

P R O L O G U E

The following is a brief sketch of the Town of Bradley, Maine. The Sesquicentennial Committee has compiled this interesting, and informative "stroll thru Bradley's history." We are sure that you will find this profile entertaining, enlightening and nostalgic -- one that you will want to pass on to your children.

Although many hours of research have been done to prepare this, some areas of our history may have been inadvertently overlooked. The facts are accurate to the best of our knowledge.

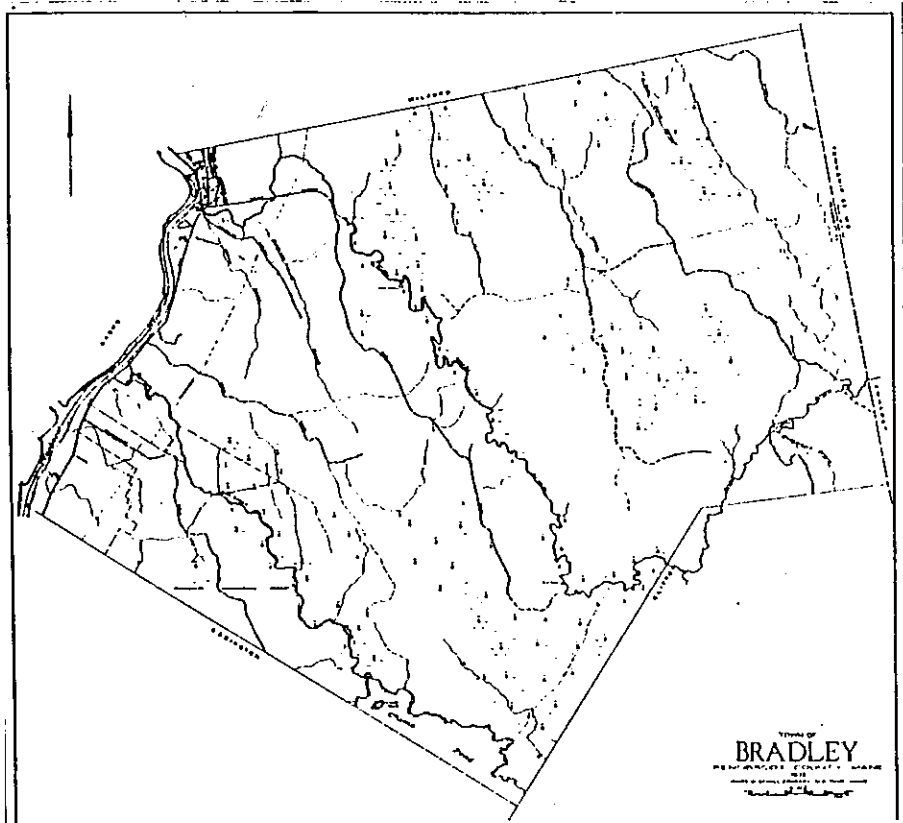
We would like to thank all of those who have helped us compile this history. Without their memories and dedication to the town we would have been unable to complete this task. Special thanks to Kenneth Coulter, Bessie Jackson, Raymond Spinney and Gifford Stevens.

Bradley Sesquicentennial History Committee

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Dated at Bradley, Maine this 1st day of June, 1985

Bradley (#4 Indian Purchase) is one of the larger towns in the southern part of Penobscot County. The Penobscot River forms the town's western boundary, the town of Milford forms the northern boundary, the towns of Eddington and Clifton form the southern boundaries and it is bounded on the east by the town of Amherst and Township 32 of Hancock County. The town encompasses 51 square miles which includes over 33,000 acres of land and water. Chemo Pond is situated in the southeastern part of the town. Blackman Stream and Great Works Stream both rise near the southeast corner of the town and cross it diagonally, nearly parallel with each other. Otter Stream winds a short distance through the town moving in from the north and emptying into the Penobscot River.



EARLY SETTLERS

Tall virgin forest, mostly pine, covered much of the area which is now Bradley. Game of all kinds was plentiful. The rivers and streams teemed with fish.

Over 4,000 years ago this area is believed to have been inhabited by an Indian tribe known as the "Red Paint People." The "Red Paint People" were known for the red ochre they used when burying their dead. Several years ago an ancient "Red Paint" gravesite was found in Bradley. This Indian tribe favored river valleys (especially the Penobscot and Kennebec) and sea coast areas. The Bradley burying site consisted of eight graves and their respective "grave goods", items that were buried with the dead for use by the deceased in the hereafter. The graves were marked by the "red paint" (which is said to find its source from clay in the vicinity of Mt. Katahdin and also from the islands in the Penobscot River off Olamon Stream). It is not known where this Indian tribe came from, where it went, or why it disappeared.

A 1984 archeological dig site on the north bank near the mouth of Otter Stream yielded evidence of other Indian inhabitants. Carbon dating of artifacts found indicated that the site was occupied by Indians some 2,000 years ago.

Before 1776, Bradley was a part of the territory that belonged to the Penobscot Indians (Terratine Tribe). Probably the first white men that made their way up the river came to fish, to hunt and to trap. They then went further north or back from whence they came. It is possible that the first permanent settlers here had built cabins on Great Works Stream as early as 1783. Chief Orono and his tribe treated these white men kindly. These settlers then began to farm. They were not obliged to clear land for pasturing their cattle since the leadow land adjoining the stream was sufficient. Surplus hay was stacked into high stacks to provide fodder for the winter.

Early agricultural efforts were family farms located along the river in the western part of the town. In 1776 this territory was purchased from the Indians by the Commonwealth of Massachusetts. It was then surveyed and opened up for more settlement. At this time it was called #4 Indian Purchase. Some of the first families to settle here were the Oliver, Spencers, Blackmans, and Knapps.

It was soon discovered that the town possessed two powerful natural resources -- its virgin forest and its fast moving waters. Sawmills began to appear along the streams and river.

As the sawmills flourished the town began to grow. Other businesses were established -- general stores, grist mills (for grinding flour), cooper shops (for making barrels), a dry goods store, a shoe repair shop, several blacksmith shops, livery stables, tippling shops (taverns), a millinery shop, a butcher shop and a dance hall.

It was not long before the inhabitants of #4 Indian Purchase were told that they would have to organize into a plantation and pay taxes that would help defray the expense of the County Road. In 1825 the settlers held a meeting for this purpose and #4 Indian Purchase was then called Great Works.

As a result of the plantations's success a movement was soon started to incorporate as a town. The legislature of 1834 was petitioned and on February 3, 1835, Bradley was officially incorporated as a town in the State of Maine. The town was named in honor of Bradley Blackman, one of its most prominent early settlers.

WATERWAYS

Waterways have played an important part in Bradley's history. Over the years many mills of various types have been built along these waterways. One of the most important waterways was the Penobscot River. In the early years it was used primarily as a shipping lane for the numerous forest products that were floated down to the large port in Bangor.

As time passed the importance of the river changed from being a shipping lane to a producer of hydro-electric power. The river was also used to carry waste materials from the mills and homes located along its banks. Through the years the Penobscot River has suffered from these pollutants. The quality of the river had changed so much that the salmon, which were once plentiful, were disappearing. Salmon fishing was an enjoyable pasttime in the town. Many "fish stories" are told about the ones that got away. Recent years have seen the return of the salmon to our section of the river thanks to Federal and State regulations mandating that waste materials be properly disposed of. The river has also been the setting for tragedy. Four local men were electrocuted on the dam on July 9, 1937. Also, three young girls drowned in the river near their home in 1942.

Another important waterway in the town is Great Works Stream. The first inhabitants of the Town of Bradley settled along its banks. There were many meadow areas along the winding stream for farmers. Eventually the swift waters would be harnessed for water power and the forested areas would supply the raw materials to meet the demands of a growing town.

Even today, although the stream is not used as a power resource many sportsmen enjoy Great Works Stream for recreational purposes such as canoeing, fishing, hunting and camping. A sports camp once operated on this stream. And Fred Sanborn, "Old Capus, a natural balladeer," helped run this camp with Harry and Bertie Reid. College students would visit the camp and go on strawrides, hunt, fish, and enjoy oyster stews. Many people can recall evenings around the campfire singing long forgotten tunes with Old Capus.

Nichols Stream, now known as Blackman Stream, was also the site of manufacturing. The Blackman Brothers built a large shingle and stave mill several miles upstream. Today it is the site of the Maine Forest and Logging Museum. Blackman Stream is the outlet for Chemo Pond and winds its way to the Penobscot River.

The other waterways of the town: Oliver Brook, Boynton Brook, and Otter Creek have been used primarily for recreational purposes. Although it is not generally known, Otter Creek through the Otter Chain Ponds, is a run-off route for Sunkhaze Bog and the Penobscot River. This is part of the cause of the many floods that have inundated Bradley village through the years.

Nichols Pond, now known as Chemo Pond (an Indian name for "Big Bog"), lies in the extreme southern corner of the town. The towns of Eddington and Clifton also lay claim to part of its beautiful shores. Chemo Pond is approximately three miles long and two miles wide. Many Bradley residents have summer camps on Chemo.

A young gentleman, James W. Rowe, wrote the following song about "Lake Chemo" in 1871:

LAKE CHEMO**

I left old Lake Chemo a long way behind me,
With many a tear, back to Old Town I came;
And if I but live till one year from this August,
I'll pack up my traps for old Chemo again.

CHORUS

There pickeral are plenty, and perch in abundance
The new milk and whiskey, they both flow like rain
And if I but live till one year from this August,
I'll pack up my traps for old Chemo again!

'Tis pleasant to think of the shed tent we slept in,
The walls were thin cloth and the roof was a pole.
How familiar the chirp of the birds in the morning
And the doctor a' digging the beans from the hole.

I think of fish-chowder, red-hot from the kettle,
And the pork that we frizzled so nice on the fire;
With big roaring Crawford a' raising the devil
'till three in the morning before he'd retire!

As the sun was a' setting in most royal splendor,
And the birds were a' singing their songs in the trees,
Then one of our number was seen without clothing
Promenading the shore and enjoying the breeze.

The name of this poor and unfortunate fellow
Is kept from the public just merely to show,
The respect that we have for each one of our number
The names of the rest are here given below:

There were Rowe, Cushman, and Baker, and Douglass and
Skinner,
With their wives and sweethearts and others a score;
And last but not lest, came Miss Scott and Miss Nichols
Two gushing young damsels from over the shore.

Now all you old fogies who want recreation,
Just come out to Chemo...if you want some fun;
And there you will find all our names on a shingle...
Outshining in splendor the rays of the sun.

** Sung to the tune of Norah McShane

BRIDGES

The numerous waterways of the town have necessitated the building of bridges to cross them. Many of these bridges have been rebuilt or repaired several times over the years.

The "Canal Bridge" was a wooden structure that connected upper Main Street over the canal that once ran between the Penobscot River and Otter Stream. The canal area was filled in during the early 1930's.

In 1846 the bridge connecting School Street with Point (Elm) Street was destroyed in a flood. It was decided that to rebuild this bridge would be pointless.

As a result of the decision not to rebuild the Point Street bridge two other bridges needed to be built to make Main Street a thru street. The Collins Brise crossed Otter Stream and the Patterson Bridge, originally a floating bridge, crossed Great Works Stream.

The Bullen Street Bridge is one that has been repaired several times. First built by the Great Works Mining and Manufacturing Company in the 1850's it has seen it's share of troubles. A lime truck tired to cross it in 1945 but never quite made it. The cab section broke through the bridge and fell into the water. It's driver, Gerald Nadeau, was unhurt but severe damage was done to the bridge.

Jenkins Bridge crosses Great Works Stream on Cram Street. It has been rebuilt several times. It provided access to the meadow areas of Great Works Stream.

The Blackman Stream Bridge crosses Blackman Stream near Knapp Cemetery where the stream empties into the Penobscot River.

Foot bridges once connected Pine Street and Parlin Street to Highland Avenue, but have been destroyed by time and weather.

ROADS

Roadways in the town were developed as the need arose. The first roads were located along the river and streams. The Old County Road, so called, ran along the bank of the Penobscot River from the north town line to the south town line. As the town grew and more space was needed for homesteads, land to the west of the river was developed. As this development took place streets and paths were etched out around the town. In 1870, in an effort to do away with the confusion surrounding the names of these streets and paths, the town had a meeting to formally name the streets in town.

The following streets were named:

- Main Street - The section of road known as the Main County Road (part of the Old County Road being discontinued in this year.)
- Broad Street - The street beginning on the west side of Main Street, west of James Knowlton's and running westerly to the east of the Old County Road.
- Brawn Street - The second street running west from the north town line between Joel Harrison's house and the canal connecting the Penobscot River and Otter Stream. Named in honor of the first settler on the street. (Now referred to as Brown Street.)
- Bullen Street - The first street running east from the north town line between James Tarr's house and Mrs. Sarah Hurton's house and east of Samuel Bullen's blacksmith shop and running easterly across Otter Stream and thence northerly to the line of James Cunningham's homestead, once referred to as Cunningham Road.
- Cram Street - The street beginning on the east side of Main Street between Peter Frederick's house and the Kittredge Mill and nearly half way between Otter Stream and Great Works Stream running easterly to the Back Mills Settlement, so called, commonly called the Back Mills Road.
- Boynton Street - The street beginning on the east side of Main Street between the Kittredge Mill and Joseph McIntosh's house and running southeasterly then easterly and nearly south to a house formerly owned by Jeremiah Boynton and named in honor of the first settler on the street.
- School Street - The street running from Main Street between James Sawyer's house and G. F. Barton's house, leading in a southeasterly direction past the school house in District #1 to the Penobscot River at the outlet of Great Works Stream.

Point Street - The street across from Boynton Street running northwesterly to the Old County Road. (Now known as Elm Street.)

Blackman Street - The fourth street from the north town line commonly called Old Mill Road, running easterly to the Blackman Brother's Mill. (No longer in use as a public way.)

Other streets have been accepted by the town in the years following:

Pine Street - The second street east on Main Street. Accepted and named on September 11, 1871.

West Street - The road from the west end of Brown Street running northerly to the town line. Also accepted and named September 11, 1871.

Parlin Street - a short street on the east side of Main Street running east a short distance to Otter Stream. Named for the first settler on the street.

Highland Avenue - The street running parallel to Main Street on the east side of Otter Stream between Bullen Street and Cram Street. It was named and accepted in the early 1900's.

Baker Lane - The street branching off from Cram Street on its southern side. It was named for Henry Baker, its developer, and accepted in 1976.

Carter Woods - A loop road on the west side of Main Street which was developed in the early 1970's.

There are other commonly used roads in town such as the Goss Road, the Government Road, the Ten Road, the Parent Road, and the Baker Brook Road. None of these is a public way.

TRANSPORTATION

When it came to modes of transportation, the inhabitants of Bradley did not have much to choose from. Our earliest settlers used the conventional means of the day; horses and wagons were a common sight. As the town grew a need developed for a means of mass public transportation. In 1842 a petition was filed to establish a ferry for crossing the Penobscot River. This ferry would cross over to Old Town near the foot of the mills in Great Works. Since this ferry was small it only carried passengers to and fro across the river.

Some of the first operators of the ferry that operated from the village to Old Town were Dan Allen, Ezeb Spruce, Pearlie Butterfield, and Harry Violette.

Eventually there were two ferries crossing the Penobscot River from Bradley. A larger ferry service was operated between Bradley and Orono. This ferry was a barge type cable ferry operated by hand winches. It was of sufficient size to carry not only passengers, but also horses and wagons. The first operator of this ferry was Eulie Walker. The ferry operated 200 days a year and landed at Floyd "Bulldog" Lynch's on the Bradley side and in the vicinity of Hill Street in Orono. After operating for many years this ferry ceased operation in the early 1900's.

In 1936 a flood took out the wharf and caused much damage to the Bradley-Old Town Ferry House.

As a result of the flood destroying the docking facilities of this ferry, John T. Cyr had an opportunity to start a new mode of public transportation. He founded a bus line that ran not only to Old Town, but also made the loop through to Bangor. This bus service provided transportation to the mill in Old Town for its workers. At its peak busses were run seven days a week, twelve runs a day. This service was discontinued in the early 1960's. A special run for millworkers was tried in 1973, at the time of the energy crisis, but failed to get enough riders to make the run profitable. Cyr Bus started bussing students for the Town of Bradley in the early 1950's.

As years passed more people bought their own motor vehicles and there was little need for a public transportation system in town, other than for the students.

Unfortunately for the residents of Bradley, the railroad that was proposed for the west side of the Penobscot River never came to be. Without the railroad the Town of Bradley could not develop its full potential.

FLOODS

The flood and ice jam of 1846 caused much destruction along the river. Many sawmills were destroyed or badly damaged when high water came and ice that had piled up in the river let go. This ice jam was also to blame for the collapse of the bridge that once connected School Street to Elm Street.

Another flood that many people remember well and still talk about is the flood of 1923. Ken Coulter told us that he remembers tying his boat to the handle on the door of Barton's Store. All of Main Street was under water. The only way people could get around was by boat. Many houses were lost along the river bank. The original house that Walter Spencer owned floated away. Another homestead that was damaged was the Spinney home on the end of School Street. Many efforts were made to try and save the house, including tying it to a large tree. Part of the house broke loose and went down the river. The Spinney's lost many treasured items including their family bible.

In 1936 the mighty Penobscot overflowed its banks again and many houses and businesses suffered water damage. The old School House and the Town Hall were surrounded by the flood waters. Many people had to leave their homes for several days because their houses were flooded.

In more recent years, the town has been plagued by high water caused in part by man-made problems. These problems have caused the water to rise during the spring run off period. Homes have been flooded and much damage has been done to property on Main Street. It is thought that the closing of the canal that ran across Main Street between the Penobscot River and Otter Stream may be one reason for the frequent flooding. Changes in the Otter Chain, and the change to a box culvert at Collins Bridge may have compounded the flooding problems on Main Street.

In 1973 slash left from cutting along the banks of Otter Stream above the Bullen Bridge caused the opening beneath the bridge to clog. The run off water from the Otter Chain backed up and overflowed the banks of Otter Stream. Many people's homes were damaged by the flood waters. The Town of Bradley received a large amount of publicity as a result of that year's flood. An incident that will be remembered for years to come was the heroic rescue of a lady. Although the road had been posted for a detour and flood waters were covering the road, plus barricades had been set up, one lady was determined to have her hair fixed at a local beauty salon. She drove her car into the flood waters, but never made it across. She was rescued by Frank J. Blake and Trooper Bernard Lindsay. A line was fastened to her car (which had water up to the windows). Mr. Blake and Trooper Lindsay "walked the line" to her car and removed her from it. If the car had not been secured it would have been swept across the road and down the river.

Another heroic rescue occurred in the same spot on Main Street. In 1973 Hnery Baker and his son Gary rescued a youngster. A young girl had been toying with the flood waters by riding her bicycle through them. She was pulled into the flood waters when the pavement beneath her bicycle gave way. If Mr. Baker and his son had not acted as quickly as they had she would have been swept into the river by the strong current. This second near fatal accident caused the townspeople to rally together to see if the State would consider some type of new system at the Collins Bridge site. As a result, in 1984 three multi-plate arches were added to the existing box culvert to handle the flood waters.

CHURCHS

Bradley Baptist Church

In June of 1875 a group of seven people, then members of the Old Town Baptist Church, asked for letters of dismissal in order to organize their own witness in Bradley. The Old Town Church helped and mothered this new congregation with the Rev. G. M. Preston presiding over the Church. In the next five years others joined by both baptism and experience.

In 1880 the decision was made to build a meeting house. Up until this time they had been meeting in the school house. A piece of land was donated by J.K. Bullen. Lumber was cut and hewn from neighboring farms, including Jackson, Carney, Coulter, and Bachelor, and with the help of local labor the present building was constructed in 1880. Although there are no figures to indicate the cost of construction, one note stated that the Church was painted and steps were made for a total cost of \$86.21.

From its beginnings the women of Bradley have played an important part in the life of the Church and its continued witness. It was the women who raised money for the bell, they raised money to purchase the parsonage and have been active supporters of its meetings and missions.

There have been four of our pastors ordained while serving here in Bradley and four married while serving here. Those ordained here were: Rev. Chellis Smith in 1911, Rev. Oscar Thomas in 1921, Rev. Daniel Orr in 1951, and Rev. Andrew Kilpatrick in 1964. Those married (and they choose Bradley girls as their brides) were: Rev. Drew Wyman to Miss Ida Bean, Rev. A. B. Lorimer to Miss Florence Livermore, Rev. Chellis Smith to Miss Bernice Rich, and Rev. Everett McKenzie to Miss Isabel Ladd. An interesting fact is that although the church was built in 1880 and four of our pastors were married here, the first church wedding was not until Mr. Andrew Welch married Miss Miriam Stuart in 1930.

Other gleanings from the Baptist Church history include: in 1885 five members of the Bradley congregation attended the association meeting in Corinth and thus began a long association with what is now the American Baptist Churchs of Maine; in 1932 a Bible Class was organized and named the "Thomasine Class" in honor of the Rev. and Mrs. Oscar Thomas; in 1967 chimes were purchased and presented to the church in memory of Mrs. Verna Carlow; and in 1984 scripture verses were added to the sanctuary in memory of Mrs Bea Salisbury.

A list of pastoral leadership includes: G. M. Preston, C. J. Thompson, A. B. Lorimer (who left Bradley in 1891 to serve as a missionary in Telegul, India), Rev. Young, Drew Wyman, Misses Nash and Whittier, Oscar Thomas, Cecil Grant, Daniel Orr, Richard Cottle, Andrew Kilpatrick, Claud Nutter, Edmund Brown, Leslie Justice, Lewis Genser, Dana Miller, Alton Hunt, Jerry Hudson, Delmar Lee, and Dennis Plourde.

The Bradley Baptists Church is proud of its long history in Bradley and looks forward to many more years of witness and service among the fine people of Bradley. "We are 110 years old, but we have only just begun."

St. Ann's Church

Prior to 1934 the Catholic citizens of the town of Bradley had to attend Mass at St. Joseph's Church in Old Town. Rev. Eugene Gauthier, a pastor at St. Joseph's, purchased a house in the town on the corner of Broad and Main Streets. He hoped that he would be able to open a chapel for the people of Bradley. An occasional mass that was held during the week was all that was offered to them.

In 1934 Bishop Joseph E. McCarthy decreed that the Town should be a separate parish and appointed Rev. Joel Bouchard pastor. The first mass was celebrated on September 9, 1934, in the Bradley Town Hall. Masses were held in the Town Hall until a church could be built. Land was purchased from Moses Jackson for \$900.00. George Shorette was approached to build the foundation, for not only a church building but also a rectory. These foundations were completed in 24 hours (in mid October). The actual construction of the buildings was contracted through Joseph Binnette. The approximate cost of the two buildings was \$20,000.

Even though the church had not yet been completed, the first Solemn High Mass was held on Christmas Eve, 1934. In March of 1935 Father Bouchard moved into the Rectory.

A tradition, which was to become very well known to more than just Bradley parishioners, was established by Father Bouchard. novenas to St. Ann were held annually and attended by thousands of visitors from outside communities and local parishioners. This tradition was carried on for many years. Another tradition that was started in St. Ann's early history was that of holding card parties in the winter to defray operating costs and raise extra money for the parish. This tradition still holds.

The following is a listing of the resident priests: Joel Bouchard, Albert Berard, Joseph Allard, Charles Revard, Marc Franck, Marcel Dumoulin, and Normand MacPherson.

St. Ann's recently celebrated its 50th anniversary. Over the past 50 years St. Ann's has developed into a focal point of town activities. Recent years have seen the opening of the doors of the parish hall to the public for a variety of uses. Not only is it used by a number of CCD (Sunday School) classes, it is also used by a number of different civic groups including the scouts, the fire department, and the Sesquicentennial Committee. Many a bean, spaghetti, or covered dish supper has been held in the parish hall. It is also used for wedding receptions, showers and anniversary celebrations.

CEMETERIES

There are three cemeteries located in Bradley: Carter, Evergreen, and Knapp. It is thought that many of the first settlers are buried in Carter Cemetery which was founded in 1846 and used through the early 1900's. This quaint burial site is located one mile from the northern town line. Although it was once a fairly large site, many factors have caused this cemetery's decay. Neglect, erosion, and vandalism have all played a part in the shameful condition that it is in today.

As the town prospered the demand for cemetery lots increased. Adding to the demand was the fact that people stopped burying their family members on their own land. Two other cemeteries were founded. Knapp Cemetery (located on south Main Street approximately two miles from the northern town line) was founded in 1854. It is still in use today.

This cemetery was named for the Knapp family upon whose land the cemetery was established. History buffs can visit this cemetery and find the graves of Samuel Knapp and Bradley Blackman who first settled in this area in 1799.

The third cemetery located in the town is known as Evergreen Cemetery. It is located off Boynton Street and is used as the primary burial site for Bradley's residents. This cemetery is the largest in Bradley and still growing. On January 8, 1853 a meeting was held for the purpose of purchasing land for a burial ground, building a hearse house, and a fence. This meeting formed the Bradley Burying Ground Incorporation and shares were sold to individuals in the town. Originally one hundred shares were setoff to be sold; of these ten were sold to the town to reduce the number of shares owned by individuals. Some lots were reserved for "strangers." The appraised cost for these shares was \$1.50. The lots were sold to the highest bidder. The least expensive lot cost \$1.25 and the most expensive lot was \$5.25. The choice of lots was decided by random drawing. The lots were one rod square. The first share in the Bradley Burying Ground Incorporation was owned by James J. Norris and the second lot went to Samuel Bullen.

SCHOOLS

From its earliest beginnings, the inhabitants of the Town of Bradley have been dedicated to the task of educating their young. In 1825, ten years before its incorporation as a town, #4 Indian Purchase had two school districts. The School Agents for these districts were Moses Knapp and Jordan Grant. Although there were no formal school buildings at this time, school was held in whatever vacant building that was available. In 1844 a meeting was held to decide whether a school should be built for the North District. This question was decided with a vote of fourteen to seven in favor of building a school. It was decided that the building should be 28' by 34' and sit on eleven foot posts. The Edwin Eddy lot which was 40' by 50' was purchased for \$50. The construction of the building was put to bid with the lowest bidder being John Knapp for \$385. The old house that was being used for a school was sold at an auction to Charles Dall for \$19.

It was also voted in 1844 to make an additional school district by changing the limits of the two existing districts. These new districts were defined as follows: the North School District included the territory from the north town line to the south line of Willam Smather's farm; the Middle School District included all of the territory from the south line of the North District to the south line of Samuel Oliver's land; the South District included all the area south of the Middle District to the south town line.

In 1851 it was voted to erect a new school house and purchase a lot. In this year the residents of Cram Mill Settlement were authorized to draw their proportion of school monies to be expended for the support of a school in this settlement. In the following year it was voted to set off the Cram Mills neighborhood into a separate school district.

As a result of the acceptance of this area into a separate school district the other district's boundaries had to be repositioned. The North District became School District #1, the Middle District became School District #2, the South District became School District #3, and the Cram Mills District became School District #4. But in 1868, after sixteen years as a separate school district, School District #4 (Cram Mills) was annexed to School District #1.

The enrollment in District #1 in 1879 was 137 scholars, Districts #2 and #3 housed 21 scholars each. The schools during Bradley's early history were generally one room and housed all the grades. The wages paid to teachers varied according to the gender of the teacher. The male teachers were paid between \$10.00 and \$10.50 per week for their teaching efforts, while female teachers were only paid \$4.50 per week. Female teachers could not be married. Male teachers were not allowed to be seen in the barber shop.

In 1882 the townspeople voted and received authorization from the State to abolish the school districts. After this the reference to the schools in town changed. No longer were they referred to as Districts #1, 2, or 3, they then were called the Village School, Knapp School and Blackman School.

For years after this the townspeople asked that a new school be built. Finally in 1887 the following appeared in the annual report:

Let a new school house swell the village breeze
and ring from all the trees.
Sweet freedoms song! Let mortal tongues awake,
Let all that breathe partake,
Let a new school house the silence break.

A new school house was built on the corner of School Street (and would serve the town until 1953), but the absence of seats caused the delay of the opening of the new school until the first Monday of January, 1888. Mr. A.P. Brown was the first to teach in the new Village school. The cost to the town for the new school was approximately \$3,412.15. This school is the one that most of the older residents remember well. This building was renovated a number of times including the change of the location of the front door from the north side of the building to the east side facing Main Street.

The Knapp School, now the home of the Daniel King, Jr. family, was used until 1934 when its small enrollment of six scholars fell below the State's standards and the town felt it was too expensive to run and voted to close it. The scholars from this school were conveyed to the Village School. The Blackman School, now the home of the Elliott Sidelinker family, was used until 1941 when its enrollment also fell so low as to make the operation of it too expensive. Since this time Bradley has maintained only one school building.

Not many changes were made after this until 1952 when the sub-primary pupils were housed in the Town Hall for their classes because of lack of space for them in the main school. It was decided to build a new school to be located on Highland Avenue. The approximate cost for the new school was \$40,000. The first class to be held in this building was in September, 1953. Its greatest need was for desks and chairs; some students had to provide their own. The School was named for Viola Rand who was a teacher in the Bradley schools for many years.

The school was soon outgrown. Five classrooms were not enough to house the growing number of students. A new addition, consisting of two classrooms with a basement, was added in 1959. Although these rooms were added, a need for more space was felt and, in 1965, another addition was added. This addition consisted of two classrooms, two bathrooms, a principal's office, a janitor's storage room, and a small storage room that was soon turned into an audio-visual room. This addition was named in honor of another of Bradley's long time teachers, Marjorie Cram Hilliker, who is well remembered for her piano playing and the wonderful minstrals that she put on at the Town Hall.

Another well known teacher in the town is Bessie Coulter Jackson who, at the age of sixteen, began her teaching career in the Knapp School in 1915. At that time she was teaching students of various ages, some of whom were close to her own age. Bessie remembers being paid \$7.00 per week, out of which she paid \$2.00 a week for board and managed to save enough to pay her way to Normal School the following year. She also taught in the Village School for many years where, at one time, she had as many as seventy students in one classroom.

Two others who have given much of their lives educating Bradley's youngsters are Doris Wood and Catherine Moody. Both these ladies dedicated their time and efforts to the young people of Bradley and are fondly remembered.

Other women have been a key factor in the school system in Bradley for many years. Some of the first Superintendents of the Schools in-

cluded Edith Knapp (1909-1910), Gertrude Gifford (1911-1925), and Vera Madden (1925-1939).

Schools have also played an important part in Bradley's civic activities. In 1852 the Middle School was used for town meetings, prior to the building of the Union Hall. Today the town is again using its school as a meeting place for town meetings, elections, and other important meetings.

FIRE DEPARTMENT

On Tuesday, November 20, 1900, a meeting was held at the Town Hall for the purpose of forming Bradley's first Fire Company. This Company was named Independence Company Number One and its motto was "Always Ready." Henry Swett was elected foreman of the Company, with E. L. Hinkley elected Foreman of the Hose. The Company also had eight other officers and thirty eight privates.

The Company built their Engine Hall in this year at a cost of \$486.00 plus another \$5.00 for a wood stove. To outfit the company a "Hand tub" and a hose reel were purchased for \$849.60.

The first Fire Company Meeting was held on January 1, 1901. The year 1901 turned out to be Bradley's worst year for fires. Two large sections of Main Street, the first section was from St. Ann's Church south to Parlin Street; the second section included the area from the Rich house (next to St. Ann's Church) north to Pine Street, burned within six weeks of each other.

In 1921 a bad forest fire burned an area from Greenfield and Milford through the bog almost to Great Works Stream. This fire cost the town \$2,452.80. It was during this year that the fire hall was wired for electricity. The first horn alarm was installed during 1921 with the first siren to appear in 1929.

At a Town Meeting in 1934 the old Independence Company was disbanded, and by Article 44 a new Company was formed and called the Bradley Fire Department. The chief at this time was Walter Spencer. Other charter members were Kenneth Coulter, Francis Brooks, Wilfred Moors, Russell Spencer, Delmont McAllister, Henry Stuart, Algernon Shorette, Henry Moulton, Donald Penny, Leon Shorette, Edmond Garceau, Everett Flanders, Alfred Lozier, Clarence Oakes, Alfred King, Edmond Thibodeau, and Forest Willette. The Fire Chief was now being elected by the department members.

Early in 1941 the department purchased its first motorized fire truck. It was a 1927 Chevrolet chassis with a 1929 motor, a 300 GPM pump, and an 85 gallon tank. This truck was purchased from the Scarborough Fire Department.

Twenty years later a dry spell created very hazardous conditions. A very bad forest fire in Bar Harbor caused much damage to Acadia National Park. In Bradley a bad fire occurred at the Knapp farm causing extensive damage.

The next motorized fire truck was delivered on September 6, 1950. It was a new LaFrance long wheel base Ford with oversized tires and a V-8 engine. The pump was a two stage 500 GPM midship mounted pump. The booster tank held 500 gallons of water. The Fire Hall's ceiling had to be raised in order to fit the truck into the station.

It was not until 1958 that an indicator board was installed on the north side of the fire station to let the firefighters and citizens know where the fires were.

In 1966 the current airhorn alarm system was installed.

In 1971, an oil truck from Roy Brothers was purchased for \$450.00 and transformed into a tanker truck. This tanker was replaced in 1976.

A serious fire occurred at the Robertson Boat Company on Highland Avenue during the Labor Day weekend of 1977.

In June 1978, the department took delivery of a new tank truck. It saw its first real service at a forest fire in September, the worst in Bradley's history.

In 1979 an arrangement was made with the Penobscot County Sheriff's Department to handle Bradley's fire calls. This was the first time that the department had a single number to call that was manned 24 hours a day. Alerters were purchased and given to firefighters to keep in their homes. Also in 1979 the first female firefighter, Rose Marie Brooks, was welcomed into the department.

In June of 1980 the department took delivery of a new FMC fire truck. This purchase was followed the next year with a 1967 4x4 Jeep which was remodeled by members of the department and is used as a brush truck.

Bradley's Fire Department has seen many exciting times. There were times in its earlier years while most of the men were all working that the ladies of the town were the only people around and pitched in to help fight fires. The fire department sponsored many social events in the town, including oyster stews and lobster dinners. The Ladies Auxiliary of the department was once a very active group and is missed greatly.

MILLS

By 1812 there were quite a few families in #4 Indian Purchase. The swift water of the streams were harnessed as a source of power for the many mills that were beginning to be built. The first saw mill was built around 1800. It was located several miles up Great Works Stream and was called Bucks Mill.

The years from 1800 to 1881 saw a rapid growth of the lumbering industry in Bradley. Bradley Blackman, who owned the mill on Blackman Stream, invented a machine that made shingles. By 1820 there was Blackman's Mill on Blackman Stream, a mill on Great Works Stream, and two on the Penobscot River. At this time the mills were all single saws which were adapted to the logs they cut.

In 1833 Josiah Little of Portland organized the Great Works Milling and Manufacturing Company. The company built a large block of mills on the Penobscot River beginning near the site of the present Post Office building. The mills were two in number and consisted of a long block about 380 feet in length by 70 feet in width, running parallel with the shore, and a block 80 feet by 60 feet running at right angles to the long block and out over the river.

The mills were equipped with three gang saws, three mulays, one rotary and two single saws, six shingles machines, four gang lath machines, one stave machine, one stave planer, one clapboard machine, a work shop and a company store.

Working a seven month season, these mills alone produced twenty two million feet of long lumber, twenty million shingles, twenty to twenty-one million laths, and one and one half million staves. The Great Works Milling and Manufacturing Company employed from one hundred and eighty to two hundred persons with an annual payroll of ninety thousand dollars.

The decade from 1840 to 1850 saw some changes in the machinery of the mills. Gang mills had come into vogue as an improvement on the old single saw and iron wheels were rapidly taking the place of the old wooden flutter wheel.

All the lumber cut on the river was pine of the largest size and of a quality that would astonish the lumbermen of the present. It was sawed into such lumber as the market called for, made into immense rafts at the foot of the mills, floated by the current of the river to Bangor, where it was shipped to Boston and other ports as required.

By 1859 there were (in Bradley village alone) fourteen single board mills, three mills with gangs of saws, four clapboard mills, four lath machines, and three shingle mills.

Francis and Horace Blackman, heirs of Bradley Blackman, operated a mill on Blackman Stream containing one board saw, one shingle machine and one lath machine. Great Works Stream had mills operated by Beale and Kittridge, with one board saw, one shingle machine and one clapboard machine. John Daisy operated a shingle mill on Great Works Stream along the meadow lots.

Growth continued through the sixties. In 1870 Messrs. Sawyer and Son built a sawmill on Great Works Stream at the entrance to the Penobscot River. It was the first steam mill ever built in Bradley. It was not a successful venture because water power was less expensive.

In 1882 the mills belonging to the Great Works Milling and Manufacturing Company were destroyed by fire. Reports on the fire indicated that a wind from the northeast rather than from the northwest saved the town itself from being destroyed by the fire. Owners, the Honorable

Lysander Strickland (ex mayor of Bangor), Frederick H. Strickland (Lt. Col. of the 2nd regiment), John Cutler, and Darius Eddy, placed losses at one million dollars.

Although other smaller sawmills continued to operate in the town, the loss of the town's largest employer signaled the end of the prosperous lumbering industry in Bradley.

In 1884 the Great Works Milling and Manufacturing Company's land was sold to a mill located across the river in East Great Works. The Penobscot Chemical and Fiber Company became the employer of a large number of Bradley men. It is now owned by the James River Company and is still one of the largest employers in the Town.

Many prominent Bradley citizens have been associated with the saw mills when they were located in the town. One of Bradley's most capable and respected citizens, James J. Norris, achieved fame not only for his notable achievements as town treasurer, constable, justice of the peace, agent for Great Works Milling and Manufacturing Company, or member of the Maine State Legislature, but by the manner of his death. On November 7, 1879, James J. Norris was robbed and murdered by Joseph Balduc. This infamous deed was immortalized in a poem:

Bradley Tragedy - The Brutal Murder of James J. Norris
Composed by J.W. Irish

Come all ye inhabitants of Maine, wherever you may be-
Come listen to the horrid truth of an awful tragedy;
For the quiet town of Bradley is shrouded now in gloom,
For a respected citizen is called to meet his doom.

James J. Norris is the man of which I now relate,
And of the dark and bloody crime of his most cruel fate;
He fell beneath the murderer's ax, as you shall plainly hear,
And was summoned so untimely before his Maker to appear.

The particulars of this awful crime, I of the facts will tell,
How this good man was murdered, as many know full well;
For long will Bradley mourn her loss, and long will they remember
The horrid crime committed there on the seventh of November.

For Cutler and Eddy, Norris worked, as he for years had done;
He hired the crew and paid them off that were employed, their mill to run;
So money he was known to have, for money he was slain,
For which his murderer should be hung in this good old State of Maine.

James Norris left his house that night, to his office he did go,
For he always spent his evenings there, as Bolduc well did know.
And then he thought it was his time, the deed he would safely do,
To take the life of this good man, and then his money too.

This Frenchman then, with ax in hand, he did in ambush lay,
And waited then so patiently to seize upon his prey;
About 10 o'clock poor Norris came, to his boarding house was bound,
When Bolduc struck the fatal blow that fell him to the ground.

He cut his throat from ear to ear; soon Norris now was dead;
Though his mangled corpse lay bleeding, there, his soul to God had fled;
He rifled all his pockets then, on money he was bent-
He took his wallet, knife, and keys, then to the office he went.

He took all the money he could find, and left the place that night,
And went over to West Great Works, away from that horrid sight.
He could not buy his ticket there; for Old Town he did go,
And bought his ticket for Quebec; he thought no one would know.

We now will leave him for a while, and go back to that sight,
Of bloody work and awfull deed, this Frenchman done that night.
Mr. Robbins, that keeps the boarding house, arose at four o'clock
next morn;

He found that Norris had not returned, and knew something must be
wrong.

One of his boarders he did call, and straight way these two went,
Along the pathway to the office their anxious steps were bent,
While thoughts of Mr. Norris were running through their minds,
When they had reached near half the way, Oh, God! What did they find?

The awful thing was then revealed, for there before them lay,
The murdered form of James J. Norris, they knew not what to say.
All Bradley then was soon aroused, the news it quickly spread;
With hurrying steps the people came to gaze upon the dead.

Some turned away, while others stood, with half abated breath,
And looked upon the last remains, now cold and chill in death.
May Bradley never again be called to witness such a sight, For long
will they remember that fatal Friday night.

Well may the people mourn his fate, their loss they deeply feel,
Kind thoughts of him can't efface, nor time their sorrow heal.
As weeks and months and years roll by they will see his face no more;
The loss that Bradley has sustained is gained upon the heavenly shore.

They did not touch the body then, but there they let it be
and sent for Coroner Lancaster, in order he might see.
The coroner's jury summoned, an inquest then was held,
A verdict of murder rendered, by who they could not tell.

It is hard for murderers to get clear, though some are never caught,
But nine out of ten that commits a crime, to justice they are brought;
For God has so ordained it, in making his Great Plan,
That man shall not escape that kills his brother man.

But who could do this bloody work? The murderer, where was he?
The people they began to ask, who could, so cruel be?
They did not think of Bolduc then, as being the guilty man,
But it was ordered so to be, young Chaplin was on hand.

To West Great Works Chaplin went; to him the case was plain,
And here he found this Frenchman, waiting for the train.
He told Bolduc of the murder, and of the awful crime,
To talk upon this subject, this fiend was not inclined.

Bolduc now was nervous, he Chaplin did suspect;
His guilty conscience smote him, and he longed to reach Quebec.
Of the crime he had committed, the thoughts run through his head,
For well, he knew, he played his part, and left his victim dead.

The train it came, on board they went, Bolduc and Chaplin, too;
And when in Bangor they arrived, more frightened Bolduc grew.
This Frenchman took the western train, not dreaming of his sad fate.
While Chaplin went to Cutler and Eddy, and his story to relate.

Mr. Cutler hastened quickly, when he the murder heard,
To send telegraph dispatches to places on the road;
To have this fiend arrested and him to justice brought,
Ah! Little did this Frenchman think his career would be so short.

For Officer Dow at Newport had received a telegram,
Was waiting for the coming train to arrest his man.
Soon the officer had him handcuffed, for the murderer now was caught
And with steel bracelets on his wrists, to Bangor he was brought.

They lodged him in the County Jail to look through iron grates
And there this fiend will be confined, his trial to await.
Oh, Joseph Bolduc! As you sit in your cell alone,
May you reflect upon the past and think what you have done.

We now will leave you where you are, for my story it is told;
And may that God reigns above have mercy on your soul;
May you repent of your great crime while to you time is given,
And seek your offended Maker's grace, and secure a home in heaven.

One word more I wish to say, let all young men take heed,
And never dare be guilty of doing such a deed;
For the Good Book does tell us, and He hath plainly said,
That whoever sheddeth man's blood, by man shall his blood be shed.

BRADLEY'S UNION HALL

In 1867 a group of concerned Bradley citizens met to discuss the problem of not having a place in town to meet for their public meetings other than at area school houses. After much discussion it was decided to build a building that would take care of Bradley's needs. They called themselves the Bradley Union Company. The building was called the Union Hall in honor of the unity of spirit and the sentiment of the builders. To finance this large undertaking they sold shares in the Union Hall for \$10.00 each. Approximately 400 shares were sold in the building. James J. Norris bought the first twenty four shares on April 14, 1867.

In March of 1868 the first Annual Town Meeting was held at the Bradley Union Hall. The townspeople were filled with pride at the sight of their new meeting hall. Some of the articles acted upon at the first meeting in the hall appropriated money for schools, the town poor, and fenceviewers.

In March of 1869 at its Annual Town Meeting, the townspeople voted to exempt taxation of the Bradley Union Hall Company as long as the Company gave the use of the large hall's second floor for town meetings free of charge, allowed the use of the hall for religious meetings on the Sabbath and funerals, and allowed the hall to be used for temperance, scientific, and educational lectures free of charge for ten years.

Some of the groups that made frequent use of the hall and turned it into the local meeting spot over the years were the Society of Spiritualists, the Children's Progressive Lyceum, the Women's Christian Temperance Union, the Chatauqua, the Dependant Order of Good Templars, and the Excelsior Lodge.

In 1881 the Bradley Union Hall Company sold the Union Hall to the town of Bradley for \$1,150.00. As a result of this transaction the Bradley Union Hall changed to the Bradley Town Hall.

Over the years the Town Hall provided a center for many community, social, and political events. A good example of one of these events is the famous Thomasine Class baked bean dinners that attracted people from miles around. Other activities included school plays, grammar school graduations, minstrels, and Contra Dances. It was also the home of the Square Knots and Polka Dots, a square dance group (with Theresa Moran as caller), and the Scenes for Teens, a recreation club for teenagers in Bradley. The Town Hall was also the site of many games of basketball for generations.

The first floor contained two apartments, a large public dining hall, and a large kitchen area. The meeting room was upstairs with a storage area and a balcony. The meeting room upstairs boasted of one of the finest hardwood floors in the State. The heating for the entire hall was provided by wood stoves. Many "heated discussions" were held in this meeting room.

It was a sad day for many residents of the town when, in 1979, the wrecking crew demolished one of the last remaining landmarks of a more civic minded era. Many memories linger of the events that have happened in the Bradley Town Hall through the years.

BOSTON POST CANE

The tradition of the "Oldest Citizen Cane" started as an advertising gimmick to increase the circulation of the BOSTON POST. In August of 1909 the BOSTON POST's publisher, Edwin Grozier, sent a gold headed ebony cane to the Chairman of the Board of Selectmen of various towns in New England with a request that they be presented to the oldest male citizen in their town. The stipulation was added that it must be passed on from oldest citizen to oldest citizen as each holder died.

The body of the canes are made of ebony from the Congo, Africa. They were shipped to America in logs about seven feet long and then cut into cane lengths. After they had dried and seasoned for six months, they were carefully examined and all cracked, warped or otherwise imperfect sticks were eliminated. Next they were given a coat of shellac, rubbed down with pumice, and coated with a fine quality of French varnish. They were then polished by hand.

The head of the cane was made from 14 karat gold, which was rolled into sheets, cut into the desired size and soldered into a conical tube. It was then placed into a steel mold to make all the heads identical. After the inscription was etched by hand the head was sent to the polishing room for a final finishing.

Although over six hundred cities and towns in Maine, Massachusetts, New Hampshire, and Rhode Island were presented with a Boston Post Cane to be passed on, today only four hundred can be accounted for. The years have taken their toll. Some have been destroyed by fire, others have been lost possibly never to be located again, and others are in the possession of people who although they are not the oldest citizen in the town refuse to give them up.

Originally the cane was to be passed from oldest male to oldest male, but many towns, Bradley included, started passing the cane to the oldest citizen, male or female. Currently, the town's Boston Post Cane is located in the Town Office with hopes to be refurbished before being passed to Bradley's oldest citizen.

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CELEBRATIONS

Over the years the town of Bradley has had a lot to celebrate. Three of the most widely attended celebrations were those at which the townspeople gathered to celebrate its birthday (Centennial in 1935, Sesquicentennial in 1985) and the Nation's Bicentennial.

Centennial Celebration

Over 1,000 people gathered to celebrate the town's 100th birthday. On June 23, 1935, the day long activities included a parade, an afternoon program, races, and a grand ball. No efforts were spared by the people of the town to make this a day to remember. The streets were decorated with flags and bunting lending a festive air to the day. Welcome signs hung at both ends of the town and a registration booth was set up near the town hall which offered the opportunity for present and former residents to sign their names into history. (Almost 600 people had the opportunity to do so.) A centennial coin was minted to mark the celebration and programs were sold. The Ladies Aid set up a booth of homemade baked goods.

The day started off on a bad note, with storm clouds forcing the postponement of the parade from its 8:30 a.m. starting time to 10:30 a.m. The parade was headed by State Police Patrolman Edward Thibodeau and Henry Stuart, a local constable. Music was furnished by the 152nd Field Artillery Band directed by Francis Shaw and also by the Bugle and Drum Corps of the Tedd-Lait Post of the American Legion of Old Town. Also presented to the public to admire were several floats. Some of the most memorable were those designed by the Thomasine Class consisting of numerous crepe paper roses fashioned on lattices on a huge rack, one presented by the Old Town Canoe Company which consisted of a canoe complete with two Indian braves in full regalia floating down the street on a painted canvas that had been placed over the top of a car, and one that consisted of many hooked rugs, an ancient spinning wheel and other antiques arranged on a hay rack upon which the Ladies Aid, who were outfitted in the attire of the 1835 period, rode.

The tub apparatus of the Bradley Volunteer Fire Department was hauled by oxen along the parade route. An old shay was driven by Mr. and Mrs. Lloyd Merrill, who were also attired in olden days costumes. Other floats were displayed by the Tedd-Lait Post Auxiliary unit of the Legion and Terratine Lodge I.O.O.F. Another well remembered part of the parade was the float of Norman Spencer's truck decorated for the day with festive bunting and crepe paper which came complete with two young ladies dispensing ice cream to the crowd. Other floats were presented by the Craig Red Cross Ambulance Unit, the Maxim Grain Company, Kanpp Spring Water, Jordan Lumber Company, Old Town Fire Department, the Girl Scouts, and school children. Private cars were decorated and driven by Frank Wedge, Charles Spencer, A.C. Rich, F.C. Barton and the Butterfield Bottling Company. The parade route was as follows: along the Main Street, up to the hall where it disbanded. The parade was followed by a salmon dinner which was served by the Ladies Aid at noon, with 500 people being served. The seating arrangement placed the noted dignitaries at a head table, in the front of the room.

The Centennial Celebration also included an afternoon program. People gathered at 1:30 at the Town Hall for the opening program which began with a selection by the Artillery Band and an invocation by Rev. Joel Bouchard. The Chairman of the program, Leonard Merrill, introduced

First Selectmen Franklin Brangwynne who extended a welcome to all those attending the celebration. A speech was presented by David Garceau who detailed the history of the Town of Bradley from its earliest beginnings. In his speech Mr. Garceau noted that he still regarded Bradley as home because "...there is something sturdy and conservative about the people and the town itself..." In closing Mr. Graceau stated: "...I have found much pleasure in reviewing the facts around which our history has developed. In these trying times, it would be well for us to take up the type of courage and determination to carry on that those who came before us would have us do. And so let us live that we too may hand to posterity high ideals -- in patriotism, unselfishness, service and in our devotion to our young people in the end that they too may look back to these years with pride and respect for us all."

Other short addresses were presented by the Mayor of Old Town Edgar Cousins, Representative Frank Potter, W.V. Wentworth General Manager of the P.C.F. Company, and W.R. Butterfield. A telegram was received from the Governor of the State of Maine, along with letters of congratulations from Senator Thatcher and Representative Ryder.

In his closing remarks Chairman Merrill stated: "Today we meet to celebrate our anniversary and I am certain that you all feel as I do in this, that this is fine for all of us to be together, to meet old friends and make new ones. That alone makes it worthwhile."

Another program presented during the Centennial Celebration was a race program. It had originally been scheduled for the morning, but had to be postponed until 6:30 p.m. The program included sack races, greased pole races, a bicycle race, and a greased pig contest.

The "crowning touch" to the day was a grand ball. The ball started with a grand march led by Franklin Brangwynne and his wife Florence. The hall was decorated with brightly colored streamers and held a capacity crowd.

Many residents and former residents gathered during the day to help celebrate the Town's 100th Birthday. Many of those who attended this celebration are still around and remember the excitement of that day.

The Nation's Bicentennial

The citizens of the Town of Bradley also celebrated the birth of our great nation. In 1974 Dora Petrie organized a group of interested people and formed the Bicentennial Committee. Although small in number, the Bicentennial Committee wasted no time in organizing themselves into an active group. For the next three years this group gathered together and accomplished numerous fundraising activities to fund their primary goal of creating a Town Park. Some of these activities included food sales, car washes, the sweeping of the Main Street and sidewalks, a "trash or treasurer" sale, and the sale of the Bicentennial Cookbook which had been printed and compiled by the Committee. Another activity that the Committee sponsored was a cake-walk which was held at the Viola Rand School and was well attended. Cakes representing each month of the year were arranged around the room. Everyone was invited to go to the table that held the cake for the month in which they were born and have a piece of cake. A short program was presented to those in attendance.

The Bicentennial Committee purchased a vacant lot on the corner of Boynton and Main Streets from Mildred Petrie in 1976. After many hours of hard work by the members of the Committee, the Bicentennial Park became a reality. Progress on the park was slow but steady. The clearing of the land and the seeding of the lawn area were two of the biggest tasks. The Bicentennial Park was presented to the Town for use as a Town Park. Over the years various accessories have been added to the Park. The Recreation Committee added two park benches, citizens planted trees in memory of loved ones, and a plaque, which was purchased by the Bicentennial Committee, was placed on the "Town Rock." This rock has since been raised and a flower garden planted around it. It can be seen easily from the road.

In July of 1976 the Bicentennial Committee held a parade. Many floats were presented to the public. Fire trucks from the surrounding towns were also in the parade as well as antique cars and more modern vehicles decorated for the occasion. A band from Old Town High School provided the music. Other entries included decorated baby carriages, decorated bicycles, and a fife and drum trio. Clowns were on hand to add to the merriment.

Sesquicentennial Celebration

A group of citizens gathered together in January of 1984 to begin the plans for the town's 150th birthday celebration. Mary (Mimi) Baker was elected chairman of the Committee. Throughout the following year many plans were made not only for the celebration, but also for the many fundraisers that would be needed to pay for the celebration. Some of the fundraisers held included: food sales, spaghetti suppers, T-shirt and hat sales, key chain sales, raffles, italian sandwich sales, and card parties.

The Committee planned for two separate celebrations; one to be held in the winter and one to be held in the late spring. The winter celebrations began with a Winter Carnival (January 28th - February 2nd) and included snow sculptures, a teen dance - with the crowning of the Sesquicentennial King (Michael Thibodeau) and Queen (Mandy Beal), a field day, and a bon fire. On February 3rd, the date of the town's incorporation, the townspeople gathered together at St. Ann's Hall for a Birthday Celebration. Over 200 people were on hand to enjoy the evening's program which started with a spaghetti supper. Franklin Brangwynne and Bessie Jackson spoke of life in Bradley in earlier years. Several presentations were made including that of a plaque to the town from the Sesquicentennial Committee, and a commemorative letter from the State Legislature presented by Representative Eugene Paradis. To complete the evening festivities a giant birthday cake with 150 candles was lit by the Board of Selectmen (Chairman Paul McManus, Joseph Baker, Thomas Buchanan, John Petrie, and Paula Scott). After singing Happy Birthday the cake was cut and enjoyed by the crowd.

The winter festivities ended on February 9th with a Birthday Dance held at the Knights of Columbus Hall in Old Town.

The summer activities will start with a parade, a 5-K road race, a firemen's muster, contests and games, craft/flea market tables, a chicken bar-b-que, a dunk tank and a fireworks display.

TOWN GOVERNMENT

In the years prior to 1776 what is now known as the town of Bradley was part of the six mile stretch of land extending from the head of the tide of the Penobscot River. In 1776 this portion of land was purchased by the Commissioners of the State of Massachusetts from the Terratine Indians. A few years after this it was surveyed and opened for settlement and was known as Purchase #4. Some of the first settlers of this period were Oliver, Spencer, Blackman and Knapp.

In 1825 John Wilson, Treasurer of Penobscot County, notified the inhabitants of #4 Indian Purchase that they would be required to pay a county tax and that they must organize themselves into a plantation by choosing officers. They were also required to report their actions on this matter to him or his successors. Thomas Cram, who was acting as Clerk, warned the inhabitants to meet and to plan for the organization of such a plantation. As a result of this meeting Thomas Cram was chosen as Clerk; George Vincent, Thomas Cram, and Frederick Spofford were chosen to be assessors, and Bradley Blackman was chosen as Treasurer.

During this period of time #4 Indian Purchase was classed with the towns of Brewer, Orrington, and Eddington for the purpose of electing a Representative to the State of Legislature.

The years following saw rapid progress and development for the plantation. With vast improvements in the use of water power on the Penobscot River, the village that was known as Great Works soon developed. Accordingly, in 1834 the inhabitants of the village of Great Works petitioned the Legislature to be incorporated as a town. On February 3, 1835, the Governor of the State of Maine signed a bill incorporating the village as a town. This village was to be called Bradley.

This incorporation was not accepted until June 29, 1835, at the first Town Meeting. At this meeting Joseph Williams, Reuben Pratt, and John Carter were elected Selectmen and Bradley Blackman was chosen as Treasurer. At the time of its incorporation there were three hundred inhabitants and the valuation of the estates was \$116,300.

In 1840, Hiram Emery was the first person from Bradley to be elected as a Representative to the State Legislature. Twenty years later, arrangements were made for conventions to be held by the different parties. As a result of these conventions and a new classification system, the towns were assigned the years in which they would be entitled to nominate the candidates for Representatives. Bradley was entitled to the candidates in 1853 and 1858. Edwin Eddy was chosen by the District in 1853 by the Democrats and also elected in 1858 by the Republicans.

Others to be elected to represent the Town in the State Legislature were James Norris in 1863, Francis Blackman in 1868, Job Brawn in 1873, and Frank Livermore in 1880.

The Town of Bradley was originally a strong Democratic town, along with most of the district of which it was a part. But with the formation of the Republican Party the Town's political beliefs changed and for many years the Republican's held a strong majority in the town. In 1878 the Greenback Wave spread thru Maine. During this year the town of Bradley failed for the first time in many years to have a majority for the Republican Party.

As the Town prospered and changed so did its representation. In 1975 at its Town Meeting, the inhabitants of the Town voted to change from a Selectmen/Town Meeting form of government to a Town Manager/Selectmen/Town Meeting form of government. The first Town Manager hired was Michael K. Knowles. An addition was added to the currently existing town office to house the town manager and his secretary. Mr. Knowles was not only the Town Manager, but also wore many other hats as well. He was Town Treasurer, Town Clerk, Tax Collector, Road Commissioner, and Agent for the Overseers of the Poor. At this writing the Town of Bradley has had two other managers; John S. Eldridge, III from 1978-1981, and Michael A. Welch from 1981 to present.

Another modification in town government was the conversion of the town's fiscal year. As with many other communities, the town of Bradley originally held its Town Meetings in March and the fiscal year ran from the first day of March thru the last day of February. At the Town Meeting held in March 1977, the townspeople voted on a sixteen month budget to allow for the switching of the fiscal year to a July 1 - June 30 time period. This change meant that the town's fiscal year would coincide with the State's.

Still another reorganization for Bradley's town government was the approval of the Town Charter in June of 1984. This change was not one to come easily. The Town Meeting of 1982 voted to elect a Charter Commission. Although this Commission wrote a Charter, the town did not vote to accept it because not enough votes were cast to decide the question. A second Charter Commission was elected in June, 1984 and a revised form of the original Charter was presented to the voters of the town for their decision. The Charter was accepted with a three to one vote in November of 1984. The Charter provided for the change to a Town Manager/Council/Town Meeting form of government. One of the biggest differences resulting from the implementation of the Charter would be that it would give the Council some legislative authority for ordinances normally reserved for enactment at Town Meetings.

WARS

Bradley can be proud of its war enrollment records. In 1861 when the Civil War started the war had the support of the citizens. The volunteers went first and were followed by others who were drafted. In all 134 brave men went off to fight. Many of the founding families sons were among these brave men: Thomas Cunningham, Horace Blackman, Francis Blackman, Sampson Spencer, Hiram Spencer, and Charles Perkins included. Not only did the town provide manpower, it also provided more than its share of monetary benefits to the war efforts in the form of private benefactions for hospital supplies and aid to soldier's families.

A local militia was formed in 1839 when a rumor of war spread thru the State. Captain Horace Blackman commanded the 2nd Regiment of the Infantry Company - First Brigade Third Division.

In both World Wars Bradley men fought for their country. World War I artifacts have been donated to the Fire Department for display. A World War II enrollment roster hangs in the Town Office for public review.

The Viet Nam and Korean Wars also saw Bradley citizens giving their time, efforts, and sometimes their lives for the country they loved.

BUSINESSES

Throughout the years Bradley has had many business establishments. The first businesses were opened as a direct result of the flourishing saw mills. Most of these establishments started as small family businesses.

Harry Livermore ran a dry goods store and a cobbler shop on Main Street, just north of Bullen Street. The Coulter and Penny Meat Shop was located near where St. Ann's Church is now. They also operated a travelling meat wagon that went to the nearby towns selling their products.

A store run by Fred Leavitt also housed a millinery shop and was later operated by Clifford Garceau whose wife ran an ice cream shop in the back. This store was sold to Norman Spencer and is now known as Spencer's Market and has become well known for its homemade ice cream.

Emery and Houston's Store (Don's Market) was rented in 1871 to James Rich. This establishment was operated by the Rich family for several generations. In 1943 after being vacant for approximately five years, it was purchased by Don Michaud who continues to run it.

Other establishments included Van Dine's Bar Room (Bullen Street), a music hall which also sold run on Main Street in what is now Harold Shorette's barn and a store run by Stephen Frye (Main Street) who also owned the hay scales.

In 1828 Bradley's Post Office was operated by Frederick Spofford and located two houses north of the current post office building. In 1849 Barton's Store was opened and soon housed the post office. Although the store section of Bartons was closed in the 1960's the post office still remains open.

Bradley was also the home of several dairy farms. The Welch and Carney families operated small farms on Cram Street. The Latno family's dairy was somewhat larger. Located on Bullen Street it was operated for many years and supplied milk and cream to the surrounding towns. Although it is not active today much of the original farmland is still owned by the Latno family.

Where the town park is located now, Forest Willette once operated a small restaurant for several years. Other food establishments were operated by Alfred Greenan and Frank Blake.

Cooper shops, where barrels were made; a grist mill, where Bradley Blackman ground flour; blacksmith shops operated by Emery and Powers and Samuel Bullen (who did all the smithing work for the Great Works Milling and Manufacturing Company); and several livery stables were among the many businesses in town.

EPIDEMICS

In 1849 there was a wide spread cholera epidemic in the nation. Bradley was not spared by the sickness and deaths caused by this epidemic.

Diphtheria was present in Bradley during a 1879-1880 epidemic. The #2 School District (Carter Woods to Blackman Stream) was plagued by this contagious disease during the winter months of 1879. During the summer months of 1880 the #3 School District was affected by the disease.

The school year 1912-1913 was interrupted by a scarlet fever epidemic. In 1929 the schools were again closed because scarlet fever again caused much illness and many deaths.

Many of us know someone who lost a loved one during the influenza epidemic of 1918-1919. Many lives were lost not only in Bradley but throughout the country.

PANIC

Bradley was a very prosperous town until the Panic of 1837. All but a few people were working during the preceding years, but at the end of the panic many people's wealth was greatly lessened.

In 1873 a nation wide panic did not affect Bradley as bad as the earlier panic because the mills had good management. They were able to stay operating although wages did fall during this period.

BAND

In 1908, a bandstand was erected on the corner of Main and Bullen Streets. Concerts were held here during the summer months almost every week. The Bradley Coronet Band consisted of many men from the town. In 1928, the Bandstand was torn down as a result of disuse and disrepair



CREDITS

The following is a listing of the books and materials used for reference by the Sesquicentennial History Committee:

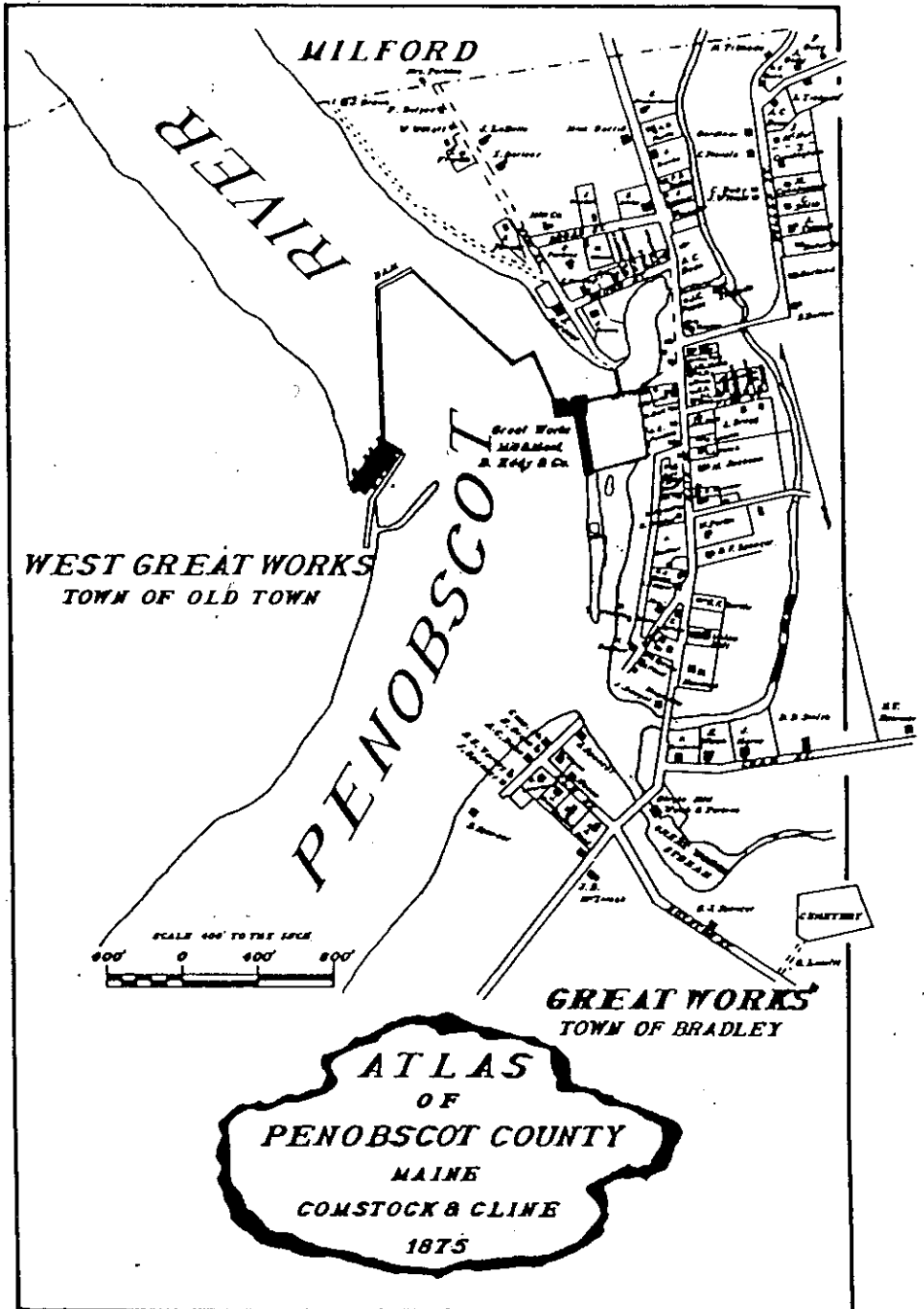
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PROLOGUE

The following is a brief sketch of the Town of Bradley, Maine. The Sesquicentennial Committee has compiled this interesting, and informative "stroll thru Bradley's history." We are sure that you will find this profile entertaining, enlightening and nostalgic -- one that you will want to pass on to your children.

Although many hours of research have been done to prepare this, some areas of our history may have been inadvertently overlooked. The facts are accurate to the best of our knowledge.

We would like to thank all of those who have helped us compile this history. Without their memories and dedication to the town we would have been unable to complete this task. Special thanks to Kenneth Coulter, Bessie Jackson, Raymond Spinney and Gifford Stevens.

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Dated at Bradley, Maine this 1st day of June, 1985