

Cranberry Chronicle

NEWS OF CRANBERRY HOUSE AND GREAT CRANBERRY ISLAND HISTORICAL SOCIETY



Transportation Lifelines to the Cranberry Isles

PHIL WHITNEY

The hot topic of ferry service to and from the Cranberry Isles has been speculated about and discussed in meetings, on the boats, at the store and dinner tables by our island residents and visitors. The Town of Cranberry Isles currently faces challenges with its ferry and barging services that have never been encountered by our community in recent memory. The history of commercial transportation to and from the mainland stretches back to the 1930s, when Eber Spurling operated the first known scheduled Mailboat service. Since then there have been numerous boats and Captains that linked our island with the mainland. Beal & Bunker (B&B), Inc. has been the primary provider since 1950. Now it is up for sale, and whether a private operator or the Town will purchase the assets remains to be seen.

The Cranberry Cove Ferry, the summer season link with Southwest Harbor, is facing an uncertain future. Barge operations are also part of this mix, since the B&B sale also includes their barge service, and the Southwest Harbor (SWH) barge operator is nearing retirement. There will be numerous committee meetings and many more informal conversations at the store and on the streets discussing this during the winter months. Town Meeting in March may provide some answers for the future. In the meantime, we have prepared this article with text and photos to provide readers a brief, general history of the evolution of the transportation “lifelines” to the Cranberry Isles.

Above:
Sea Queen: Beal & Bunker
Mailboat leaving the
Great Cranberry Island Dock,
2015
PHOTO: ROSALIE KELL

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GREAT CRANBERRY ISLAND
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Notes of Appreciation

We wish to thank the following people for their special support and gifts to the Cranberry House & GCIHS this season:

- Helen Bertles and David Ferreira for purchasing and installing a new, more powerful air conditioner in the Arts Center
- Elaine Buchsbaum and Brad Woodworth who have helped revitalize the Publications Committee with managerial skills and design expertise
- Blair Colby for clearing trees and brush around the Preble Cemetery
- Rebecca Guyver for donating ten Maritime Mail Art books
- Heliker-LaHotan for the Meet the Artist programs
- Chris Johnston, who spent many hours working at the Museum Reception Desk, driving the Cranberry Explorer Shuttle, and managing the shuttle operation
- Rosalie Kell, who within months of moving to GCI, became involved with several GCIHS subcommittees and readily volunteered to become the *Cranberry Chronicle* Editor
- Morrie Newell for the gift of two sorely-needed file cabinets for storing archives documents
- Jan Moss, Audrey Noether, and Geoff Wadsworth for supplying flowers and music at Bruce Komusin's memorial service
- Norma Spurling for her costume exhibition
- Geoff Wadsworth for supervising the hanging of the Art of the Cranberry Isles exhibit
- Ben Walls, who constructed an attractive bridge to the island in the middle of the Blue Heron Pond, and devoted considerable time to small repairs around the property

- Karin Whitney, who spent nearly every day either working at the reception desk or driving the shuttle, and managed effectively the Museum Store operation

These are just several of many who gave of their time, talent and treasure to make our organization stronger.

Thank you all! See you in 2016!

Milestones

Passings

9.4.15 Susan White
9.14.15 Richard "Chuddy" Alley
10.1.15 Sarah Newell
10.23.15 Richard Cox

PUZZLERS

In our last newsletter, Holly Hartley correctly identified the watermelon eaters in our mystery photo as Geoff and Laurie Wadsworth. She was rewarded with one free ice cream at Hitty's Café.

The puzzler this time around is a gem Elizabeth Selim discovered in an 1886 GCI primary school workbook, **Number Tablets for Supplementary Work in Arithmetic**, used by the Stanley, Bulger, Bunker, Steele, Joy, Crosby, Rosebrook, Bracy, and Crosby children.

NEW PUZZLER

A man has a square ice-house filled with blocks of ice 3 ft. long x 2 ft. wide. There are 20 layers of ice, and 1920 blocks were taken to fill the house, allowing nothing for saw-dust. Find the ground dimensions of the house.

Send your answers (with your worksheet!) to anne@gcihs.org.

President's Report

PHIL WHITNEY

With the Town of Cranberry Isles deeply involved in planning for the future of ferry services and connections to the mainland communities, we have opted to feature as our lead article for this issue of the *Cranberry Chronicle* a general history of boating services and Captains who served Cranberry Isles. With developments happening every week, we think it appropriate to acquaint our readers with a timeline of boats, Captains and transitions leading up to the current state of affairs. We hope you will enjoy reading about it, and many other interesting articles in this issue. The Great Cranberry Island Historical Society (GCIHS) has decided to reduce the number of annual newsletters from three to two, but with more pages, publishing in June and December. We hope you will enjoy the “new” *Cranberry Chronicle*.

The 2015 Cranberry House season was both bittersweet and challenging for our staff. The loss of Bruce Komusin overshadowed an otherwise sunny summer. However, his funeral service at the Preble Cemetery on a beautiful August day and the subsequent reception at Cranberry House were fitting tributes to a great person. Although Bruce left a huge void, many stepped forward to assist whenever and wherever they could. Their efforts were very gratifying, and made the season a success on all fronts for the organization.

Bruce Komusin,
Phil Whitney & Jack
PHOTO: KARIN WHITNEY



of lectures, classes and other entertainment. Movies at the Seaside Playhouse had strong attendance (which may be the result of more kids living on the island, since popcorn and soda sales boomed).

Donna Sunday and Rodney Wimer worked tirelessly during the summer season gardening and lawn mowing. The property never looked better, with the flowers more

It should be noted that all Affordable Housing families on GCI were active in various ways in support of Cranberry House. Karin Whitney reluctantly assumed chairmanship of the Events Subcommittee, and placed an emphasis this season on smaller events which required fewer resources. Most of the events were very successful, and presented an engaging smorgasbord

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colorful than ever, and everything nicely landscaped, with the newly-renovated lobster boat *High Hopes* attracting attention from the parking lot.

The gift of a seven-passenger van by Ken Schmidt proved invaluable, as it transported large groups on numerous occasions around the island, including twenty-six College of Atlantic summer campers, who spent a thoroughly enjoyable day on island hosted by the Cranberry House staff. The museum receptionists continued the tradition of being gracious hosts and helping visitors understand the history of the region. There were lots of kids and teenagers working, some supervising the Jumble Table sales, and older ones working for Cezar Ferreira at the Café. The Shaw Cabin saw plenty of activity, with Helen Bertles hosting a summer-long, twice weekly Open Studio, and several other arts and crafts classes being held there. The Maine Island Trail Association established Cranberry House (and Great Cranberry Island) as a destination on their coastal trail route, which should provide many additional visitors to our locale.



Qualified shuttle drivers are needed! Please consider volunteering. It is a wonderful way to support our organization and share your knowledge of Great Cranberry Island with visitors. This hospitality makes our island unique.

However, the season was not without downsides. Museum visitation and shuttle ridership were both down somewhat. A definite contributing factor was the problems experienced by the ferries, reduced passenger capacity and reduced trip schedules, along with substantially higher prices. I believe we would have had a record-breaking year for each operation without these problems. Revenues were steady coming in, but not enough to offset some unexpected major maintenance costs. These have stretched our budget and made it imperative that we raise more dollars in the near future, or face possible cutbacks in activities. Our "Friends Keep Cranberry House Alive" article on page six will give you details for giving to GCIHS.

Even though the tourists are gone and the Café and museum closed as of Columbus Day, we remain busy around the property. We have completed the winter shutdown, but the Arts Center and the Archives will remain active all winter. With the installation of two new heat pumps, we are assured comfort during the coldest days. Archivist Anne Grulich continues to catalogue the archives and conduct historical research, with the assistance of the Archives Committee, which meets weekly during the winter. Her work on the history of houses on the island has produced remarkable results and has brought significant publicity to GCIHS through articles published in statewide publications. We will also be dealing with the rewards and problems associated with inheriting two cabins and two acres of woodlands from the estate of Bruce Komusin. This will take time and consideration on the part of GCIHS Trustees to determine the best alternative uses of the properties.

I urge you to stay tuned to developments and on-going activities around Cranberry House, and remember – your continued support is needed, either through donations of money or volunteer time. Cranberry House has provided thousands of hours of enjoyment for the community over the past eight years. With your help we can continue to offer quality experiences.

Have a Wonderful Christmas and New Year..

'Twas a Mite Before Midnight

An Ode to Great Cranberry Isle

[With apologies to "Twas the Night Before Christmas"]

ARTHUR W. FORRESTER, "THE WAYWARD POET"

MINISTER, JULY 1982



'TWAS A MITE before midnight, when all 'round the isle
Not a creature was stirring, nor had for a while.
And I was all comfortably stretched on my bed,
While visions of lobster-meat danced in my head.
As my dream spread before me a great seafood platter,
It occurred to my brain that some thing was the matter.
As I came to my senses, I uttered "Oh, no!"
For the chimes on the church were beginning to go.
Now twelve, for the chimes, ain't a minute too soon,
But the twelve that was meant was not midnight but noon.
And so, as I picked up the strains of a song,
I soon realized, with dread, that some thing had gone wrong.

So the carillon pealed, with its notes softly falling,
Playing *Softly and Tenderly, Jesus is Calling*.
And while people craved sleep, with no wishes to roam,
The song pleaded that *Ye Who Are Weary Come Home*.
I just huddled in bed, for things couldn't get worse,
And my hope was that silence would follow one verse.
But as soon as one stanza had passed by my ears
The second began, thus fulfilling my fears.
I leaped from my bed and jumped into my pants,
And dashed down the stairs, in the midst of my trance.
Out the door, 'cross the lawn, in my bare feet I ran
Thinking: "Surely I must stop this thing... If I can?!"

Now, one song's not too bad, in the midst of the night,
Though it just might engender a slight bit of fright;
But wouldn't you know it! From out of the breezes
The carillon moved on to *Stand Up for Jesus*.
I started to wonder just how many tunes
Would emerge from the thing, 'fore my night was in ruins.
And I hoped against hope I could figure a way
To persuade the church carillon to wait until day.
I thought to myself, "On a night such as this
All the island must surely be roused from sleep's bliss";
When I noticed some house-lights go on, I was shaken,
Convinced that the whole isle would shortly awaken.

When Filmore sat up, with a jolt to his heart,
It appeared, for a time, that the fireworks would start.
"It's enough when this thing hits my six o'clock news,
But it's starting," said Filmore, "to shorten my snooze."
And just two houses down, voices started to ring
As Jacqueline and her hubby both started to sing;
For the sound of the music was not cause to weep,
They'd just let the songs roll, and be lulled-off to sleep.
But far down the road came the sounds of a car,
As the headlights approached, it pulled-up with a jar;
Then the door opened-up, and as quick as a flash
A blurred figure went by, in a 50-yard dash.

Now, I'll bet you can guess who that figure might be!
And the fact is, her name was apparent to me.
With her stride lengthened-out, and her steps neat and tidy,
Gaile Colby ran by, in a pretty blue nightie.
With firmly-set jaw, and eyes sharp and keen,
So intent upon stopping that errant machine,
She dashed towards the door, just one thing on her mind,
"Stop the music," she thought, "or my name is maligned."
"Gaile, I just pulled the plug," I spoke out at last,
For the music had stopped, and the crisis had passed.
So she turned on her heel, and as still as a mouse
Aimed the car up the road, to return to her house.

Well... The lights 'round the isle all blinked off, bye and bye;
I climbed back into bed with a laugh, and a sigh.
And I thought: "This whole thing isn't really so tragic,
For the bells, one can see, have their own kind of magic.
So oft, when we sleep, we seem burdened with care,
But the carillon says that the church is still there.
So that whether the songs play at midnight or noon,
We're reminded that God sends the sun and the moon."
In a few minutes time, I fell off into slumber,
Content that God's gifts come to us without number;
Now my mind hearkens back to that night, I must say,
When in God's time, not ours, the chimes started to play.

Treasurer's Report

JIM BRADLEY

All gifts are tax deductible and sincerely appreciated.

As 2015 comes to a close, our cash position is rather tight. We continue to have significant costs in support of our archives program, including archivist wages and a \$3,000 upgrade to our IT infrastructure. Additional overhead includes the repair and maintenance of the ever-popular Cranberry Island Explorer shuttle, increasingly heavy liability insurance premiums, and maintenance of the lovely flower gardens surrounding Cranberry House.

So I urge you, if you have not already made your membership contribution for 2015, please do so now. In recognition of all that the Great Cranberry Island Historical Society means to you and to the whole island, please be as generous as possible. Also, as you consider your membership donation level for 2016, any additional support would be deeply appreciated.

Friends Keep Cranberry House Alive

All current members are invited to renew their memberships for 2015. Please note on the appropriate line in the form on the last page, whether your membership contribution is for the year 2015 or 2016.

We are grateful for your response to our Friends of Cranberry House support program. Your donations reflect your appreciation of the Historical Society and Cranberry House and what we add to the fabric of the community.

Our Friends Memberships sustain GCIHS and Cranberry House for future generations. As a Friend you also receive a 10% discount on museum purchases and trips, invitations to special events, and are kept abreast of what's happening via the *Cranberry Chronicle* newsletter.

Besides renewing as a Friend (\$25) or Family Friend (\$50) which parallels our previous individual or family membership, you may be moved to give more generously as a Donor (\$100), Supporter (\$250), Patron (\$500), or Benefactor (\$1000+). All gifts are tax deductible and are sincerely appreciated.

Heartfelt thanks to the folks who have already renewed their membership in 2015. If you have not already done so it is not too late!

Just in time for Holiday Giving!

In celebration of the Acadia National Park Centennial, Wini Smart has published a new book, *Acadia and Me*. It explores her love affair with Acadia including a bit of the history of the Park and the early artists who were inspired by Mount Desert in the 1800s.

Acadia and Me is available on Amazon just in time for Holiday giving.



Support Cranberry House

- **Become a Friend of GCIHS:**
Friend: \$25
Family Friend: \$50
Donor: \$100
Supporter: \$250
Patron: \$500
Benefactor: \$1,000+

- **Support Special Projects** through your extra special contributions.

- **Donate in Honor of a Loved One**

- **Fill the Donation Jars** at the museum and on the shuttle, or at movies, lectures, and other events.

Whatever you can afford, we will sincerely appreciate it. As a 501(c)(3) non-profit institution, contributions are tax deductible.

- **Remember – one forward-thinking person began the process with a single donation. Look what's happened in just ten years!**

Big Thanks to our 2015 Volunteers

We have tried to be diligent in including all of our wonderful volunteers and supporters. If your name does not appear in this tribute, please let us know so we can express our appreciation personally.

Museum Receptionists

Elaine Buchsbaum
Chris Johnston
Darlene Sumner
Karin Whitney
Phil Whitney
Nancy Wood

Shuttle Service

Jim Bradley
Tim Dalton
Ric Gaither
Jim Gertmanien
Chris Johnston
Rosalie Kell
Shawn King
Cheryl Moore
Will Pearce
Ben Sumner
Darlene Sumner
Karin Whitney
Phil Whitney

Grounds & Carpentry Work

Ric Gaither
Ben Walls
Rodney Wimer

IT & Media Support

Alan Cowles
Ingrid Gaither
Becca Powell
Tom Powell
Brad Woodworth

Art Show Organizers

Jessi Duma
Wini Smart
Geoff Wadsworth
Karin Whitney

Archiving

Polly Bunker
Gaile Colby
Michael Macfarlan
Genny Mathews
Sarah McCracken
Lou Millar
Phil Whitney

Movies & Popcorn

Jessi Duma
Cooper Sumner
Hallie Sumner
Karin Whitney
Phil Whitney

Lectures

Joshua Anderson
Martha Arroyave
Rick Benjamin
Lisa Bjerke
Junior Bracy
Peter and Elaine Buchsbaum
Tim Dalton
Jessi Duma
Ambassador Charles Dunbar
Michael Glaser
Hannah Gray
Dr. Richard Pierson
Sheila Seaman
Jeri Spurling

Classes

Dick Atlee
(seamen bracelets)

Helen Bertles & Cheryl Moore
(art)

Peter Buchsbaum
(trail walks)

Jessi Duma
(yoga)

Gail Grandgent
(spinning)

Charlotte Harlan
(kids arts and crafts)

Sam King
(poetry)

Cheryl Moore & Bonnie Alpert
(play reading)

Sheila Seaman
(rock and trail walk)



Cranberry Explorer = \$4,675 in Support of the GCIHS

A huge thank you to all the volunteer drivers, visitors and residents who contributed to make this a successful fundraiser!

Although the Cranberry Explorer Shuttle service experienced a slow start to the season due to mechanical issues and reduced ferry capacity, it finished strong in September. The 4,248 passengers who utilized the service donated an impressive \$4,675, making it an important factor in the income stream of GCIHS.

Chris Johnston, Operations Manager for the Shuttle, did an exemplary job overseeing maintenance issues and staffing this year. He installed an intercom system on the shuttle, making it possible for passengers to clearly hear as the driver spoke about the island sights and history. After initial mechanical problems, the golf cart performed well for the remainder of the season. Passengers were very complimentary about the service, and many, after traversing the length of the island, stated they wanted to come back for longer visits.

With evocative names like *Vagabond*, *Island Queen*, *Bobcat*, *Rogue*, and *Sea Queen*, these boats and their legendary Captains endured the fog, cold and uncertainty of the sea to link our islands with the mainland: Captain Eber who “could steer a boat through the thickest fog and always land you safely;” WWII veterans who returned home to revitalize the economy serving their island communities by developing ferry services; The “Movie Boat” that provided entertainment time away from the “Rock;” the “handsome & fast” *Rogue* speedboat that made the trip an exciting adventure; Captain Warren Rice, the “Old Man of the Sea,” who became an iconic figure to visitors; The *Island Queen’s* Captain who entertained passengers with a parrot on his shoulder; The “Night Boat” making evening runs that allowed islanders to enjoy the MDI night life... but, the legendary figure who is remembered most today is Captain Wilfred Bunker who, with his navigational expertise and community spirit, reportedly only missed one Mailboat run in fifty years.



Eber Spurling w/summer passenger Stan Seimer on the Mailboat, 1930s-style

During the 1930s, Eber Spurling operated the first known scheduled Mailboat service. He had a small, open cockpit boat with a one-cylinder engine that carried only a few passengers, small amounts of freight and mail. The mail route in those days was between GCI, Islesford and Seal Harbor through open seas via the back side of Sutton Island. Making the trip during all seasons, it was often dangerous and cold, but Eber persevered and the mail (and passengers) got to their destinations. Those were the days when electronic navigation equipment and two-way radios were unknown on small boats and sometimes the compass was faulty.

In the late 1930s and early 1940s, the mail contract was handled by Alton Bunker, older brother of Wilfred Bunker, whose boat, a Nova Scotia-built Nova design,

These charts prepared by Gretchen Westphal provide a visual perspective of the Mailboats & Special Boats with their Captains that have provided the “life-line” to the mainland for the past 100+ years.

Chronological Survey of Boat Operations Serving Cranberry Isles

NAME	SERVED	NOTES	CAPTAIN(S)
Islesford Ferry	Late 1920s – 1980s	Scheduled summer service only.	Charles Hulbert, Jr., Warren Rice
unknown	1930s	1st mailboat.	Eber Spurling
unknown	Late 1930s – early 1940s	2nd mailboat. Built in Nova Scotia.	Alton Bunker
Bobcat	1947–1963	3rd mailboat. Scheduled mailboat & ferry service.	Wilfred Bunker
Vagabond	Late 1940s – early 1970s	Scheduled ferry service.	Elmer Spurling
Island Queen	1963 – 1973	Scheduled mailboat & passenger ferry service.	Wilfred Bunker
Sea Queen	1973 – present	Scheduled mailboat & passenger ferry service.	Wilfred Bunker, Rick Cegelis, various others
Island Queen	1973–2003	Scheduled seasonal passenger ferry & sightseeing services. Built by B&B employees.	Bob Bowman, Chuck Leibow
Island Queen	2003–2014	Seasonal passenger ferry service. Built by B&B employees.	Shawn Suydam, Mandy Bracy, Phil Whitney, Bob Sichel, various others
Seguin	2003 – 2013	Cranberry Cove seasonal passenger ferry service. Night boat ferry service.	Mandy Bracy, Phil Whitney, various others
Sutton	2012 – present	Scheduled summer ferry service between SWH and the islands. Rebuilt in 2012 from a former Navy launch.	Shawn Suydam, Mandy Bracy, Bob Sichel



Nova design Mailboat,
GCI Wharf, late 1930s



Bobcat: Wilfred Bunker
and Elisha Bunker,
Spurling Cove, 1947

was much larger and sported an enclosed cockpit. Later on, during the WWII years, Amaziah Alley carried the mail. Sometime during this era the mail and passenger ferry operation was transferred from Seal Harbor to Southwest Harbor. This change reduced the open sea travel dangers, and SWH provided more business opportunities for island customers. When WWII ended in 1945, the economy boomed with returning servicemen marrying, having families and re-entering the workforce. Small business initiatives were plentiful. Wilfred Bunker and other islanders were among those who returned from wartime duties. Both Wilfred and Elmer Spurling on Islesford started transportation businesses around this time. Wilfred bought a new boat, the *Bobcat*, in 1947 and took over the mail contract. Elmer took over the Islesford Dock including its lobster pound operation from his father, Bert Spurling, and purchased a large boat called the *Vagabond*. Tourism had begun to increase in the late 1940s, although The Great Bar Harbor Fire of 1947 slowed the growth of this industry.

In 1950, Clarence Beal and Wilfred Bunker formed a partnership, Beal & Bunker, Inc., to operate scheduled ferry and charter boat service between the islands and SWH. Wilfred brought the *Bobcat* to the business, and Clarence had his boat, the *Malesca*. The business proved successful from the beginning, with long hours and hard work paying off. In 1952, the partners constructed a wharf on the current location of the Shoreward Dock. Their services eventually expanded to include the sale of fuel and general marine supplies, a lobster dealership, and a restaurant, aptly named The Porthole. The *Bobcat* continued as the scheduled ferry and Mailboat, and the *Malesca* handled most special call trips. The mail contract remained with the company through this decade. During this period, an added service was the “Movie Boat.” Wilfred Bunker loved going to movies at the Park Theatre in SWH... so why not take along friends, relatives, and anyone else looking for some entertainment time away from the islands?

Special Boats that have Serviced the Cranberry Isles

NAME	SERVED	NOTES	CAPTAIN(S)
Sunbeam I, II, III, IV, V	Early 1900s – present	Steel hull. Special support for island trips, esp. congregants attending services on islands.	Recent captains: David Allen, Michael Johnson
Malesca	1946 – 1980s	Beal & Bunker (B&B) boat making special trips, transporting people and freight.	Clarence Beal, various others
Tripet	1950s – 1970s	Training boat for deck hands and teens to learn how to operate a boat. Summer freight & groceries (Sawyer's, Jackson's, A&P Markets)	Various B&B captains: Chuck & Rob Liebow, Paul Peterson, Michael Richman, Michael Westphal
Silas McLoon	1950s – 1970s	Coastal oil tanker. Fuel deliveries to B&B dock.	Out of Rockland
Rogue	Late 1960s – early 1970s	Chris Craft speedboat. Special trips.	Clarence Beal
Driftwood	1960s – 1970s	B&B boat making special trips, transporting freight, lumber	Various B&B captains
Sea Princess	1970s – present	Summer excursion boat with nature commentary by an Acadia Ntl. Park ranger.	Wilfred Bunker, Chuck Liebow, Rob Leibow
Workhorse	1977 – present	Steel, 4-vehicle barge propelled by using Cap't B to push the barge.	David Bunker
Double B	1980s – present	Built by B&B. Special charters.	Various B&B employees
Delight	1990s – present	Built by Bunker & Ellis in 1946. Six-passenger water taxi making special trips between islands/mainland.	John Dwelley
Cap'n B	1991 – present	Hull built by ? Finished by B&B employees.	David Bunker
Cadillac	2012 – present	Water taxi between the islands and NEH & SWH	Hannah Gray, Josh Gray, Seth Gray

It operated during the summer months on Tuesday and Saturday nights, and was usually full. Both the *Bobcat & Island Queen* were utilized for this service. This ended in 1972, when ferry services were transferred to Northeast Harbor (NEH), but old timers still regularly spout fond memories and anecdotes about the “Movie Boat” and Wilfred Bunker.

Meanwhile, Elmer Spurling continued to run his ferry, the *Vagabond*, primarily in the summer months. Tourist business and freight traffic grew steadily throughout the decade. Also taking advantage of the tourist boom was the *Islesford Ferry*, which had originated sometime previously by owner Bert Spurling as a seasonal service to Islesford, and was resurrected by new off-island owners with scheduled summer service to both Islesford and Great Cranberry. However, a new wrinkle had the ferry making a leisurely circle route of the Great Harbor including SWH, NEH, Seal Harbor, Islesford, GCI, and returning to SWH, or using the reverse direction. Definitely not geared for islanders, passenger traffic was almost 100% tourists and carried negligible freight.

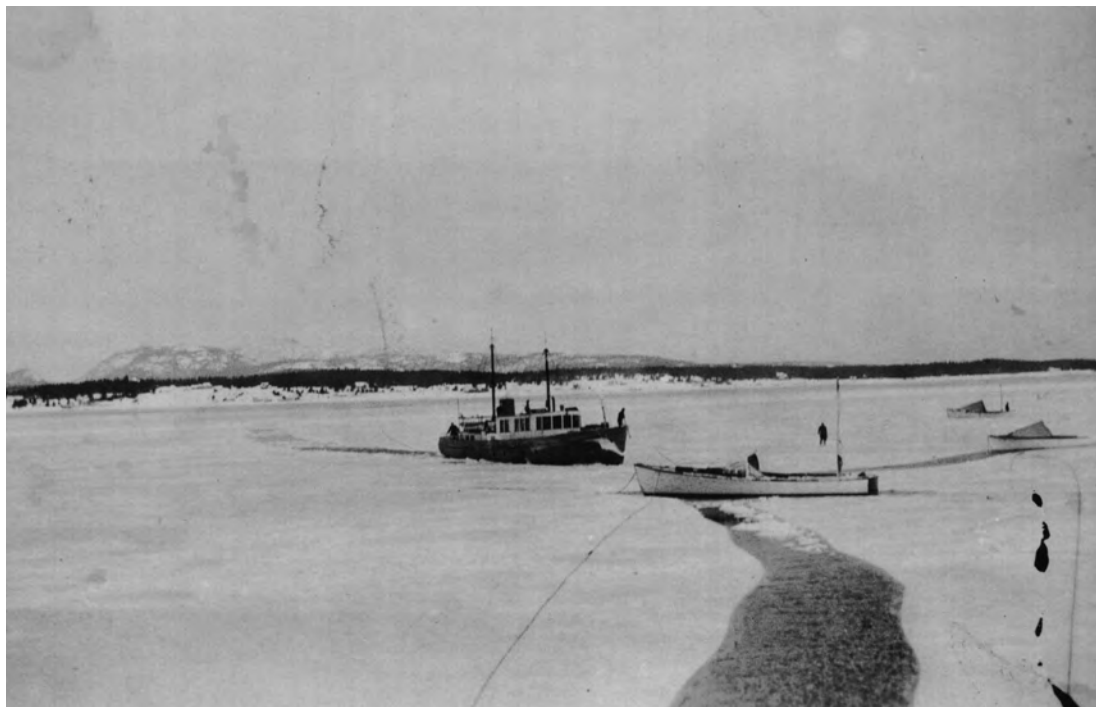
Not a ferry but definitely an integral part of the island lifeline, was the fuel tanker, *Silas McLoon*, which operated out of Rockland. The ship delivered fuel gas to the outer islands for decades, including the Beal & Bunker wharf. It was always enjoyable to watch the “McLoon” arrive and conduct its business.

The Maine Seacoast Mission’s Sunbeam has served GCI and later Islesford with visiting ministerial support, health services, and transport for social and church events to the other coastal islands since 1900.

A Brief Photographic Survey of Transportation Services to the Cranberry Isles



Clarence Beal and Wilfred Bunker, founders of Beal & Bunker in the early 1950s



Sunbeam: Maine Seacoast Mission. Breaking the ice, Spurling Cove (six days frozen in), February 12, 1934

The 1960s and 1970s were notable for dramatic increases in tourism to the islands. All three ferry operators, Beal & Bunker, Elmer Spurling and *Islesford Ferry* experienced heavy passenger loads. Freight business on the Mailboat ballooned. In 1963, B&B built the *Island Queen*, a larger vessel designed to accommodate the growing business. It became the scheduled ferry and Mailboat. The *Bobcat* was sold to a Bangor party. Deckhands were added to help carry freight and process passenger ticketing. Many an island teenager had their first jobs working the decks of B&B boats and later some even became ferry Captains.

Another important development that occurred in the late 1960s was the uptick in barging vehicles. They had been barged on since the 1920s on a very limited basis, but barging demands had grown. B&B often used the *Malesca* to steer a separate vehicle-carrying barge to the islands. The number of vehicles on the islands increased substantially with this system.

A new option came in the 1970s with the addition of the speed boat *Rogue*. It was added to the fleet to speed up the trip to the mainland. A Chris Craft speedboat, it was a very handsome boat and fast! This service, usually captained by Clarence Beal, operated for a few years and handled special on-call trips.

Between 1952 and the late 1970s there was no store on GCI. As the summer population increased, so did grocery and other freight demands. The Mailboat wasn't large enough to handle all the passengers and freight, so a separate freight boat was established to ease the situation. Quite often island teenagers like Paul Peterson, Michael Richman and later Chuck and Rob Liebow would pilot this boat. I believe the boat used for many years was an open cockpit launch, with a canvas hood for rain and sun protection, called the *Tripet*. This service ended when the island store was



Island Queen: Beal & Bunker Mailboat arriving at GCI, 1960s



Silas McLoon: Rockland-based fuel oil carrier making a regular oil delivery to Beal & Bunker Dock, GCI



Mailboat passengers: L toR: Hildegard Ham, Tud Bunker, Lewis Alley, Victor White, Charlie Rice, Capt. Wilfred Bunker, Harold Stanley in the mid-1970s

PHOTO: DAVID WESTPHAL



Captain Charles "Chuck" Liebow with his pet parrot

established and the larger *Sea Queen* was operating. The *Islesford Ferry*, under new management, hired Warren Rice as Chief Captain, who became regionally famous as the "Old Man of the Sea." The schedule was altered, and the ferry no longer made the scheduled circular harbor trips, thus only stopping on rare occasions at GCI.

The 1970s saw B&B become heavily involved in boatbuilding, eventually constructing several boats for use in their operations. With tourism booming in the summer months, larger vessels were needed. In 1973, the *Sea Queen* was launched and took over the scheduled ferry service and Mailboat traffic. The *Island Queen* was never a favorite, considered too small it was retired after 10 years. Eventually bought by Chuck Liebow, the *Island Queen* operated as a seasonal whale watching cruise in the 1980s and 1990s, and later as scheduled summer ferry service to SWH. Chuck was noted for having a pet parrot riding on his shoulder who greatly entertained the passengers while Chuck talked to them.

1972 saw B&B transfer most ferry operations to NEH, after nearly thirty years, due to friction with SWH over harbor operations management. Coincidentally with this change, B&B began a gradual downsizing of their various operations. Clarence Beal left the partnership in the mid-1970s. The restaurant business had already ended in the mid-1960s, the lobster dealership and fuel sales ended. The boat fleet saw changes as the *Malesca*, the *Tripet* the excursion boat *Sea Princess*, and another boat, *Driftwood*, were all sold.

The business became more streamlined. In the 1970s, David Bunker became more involved in the business, and gradually took over the barging operations which, by this time, were very busy, and he later assumed the role of president of the company. Finally, in the 1980s, the wharf was sold to Chuck Liebow, and Beal & Bunker's



Sea Princess: Launching Day at Beal & Bunker wharf, GCI, 1970s



Sea Queen: Beal & Bunker Mailboat at GCI Dock, 2015

PHOTO: ROSALIE KELL



Delight: Summer water taxi

PHOTO: KARIN WHITNEY



Island Queen, Cranberry Cove Ferry. SWH/GCI/Islesford. GCI Town Dock

PHOTO: KARIN WHITNEY



Beal & Bunker's Island Queen, Double B, and Cap'n B w/Workhorse barge at NEH with James Bunker in the foreground

PHOTO: PHIL WHITNEY

land-based presence on Cranberry Island ceased to exist, except for one small office used for summer dispatching services.

A legendary story claims that Wilfred Bunker only missed one Mailboat run in fifty years and that was due to a hurricane. In his 70s he was gradually retiring, but not without a fight. He still captained the *Sea Queen* on occasion until 2007, when health reasons forced him to give up his Captain's license, which he held for nearly seventy years, possibly a record for longevity in the United States. Even after he could no longer operate the boats, he would dutifully show up at the NEH Marina in the morning to greet the arrival of the Mailboat, and make sure everything was running properly.

The Town of Cranberry Isles purchased shorefront property in Manset in 2003, thus beginning a new era in ferry transportation to the islands. Steve Pagels purchased the *Island Queen* from Chuck Liebow and has operated the service, May to October, ever since. Over the years some of the Captains have included: Shaun Suydam, Bob Sickel, Dan Lunt, Phil Whitney and Mandy Bracy. Pagels inaugurated the "Night Boat," evening runs which proved popular and allowed islanders to again escape the "Rocks" in the evening to witness the outside world of food and entertainment. The double-decker *Seguin* was used for these runs until recently, and often featured unscheduled music and singing by happy passengers on the upper deck under the stars. Both day and night schedules also included stops at the Upper Town Dock in SWH, and all stops connected with the Island Explorer Bus. In 2011, Pagels retrofitted a former Navy launch into a new ferry, the *Sutton*, now the primary boat on the daytime summer runs. Another significant development to the island transportation scene over the past couple of decades has been the water taxi business. John Dwelley's *Delight*, the first Bunker & Ellis boat built in 1946, has provided summer on-call service from all the islands to SWH and NEH. More recently, Newman & Gray's newly-built *Cadillac* water taxi is proving popular.



Sutton: The Cranberry Cove ferry at GCI Dock, 2014

We hope this article provides a better appreciation of the history of transportation services to the islands over the decades – and their evolution to the present day. Many, many people participated in this history – Captains, deckhands, boat builders, etc. – far too numerous to mention everyone in this short retrospective. I regret not being able to recognize their individual contributions appropriately. Perhaps someday soon this can be at least partially rectified in a separate, lengthier Great Cranberry Island Historical Society publication.

PHIL WHITNEY

Service schedules of both Cranberry Cove and B&B remained remarkably unchanged throughout most of the past ten years. In 2011 changing needs of commuting to school and work resulted in the Town establishing a year-round commuter ferry. Sail Acadia was contracted for the summer months and Cranberry Cove for the winter months, providing early morning and late afternoon service to accommodate island worker and student commuting needs. In addition to this development, the Town also noticed, in more recent years, a gradual deterioration in some aspects of ferry services, and undertook to research ideas to improve operations to match its needs for the future. In 2014, the Selectmen directed the Municipal Advisory Commission (MAC) to research options for possible improvements. A subcommittee, the Transportation Task Force (TTF), was established under the MAC and volunteers, with professional consultant assistance, began developing recommendations to be presented to the voters at Town Meeting in March, 2016.

During the summer of 2015, David Bunker decided to place Beal & Bunker up for sale, and approached the Town to determine its interest in purchasing the company. Certain information about the business must be received by the Town before it can proceed with its decisions. Cranberry Cove had some challenges this past summer which resulted in reduced schedules and uncertainty about future operations. Many have commented that these developments concerning both companies, the "lifelines" to the islands, have created the most urgent crisis the Town has ever faced. The next few months before and after Town Meeting will determine what happens with strengthening these vital services.

Seeds of Inspiration: The Island Ecology Project's First Year

JESSICA DUMA, ISLAND INSTITUTE FELLOW WITH
KAYLA GAGNON, CO-FOUNDER OF THE ISLAND ECOLOGY PROJECT

For updates you can follow us on Facebook at The Island Ecology Project or get on our email list by contacting us at islandecologyproject@gmail.com

In past newsletters I have written a great deal about my 18th and 19th century agricultural heritage research. I want to take this opportunity to tell you more about another important aspect of my first year as an Island Institute Fellow. This spring Sarah McCracken, Kayla Gagnon, and I founded the Island Ecology Project, an initiative to revitalize island gardens and make fresh, island produce more accessible. My friend Kayla wrote this piece to tell you a little more about the project.



The Island Ecology Project's first farmstand. Pictured from left to right, founders Jessi Duma, Kayla Gagnon, Sarah McCracken, and farm dog Louie.

It was a pleasure to be part of this effort, and I am proud of what we accomplished this summer. Hope to see you all at the farm stand next year!

JESSICA DUMA

Great things sprout from tiny seeds dropped by birds, blown in the wind, or planted by hand. The Island Ecology Project's seeds of ideas may have blown into place by the wind or been dropped by birds but each seed was sown with careful intentions and diligently watered to have them grow and take root. The Island Ecology Project came to birth this spring of 2015 when seeds of inspiration were sown in the spirits of us three girls. Great Cranberry holds much opportunity and treasures waiting to be cultivated. All three of us had wanted to grow plants on a larger scale and bring local agriculture back into the spotlight here on the island. We also wanted to integrate ourselves further into this special community while giving something in return. So, we got our hands dirty seven days a week to see what we could grow to share and to come together with the community and the island's entire ecology.

We revitalized the gardens of three year-round community members; grew enough food to sell out at many farm stands; supplied produce to the two cafés; provided the food pantry with vouchers to our farm stand; encouraged community members to participate in creating a GCI farmers market; started an island-wide composting project; and cultivated amazing relationships with many people on the island. We wish to continue to cultivate stronger connections to the island's ecology; using and re-using more of the natural resources surrounding us; growing more fresh local produce for the community; educating and being educated by the island and all its members. Like all communities there is a symbiotic relationship between all things that moves everyone and everything forward. This island community is unique in that its members rely on one another; it is a full coming together. There is not a single element of this project that could have come to fruition without the help and support from our community members. The Island Ecology Project hopes to continue to grow, plant more seeds in the ecological landscape here, and keep our hearts and minds open to more seeds being planted within us. KAYLA GAGNON

Kayla Gagnon harvests greens for the farmstand in one of the Island Ecology Project gardens.



Archives

ANNE GRULICH



Detail from 1871 chart of the North Atlantic is stamped "M. J. Richardson." A recent donation from Jeannie Schmidt and Kathe McDonald



Cheryl Moore's rubbing of the headstone of Gilman J. Stanley who drowned in 1861 at age 16 in the straits of Belleisle



Charles E. Spurling's cryptic signature at the entrance to the old Spurling store

Tech Talk

Tom Powell has begun modernizing our IT infrastructure. He is replacing one of two dying desktops, installing a file server, and reconfiguring our digital workflow as well re-routing Ethernet cabling and adjusting WiFi. Soon we'll be able to share files in-house and participate in the 21st century online! Behind the scenes, Alan Cowles and Spencer Dixon have begun plans to redesign gcihs.org into a dynamic website that will help manage both our collections and administrative resources more effectively (without sacrificing any of Bruce Komusin's wonderful web content). We can't thank Tom, Alan, and Spencer enough for their expertise; we'd be in the dark without them.

Collections Highlights

Ken Schmidt let us examine and scan three 19th-century ledgers he inherited from his Great Uncle Lewis Stanley. One ledger records transactions from 1855-1870 for various islanders, schooners, and commodities. The second lists the 1859-1862 expenses and sales of produce and farm-related items of a Mr. Jonas Blood (1774-1870) from New Hampshire. (If you know how Jonas Blood connects to GCI, please speak up). The third book records the 1879-1881 transactions of local schooners *Rozella* and *Foster*, and some intriguing 1903-1913 Enoch B. and Lewis Stanley family business (2015.316.2077).

Jeannie Schmidt and Kathe McDonald donated ten 19th-20th century nautical charts from Lewis Stanley (2015.315.2076). One of these charts, a fragile, 42" x 60" cloth-backed 1871 chart of the North Atlantic is stamped "M. J. Richardson." (Great Cranberry islander Meltiah Jordan Richardson (1828-1901) married islander Mary Catherine "Carrie" Stanley in 1870; both were sea captains.) The chart plots two eastbound October-November voyages across the Atlantic. 1877.

No ship's name appears on the chart, but schooners known to be associated with the Richardsons are the *Hussar*, *Quickstep*, and *Carrie M. Richardson*. Were Carrie and Meltiah together on these voyages? The GCIHS collection may well contain clues on the ship, cargo and captains, so stay tuned for the rest of the story. *If you can help with any of these projects, drop me a line at anne@gcihs.org.*

Out and About in August

This Summer several islanders helped enrich the archives and further historical research. Inspired by the Stanley cemetery exhibit, Artist Cheryl Moore took me along to make rubbings of several tombstones — producing both art and historical documents in the process. At Sue Ann Glaser's house, with the help of young Julius and Jacob, we peeled back the grass that covered the concrete entry stone. Can you decipher the first few letters to the left of C. E. Spurling's signature? Charles E. Spurling was a sea captain and the proprietor of the old store that is now the Glaser house.

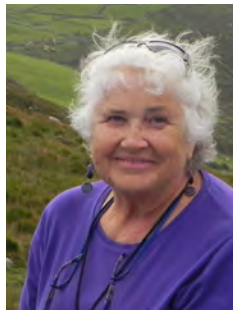
CONTINUED ON PAGE 16

I also toured the neighboring Rome house, a contemporary of the 1826 Hadlock/Preble (now Macfarlan) house. Mark Goldberg dropped in to the archives to discuss dendro-chronology and his ca. 1810 brick Cape house in Hallowell. Elizabeth Storey Selim shared mementos and conversations about her mother's decades on GCI; Polly Storey's seed business connected GCI with gardeners around the world. This spring, we'll attempt to sprout some of her wildflowers and pines. Our first-ever marathon film festival showcased our oral history video collection and a variety of local films. The antiquated media the videos were recorded on made it challenging. The exercise made us realize that we urgently need to take steps to preserve these wonderful voices from the past. Are you a master of video technology? We would love to repeat this event next year, but we need help translating old video media to current formats as well as editing and transcribing audio and video interviews. *If you can help with any of these projects, drop me a line at anne@gcihs.org.*

New Board Members

Miriam Dildilian Hinnant

Miriam Dildilian Hinnant has been a visitor to the Cranberry Isles since 1978 and a summer resident on Great Cranberry since 1990. Born in Connecticut to a Mayflower descendant mother and an immigrant father, she graduated from Lake Erie College, after studying in her Junior year at the University of Copenhagen. A retired teacher, Miriam taught first grade before becoming a stay-at-home mom in New Jersey. She later returned to school to become a Montessori teacher. Miriam has thirty years teaching experience in a Montessori pre-school and kindergarten classroom, including 18 years as the director of the school. She has four children and nine grandchildren. After retiring in 2009 she moved to Denver. Miriam, a life-long learner, enjoys reading, theater, movies, crosswords and travel. Since retiring she has traveled to all seven continents at least once, but enjoys her summers in Maine the most.



Ken Schmidt

Ken Schmidt was born in the Boston area in 1950 and summered with his family on Great Cranberry. His mother Trudy Stanley Schmidt, daughter of Harvey and Jennie Stanley, grew up on Great Cranberry. Harvey's parents, Albion and Minnie, were descendants of the original settlers in the 1760s. From late March through October, Ken spends weekends at the house Harvey and Jennie built in 1915 on The Lane. He lives on Cranberry and in Hampden, Maine, with his partner, Suzanne Hallett, who is a music teacher in Bucksport. They kayak and row regularly in and outside the Pool. His sister, Jeannie Schmidt, lives in Southwest Harbor and visits regularly, as do other family members and friends.



Ken has worked in health care since graduating from Tufts University in 1974. Since 1981 he has been instrumental in developing Community Health Centers (CHC) that ensure access to primary care services for everyone, regardless of ability to pay. He is on the board of the Maine Primary Care Association and is CEO of Community Care Partnership of Maine, an organization made up of 11 community hospitals and CHCs throughout Maine.

Longfellow School Update

PHIL WHITNEY

New exterior front steps and an accessible ramp are part of the Longfellow School renovation.

Major renovation work continued on the Longfellow School building throughout the summer. Work should be completed by the Holidays. Reports are that the project has come in under budget and the work, for the most part, has gone smoothly with few surprises. The work crew has proven very friendly and receptive to members of the public entering the building to inspect the on-going work.



The library was able to remain open during the summer, even though for several weeks patrons entered the library through the back door due to construction work around the front entrance to the building. The School Board has gone on record as establishing September 2016 as the opening for students from both islands. This will be the first time in 16 years the building will function as a school again. It was not long ago the community thought the school was lost forever and would never reopen.

Sumner Goats

BEN SUMNER

Kariah and her goat Bambi

Our family has had a very enjoyable time on Great Cranberry this summer. Much of my free time during the last couple of months has been spent making preparations to winter our pair of Lamancha goats that arrived on Bill Dowling's boat just in time for the 4th of July Parade. Having been involved with working draft horses for the past fifteen years, I have hopes of reintroducing a team of draft animals to the island in a productive capacity. One of the steps toward that goal is to be able to winter livestock without the prohibitive cost of barging hay. With the generosity and assistance of Mickey Macfarlan and Tom Watson (who provided the mowed grass from their fields), Blair Colby (who mowed, raked, and hauled the hay), and Richard Beal (who has provided a shed for hay storage and his barn for the goats), I expect to be able to successfully winter our goats with Great Cranberry's own resources. We are looking forward to experiencing our first winter and continuing to establish our own little niche within the fabric of this unique community.



Great Cranberry Resident Phil Whitney Traveled the World & Dodged Danger



Phil and Karin Whitney

PHOTO: LAURIE SCHREIBER

EDITOR'S NOTE: Phil Whitney, President of GCIHS and a leader in our island community, was featured in the Island Institute's *Working Waterfront*. The article provides the details of Phil's career in international security from the perspective of, in his words, "a MDI small town boy."

Through the description of his experiences, you come to see the complexity of Phil's life and the service he gave to our country. Visit the Island Institute site to read the article in its entirety:

islandinstitute.org/working-waterfront/great-cranberry-resident-phil-whitney-traveled-world-dodged-danger

First in a Series:**Moving Island Houses**

MICHAEL MACFARLAN

Through the centuries houses and buildings have been moved to new sites as the need for shelter arose. Sometimes transformed from boat houses or stores, they were moved by a combination of rolling and floating to the new owner's lot. This is the beginning of a series in which we will highlight the surprisingly numerous buildings that have moved their way around Great Cranberry Island.

Charlene Allen's House

Dog Point Road to a nearby location on Dog Point Road

The main part of this house originally stood just west of the house now owned by Rob and Lu St. Germain. This house was owned by the Bunker family with the building just to the west serving as a general store run by Elisha Bunker. It was given to Charlene around the time of her marriage to Donald Allen, who had recently returned from service in Viet Nam. This was most likely sometime after 1975 when that war ended. Once moved to its new location, the structure was turned 90 degrees so that the longest part faced the road. Don Allen eventually added a two-story section onto the east end and made several other modifications.



Elisha Bunker's Store, ca. 1945, originally on the lot just west of the house now owned by Rob and Lu St. Germain



Charlene Allen's house on Dog Point Road, now owned by her son Gary Allen

First in a Series:**Minutes for the Ladies Aid**

WRITTEN BY ROSE WEDGE, 1942-48

Sep 30: *The Ladies Aid was invited at the home of the president [Sadie Hamor] for an all-day session a delicious chicken dinner was served to 14 members and 3 guests. Mrs. Gross, Mr. Hutchins and Mr. Seth Rice as this was the annual meeting. The meeting was called to order, by the president- the sec and tres report was read and accepted. The society had a wonderful report and I think the members all ought to be proud of our years' work. Then the following officers were chosen: Sec Mrs. Rose Wedge, Assis. Sec Mrs. Hilda Spurling, Pres- Mrs. Sadie Hamor, Vice-pres Mrs. Hazel Hardy, Treas. Mrs. Mable Stanley, Assis. Treas. Mrs. Lena Stanley*

Oct 21: *The Ladies Aid met with 10 members. The meeting was opened by Mable with scrip reading. Am guessing at this as I was not there and my assistant did not send me any report but I hope everyone was busy. I had much rather be there working than doing what I was.*

Dec 9: *The Ladies Aid met Dec 9 with only 3 old cripples but they had a good afternoon just the same. The meeting was opened by Emma, we had callers of 3 different people, 2 of them belonged to the aid but they wouldn't stay, guess they didnt like our company.*

Dec 30: *The Aid met with only 4 members. The meeting was opened by Ida. Although we was only 4 we had a very pleasant afternoon, worked like dogs that new Vice Pres will work us to death before our President gets back home.*

Summer Events at the Cranberry House

Cranberry House has provided thousands of hours of enjoyment for the community over the past eight years. With your help we can continue to offer quality experiences.



Poetry Night July 13, 2015 with Rick Benjamin, Ashley Bryan, Michael Glaser

PHOTO: FRANK McCREARY

Lectures were very popular, especially our local presenters: Junior Bracy's "Local Underwater Photos" and Hanna Gray's "Working in Antarctica." Both were given to full houses.

The Heliker-LaHotan Foundation's well attended "Meet the Artist" event is always a pleasure to attend.

Poetry nights were also very popular. These have become an island tradition with loyal attendance by folks from both islands as well as MDI.

SOME OTHER EVENTS AT THE CRANBERRY HOUSE AND AROUND THE PROPERTY WERE:

- CIRT Open House
- GCIHS Open House
- Maine Island Trail Association (MITA)
- Maine Coast Heritage Trust Annual GCI Meeting
- Bruce Komusin Memorial Reception
- Film Festival: One full day of locally produced videos
- League of Towns 2015 Annual Meeting
- College of Atlantic (COA) Summer Camp event with 26 attendees, included parents and children
- GCIHS Annual Meeting, including a showing of "An Eye for Wood" with Ralph Stanley
- Jessica Duma's "Early Farming on Cranberry Island"
- Seaside Playhouse Movies: Big screen on a little island

Last but not least, Phil Whitney's historical GCI slide shows. Trying to identify Cranberry old timers and locales is not so easy, but Gaile Colby and Arvard Savage have proven to be the experts. It has been lots of fun!

**Give a Cranberry
Memory for
a Holiday Gift!**

**Gifts of GCI... balsam pillows, books and GCIHS hats
(designed and donated by Ted & Linda Madara)
are available and so much more!**

**See our order form in this newsletter or shop on line:
www.gcihs.org/1/gcihs/store.html**



The Great Cranberry Island Historical Society
P.O. Box 12
Cranberry Isles, Maine 04625

Order & Membership Form Instructions:

1. Copy this page, including your address mailing label, right.
2. Fill in the quantity & subtotal of the item(s) you want.
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4. Indicate Newsletters by Email if you prefer a digital copy.
5. Make check payable to GCIHS for grand total.
6. Mail using the enclosed pre-addressed envelope.

Website: gcihs.org Email: info@gcihs.org

Item	Price	Qty.	Sub Total
Balsam Pillows , 6-in. wide	\$10 ea., 3 for \$25	_____	_____
GCIHS Hats	\$18	_____	_____
Videos (DVDs in USA format)			
Interview & Fishing with Wesley Bracy, Jr	\$16	_____	_____
Interview of Ada Rice	\$16	_____	_____
Interview of Charles Wadsworth	\$16	_____	_____
Moving Cranberry House, Nov. 16, 2004	\$16	_____	_____
Great Cranberry Island: Hitty's Home	\$16	_____	_____
Manset Ribbon-Cutting, May 15, 2003	\$16	_____	_____
Ralph Stanley and Friends, music	\$16	_____	_____
Carrie Richardson of Big Cranberry play	\$16	_____	_____
Ralph Stanley, An Eye for Wood	\$16	_____	_____

Publications

Bruce: His Life on Big Cranberry	\$25	_____	_____
Sam King Poetry	\$22	_____	_____
A Cabin in the Woods	\$24	_____	_____
House Histories of Great Cranberry Island	\$32	_____	_____
Cranberry Road	\$22	_____	_____
Winter: The Other Season	\$22	_____	_____
If It Were Yesterday... GCI Coloring Book	\$17	_____	_____
Boatdog Bess	\$22	_____	_____
Hitty Preble booklet & flat wooden doll	\$25	_____	_____
The Construction of Road "I-95"	\$10	_____	_____
Contributions For Cranberry House 2004-2008	\$ 8	_____	_____
Riding with Tud, Interview Mar. 18, 1993	\$12	_____	_____
An Interview with Tud Bunker, Oct. 1992	\$10	_____	_____
Interview with Ralph Stanley	\$10	_____	_____
GCI Maine Artist Sketchbook by Susan Michalski	\$20	_____	_____
A Taste of Cranberry Art of Susan Michalski	\$12	_____	_____

Total for All Order Form Items \$ _____

You can also order
online from the
GCIHS website:

<http://www.gcihs.org/1/gcihs/store.html>

The church doors at
holiday time.

PHOTO:
PASTOR TOM POWELL



Friends of Cranberry House Membership *Renewal for 1 year*

Indicate amount corresponding to the various giving levels.

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