to his patron in England describe the scene, according to William Rowe: In they were the first twin lighthouses on the Maine coast. The eastern light is an active, automated station, visible 17 miles at sea. The western light, now a private home, ceased operating in Picnic tables facing the ocean afford visitors spectacular views. Shoreline trails offer views of ships sailing into and out of Portland Harbor. References are made to the following: Access restricted to serious research. Includes receipts, official lists, military orders, memoranda, commissions, accounts, one each: Collections from Cape Elizabeth, Maine. Town of Cape Elizabeth. A Guide Downeast, p. A History of Cape Elizabeth, Maine. A Maine Town Responds: Text and photos from National Register of Historic Places: Department of the Interior. Cape Elizabeth and the American Revolution. The Maritime History of Maine: Three Centuries of Ship Building and Seafaring. Sketch of Portland Harbor, Maine showing the improvements made in , also projected improvements. Although never attending college, he acquired a fine classical education, became a prominent journalist and articulate writer. He was admitted to the bar in and spent much of his time administering and settling estates. Beyond this he was an artist, poet, and amateur ornithologist of some distinction. Reportedly he was an eminently social, kindhearted, companionable man. Beckett planned and built, largely with his own hands, this stone cottage on the shore of Cape Elizabeth. Invitations to social gatherings held there were highly prized. Guests were served expansive dinners cooked in primitive fashion in a large fireplace. At his death on Dec. Verrill, whose son sold it to Col. Brown House is significant mainly because it is a well developed work in the Shingle Style, that grew in importance in the late 19th century, chiefly in coastal summer homes. Its concern with matching the design of the building to its site was a foreshadowing of a trend in architecture which was to reach a fuller development with such masters as Frank Lloyd Wright. It is also important in that it was designed by a Maine architect, John Calvin Stevens , who achieved national prominence in the late 19th and early 20th centuries, not only for his designs but for his theories of architecture concerning how a building reflects both its spatial and temporal locations. Stevens was an early advocate of what may be called organic architecture, matching the building to its surroundings. Because of this environmental and esthetic concern, his sea-side cottages are much better adapted to their locations than are his city buildings. The effect was achieved by the use of local materials in a color scheme harmonious with the natural features of the landscape. Covered with gray moss and lichens, their color effect was beautiful; and, in order to preserve their unique beauty, they have been laid with their old faces exposed. Thus, a summer house could be made to flow from, and participate in, its environment in a way that a city building could not. Large piazzas and picture windows were thus used which would not have been feasible in an urban structure. Brown House is noteworthy as one of the finest examples of the mature Shingle Style cottage architecture, built by an architect prominent in Maine and nationwide. Its centerpiece is a well preserved Federal period cape believed to have been built in the early s. Vacant for several years, the house was acquired n the s and stabilized. The property also contains a twentieth century building used for manufacturing wooden boxes. On August 12, , he married Thankful Higgins Dyer began to assemble their homestead parcel in with the purchase of nine acres. Apparently construction of the house began about this time. Over the course of the next three decades Dyer acquired additional small parcels, several of which were salt marsh. The Dyers had two children: Leonard, born in ; and Zilpha, born in In the Dyer farm was comprised of 20 acres of improved land, 25 acres of unimproved land, 1 horse, 4 milch cows, and 2 oxen. In the Dyers sold the farm to Louisa A. Bennett, and in it was acquired by

Edwin Hutchinson. In Hutchinson had not expanded the farm its value had fallen , and he owned only one milch cow and two horses. The property later passed through his descendants to Margaret Hutchinson. Used to make wooden crates for produce and nursery stock, the box mill illustrates the pattern of home manufactures that had long been an important part of rural life in Maine. Unfortunately, little is known about either the volume of the output of this enterprise, its duration, or the destination of the boxes. However, the investment made in both the building and equipment clearly indicates that it was operated at a scale well beyond that needed solely for home use. Although the permanent settlement of Cape Elizabeth began about and its first minister was settled in , very few eighteenth century buildings survive to reflect this early history. In fact, an architectural survey of the town in concluded that the Dyer house was the oldest building in the western part of the town. In Maine, the one-and-a-half-story gable roofed cape was a ubiquitous building type throughout the 18th and the first half of the 19th century. Post-Revolutionary capes, particularly those built through the first years of the 19th century, are very much like their predecessors in overall form and the retention of central chimneys. However, notable modifications were introduced over time including a higher posted frame which allowed for a taller facade and more interior headroom , larger windows, relocation of fireplaces and their attendant chimneys, and the adoption of fashionable architectural detailing. In this context, the Dyer house clearly exhibits the features of a s cape with its combination of central chimney, relatively low posting, symmetrical five-bay window pattern with central entrance, and Federal style interior woodwork. The main section of the tower remains in the same form as when it was completed in First lighted , the tower was built of stone taken from nearby fields and the shore. The original structure was 72 feet high with a 15 foot lantern. In , twenty feet was removed from the tower and in another 21 feet was removed. Due to public reaction, it was raised again with brickwork in In , it was repaired using the original stones from the section that had been removed in The current one was built in on the foundation of the old cottage. After the steamship California ran aground on the ledge in , Congress appropriated funds in to begin construction of a light station on Ram Island Ledge. Work had not begun before the British schooner Glenrosa struck the reef during a heavy fog September 22, She was followed less than three months later by the fishing schooner Cora and Lillian. These mishaps clearly illustrated the need for a light and fog signal on the island in the busy shipping lanes near Portland. The light in the 77 fo0t tower operated for the first time on April 10, Sixty years later it was automated. Smith of the First Parish on the Neck, now Portland, was the first established minister for all of ancient Falmouth. He was ordained March 8, , having graduated from Harvard in It was more commonly known by the early settlers as Purpoodock. In the parish voted to build a meeting house and November 10, Rev. Benjamin Allen was installed as minister. His successor was Rev. Ephraim Clark who was installed May 21, During his 45 years as pastor, a feud developed between Presbyterians and Congregationalists regarding church government. Cape Elizabeth including present day South Portland was incorporated as a district of Falmouth in In the Second Parish separated from the First. Elijah Kellogg was installed and was their sole pastor for 19 years. With a growing congregation of the Second Parish under Rev. The present Spurwink Congregational Church was rebuilt in the s on the site of the old meetinghouse. Cape Elizabeth separated from the area of present day South Portland in , creating the two new towns. Spurwink Congregational became an independent church in after being associated with the First Congregational Church of South Portland for years. Cape Elizabeth built its own High School. The first graduating class of held its exercises in the Spurwink Church. Charles Rodway was the last minister to hold services during the summer months.

Chapter 3 : Cape Elizabeth | Maine: An Encyclopedia

Cape Elizabeth is a town in Cumberland County, Maine, United States. It is part of the Portland-South Portland-Biddeford, Maine metropolitan statistical area. According to the 2010 census, Cape Elizabeth had a population of 9,000.

It constitutes a broad peninsula lying between Fore River, Spurwink River and the sea. Scarborough is the adjoining town on the south-west, Westbrook, Deering and Portland, on the north, and around the southern and eastern parts flows the sea. It is separated from Portland by Fore River, and Spurwink River cuts deeply into its south-western side. Its north-eastern projection forms the southern shore of Portland Harbor. The town, including Richmond Island, has an area of 12,000 acres. The soil is various, being in different parts a red, brown, and a black loam, with some sand and clay. Being near so good a market as Portland, the buildings of the rural districts have a neat and thrifty aspect. Great Pond and Small Pond, in the southern part, are the principal bodies of water. Richmond Island, lying a mile from the southern shore, was the first locality occupied by Europeans on this part of the coast. The first settler was Walter Bagnell called "Great Walt," who came here in 1607, occupying the island without a title. His principal purpose appears to have been to drive a profitable trade with the Indians, without much scruple about his methods. At length his cupidity drew down upon him their vengeance and they put an end to his life in October, 1607. Two months later, the council of the Plymouth Company granted the Island and certain other territory to Robert Trelawney and Moses Goodyear, merchants of Plymouth, England, who soon made it the centre of their American trade. The island was convenient to the fishing and coasting business, and it soon became a place of much importance. There is a record that, before 1607, large ships took in cargoes for Europe there. In 1607 a ship of 100 tons was sent here laden with wine, and the same year Mr. Trelawney employed 60 men in the fisheries. In the following year, Johi Winter, the agent of Trelawney, sent to England, in the bark Richmond, 6, pipe-staves. After the death of Winter, about 1610, its business declined, and at the breaking out of the first Indian war came entirely to an end. The island contains about 1,000 acres, and now constitutes a single farm. In 1610, by the aid of the proprietors, Rev. Richard Gibson, an Episcopal minister, was settled on the island, and the necessary appurtenances of worship in the English form were provided. Gibson removed to Portsmouth in 1612, and in 1613 he returned to England. Many years ago an earthen pot was exhumed upon the Island, and within was found a number of gold and silver coins of the 17th century, and a heavy gold signet ring, richly chased, and marked by two initials letters. This ring has given the title to an historical novel by Dr. Hsley, the chief action of which is placed upon this Island. The next residents within the limits of Cape Elizabeth were Richard Tucher and John Cleeves, who located upon Spurwink River in 1614, carrying on together the business of planting, fishing and trading. Two years later they were driven off by the agent of Sir Alexander Rigby, who had become the owner of the Plough, or Lygonia Patent, covering all this section of the coast. They removed to Casco Neck, where in 1616, they built the first house within the limits of Portland. In administering upon this, for money due Winter on account of services rendered Trelawney, Jordan obtained an order from the Lygonian government to seize upon all the estate of the latter, and in this manner he acquired a title to a large tract of land, including Cape Elizabeth, which has never been shaken. The first settlers of Porpooduck that part of Cape Elizabeth which lies upon Fore River, whoever they may have been, were driven off in the first Indian war, in 1675. The first resettlement appears to have been in 1680 by a few families only. When the French and Indians under Beaubarin were foiled in their attempt upon the fort in Scarborough, they turned to Spurwink and Porpooduck. At the former place, inhabited principally by the Messrs. Jordan and their families, 22 persons were killed or taken captive. At the latter place were 9 families unprotected by any fortification, and at the time of attack not a man was at home; and the savages here slaughtered 25, and carried away 8 persons. It is said that the crew of a visiting vessel first discovered these corpses, burying all in one vault at each place. Among them were several families by the name of Wallace. After its destruction in the third Indian war, there seems to have been no settlement until 1700. In 1700 a church was formed, and the Rev. Allen settled as minister; and in 1702 the inhabitants were formed into a parish. Cape Elizabeth was incorporated as a town in 1703, but only with "District" privileges, which did not allow of a representation entirely its own in the

legislature. The town, therefore, joined with Falmouth in the choice of representatives until It was represented in that year for the first time, the member being James Leach. Cape Elizabeth is the most interesting of the environs of Portland for its historic associations, its coast scenery, and its industries. It is connected with that city by a ferry at Ferry Village, at the northeastern part of the town. Near this is the breakwater, having a lighthouse at its outer extremity. The manufactures at these places are marine craft of all sizes, from boats to ships, boots and shoes, medicines, oils, extracts and fountain-syrups, etc. Knightville, on the next point westward, is connected with Portland by a horse, carriage and foot bridge. On the right, looking toward the city, are about 25 acres, occupied with the works of the Portland Dry Dock Company. One of the docks is by 42 feet, with a depth 20 feet,-said to be the largest in the country. The manufactures of Knightville are meal and flour, boots and shoes, harnesses, tree and plant protectors, etc. The Boston and Maine Railroad reaches Cape Elizabeth from Portland by a shorter bridge at the little Village of Ligonias, on a point north-west of the last. Here are the works of the Portland Kerosene Oil Co. The product of this factory is upwards of 4,, gallons of oil annually. The other manufactory at this point is the extensive Rolling-mill of the Ligonias Iron Co. The mill employs about men, and turns out some 14, tons of rails annually. The numerous shade trees along the public ways are a noticeable feature of the town. Most of the roads bear names well-known to the people of the neighboring city, whose gay equipages whirl along their smooth lines toward summer residences, or some of the numerous points of interest. The old Ocean House road, the Hannaford road, Spurwink road, and Cottage road, are the principal ones. The last skirts the eastern shore, and affords charming views of pretty cottages and sail-swept sea. A short ride from Portland Bridge brings the visitor to Cliff Cottage, and then to the fine residence known as "Glen Cove. Near by is the stone castle-like edifice of the late Col. Goddard; and beyond is Grove Hall. A little further on is Portland Head Light, the oldest on the Maine coast, having been built in It is feet above the sea-level, and can be seen 17 miles away. On the south-eastern angle of the town, is High Head, with the Cape Light a little to the east. The shore in the vicinity of Portland Head Light is high, rocky and picturesque. After storms many drive out to the Light to see the huge waves dash upon the shore. A few years since two hackmen ventured out upon the rocks too far, and a great wave leaped up and swept them away. Their remains were recovered several days later, but fearfully mangled. The State Reform School, established in , is located in Cape Elizabeth, and its fine building is a well-known land-mark. Parson Smith, settled over the first parish in Falmouth Portland in , preached half the time on the adjacent part of Cape Elizabeth. The second church of Falmouth was the first of Cape Elizabeth, and was organized with 11 members in Allen was installed in November of that year, and remained until his death in Ephraim Clark succeeded him, and filled the pastoral office until his death forty-one years later. Arthur McLellan, born in this town in , died in Portland in He was widely known as a successful shipmaster and a wealthy merchant. Other respected citizens have been Col. Knight, and John Fickett. The churches at present are four Methodist, two Congregationalist, one Free Baptist and the Welsh Church,-the latter society being chiefly the workmen in the Rolling-mill and their families. Cape Elizabeth has an excellent town-hall, a brick building two stories in height. The town high school occupies a portion of the second story, and above this is the Masonic Hall. The population of Cape Elizabeth in was 5, The census of fixes it at 5,

Chapter 4 : 5 Historic Maine Lighthouses near Portland & Cape Elizabeth | Inn by the Sea

Two-hundred-acre Richmond Island, a short distance off Cape Elizabeth to the south, was the site of the earliest European settlement in this part of Maine, beginning in 1607. The settlement that later developed on the cape was, for many years, part of the town of Falmouth.

My area of the coast is abundant in sandy beaches, ten of them within as many miles. All of our beaches are steeped in history. Since the early 1800s when this thoroughfare was the only highway other than the sea, it has been in continuous use by colonial travelers, tourists and local residents. Four centuries of lost treasures! My detecting buddies and I each have our favorite beach. I refer to them by our names, e. According to then Massachusetts Governor Winthrop "Some historians think the Indians took what they wanted. Others assumed it was confiscated by the Massachusetts authorities. No one really knows what became of it, but two hundred years later, on the 11th of May, 1807, an earthen pot was plowed up on Richmond Island. In it were found 21 gold coins, 31 silver coins and a gold signet ring bearing the initials "G. The gold coins were sovereigns and half-sovereigns from the reigns of James I, Charles I, and a Scottish sovereign dated 1687. Elwell also tells us "it has long been a favorite resort of gentlemen from Canada, who came here with their families to enjoy the benefits of sea-bathing, in which they have great faith. Their long hidden wealth was now scattered in thin layers across the sand. Knowing that with each change of tide the treasure would become deeper, I hurried to "MY" beach with detector in hand. It was to be one of the most prolific weeks of my detecting life. The temperatures during that week were well below zero and the winds were bone-chilling. Most of the shoreline was frozen solid but the brine of the surf had thawed the top three inches of sand. The first "must dig" signal promised to be a silver quarter. Much to my surprise after digging to five inches, using an ice-pick, I pulled out a Barber half. Suddenly, I was no longer cold! Inside my parka, I could feel my body temperature rise with each subsequent recovery of old silver. Other coins would have to wait to be identified when I returned home, but there was no doubt about the seated lady! Less than ten yards from the Barber half recovery, she poked her head out from the icy sand - an Seated Liberty half! Silver continued to turn up in abundance throughout the week. I must say most of the coins were not in the best of condition due to their decades in the salty earth. My favorite treasure from that week? Not silver, but a brass disk about the size of a silver dollar inscribed "Ocean House, Cape Elizabeth The Ocean House was destroyed by fire in December, 1807. One hundred years - to the month - before I recovered the tag! William Jordan says in his History of Cape Elizabeth: There were more than one hundred million Seated Liberty Halves minted during the era of the Ocean House

Chapter 5 : Richmond Island | Ram Island Farm

[CAPE ELIZ-ah-beth] a town in Cumberland County, incorporated on November 1, as a District from a portion of ancient Falmouth, most of which became Portland in On August 23, it was incorporated as a town.

Life at Race Point Lighthouse at the tip of Cape Cod, Massachusetts, in the mid s was rather quiet but we enjoyed being together, walks on the beach, trips to various places when on liberty and socializing with Ozzie and Florence Hallett. However we missed the electricity and other conveniences and most of all, Maine. We heard that there was to be a vacancy at both Portland Head Light and Two Lights at Cape Elizabeth, Maine, so Clif immediately put in for a transfer to one of these lights. Cape Elizabeth Life Boat Station crew rescues We had dinner at our favorite restaurant, the College Inn, and roamed around the stores for awhile. Not having much money to spend, we left there early and headed homeward going on roads we had never been on before. We picked the boys up at school and wended our way between groves of pine trees and stretches of sand dunes to Race Point Coast Guard Station. Clif put the car in the garage and we went across to where our Jeep had been left at one side of the station. A young sailor whom we had never seen before was waiting to be taken down to the light - a companion for Hess, the boatswains Mate informed us. Funny, but then we had learned long ago not to be surprised at anything the Coast Guard did. Good News As I got out of the Jeep and headed towards the house, Florence Hallett raised her window and hollered at me. They called the Group Office in Boston this afternoon and you are to report there as soon as possible. The three children stared at us in amazement. What had happened to their usually quiet and reserved parents! Needless to say the chief subject of conversation during supper and the evening was how to move, where to get boxes to pack in, how soon could we leave, etc. The next day I began to pack whiled Clif and the boys went to Provincetown to see about hiring a truck to move us. They had to walk to the station but returned in the Jeep. We decided that we would at least get our furniture up to the station then maybe go at least as far as Boston in our car to find out at Coast Guard headquarters just how we were to get moved. On Sunday, the 13th, Clif hitched the trailer to the Jeep and he and the boys made about two dozen trips back and forth to the station taking our furniture there to store in their garage. It was cold and cloudy with occasional light snow. They worked until dark and got most of our stuff up there. Snow and sleet greeted us the next morning and the radio warned motorists to stay off the highways. So our planned trip to Boston was cancelled but Clif decided he would go by himself. He left our car in Provincetown, took a bus to Yarmouth and finished the trip on the train. The only furniture we had left were our beds. Hess and Hallett loaned us a few chairs and we had a few dishes and groceries. Clif arrived home about 9 p. He had seen Chief Ellison at the Coast Guard Base and was told that we were to get to Cape Elizabeth as soon as possible and that our house was all ready to move in to. A call was made to a trucking company and arrangements made to pick up our furniture the next day or no later than Thursday. As we had very little food and not enough dishes, we decided we would leave for Cape Elizabeth the next day and not wait for the moving truck to come. It took us all the morning to finish packing and getting the rest of the stuff off the station. Clif stopped in the baker shop to get some cream puffs for dessert and when the clerk found out that we were leaving, she gave him two extra ones. Said she hated to see us go. Two Lights, where we would be stationed, is at the tip end of Cape Elizabeth and about eight miles from Portland, Maine. Just before going down over the hill into the village of Two Lights, a dirt road branched off the highway which we followed. We passed a couple of houses, a short stretch of woods and came to a fenced-in enclosure with an open gate, the other side of which stood a lighthouse tower and a dwelling. Nobody was around so we continued along the road past a house, barn and three-car garage, up over a hill past another house and then on to the second lighthouse dwelling and tower. There we saw Chief William Woodward who was in charge of the lighthouse unit or the keeper as they were called under the civilian regime. He then explained the set up. Elliott, who had been head keeper, was retiring as of January Arthur Marston, the 1st assistant keeper, lived in the quarters next door with his family. Our early arrival created a few problems which were soon straightened out. Willie, as everybody called him, had left a studio couch there on which Clif, Joanne and I slept. We spread some quilts on the floor for Bobby and Jerry to sleep on. The next day Clif borrowed a few cups from Beatrice and

we managed to get a makeshift breakfast. They insisted that we spend that night with them so I decided that Joanne and I would as Woodward had taken his studio couch up to his house. Marstons gave Clif a couple of cots to set up at the house so he and the boys could sleep there. They had nine children but only two of them still at home, Freddy about 11 years old and Noel, It snowed that night and the fog horn blew - three blasts that ended in a grunt. Clif had his first watch which was from 4: The last of the afternoon our furniture arrived and with the help of Arthur, Willie and a few boys from the Coast Guard Station, it was put in the house but it was too late to try to get beds put up, etc. So Joanne and I spent another night at the Marstons. The next few days were busy ones trying to arrange the furniture and unpacking boxes. We had a pantry, kitchen, dining room, living room and bathroom downstairs but only two bedrooms upstairs. We had to put our studio couch in our bedroom for Joanne to sleep on and the boys had the other room. There was a large high cellar but it was too damp to store things in. Thus began our life at Two Lights. Willie, Arthur, and Clif divided the watches and liberty hours. On good days they did various chores around the station, on foggy days or during snowstorms they stayed in the whistle house down over the hill on the shore. Light-up time at sundown meant climbing the stairs to the top of the tower, taking the protective curtain off the lenses and pressing a switch to turn on the electric light which was then set in a revolving motion sending 6 flashes in each direction at 30 second intervals. The light was white and could be seen some fifteen miles away. The lighthouse tower was built in and it set on the eastern point of a hill. Another tower was erected at the western end of the lighthouse reservation guiding boatmen in both directions. A Fresnel lens was installed in and in both towers were removed and cast iron ones built. In spite of protests from seafaring people, the government decided that two lights were not necessary so discontinued use of the west tower. It was also the house that Clif was born in when his father was one of the keepers at the light. The light in the eastern tower was made into a beacon with , candle power, stronger than any New England Light except Cape Cod. The tower is feet above sea level. Two sets of wooden steps connected by a path led down over the hill to the Coast Guard Station below and the whistle house on the shore. Halfway down the hill to the left was the lookout tower where the Coast Guardsmen stood watch. They were just completing their removal when we arrived there and one of the houses was rented to a Coast Guard family. On the other side of the lighthouse tower on the edge of the hill stood quite a large story and a half frame building that was occupied by the Navy during the war, which was now empty. Its wide veranda made a nice place for the children to play. The view from the lighthouse was extensive and beautiful. On three sides was the sea with Portland Lightship off in the distance. On the land side were the dwellings with woods in the background. Although we could see the water from our house, our view was limited to the woods. There was a nice yard for the children to play in and a wide piazza across the front of the house. Bob and Jerry went to school at Pond Cove which was about four miles from Two Lights riding on the school bus. Pond Cove was the center of the Town of Cape Elizabeth. The elementary and high schools were there, the town office, library, fire station, drug store, grocery store and filling stations, also the Portland bus stop. Houses spread out in all directions from there and it was quite a busy place. About a dozen families lived year-round near the Coast Guard Station and there were six or eight children that went on the school bus. There was a small summer store on the shore next to the whistle house and beyond that were summer cottages. We found the other lighthouse families very friendly and helpful. We already knew the Woodwards as we had substituted for them at the Range Lights when he was stationed there. Uncle Fred Watches were stood in the dwellings except when it was foggy or snowing, then the one on watch would have to stay in the whistle house to make sure the fog horn kept going. It would be revolving as it was supposed to when all of a sudden the man on watch would discover that it had stopped. When Clif was on watch and that would happen he would have to rush up to the light from the house, get it going again and sometimes just get back to the house when it would stop again and he would have to go through the same procedure. It had something to do with the mercury and bearings. As time went on Uncle Fred was a frequent visitor of ours as he worked down to the whistle house installing new machinery there. Fred, like other members of the Morong family, had been in the lighthouse service for nearly thirty years and planned to retire soon. When the Coast Guard took over the Lighthouse Service, Fred remained at the Coast Guard Base which was also the Buoy Depot where navigational buoys were brought in by the buoy boats, cleaned and painted to be returned to their

stations. Fred was a very likable man, a musician and poet. I began having trouble with my lower teeth and so went to the dentist at the Marine Hospital and he began pulling them out a few at a time. Also I started seeing Dr. John Ward, a physician in Portland, as I was pregnant. But it was cut short as Clif got orders to return to Two Lights at once because Willie had to report to Boston for his final retirement papers. So that cut us down to two men at the light which meant double watches.

Chapter 6 : History | Ram Island Farm

*A History of Cape Elizabeth, Maine [William B Jordan Jr] on blog.quintoapp.com *FREE* shipping on qualifying offers. This is a comprehensive history of a Portland suburb from the s to the early 20th century.*

Chapter 7 : Cape Elizabeth Light history - NEW ENGLAND LIGHTHOUSES: A VIRTUAL GUIDE

Jordan, William Barnes, Jr., Chapters in the early history of the town of Cape Elizabeth, Maine (Thesis (M.A.) in History--University of Maine,).

Chapter 8 : Cape Elizabeth Oceanfront Hotels | Inn by the Sea

Cape Elizabeth Historical Preservation Society. The purpose and mission of the Society is to collect and preserve pictures, letters, deeds, dairies, town records and other material related to the history of Cape Elizabeth.

Chapter 9 : Lighthouses@Lighthouse Digest Memories of Life at Cape Elizabeth Lighthouse

History of Cape Elizabeth About Cape Elizabeth, Maine Located about five miles south of Portland on the southern Maine coast, Cape Elizabeth was named in by Captain John Smith to honor Princess Elizabeth, daughter of King James I and Queen Anne of Denmark.