

1. Legal Ad

Documents:

[8-2-17 LEGAL AD.PDF](#)

2. Agenda

Documents:

[8-2-17 AGENDA.PDF](#)

3. City Hall Plaza

Documents:

[HP MEMO - CITY HALL PLAZA.PDF](#)

4. One Joy Place

Documents:

[HP MEMO - ONE JOY PLACE.PDF](#)

5. 107 Pine Street

Documents:

[HP MEMO - 107 PINE STREET.PDF](#)

6. Fort Scammel, House Island

Documents:

[HP MEMO - FORT SCAMMEL.PDF](#)

**LEGAL ADVERTISEMENT
HISTORIC PRESERVATION BOARD
CITY OF PORTLAND
Public comments are taken at all meetings.**

On **Wednesday, August 2, 2017** at **5:00** p.m., the Portland Historic Preservation Board will meet in Room 209 of City Hall to review the following items. (Public comments are taken at all meetings):

1. PUBLIC HEARING

- i. Certificate of Appropriateness for Paving Replacement; CITY HALL PLAZA, 389 CONGRESS STREET; City of Portland, Applicant.
- ii. Certificate of Appropriateness for New Construction; ONE JOY PLACE; One Joy Place, LLC., Applicant.

2. WORKSHOP

- i. Preliminary Review of Proposed Garage Replacement; 107 PINE STREET; John and Nancy Butman, Applicant.

Break for Dinner; Meeting Resumes at 7:15

WORKSHOP, continued

- ii. Preliminary Review of Proposed Recreational Use at Fort Scammel; FORT SCAMMEL, HOUSE ISLAND; Stefan Scarks and Travis Bullard, Applicant.

3. CONSENT AGENDA

CITY OF PORTLAND, MAINE
HISTORIC PRESERVATION BOARD

Scott Benson, Chair
Bruce Wood, Vice Chair
Glenn Harmon
Robert O'Brien
Penny Pollard
Julia Sheridan
John Turk

HISTORIC PRESERVATION BOARD AGENDA

August 2nd, 5:00 p.m.

Room 209, City Hall, 389 Congress Street

Public comment is taken at all meetings

- 1. ROLL CALL AND DECLARATION OF QUORUM**
- 2. COMMUNICATIONS AND REPORTS**
- 3. REPORT OF DECISIONS OF JULY 19, 2017:**

- i. Certificate of Appropriateness for Comprehensive Exterior Rehabilitation; 245 SPRING STREET; Rock Ledge LLC., Applicant. *The Board voted unanimously to approve the application subject to conditions.*
- ii. Certificate of Appropriateness for Sign Installation; 2 CITY CENTER; Legacy Properties, Applicant. *The Board voted unanimously to approve the application subject to conditions.*

4. PUBLIC HEARING

- i. Certificate of Appropriateness for Paving Replacement; CITY HALL PLAZA, 389 CONGRESS STREET; City of Portland, Applicant.
- ii. Certificate of Appropriateness for New Construction; ONE JOY PLACE; One Joy Place, LLC., Applicant.

5. WORKSHOP

- i. Preliminary Review of Proposed Garage Replacement; 107 PINE STREET; John and Nancy Butman, Applicant.

Break for Dinner; Meeting Resumes at 7:15

WORKSHOP, continued

- ii. Preliminary Review of Proposed Recreational Use at Fort Scammell; FORT SCAMMELL, HOUSE ISLAND; Stefan Scarks and Travis Bullard, Applicant.

6. CONSENT AGENDA

**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
PORTLAND CITY HALL PLAZA**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July 25, 2017

RE: August 2, 2017 **Public Hearing – continued from 7/12/17**

Application for: Certificate of Appropriateness for Paver Replacement

Address: City Hall Plaza

Applicant: City of Portland, Public Facilities Division

Introduction

Dianne Gagnon, representing the City of Portland's Public Facilities Division, will be returning to the Board with additional information regarding their request to replace existing slate paving stones within City Hall Plaza. Ms. Gagnon first met with the Board on July 12. Board members will recall that the request was to replace the slate (which was presumably the original intended material) with granite pavers. Based on technical questions raised at the public hearing, the Board elected to table consideration of the application pending receipt of more information, including input from masonry contractors.

At the July 12 review session, Board members were generally supportive of replacing the slate with the specified granite (Cambrian Black), but had questions about the proposed thickness of the replacement pavers. They questioned whether the 2" thickness would be sufficient to avoid heaving and displacement of the individual pavers—factors which were driving the proposal to replace the existing material. Board members also had questions about the bidding contractor's proposal to set the granite pavers within mortar. (The original pavers appear to have been dry-laid.) Would infilling the joints with mortar be necessary if the stones were thicker? If set in mortar, would control joints be provided to avoid cracking?

During discussion, Ms. Gagnon confirmed that the quotes received were based on replacing the pavers at their existing thickness. All agreed that this was not necessarily the thickness of the original pavers. Board member John Turk recalled seeing slate paving stones that he believed to be original during a previous project in the plaza and that they were much thicker than 2 inches. Following the July 12 session staff attempted, with no success, to find a copy of the original site plan and plaza details among the building blueprints stored in City Hall.

No additional material has been received as of this writing, but Ms. Gagnon has confirmed that she will have the requested information in time for the August 2 meeting. Attached are photos and the proposed scope of work provided for the July 12 session.

Applicable Review Standards

The following Standards for Review of Alterations apply in the review of this project:

- (2) *The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.*
- (5) *Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.*
- (6) *Deteriorated historic features shall be repaired rather than replaced wherever feasible. Where the severity of deterioration requires replacement of a distinctive feature, the new feature should match the feature being replaced in composition, design, texture and other visual qualities and, where possible, materials. Repair or replacement of missing historic features should be based on accurate duplications of features, substantiated by documentary, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects.*
- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the August 2, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed replacement of slate pavers in City Hall Plaza **meets (fails to meet)** the historic preservation ordinance standards for the review of new construction **(subject to the following conditions....)**

Attachments

1. Photos of existing conditions
2. Photo of granite sample next to existing slate
3. Proposal from Knowles Industrial Services (provided for the purpose to describing scope of work)

Att. 1





AH. 2



This was taken
at the upper
landing of Coby
Hall.



Att. 3



295 NEW PORTLAND ROAD
GORHAM, MAINE 04038
(207) 854-1900
(207) 854-4996 FAX
www.knowlesindustrial.com

June 30, 2017

Dianne Gagnon
City of Portland Public Buildings
212 Canco Road
Portland, ME 04103

RE: City Hall Plaza Granite Pavers, **REVISED**

Dear Ms. Gagnon:

Thank you for giving me the opportunity to provide you with a quotation for the removal of the existing slate and install of new **Cambrian Black** granite pavers to match the size and numbers of the existing. The following notes clarify what items are or are not included as part of our proposal.

Cambrian Black Lump Sum Cost: **\$23,720.00**

Scope of Work:

- Mobilize to the site
- Set up pedestrian traffic control
- Remove all (400) exiting slate pavers down to a depth of 3"
- Replace with new Cambrian Black 5 1/2" x 6" x 2" depth granite pavers set in a sand base and joints filled in with Gator Super Sand, a polymeric sand that gets hard
<http://www.alliancegator.com/products/polymeric-sand-and-dust/gator-super-sand-bond/>
- Clean up and demobilize

Notes:

1. Access for one rack truck for tools and crew personnel will be required for our work.
2. The foreman will also be the safety officer.
3. Pavers are a minimum of 4 weeks away from my receiving a purchase order and giving them a 50% down payment.

Provided by Others:

1. Notification to all employees of our work disruptions
2. Water source

We look forward to working with you on this project. Should you have any questions or comments, please do not hesitate to call.

Respectfully,

Timothy A Rich, PE
Vice President

**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**PUBLIC HEARING
ONE JOY PLACE**

TO: Chair Benson and Members of the Historic Preservation Board
FROM: Deborah Andrews, Historic Preservation Program Manager
DATE: July 25, 2017
RE: August 2, 2017 **Public Hearing**

Application for: Certificate of Appropriateness for residential new construction
Address: One Joy Place
(property is located behind 165-167 Brackett)
Applicant: One Joy Place LLC
Todd Alexander, principal
Architect: David Lloyd and Matt Maiello, Archetype

Introduction

Following two preliminary workshops, applicant Todd Alexander and project architect David Lloyd are returning for final review and approval of their plans for a new 12-unit residential structure at One Joy Place. Preliminary workshops were held in March and April. Although the Board identified relatively few outstanding design issues at the second workshop, the historic preservation review process was suspended temporarily pending preliminary site plan review by the Planning Board. Now that the Planning Board has had a workshop on the proposal and found no site plan issues that would affect the size, location or general layout of the proposed development, the application is back before the Historic Preservation Board for final approval.

Enclosed for the Board's review are the project architect's summary of final design revisions, together with the final site plan, building elevations, wall sections and perspective views. Staff has also an attached excerpted drawing from the April 5 workshop for reference purposes.

Summary of Workshops, Outstanding Issues

The Board's response to the architect's initial proposal, presented on March 1, was generally favorable. Board members found that the proposed structure was appropriately contextual in terms of its scale and massing and that the design solution was both clearly inspired by the

vernacular triple-deckers in the neighborhood and at the same time sufficiently distinct from its historic neighbors to read as a product of its own time.

Notwithstanding their general support for the initial proposal, Board members identified a number of specific aspects of the design that warranted further consideration. For example, they noted that the design featured tall windows at the ground floor level that extended almost to grade. This they felt weakened the building base and broke with the traditional characteristic of elevated first floors. They also expressed concern about the horizontal orientation of the fenestration on the south elevation, the number of breaks in the building cornice and the significant depth of the overhang. Board members also cautioned that the placement of rooftop mechanicals should be carefully considered so as to minimize their visibility from the ground and that the color palette would be an important factor in achieving compatibility with the surround context.

Mr. Lloyd's revised proposal, presented on April 5, appeared to satisfy most of the concerns raised at the initial workshop—see ATTACHMENT 7. While the building's massing and overall appearance did not change significantly, design revisions responded directly to most of the Board's suggestions. Modifications included changing the material for the building base to reduce its visual contrast; raising the first floor windows; reducing the depth of the roof cornice, making it more continuous and more consistent in height; and revising the fenestration on the south elevation. Elevations also illustrated that the mechanicals would be positioned at the center of the roof, reducing their visibility from the street.

At the second workshop, the only aspect of the revised proposal questioned by Board members was the project sign/address proposed for the southeast corner of the building facing Brackett Street. Board members noted that it appeared more like a commercial logo than an address and that the proposed treatment covered up what should read as architecture. In concluding its preliminary review, Board members recommended that any exterior vents or other wall penetrations be reduced to the extent possible. This was especially important on a building of this nature which features a clean surface treatment. Board members also requested specifications for the light fixtures in the driveway.

Final Proposal

Please see Mr. Lloyd's cover letter for an itemized list of final design modifications and added information.

Staff Comments

The final proposal is largely unchanged since the last submission, except as to respond to the Board's comments at the second workshop. While staff is generally supportive of the proposal as submitted, a few details have yet to be provided. For example, while the rooftop mechanicals are shown in the elevations, a roof plan has not been provided and the dimensions of rooftop units are not indicated. Also, the submission does not include a detail of the proposed sign/sign lighting and no specification has been provided for the path lighting. Staff will ask that these outstanding details and specifications be provided at the meeting, as well as an exterior material board.

Applicable Review Standards

The historic preservation ordinance's Standards for Review of Construction apply in the review of the proposed project. Building characteristics used to gauge compatibility of new construction in an existing context include the following:

Scale and Form

Height

Width

Proportions of principal facades

Roof Shapes

Scale of the structure

Compositions of Principal Facades

Proportion of Openings

Rhythm of solids to voids in facades

Rhythm of entrance porch and other projections

Relationship of materials, texture and color

Presence of signs, canopies and awnings

Relationship to the Street

Walls of continuity

Rhythm of spacing and structures on streets

Directional expression of principal elevations

Motion for Consideration

On the basis of plans and specifications submitted by the applicant for the August 2, 2017 public hearing and information included in the accompanying staff report, the Board finds that the proposed residential new construction at One Joy Place **meets (fails to meet)** the historic preservation ordinance review standards for review of new construction (subject to the following conditions.....)

Attachments

1. Cover letter from project architect
2. Aerial view of project context, with key to perspective views
3. Perspective views from Brackett and Winter Streets
4. Site plan
5. Final elevations
6. Wall sections
7. Excerpt from April 5 workshop

ATT. 1

A R C H E T Y P

June 05, 2017

Deb Andrews
Historic Preservations Program Manager
Portland City Hall
389 Congress Street
Portland, ME 04101

RE: 1 Joy Place

Dear Ms. Andrews,

We are pleased to submit our revised drawings for our final public hearing with the board. Please note the following changes we have incorporated based upon board comments:

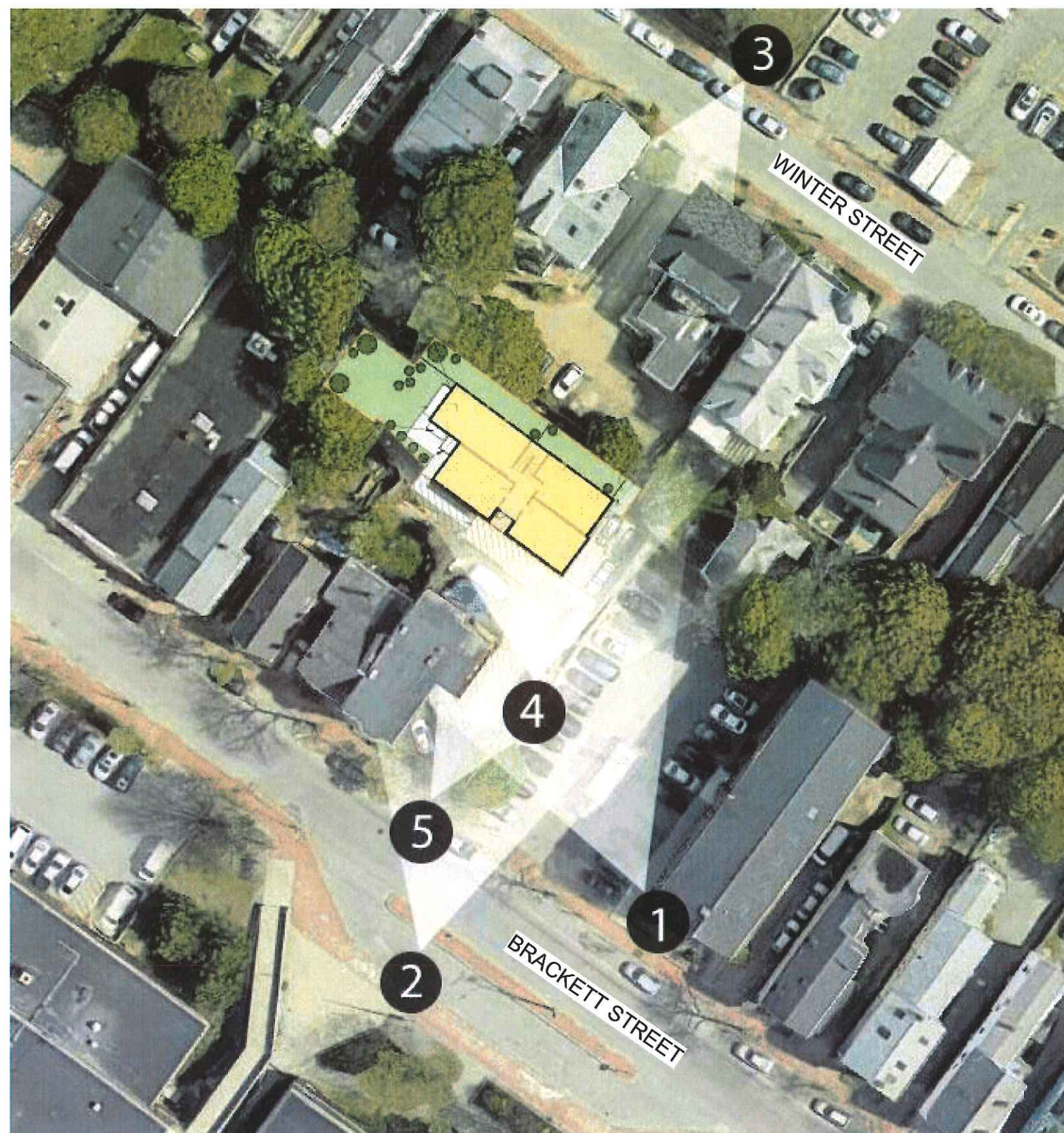
1. We have removed the wood siding with planters and signage from the South-East corner and replaced it with simple building mounted signage and one light.
2. We changed the grey ground block to a jumbo norman grey brick
3. Building mounted path lighting has been added on the South and East elevations.
4. The windows on the North elevation have been altered as a reflection of the interior space.
5. Two typical wall sections have been submitted defining trim dimensions, brick and window details.

Please call with any concerns, we look forward to meeting with the board.

Respectfully Submitted,



David Lloyd
Maine Licensed Architect





VIEW 1 - BRACKETT STREET VIEW
ACROSS PARKING LOT



VIEW 2 - BRACKETT STREET VIEW



VIEW 5 - DRIVEWAY VIEW



VIEW 4 - CLOSE UP ENTRY VIEW



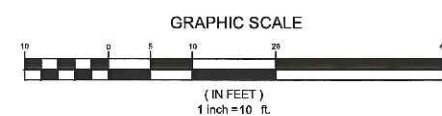
VIEW 3 - WINTER STREET VIEW

ATT. 4



NOTE:
SEE LANDSCAPE PLAN (SHEET L.1)
FOR FENCE INFORMATION

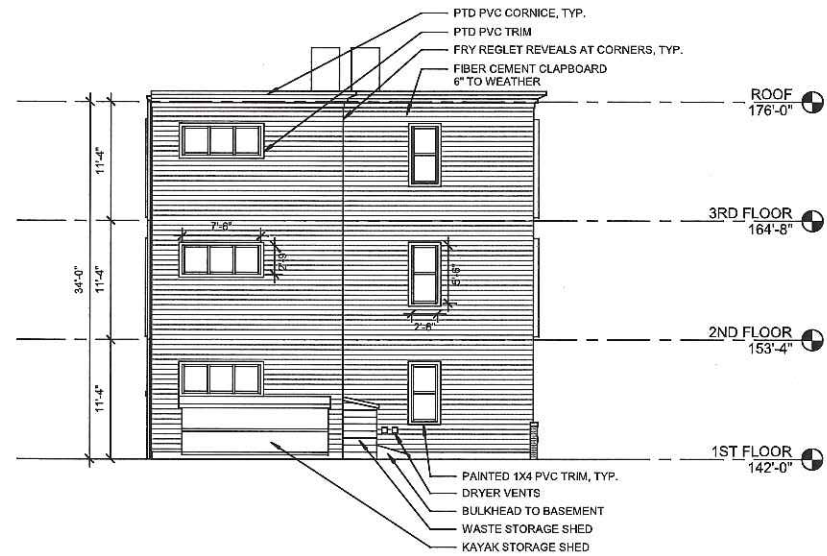
SPRING ST.



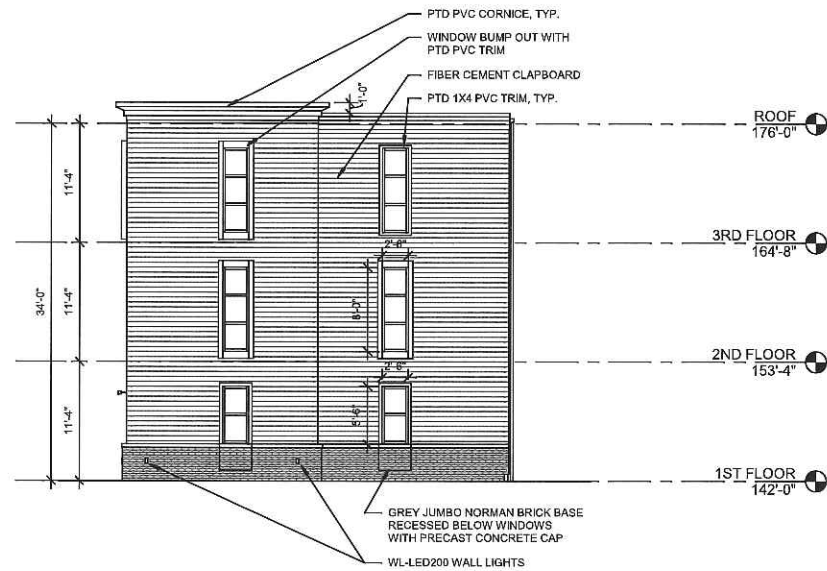
PRELIMINARY - NOT FOR CONSTRUCTION

[illegible]

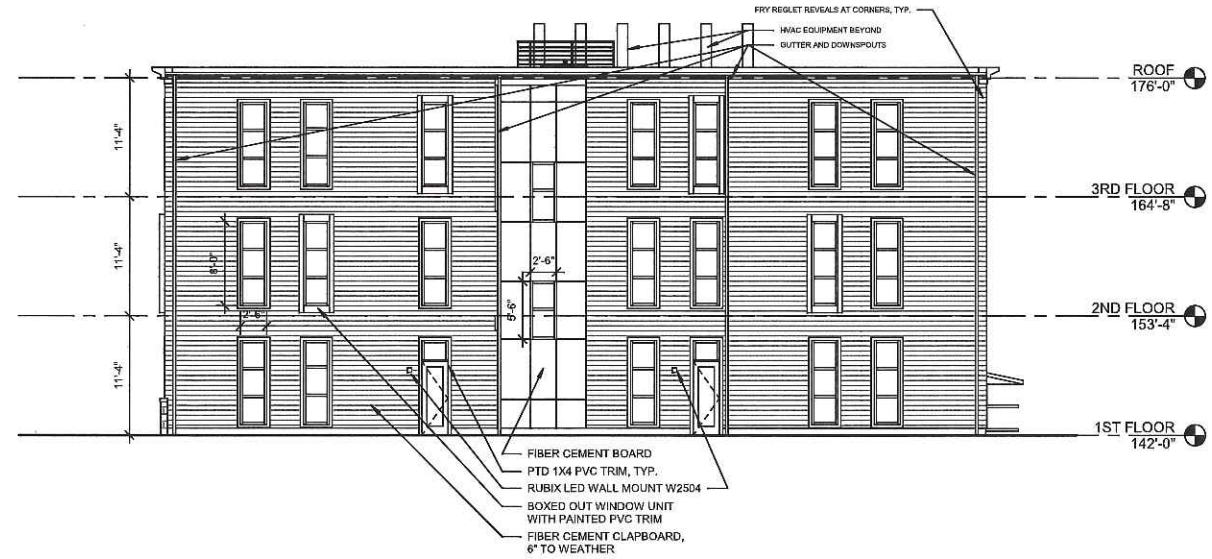
ATT. 5



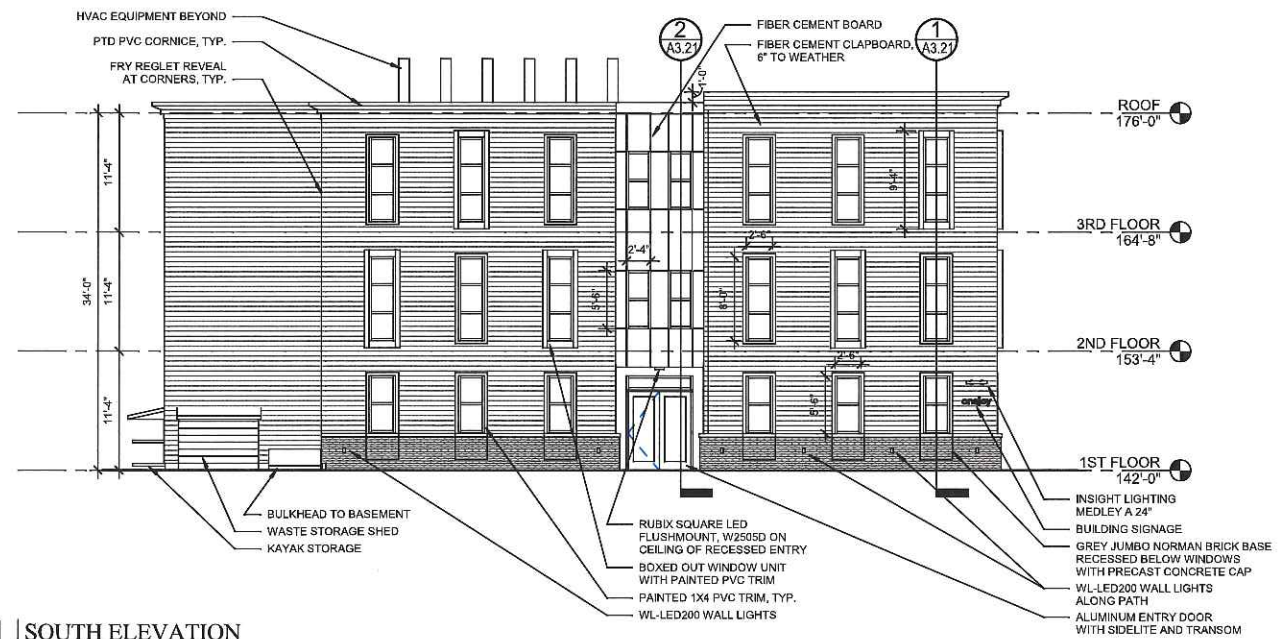
4 | WEST ELEVATION
1/8" = 1'-0"



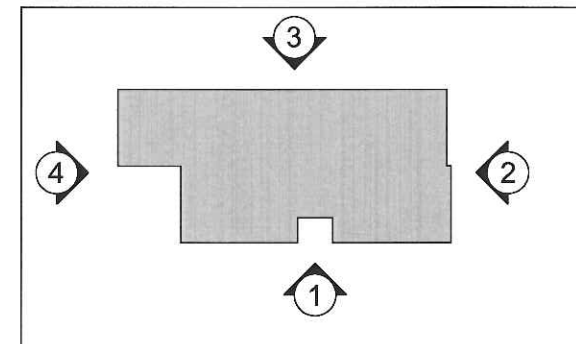
2 | EAST ELEVATION
1/8" = 1'-0"



3 | NORTH ELEVATION
1/8" = 1'-0"



1 | SOUTH ELEVATION
1/8" = 1'-0"



Prepared For:
Onejoy Place
c/o Renewal H
Associates I
2 Union Street, 5th
Portland, ME 04101

Consultant:

Architect:
ARCHETYPE
architects
48 Union Wharf Portland, Maine 04101
(207) 772-6022 ARCHETYPE@ARCHETYPEPA.COM

Project:
onejoy
WEST END • PORTLAND

Revisions:

Date:
5 JUNE 2017
Scale:
As indicated
BUILDING
ELEVATIONS

A2.01

ATT. 6



A3.21

ATT. 7
APRIL 5
PROPOSAL



VIEW 4 - CLOSE UP ENTRY VIEW

JOY PLACE



**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**WORKSHOP
107 PINE STREET**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Rob Wiener, Historic Preservation Compliance Coordinator

DATE: July 27, 2017

RE: August 2, 2017 **Workshop – Preliminary Review of Garage Addition**
(Second Workshop)

Address: 107 Pine Street

Applicants: Nancy and John Butman

Architect: John Whipple, Wipple - Callender Architects

Introduction

The owners of 107 Pine Street, Nancy and John Butman, and their architect John Whipple have requested a workshop review of plans for a new attached garage to replace the existing one. In June, 2016 the Butmans' previous architect, Jeffrey Fleming appeared before the Board with preliminary designs for the replacement of the existing, flat-roofed garage with roof deck that was constructed in 2004. Having now lived in the house for several seasons, the Butmans seek a new approach to the design with Mr. Whipple. Both the existing and the proposed garage additions adjoin an existing, one-story, wood-framed, rear ell, with the newly proposed footprint projecting less far from the house but overlapping some of the existing garage footprint. The current garage is in poor condition because of water infiltration, and the design created problematic access to the rear entrance which the owners have found very difficult to keep clear in winter.

The proposed garage has extra storage space on the rear side, and a new, covered entrance vestibule will provide an enclosure over the rear entry stairs between the new garage and rear of the main block of the house. Also proposed is a new, shallow porch, stairs, and door on the rearmost west wall of the main house, where an original, large double-hung window currently exists. In addition the applicants propose to reconfigure the existing iron fence in the rear of garden near the garage, and add a trellis for vines to help obscure the driveway. Mr. Whipple has provided a scope of the proposed alterations in an email, along with four pages of drawings, renderings and photos. Staff has added several photos of existing conditions, but recommends a visit to the site to refresh mental images of the context and existing configuration.

Subject Structure

The subject property is the west half of a brick Second Empire style double house constructed in 1869. A large and imposing residence, the main block is 49 feet deep. Decorative cedar shingles have replaced slate on the exteriors of the mansards. Though third floor windows have been replaced, most of the existing windows appear to be original, with the wider, tall windows having a 2/2 configuration. The one-story clapboard rear ell is recessed several feet back from the sidewall of the principle structure, and the existing 2004 garage is attached to its west wall. A narrow set of existing stairs leads between the brick house and the garage to a rear entrance in the ell.

An existing driveway off Pine Street separates the subject property and the grand Fassett house next door; the drive provides access to parking at 107 Pine, as well as the neighboring properties, continuing behind the block to eventually intersect with West Street. A large, carefully landscaped garden between the west side of the house and the drive is enclosed by an iron fence. Pine Street curves at this point, making the west side of the house potentially quite visible, but the plantings in the garden provide ample screening from several angles during growing season.

Proposed Addition

The proposed design adapts the simple visual language of the existing, wood-framed rear ell for the garage and entry:

- Low, rectangular forms
- Flat roofs (the existing ell has a shallow hipped roof)
- Similar siding, trim, overhangs, and cornice

While the garage is proposed to extend a few feet beyond the side wall (west side) of the main house, it is substantially less projection than the existing garage, and it will also be partially hidden by the proposed shallow porch on the side wall of the main house. Because of the height of the first floor, the entry alcove can have high windows above the lower garage / canopy roof, to add natural light. (The entry encloses two rear facing, original windows, without interfering with the openings at all.) The storage projection with a door to the outside - on the rear side of the garage - is set back enough to be rendered invisible from most perspectives.

New stairs down to the garden are proposed at an angle to the front corner of the shallow, arced porch. Because the first floor of the house is substantially raised above the street, all of the entrance stairs need multiple rises – six to eight – to gain the landings, as is the case with the original stone front steps.

Staff Comments

Although John Whipple was not the architect of last year's garage proposal, a number of Board comments from that June 15, 2016 workshop seem to have informed the current approach to design. In response to the earlier design, Board members recommended:

- Simple geometric forms, to be compatible with the simple, large mass of the house
- Simple roof forms, not broken up by articulation and multiple roof types

Mr. Whipple's proposal appears functional, and its simple approach does not challenge the primacy of the existing house or call attention unnecessarily to the garage and rear entry. In adopting the palette and quiet style of the rear ell, the addition emphasizes compatibility.

Staff wonders if the proposed addition of a porch, a door, and stairs to the main house may generate more discussion, in that they are attached to the original structure in a location that is potentially quite visible. The garden undoubtedly provides some vegetative screening, but the height of the house makes for a visible deck, railing, and flight of stairs – calling for a simple, quiet treatment, not a grand descent to the garden. That said, there is nothing in Mr. Whipple's concept that indicates intent to call attention to the new element, but staff believes a recessive approach is called for.

A number of details will have to be finalized before a final review can be performed:

- Garage door choice
- Window and door choices and specifications
- Final trim dimensions and proportions
- Railing, trim, and skirt detail for the new porch (the drawings do not show any skirting for the deck or stairs at this point)
- Details on the rear fence changes and the proposed trellis.

Applicable Review Standards

- (1) Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.
- (2) The distinguishing original qualities or character of a structure, object or site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided when possible.
- (5) Distinctive features, finishes, and construction techniques or examples of skilled craftsmanship which characterize a structure, object or site shall be treated with sensitivity.
- (9) Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.
- (10) Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.

Attachments:

1. Architect's description of the project
2. Plans, elevations, photos, and renderings supplied by architect
3. Elevation drawing from May, 2016 proposal (by a different architect)
4. Photos supplied by staff
5. 1924 tax photo of the property

107 Pine Street garage addition resend

3 messages

john whipple <john@whipplecallender.com>

Tue, Jul 25, 2017 at 12:47 PM

To: rwienner@portlandmaine.gov

Rob:

Here are drawings of the garage at 107 Pine Street that we would like reviewed for historic preservation compliance.

It is on the back of the building, largely hidden from street view by the garden. The existing garage, added 13 years ago, will be removed because it has deteriorated due to mold and the impossibility of keeping access to it free of snow during the winter. A new, enclosed back entry will be covered by a roof that attaches to the building above existing windows, preserving their brick trim. Trim and overhangs on the new flat roofs will be scaled to match the trim on the existing back roofs. Siding and corner boards will match the existing wood walls.

In addition to the garage, the Butmans would like to replace a window on the west side of the house with a glass door and transom, leading to a new balcony with a half flight of stairs to the garden.

They would also like to reconfigure an existing iron fence on the back side of the garden and add a vine-covered trellis that hides the driveway from the street and garden.

This afternoon, Cynthia Loebenstein from our office will bring down a zip drive with the same pictures on it at higher resolution.

Please call if you have questions or comments. We will bring photos and additional renderings to the meeting.

John Whipple

Maine Registered Architect

WHIPPLE-CALLENDER ARCHITECTS

136 Pleasant Ave
Portland, ME 04103
207.775.2696 ext 104
www.whipplecallender.com



107 Pine Street Garage Presentation Set 7_25_17.zip
952K

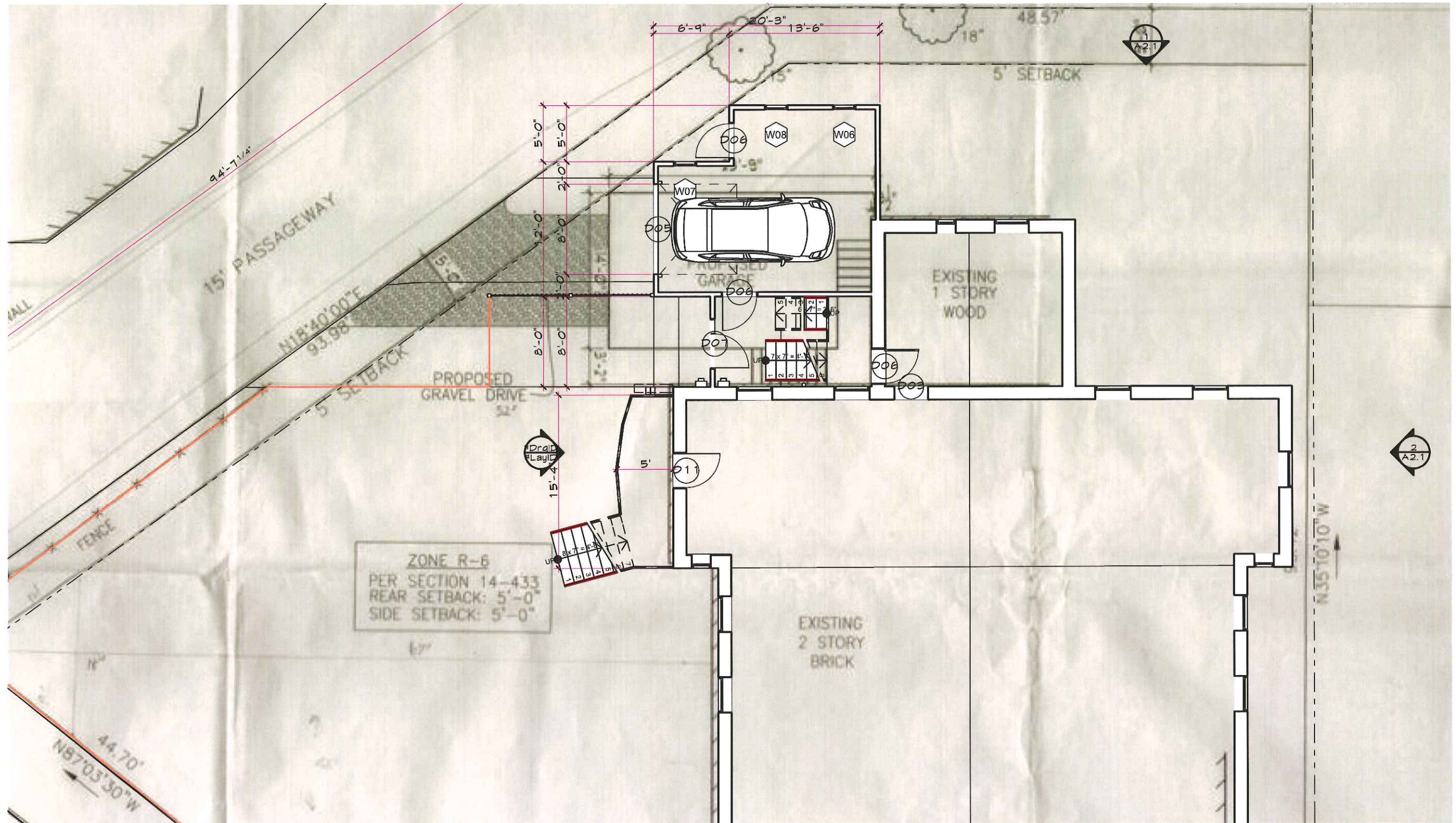
Robert Wiener <rwienner@portlandmaine.gov>

To: john whipple <john@whipplecallender.com>

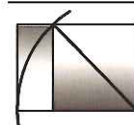
Thank you John! We now have the thumb drive as well.

Best,
Rob

ATTACHMENT 1



1
A1 PROPOSED ADDITION ON EXISTING SITE PLAN
SCALE: 1/8" = 1'-0"



WHIPPLE | CALLENDER ARCHITECTS
136 PLEASANT AVE.
PORTLAND, ME 04103
207.775.2696

BUTMAN GARAGE
107 PINE STREET
PORTLAND, MAINE

ATTACHMENT 2

7/25/17
A1



1
A2 ELEVATION - NORTH
SCALE: 1/16" = 1'-0"



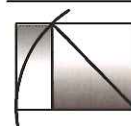
2
A2 ELEVATION - EAST
SCALE: 1/16" = 1'-0"



3
A2 ELEVATION - SOUTH
SCALE: 1/16" = 1'-0"



4
A2 ELEVATION - WEST
SCALE: 1/16" = 1'-0"



WHIPPLE | CALLENDER ARCHITECTS
136 PLEASANT AVE.
PORTLAND, ME 04103
207.775.2696

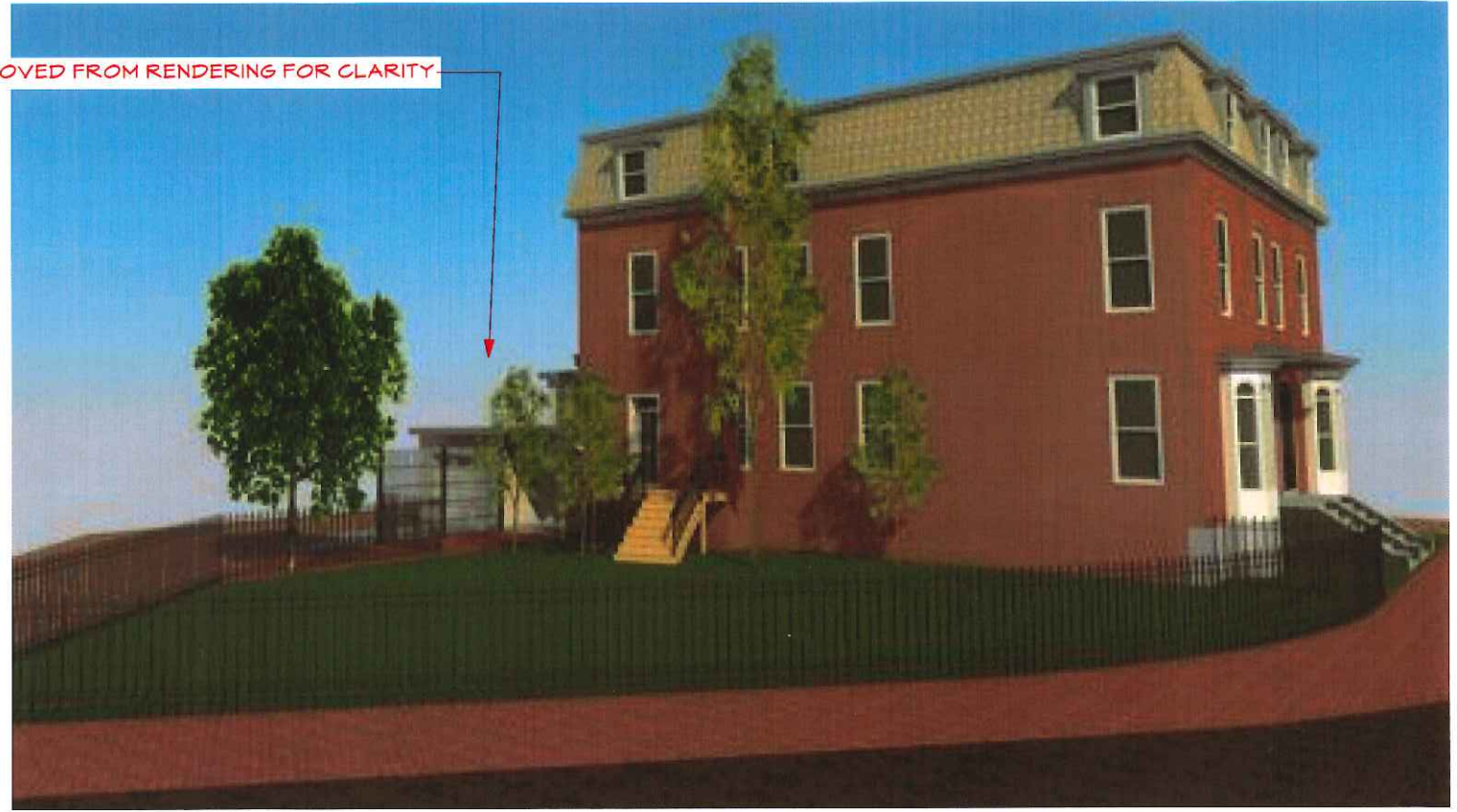
BUTMAN GARAGE
107 PINE STREET
PORTLAND, MAINE

7/25/17
A2



TREES AND LANDSCAPING TO REMAIN; REMOVED FROM RENDERING FOR CLARITY

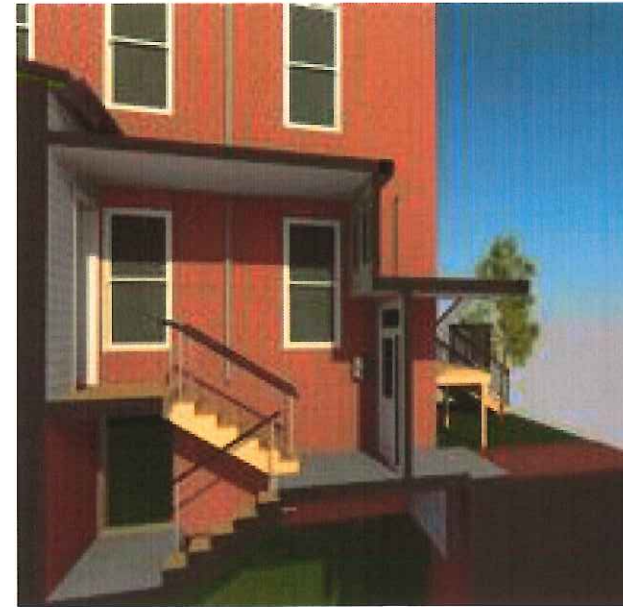
1
A3 VIEW OF GARAGE FROM STREET



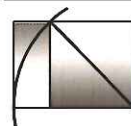
2
A3 RENDERING OF GARAGE FROM STREET



3
A3 STREET VIEW



4
A3 VESTIBULE SECTION RENDERING



WHIPPLE | CALLENDER ARCHITECTS
136 PLEASANT AVE.
PORTLAND, ME 04103
207.775.2696

BUTMAN GARAGE
107 PINE STREET
PORTLAND, MAINE

7/25/17
A3



① GARAGE SIDE VIEW
A4



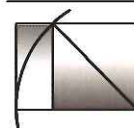
② GARAGE SIDE RENDERING
A4



③ GARAGE REAR VIEW
A4



④ GARAGE REAR RENDERING
A4



WHIPPLE | CALLENDER ARCHITECTS
136 PLEASANT AVE.
PORTLAND, ME 04103
207.775.2696

BUTMAN GARAGE
107 PINE STREET
PORTLAND, MAINE

7/25/17
A4





ATTACHMENT 4





105-107
P. 28

ATTACHMENT 5



**HISTORIC PRESERVATION BOARD
CITY OF PORTLAND, MAINE**

**WORKSHOP
FORT SCAMMELL, HOUSE ISLAND**

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Deborah Andrews, Historic Preservation Program Manager

DATE: July 27, 2017

RE: August 2, 2017 **Workshop** – Preliminary Review of Proposed
Re-use and Associated Alterations

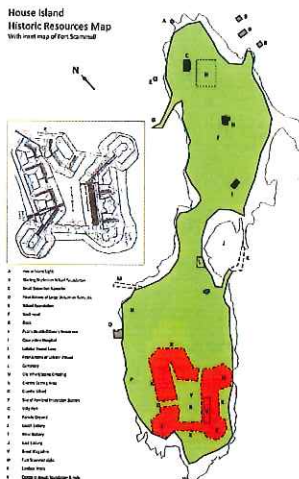
Address: Fort Scammell
House Island

Property Owner: Neptune Properties LLC.
Represented by Stefan Scarks

Applicant: Fortland LLC.
Stefan Scarks and Travis Bullard, principals

Introduction

Stefan Scarks and Travis Bullard have requested a preliminary workshop to introduce their proposal to establish a 21-site campground at the southern end of House Island, which is dominated by Fort Scammell. As conceived, the campground would feature a high level of amenities, consistent with other resort camping facilities that have been developed in other parts of the country and abroad. The proposal is also predicated on involving as few permanent alterations or penetrations to the historic fort structure as possible.



The southern end of House Island is owned by Neptune Properties LLC.. Stefan Scarks represents both the property owner and the applicant in this instance. Board members may recall that Neptune Properties purchased the entire 24-acre, hourglass shaped island in 2014 and sold the northern end (occupied by the immigration station-related structures) the same year to Cap Mona. The entire island was designated as a local historic district by the Portland City Council in January 2015. Since designation of the island, the Historic Preservation Board has reviewed several proposals for alterations to the former immigration station facilities.

The purpose of this preliminary workshop is for the applicants to introduce their proposal and for the Board to take up the threshold question of whether the proposed use is likely to be supportable within the review standards of the historic preservation ordinance. Although the applicants' proposal reflects a great deal of thought and analysis to date, no detailed drawings (for structures, anchoring systems, railing systems, etc.) have been developed as of this time. Mr. Scarks and Mr. Bullard are interested to know first and foremost whether the concept is acceptable within the parameters of the historic preservation ordinance. They are also interested to learn about areas of particular sensitivity to the Board and to get early feedback on the type of temporary structures envisioned to be built within and adjacent to the fort.

History and Significance of Fort Scammell

Fort Scammell is significant as one of the major fortifications of the Federal strategy to protect coastal cities leading up to the War of 1812 and again during the Civil War. Because of its location, Fort Scammell, along with Fort Gorges and Fort Preble, was a critical element in the defense of the entrance to Portland Harbor. Built in 1808 as a second system fort with a blockhouse, the extant fort structures are the result of a redesign of the fort from 1862-1870 to conform to national third system fortification designs. The site and extant above ground resources are significant at the local, state and national level for their role in the United States' design and strategy for coastal defenses.

Attached for the Board's reference is a map of the House Island Historic District (ATTACHMENT 5) and a copy of the designation report (ATTACHMENT 6) which includes a history and description of the fort as well as a statement of significance. Note that the map and report identify specific contributing elements of the fort itself, as well as a number of related historic resources on the southern end of the island such as the stone wharf, remains of a second wharf and the remains of the stone cutting yard. (Individual contributing sites and structures are described in the section beginning on page 15 of the report.) When considering the impact of the proposed project on Fort Scammell, impact on these related historic resources will need to be taken into consideration as well.

Development Proposal

The applicants have provided a detailed written description of their campground concept as well as photos of typical tent or yurt structures that might serve as models for camp sites, an aerial view of the south end of the island, a site plan of existing conditions and a concept site plan for the proposed campground development. Four proposed accessory structures to serve the campsites are described, but not illustrated. Anticipated site alterations, such as the installation of fencing, handrails, signage, etc. are also described, but not illustrated.

Given the detailed nature of the applicant's submission, there is no need to repeat the information here.

Preliminary Staff Comments, Questions for Consideration

In staff's view the proposed use is a promising one in several respects. First, a campground will bring visitors out to experience this important historic resource, something that cannot be guaranteed on a privately-owned island. Second, active use creates an incentive to maintain the resource itself. And finally, it is likely that this type of development could be designed so as to introduce fewer permanent physical alterations than many other potential uses. (The construction of two or three permanent vacation homes on this end of the island would likely have a significant impact.)

While the proposed campground use is an intriguing one, the scope of development and the details of construction/ installation will need to be given careful consideration. The developer and Board are encouraged to consider both the *physical* impact on the fort (for example, where and how structures will be anchored) and the *visual* impact, especially as viewed from the water. Care will need to be taken in siting the campsites and accessory structures so as not to visually dominate the fort itself. From historic photographs, we can see additional structure(s) on the southern half of the island and it is clear from the designation report that House Island has been the site of numerous activities over its history. The goal is to accommodate future use(s) on the island without undermining one's appreciation of its significant historic resources.

In reviewing the applicant's concept plan, staff suggests that the Board begin by addressing the threshold question of the proposed use. Standard #1 addresses this threshold question:

- (1) *Every reasonable effort shall be made to provide a compatible use for the property which requires minimal alteration to the character-defining features of the structure, object or site and its environment or to use a property for its originally intended purpose.*

Obviously, compliance with Standard #1 will depend on the scope and nature of specific alterations associated with the applicant's proposal. It might be difficult to fully understand what the development will require in terms of physical changes at this time, but the project description attempts to be as thorough as possible given the preliminary nature of the plans.

Standard # 10 also has particular relevance in this particular instance. Given that we cannot anticipate the success of the proposed use or how long it might function as a campground, and given the significance of the historic resource, reversibility is an important consideration:

- (10) *Wherever possible, new additions or alterations to structures and objects shall be undertaken in such a manner that, if such additions or alterations were to be removed in the future, the essential form and integrity of the historic property would be unimpaired.*

Finally, Standard #9 is instructive with respect to the scale, design and siting of the four proposed accessory structures and, perhaps to a lesser extent, the proposed tent structures:

- (9) *Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archeological materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the size, scale, color, material and character of the property, neighborhood or environment.*

While Wednesday's workshop is intended to focus on the applicant's proposed development, Board members will likely want to inquire about existing conditions at the fort and whether any stabilization or repairs will be needed. And while the initial review of the proposed development is intended to focus on "big picture" issues, Board members might wish to identify specific details that warrant particular attention, such as the handrails and fencing for fall protection. It would also be interesting to know whether a landscape architect has been retained to assist in site planning and whether an architect has been retained to design the accessory structures.

If the Board is generally receptive to the proposal, a site visit could be scheduled in the coming weeks.

Attachments

1. Cover letter from applicant
2. Addendum A – project details
3. Photographs – historic and current views, examples of tent/yurt structures
4. 11"x14" aerial view, existing and proposed conceptual site plans
5. Map of House Island Historic District, with individual historic structures and sites identified
6. 2014 House Island Designation Report

Historic Preservation Board
City of Portland, Maine

Workshop
House Island and Fort Scammel

TO: Chair Benson and Members of the Historic Preservation Board

FROM: Stefan Scarks and Travis Bullard, Fortland LLC Project Developers

Date: July 18, 2017

RE: August 3, 2017 Workshop – Preliminary Review of Proposed Campground on House Island

Fortland LLC is seeking feedback from the members of the Historic Preservation Board regarding development of a 21 Site Campground on the Southern Parcel of House Island. Fort Scammel is an amazing historical site, which historically has been vastly underutilized. We propose to build a campground that celebrates the history of the site through an immersive, educational experience that is truly unique.

We have designed a campground that we feel is very much in harmony with the island and its topographic and historical features. Through the design process, mitigation of physical, environmental and visual impacts have been a driving force, resulting in a design that we are excited to present for feedback from the Board. We thank you in advance for your thoughtful, informed review of the project scope and mission.

Regards,

Stefan Scarks

Fortland, LLC.

Addendum A – Project Details Fortland

Project description:

Fortland is proposing to develop a 21 site Campground on the Southern portion of House Island. The proposed project has been designed to avoid and minimize impacts to the existing historical resources. The project will consist of 21 temporary structures that will be Yurts, Canvass Tents, Timber/Canvass hybrid structures with decks and platforms. There will be four accessory structures consisting of a Community Building, Bathroom building, Storage Shed and a Water Pump Shed. All accessory structures will be designed to minimize alteration of the existing resource and will be constructed using methods to facilitate ease of future removal in order preserve the essential form and integrity of the historic resource.(example: piers vs. full foundation).

In order to secure safe access to the Site, the existing granite and wood wharf will be repaired and replaced in kind.

Alterations and Repair

- **Granite Pier:** The Existing Pier was constructed in the mid 19th Century. It measures approximately 40' x 75'. It is built using a granite cribbed perimeter, filled with shale rock, and topped with granite pavers. Surrounding the pier and anchored to the granite are vertical timbers. Built on top of the pier is a wooden deck consisting of large wooden joists and thick wooden decking. On the Northern face of the pier is an existing ramp for a floating dock. The scope of work consists of replacing granite cribbing where necessary, leveling of the shale infill and re-setting the granite pavers. The wooden deck will be replaced in kind, with the material from the old deck being reused on site where possible. The vertical timbers surrounding the dock will be repaired or replaced and a new wooden floating dock will be anchored to the timbers.
- **Fort Scammel:** Minimal alterations and repair will be done to the features of the structure in order to preserve the original integrity, qualities and character of the structure, site and environment. Work to repair or rehabilitate distinctive features will be conducted so that the features are treated with sensitivity and approved construction standards are utilized. A public safety and access plan including signage, lighting, fencing and appropriate safety measures (i.e. Handrails, fall protection) will be implemented to preserve and complement the architectural details of the site while providing appropriate safe access.

Additions and New Construction

- **New Construction**

- **Community Building:** The Community Building will be roughly 2,000 square feet and will be constructed to minimize any permanent impact on the site. The building is to be located North of and adjacent to the cement mixer within the Parade Grounds. The structure will consist of an open reception space, bathroom/shower facilities, a kitchen, office and mechanical room(s). The foundation will consist of piers anchored to subsurface granite ledge. Excavation of granite ledge and shoring may be required below some or all of the bathroom footprint for installation of composting toilets. The building will be a 1-½ story gabled wood framed structure. It is to be clad with board and batten, shingle or clapboard natural wood siding and have asphalt shingles. Fenestration will be double hung and clearstory windows as well as glass doors. A wood-framed fabric awning will extend from the face of the building over a wooden deck to the cement mixer footprint.
- **Water Pump Shed:** The Water Pump Shed will be roughly 280 square feet (~14'x20') and will be constructed to minimize any permanent impact on the site. The structure will be located above or adjacent to the existing artesian well on the North side of the site. The shed will house mechanical, electrical and water equipment. The foundation will consist of piers anchored to subsurface granite ledge. The building will be a 1 story gabled wood framed structure. It is to be clad with board and batten, shingle or clapboard natural wood siding and have asphalt roof shingles. Fenestration will be double hung windows, man doors, and garage door(s).
- **Storage Shed:** The Storage Shed will be roughly 280 square feet (~14'x20') and will be constructed to minimize any permanent impact on the site. The structure will be located adjacent to the existing Granite Pier. The shed will house operational equipment and supplies. The foundation will consist of piers anchored to subsurface granite ledge. The building will be a 1 story gabled wood framed structure. It is to be clad with board and batten, shingle or clapboard natural wood siding and have asphalt roof shingles. Fenestration will be double hung windows, man doors, and garage door(s).
- **Bathroom Building:** The Bathroom Building will be roughly 160 square feet (~10'x16') and will be constructed to minimize any permanent impact on the site. The structure will be located on the eastern side of the island between the pier and the Northern property line. The building will house composting toilet(s) and associated equipment. The foundation will consist of piers anchored to subsurface granite ledge. Excavation of granite ledge and shoring may be required below some or all of the bathroom footprint for installation of composting toilets. The building will be a 1 story shed roof wood framed structure. It is to be clad with board and batten, shingle or clapboard natural wood siding and have asphalt roof shingles. Fenestration will be double hung windows, and man doors.

- **Campsite Structures - Fort Scammel Sites:** The structures within the footprint of the Fort are to be constructed on top of the existing granite and concrete gun foundations. On top of the existing, unmodified gun foundation, a wood deck will be built using low impact connection details. On top of the deck a temporary, timber canvas hybrid structure roughly 200 square feet in size will be attached. Railings and stairs and/or ramps will be installed on a site specific basis.
- **Campsite Structures – Wilderness Sites:** The structures on the Wilderness Sites are to be located on the granite bluff North of and adjacent to the Fort. The structures are to be built on wooden decks anchored to existing granite bedrock using piers. On top of the deck a temporary, timber canvas hybrid structure roughly 200 square feet is to be attached. Railings and stairs and/or ramps will be installed on a site specific basis.
- **Installation of Solar Collectors:** Solar collectors are proposed to be located within the footprint of the parade grounds mounted to the face of the earthen berms. Location of the panels will be selected to maximize system efficiency and minimize visual impact.
- **Signage and Exterior Utilities**
 - **Signage:** Signage will be constructed using materials, colors and sizes that are in harmony with the site and environment. Signage will be used for the following purposes:
 - Pedestrian navigation and direction
 - Safety
 - Informational Kiosks
 - **Exterior Lighting:** Exterior lighting will be used to provide safe illumination of walkways, common areas, signage and structures in accordance with applicable building codes. Lighting will be designed to avoid or minimize lighting impact.
- **Site Alterations**
 - **Fencing:** Fencing will be installed as needed to control pedestrian access. The fencing will be minimal using a mixture of wood, metal and rope.
 - **Retaining Walls:** The location of the proposed septic site is such that a retaining wall on the downhill side of the field would substantially reduce its footprint. This site is outside of the Fort's footprint along the existing gravel road leaving the parade ground to the North.
- **Moving and Demolition**

- **Wooden Deck on Pier:** It is proposed that salvageable wood from the existing wood deck will be reused where appropriate on site.
- **Retaining Wall:** It is proposed that the retaining wall for the septic field be constructed using granite rocks that are located adjacent to the septic field site.

Fortland

Fort Scammel- Portland, Maine

ATT. 3

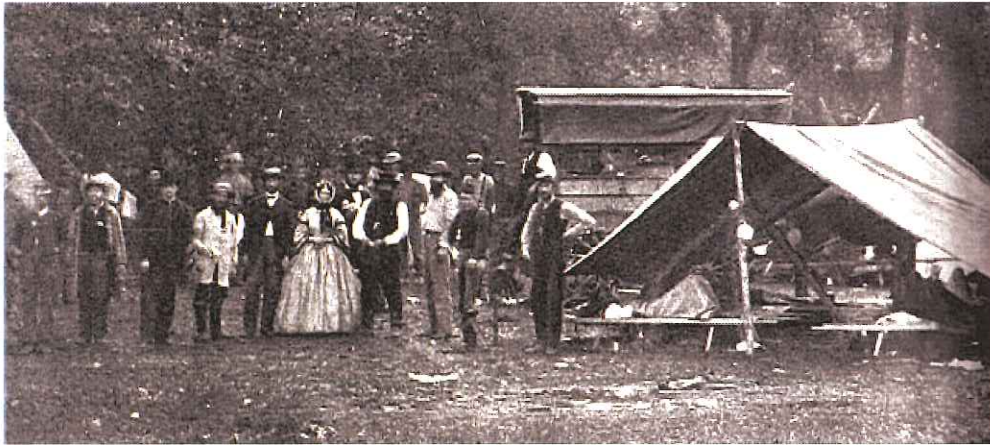


~1900-1905

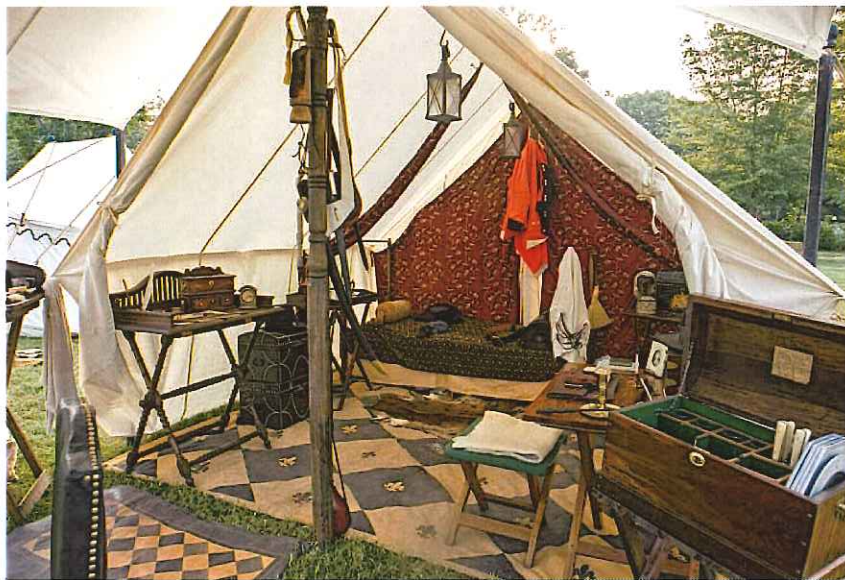


Today
2017

Historical Tents and Structures



Gettysburg 1863



Civil War Re-enactment

Classic Bell Tent



Military Tents and Structures



Civil War Era Tents



British Indian 1920 - Tent



World War II 1945
"Pyramid" Style Canvass Tent

Timber and Canvass Tents and Structures



Timber Frame
Canvas Tent

Pole Timber and Canvass Tent

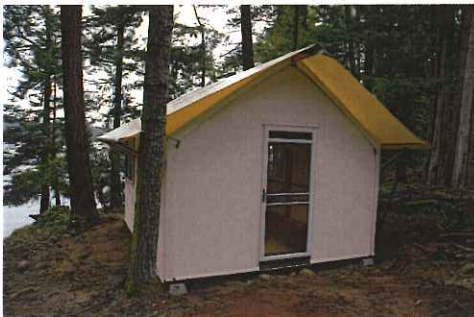


Canvass Tent

Canvas Yurts and Canvass Cottages



Yurt with deck exterior
view and interior of
canvass yurt



Canvass cottages
Exterior and interior



Other Examples of Tents and Structures



Lotus Belle Tent



Timber Canvas Hybrid Tent



Canvass Cylinder with extended awnings



Paws-Up Resort - Montana
Timber and Canvass Hybrid

Other Historic Structures and Tents



Green Canvass Military
Tent

Maine Coastal Block House – Fort Edgecomb



Fort Edgecomb – 1808-1809
Similar to 1809 Fort Scammel Block
House





ATT. 4

FORTLAND
@ Fort Scammel
House Island, Portland ME

WITH LLC **///**

418 Woodford St.
Portland, ME 04103
207-272-3898

REVISIONS			
	MM/DD/YY	For Comment	REM
1.	6 / 5 / 17	Historical Workshop	...
2.	7 / 17 / 17	...	...
3.	...	...	...
4.	...	...	...
5.	...	...	...



SITE KEYPLAN	SYMBOL
Property Line	- - - - -
Normal High Tide Mark	—
250" Shoreland Setback	- · - · - · -
Drainage for artesian well	— (blue)
Road	- · - · - · - (red)
Trail	- · - · - · - (orange)
Fort Scammel	—
Tunnel	— (thick)

SITE PLAN - Existing Conditions

WITH LLC **///**

418 Woodford St.
Portland, ME 04103
207-272-3898

FORTLAND - House Island, Portland ME

REVISIONS

	MM/DD/YY	REMARKS
1	6 /5 /17	For Comment
2	7/17 /17	Historical Workshop
3	- - / - - / - -	...
4	- - / - - / - -	...
5	- - / - - / - -	...

SITE KEYPLAN	SYMBOL
Property Line	- - - - -
Normal High Tide Mark	— — — — —
250" Shoreland Setback	- · - · - · -
Drainage for artesian well	— — — — —
Road	— — — — —
Trail	— · — · — · —
Fort Scammel	— — — — —
Tunnel	— — — — —
Campsite	— — — — —
Temporary Structure	— — — — —
Accessory Structure	— — — — —



SITE	TYPE	SIZE
#1	East Bastion	5,469 ft^2
#2	Gun Emplacement	5,059 ft^2
#3	Gun Emplacement	5,968 ft^2
#4	Gun Emplacement	5,457 ft^2
#5	West Bastion	6,358 ft^2
#6	Gun Emplacement	5,270 ft^2
#7	Gun Emplacement	5,690 ft^2
#8	Gun Emplacement	5,319 ft^2
#9	Gun Emplacement	5,598 ft^2
#10	Wilderness	10,402 ft^2
#11	Wilderness	10,782 ft^2
#12	Wilderness	11,136 ft^2
#13	Wilderness	11,709 ft^2
#14	Wilderness	11,488 ft^2
#15	Wilderness	10,125 ft^2
#16	Wilderness	9,241 ft^2
#17	Wilderness Family	1,013 ft^2
#18	Wilderness Family	1,001 ft^2
#19	Wilderness Family	1,000 ft^2
#20	Wilderness	10,771 f^2
#21	Wilderness	8,923 ft^2

SITE PLAN - Conceptual

WITH LLC

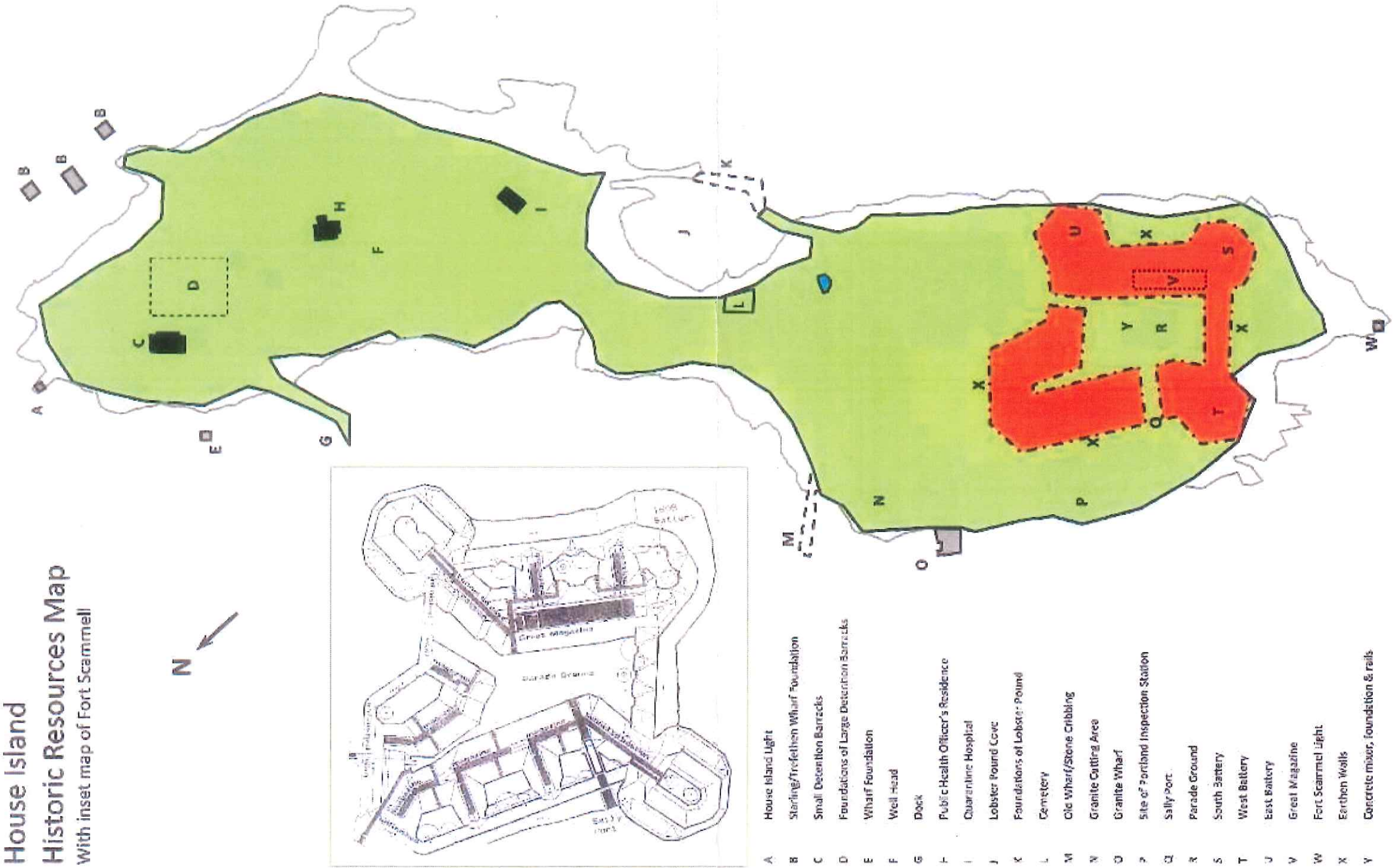
418 Woodford St.
Portland, ME 04103
207-272-3898

FORTLAND - House Island, Portland ME

REVISIONS		
	MM/DD/YY	REMARKS
1	6/5/17	For Comment
2	7/17/17	Historical Workshop
3	-/-/-	...
4	-/-/-	...
5	-/-/-	...

Site Plan 02

House Island
Historic Resources Map
With inset map of Fort Scammell



House Island, Portland, ME Analysis of Eligibility as a Local Historic District

By ttl-architects, LLC

30 July 2014

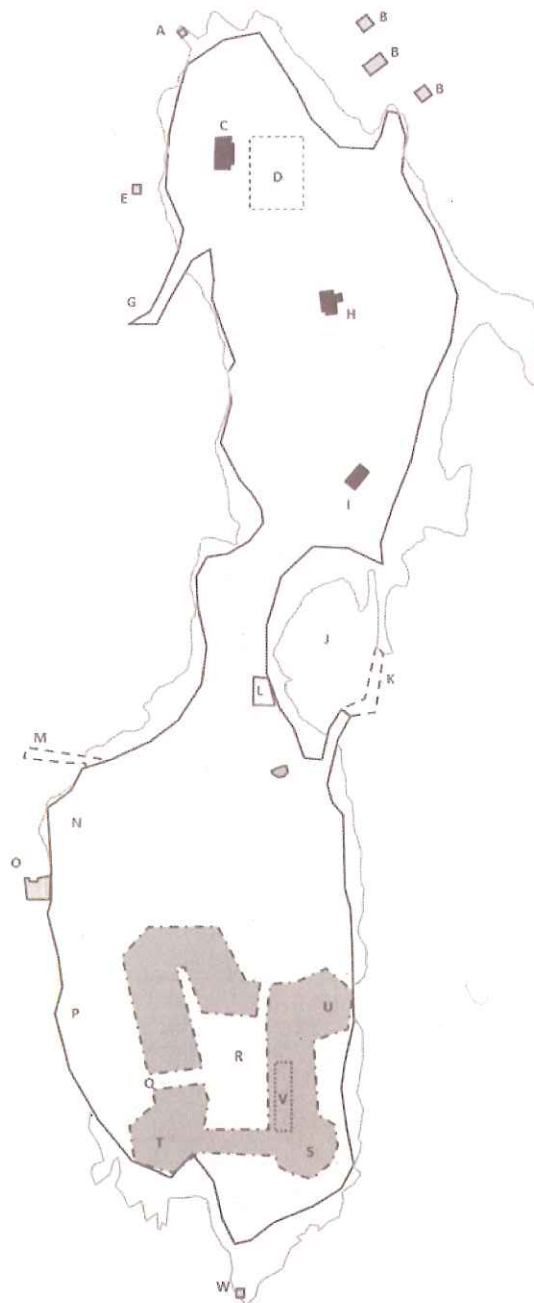


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SUMMARY DESCRIPTION OF A POTENTIAL HOUSE ISLAND HISTORIC DISTRICT

House Island is a 24 acre island just off the coast of Portland on the north side of the entrance to Portland Harbor between Cushing Island and Fort Gorges. The potential House Island Historic District includes Fort Scammell, three 1907 buildings and a pump station associated with the US Hospital, Quarantine and Immigration Station, cut granite wharves, the remains of a late 19th century lobster pound, a cemetery, the site of the City of Portland's Inspection Station, and two United States Coast Guard markers. Fort Scammell on House Island has been identified as eligible for listing on the National Register of Historic Places by the City of Portland.

House Island has a long history of use as a center for fishing, for military fortifications and as a site for processing immigrants into the United States in the late nineteenth and early 20th centuries. After the United States government's sale of the island following World War II, the island has been privately owned by one family until its sale in 2014.



SUMMARY STATEMENTS ADDRESSING THE CITY OF PORTLAND'S MINIMUM CRITERIA STANDARDS FOR DESIGNATION AS A LOCAL HISTORIC DISTRICT

House Island meets the minimum criteria standards for designation as a local historic district as defined in Sec. 14-610 of the City of Portland's Historic Preservation Ordinance and summarized below:

Sec. 14-610.a.1 - Value as a significant example of the cultural, historic, architectural, archaeological or related aspect of the heritage of the City of Portland, State of Maine, New England region, or the United States.

The potential historic district provides a unique state and local example of the social history surrounding immigration in the United States in the late 19th and early 20th centuries, particularly the public health laws for immigrants from foreign ports and the immigration laws of the early 20th century which established quotas for entry into the United States. The extant United States Hospital, Quarantine and Immigration Station facilities on the north half of House Island assumed the functions previously administered at the City of Portland's Inspection Station located on the Fort Scammell military reservation. The site and extant above ground resources are significant at the local, state, and national level for their association with United States immigration policy and processing operations.

The potential historic district is also significant in the area of maritime history and commerce as it is a district that represents the local economic, cultural and social importance of fishing on Maine's islands. Although few remains of its fishing past are located on the island, just offshore on the northeast end of the island are the remains of three early 19th early century wharves used by the island's fish curing businesses. The wharves and the remains of the c1889 lobster pound in Lobster Pound Cove provide evidence of the island's importance in the local fishing economy.

Fort Scammell is significant as one of the major fortifications of the Federal strategy to protect coastal cities leading up to the War of 1812 and again during the Civil War. Because of its location, Fort Scammell, along with Fort Gorges and Fort Preble, was a critical element in the defense of the entrance to Portland Harbor. Built in 1808 as a second system fort with a blockhouse, the extant fort structures are the result of a redesign of the fort from 1862-1870 to conform to national third system fortification designs. The site and extant above ground resources are significant at the local, state, and national level for their role in the United States' design and strategy for coastal defenses.

Although no professional archeological investigations have been undertaken on House Island, other islands in Casco Bay have yielded artifacts 2000-4000 years old, evidence of Native American use of the islands for hunting, fishing, and gathering and House Island may have the potential to yield information on its use by native Americans. In addition, there is potential to yield information on the historic use of the island during the period 1623-1808 when the island was used primarily for fishing and farming. The island is locally and regionally significant for its potential ability to expand the archeological database for the late Ceramic period in Casco

Bay, and to develop a more comprehensive understanding of island life from pre-contact into the early 19th century.

Sec. 14-610.a.2 - Location as a site of a significant historic or prehistoric event or activity which may have taken place within or which involved the use of any existing structures on the property.

The potential district has been the site of events that have had an important impact on the region as a whole from the mid nineteenth century through the early twentieth century. The remaining resources associated with the United States Hospital, Quarantine, and Immigration Station provide a unique national, state and local example of immigration processing operations.

Additionally, the potential historic district is also significant in the area of maritime history and commerce as an example of the local economic, cultural and social importance of fishing on Maine's islands. The early nineteenth century granite wharves and the remains of the c1889 lobster pound provide evidence of the island's importance in the local fishing economy. The lobster pound provides evidence of the ingenuity of Maine's lobster merchants to regulate supply and pricing for their product, a site significant to the lobster fishery's rise to prominence in Maine, and is an early example of this type of enclosure in Maine.

Sec. 14-610.a.3 - Its identification with a person or persons who significantly contributed to the cultural, historic, architectural, archaeological or related aspect of the development of the City of Portland, State of Maine, New England region, or the United States.

As the site of Portland's Inspection and Quarantine Station, House Island served as a port of entry for European immigrants arriving in New England in the late 19th century to work in area mills, to immigrate to the western states, or to immigrate north into Canada via the St. Lawrence and Atlantic Railroad. In the 20th century the United States Hospital, Quarantine and Immigration Station on House Island served as an alternative quarantine and inspection station to heavily used federal facilities in Boston and New York. The site and extant above ground resources are significant at the local, state, and national level for their association with European immigration to the United States in the late 19th and early 20th centuries.

In addition, Fort Scammell is significant for its association with Army Engineer Thomas Lincoln Casey (1831-1896). Casey oversaw construction on coastal fortifications in Maine, including Fort Knox, Fort Preble, Fort Scammell, and Fort Gorges. He oversaw the Washington Monument construction 1879-1888, was the engineer of the Thomas Jefferson Building at the Library of Congress, and served as the Chief of Engineers for the United States Army Corps of Engineers from 1888-1895.

Sec. 14-610.a.4 - Exemplification of a significant architectural type, style or design distinguished by innovation, rarity, uniqueness or overall quality of design detail, materials or craftsmanship.

Fort Scammell is significant as one of the major fortifications of the Federal strategy to protect coastal cities from 1807-1918 and as example of a mid-nineteenth century fortification known for its design and engineering. Begun in 1808, the second system fortifications were altered and the block house removed to conform to national third system fortification designs 1862-1870. The fort was also slightly altered again in the 1890s during a massive construction and modernization program with a focus on concrete fortifications, the installation of large caliber breech loading artillery, and the installation of mine fields, with smaller guns employed to protect mine fields from mine sweeping vessels. During this period Fort Scammell's East Battery was equipped to control a minefield in Whitehead Passage and the fort was upgraded with 15-inch Rodman cannons. During World War One concrete bases for three-inch anti-aircraft guns were built on the South and East Batteries, but no guns were installed.

In addition the Acadian Revival style of the Small Detention Barracks and the Quarantine Hospital are locally unique examples of this style of architecture.

Sec. 14-610.a.5 - Its identification as the work of an architect, designer, engineer or builder whose individual work is significant in the history or development of the City of Portland, State of Maine, New England region, or the United States.

Fort Scammell is significant for its association with Army Engineer Thomas Lincoln Casey (1831-1896). Casey oversaw construction on coastal fortifications in Maine, including Fort Knox, Fort Preble, Fort Scammell, and Fort Gorges. He oversaw the Washington Monument construction 1879-1888, was the engineer of the Thomas Jefferson Building at the Library of Congress, and served as the Chief of Engineers for the United States Army Corps of Engineers from 1888-1895.

Sec. 14-610.a.6 - Representation of a significant example of the cultural, historic, architectural, archaeological or related theme expressed through distinctive areas, sites, structures, or objects.

The potential district is significant in the area of Military History. Fort Scammell is significant as one of the major fortifications of the Federal strategy to protect coastal cities from 1807-1918. Because of its location, Fort Scammell, along with Fort Gorges and Fort Preble, was a critical element in the defense of the entrance to Portland Harbor in the 19th century and early 20th century. Fort Scammell was determined eligible for listing on the National Register of Historic Places by the City of Portland. Fort Gorges was listed on the National Register of Historic Places in 1973 and is a city designated landmark.

Although no professional archeological investigations have been undertaken on House Island, other islands in Casco Bay have yielded artifacts 2000-4000 years old,

evidence of Native American use of the islands for hunting, fishing, and gathering. The island has a strong likelihood to yield important information about Native American lifeways over a broad period, the early settlement of the island, and use of the island for marine trade. During the period 1623-1808 when the island was used primarily for fishing and farming there were numerous fish houses, flakes¹, outbuildings, and two dwellings on the island as well as the extant remains of the wharves on the northeast end of the island and the lobster pound in the cove on the east side of the island. The island is locally and regionally significant for its potential as a source for artifacts and information to expand the archeological database for the late Ceramic period in Casco Bay, and to develop a more comprehensive understanding of island life from pre-contact into the early 19th century.

HISTORIC CONTEXT

Native American Occupation

Native American occupation of Casco Bay likely began 12,000 years ago, although sea level changes are believed to have washed away evidence of early human presence. There have been no archeological investigations of House Island, although other islands in Casco Bay have yielded artifacts 2000-4000 years old, evidence of Native American use of the Casco Bay islands for hunting, fishing, and gathering. A potential House Island Historic District has a strong likelihood to yield important information about Native American use over a broad period.²

Early European Settlement, c1600-1675

House Island may have been occupied by European settlers as early as 1623 when Christopher Leavitt was granted six thousand acres including the islands of Casco Bay by King Charles I of England. Although Leavitt and his men may have established a trading center on House Island for commerce with the Wabanaki,³ the earliest documented structure on the island is a house transferred in a 1661 deed from Nicholas White to John Breme, along with a right for White's fish business. In the first few decades of European settlement the island was inhabited principally by fisherman, with some subsistence farming, and was the site of active fish curing, and possibly fish trading, businesses.

¹Wood framed structures for drying fish.

² An undated article clipping in the files at Greater Portland Landmarks indicates that in 1845, during construction on Fort Scammell, a Native American gravesite was discovered, although there is no indication what happen to the remains that were uncovered.

³Conforti, Joseph A. ed. "Creating Portland: A History and Place in Northern New England. Lebanon, NH: University Press of New England, 2005.

Indian Wars, 1676-1715

The French and Indian Wars were a series of conflicts that were part of a larger colonial struggle between France and England that lasted three quarters of a century. The settlement on the Portland peninsula, then known as Casco, was destroyed in 1676 during King Phillips War or the First Indian War (1675-1678). After the Treaty of Casco in April of 1678, Portland was resettled.

In September of 1689, during a conflict known as King William's War (1689-1697), 200 Norridgewock, Penobscot, and Canadian Indians gathered on Peaks Island and attacked European settlements in Back Cove. While the September attackers were driven off, a second attack in the spring of 1690 forced the surrender of Fort Loyal near the foot of India Street. The settlement at Portland was burned and European settlers were killed or taken prisoner. Although there was some resettlement in Casco Bay, principally at Spring Point in South Portland, these settlers were driven out after an attack in August of 1703⁴. The area was not substantially resettled until the close of Queen Anne's War (1702-1713) after the 1713 Treaty of Portsmouth ended hostilities between England and France. By 1715 Portland, then known as Falmouth, was resettled. House Island, like most of the area, was mostly unsettled from 1676-1715.

During this turbulent period, House Island was owned by George Munjoy, owner of the eastern end of the Portland peninsula and Peaks Island, and his family. Munjoy acquired a fourth interest in House Island in 1663 and eventually acquired the rights to the whole island. His garrisoned dwelling at the corner of Fore and Mountfort Streets on the peninsula was demolished in 1676. Deeds indicate there were two houses, an old house and a new house, on the island at this time, although they were likely demolished or deteriorated substantially during the period of abandonment. After his death in 1680, his ownership of the island was affirmed by the provincial authorities and deeded to his widow, although she seems to have resided in Boston during the conflicts.

Resettlement Period, 1715-1750

As the Casco Bay area was resettled after the cessation of hostilities, House Island was owned in part by various fisherman, farmers, and businessmen; no one owner possessed a right to the entire island. For most of this period of European resettlement the island was the site of fish curing businesses. There are no known remains of this period of resettlement on House Island. Archeological investigations might yield information on island life in the 18th century as deeds indicate dwellings were present on the island during this time.

⁴Goold, Nathan. *A History of Peaks Island and Its People: Also a Short History of House Island*. Portland, ME: Lakeside Press, 1897.

Nineteenth Century Fish Curing Yard and Lobster Pound

In 1801 the island was acquired by John Walden Green of Salem, a fisherman and farmer. He built a dwelling upon the island, no longer extant. He sold the southern half of the island, twenty-acres, to the US Government in 1808.

For most of the 19th century the northern portion of the island was owned by members of the Trefethen and Starling families. In 1822 John Starling [Sterling] (1785-1870) acquired one half of the north part of the island and moved to the island with his wife Patience Bowe [Browne]. In 1823 his cousin Henry Trefethen III (1797-1880) acquired title to the other half of the north end of the island, and moved to the island from Monhegan. The two families lived on the island in a two family house (See images). The Starling and Trefethen families fished and cured their catches in large flake yards.⁵ (See images).

Besides the two-family dwelling house the Starling and Trefethen families had fishing sheds and piers on the eastern side of the island. Although the wooden outbuildings are no longer extant, three large stone piers of cut granite that formed the bases of the wharves are extant. The families also laid out a cemetery near the middle of the island overlooking Lobster Pound Cove. The cemetery's oldest grave is William Hogart (c1777-1822).

Information from the Cushing family, owners of the island in the second half of the 20th century, dates the use of the cove on the east side of the island as a lobster pound to the 1850s. *Maine's Sea Fisheries* and the history of lobster pounds in Maine indicate the establishment of the lobster pound was probably closer to 1889 when Howard H. Trefethen established his wholesale lobster business.

Prior to 1880 lobstering in Maine was largely irrelevant to Maine's economy, ranking sixth in pounds landed behind cod, herring, mackerel, hake, and haddock. In the 1880s lobsters quickly became the most valuable catch in Maine's fisheries driven in part by the rise of Maine as a tourist destination and the ability to transport fresh lobster to urban markets. The lobster catch in Maine grew from 14 million pounds in 1880 to 25 million pounds in 1889. The value of the catch increased from \$269,000 in 1880 to \$574,000 in 1889. By 1900 the lobsters were Maine's most valuable catch worth approximately \$1 million dollars. As the value of the catch and demand for lobsters increased the number of lobsterman increased as well from less than 200 in 1876 to 3,304 in 1898. Lobster for delivery out of state was initially canned locally,

⁵ The *Maine Register or State Year-book and Legislative Manual* of 1889 indicates that Alpheus G. Sterling and Charles & Henry Trefethen were fish curers and fish wholesalers on House Island. Alpheus, the youngest son of John Starling, inherited the Starling family share of the island. In 1888 deeds indicate Alpheus sold the Trefethens the right to use the water in the eastern cove for a lobster pound. Other fisherman from the island include Henry Trefethen III's nephew George Trefethen, Jr. who sold dry, smoked and pickled fish at 6 Commercial Wharf. George's brother John Waterman Trefethen was a wholesale and retail dealer in fresh and pickled fish on the east end of Commercial Wharf in Portland.

but was quickly replaced by fresh shipment after 1885 with the development of lobster pounds along the coast.⁶

Lobstering in Maine was a seasonal business, with trapping occurring in March-July and October-December. The steady demand and seasonal supply resulted in low prices when lobsters were readily available and high prices when there were fewer lobsters available for market. In an effort to hold lobsters captive for sale out of season, a lobster pound was created in 1875 by Johnson & Young of Boston in a nine-acre bay along the coast of Vinalhaven, using a natural shoal with a wire fence across the top. By 1890, there were three lobster pounds in Maine, including the lobster pound on House Island. By 1898, the House Island lobster pound was one of nine pounds along the Maine Coast.

In 1889 Howard H. Trefethen, grandson of Henry Trefethen III, entered the wholesale lobster business becoming one of three principals in Holbrook, Trefethen & Harvey, wholesalers in live, boiled and pickled lobster on Long Wharf. A business journal notes in 1891 Holbrook, Trefethen & Harvey had a pound on the island. The pound was located in a cove on the east side of the island, now known as Lobster Pound Cove (See images). Two natural rock ledges were extended by a granite wall topped with a short weir to enclose the cove and create a containment pond for the lobsters. Historic photographs show a small gable building at the northern end of the wall. The fish house was likely used for the storage of lobster feed, for packing the lobsters, and for the storage of gear, usually nets or seines, used to harvest the lobsters from the pound. In the 19th century, Howard's cousin, Newell Fales Trefethen, continued the family's involvement with wholesale lobstering, operating a lobster business in Portland. He moved his lobster house, N.F. Trefethen Co. from Portland Pier to Customs House Wharf, building a two story lobster house.⁷ He also operated a lobster pound in South Bristol, Maine. His uncle, George Trefethen Jr worked with him at N.F. Trefethen Co.

Military Ownership, 1808-World War II

Second Systems Forts and the War of 1812

In 1807 the English ban on US trade with France and concerns in the United States over British aggression toward the country's coastal cities and sailing vessels prompted President Jefferson to renew the country's fortification program. Forts built during this period were known as second system forts. Second system forts were built with engineers from the US Military Academy at West Point, a corps program established in 1802 to cut the country's reliance on foreign engineering. Second system forts in Maine include: Fort Sullivan in Eastport (1808), Fort at Machias in Machiasport (1808), Fort Penobscot (1808), Fort at Castine (1808), Fort at Fort Island⁸ in Boothbay (1808), Fort Edgecomb (1808), Fort at Kennebec in Georgetown

⁶ O'Leary, Wayne. *Maine's Sea Fisheries: The Rise and Fall of a Native Industry, 1830-1890*. Boston: Northeastern University Press, 1996. Page 258.

⁷ See 1924 tax photo, Item No 86340.

⁸ Also known as Damariscotta Battery. The island is also known as Webber Island.

(1808), Fort at St. George (1808), Fort Scammell (1808), Fort Preble in South Portland (1808), and Fort McClary at Kittery Point (1808). In addition Fort Sumner in Portland (1794) was altered in 1808 with the addition of a brick gun house and water battery.

Fort Scammell was named in honor of Alexander Scammell (1747-1781), adjutant general of the Continental Army in the Revolutionary War. He was killed in action during the Battle of Yorktown. Construction of the fort was overseen by Henry Alexander Scammell Dearborn (1783-1851) a Portland lawyer and son of Major General Henry Dearborn. General Dearborn was a former Secretary of War and served in Alexander Scammell's regiment. Henry Dearborn acting as the Agent of Fortifications also oversaw construction in 1808 of Fort Preble across the harbor entrance in South Portland.

Fort Scammell initially consisted of a semi-circular fort. The fort overlooked the harbor entrance and was built of stone, brick, and sod a portion of the brick has been exposed (Image). In the center of the fort was the Powder Magazine. To the north of the magazine was an octagonal blockhouse. The block house had six guns located on the upper floor. The building was also used as a barracks. To the east of the blockhouse was a Brick Furnace to heat the shot before loading into the cannons. The fort was equipped with eleven 24 and 32-pounder mounted cannons. The rear (north) wall of the fort was a wooden stockade that bisected the wooden blockhouse.

In June of 1812 the United States declared war on England. Fort Scammell was garrisoned during the War of 1812 (1812-1814), but the fort's guns only fired once in August of 1813 on a British Privateer beyond Whitehead Passage. A month later in September 1813 a British Flag of Truce party landed at the Fort to negotiate for the release of British prisoners from the *HBM Brig Boxer* captured after a battle with the *US Brig Enterprize* off Pemaquid Point on 5 September 1813.

Near the end of the war in October of 1814 an exterior battery was completed on the north end of fort. The exterior battery was designed and engineered by Major Daniel Lane of the 33rd Regiment Infantry of Maine.⁹ The detached gun battery overlooked the northern end of the island and protected the rear of the fort from a landward attack.

Third Systems Forts

In 1816 Congress appropriated \$800K to improve the country's seacoast defensive system. Without the threat of war, construction projects moved slowly. Fort Preble and Fort Scammell were the only two Maine second system forts altered in the 1840s and 1850s. Fort Scammell was altered in the 1840s when earthen walls were extended east and west of the semi-circular fort for gun mounts. The walls were extended in the 1850s to encompass the gun battery. Forts built or altered after the War of 1812 are known as Third System forts. Third System forts are large brick or stone forts with multiple tiers of gun batteries built on promontories or on islands at choke points to important harbor entrances with earth covered batteries open to the

⁹ Information courtesy of Kenneth E Thompson, Jr.

rear and concrete magazines to store powder and ammunition. Third System forts in Maine include: Fort Knox in Prospect (1844-1869), Fort Popham in Phippsburg (1862-1870), Fort Gorges in Portland (1861-1870), New Fort Scammell (1862-1870), New Fort Preble in South Portland (1863-1870), and New Fort McClary in Kittery Point (1863-1870).

Thomas Lincoln Casey (1831-1896) was a West Point graduate, Class of 1852. He was assigned to the Corps of Engineers and taught engineering at West Point 1854-1859. In the 1860s he was assigned to Maine to oversee construction of Fort Knox, Fort Gorges, New Fort Scammell, and New Fort Preble. After the Civil War he was assigned to oversee construction on the Washington Monument 1879-1888. He served as the Chief of Engineers for the US Army Corps of Engineers 1888-1895 and was the engineer for the Library of Congress' Thomas Jefferson Building (1890-1897).

During the 1862 construction at Fort Scammell, a two-story granite bastion was built on the east side of the 1850s earthen walls and a one-story granite bastion was built on the west side near the end of the 1840s earthen wall extension. The enclosed bastions were equipped with 10-inch guns.¹⁰ Tunnels from the parade ground provide access the enclosed interior. A proposed granite bastion to the north was not built, although the tunnel from the parade ground was constructed. Typical of 19th century fortifications, each bastion was planned to have multiple tiers of casemates and a barbette tier on the top.

The granite for Fort Scammell was quarried on Mount Waldo and brought by stone sloops to the island. Wharves on the west side of the island were constructed for the off-loading of the granite, as was a stone cutting shed. Granite was unloaded and moved using block and tackle. Not only was the granite for Fort Scammell prepared on House Island, but also the granite for Fort Gorges and Fort Preble. A field of cut and uncut granite is extant just to the north of the stone wharf. A second field of granite is located the fort north of the east bastion. The granite blocks were moved from the cutting area by the wharf to the east bastion by way of a short narrow gauge railroad. A small area of narrow gauge tracks leading to the mixer have been uncovered.¹¹ A mound near the center of the parade ground is the remains of the foundation of a large concrete mixer. The mixer took 26 men to operate. Concrete was also brought onto the island in barrels. "A solidified chunk of concrete with the marking of wood barrel staves that have rotted away is located in the gallery of the East Battery."¹²

¹⁰ Although Third System forts generally have batteries open to the rear, similar to Fort Gorges and Fort Popham, Fort Scammell's batteries are enclosed. At Fort Scammell, tunnels were constructed to connect the interior of each battery to the parade ground in the center of the fort. Smoke produced by the firing cannons was vented through flues built into the walls.

¹¹ A group including members of the Coast Defense Study Group, Portland Harbor Museum, and Kenneth E Thompson, Jr. undertook to clear some of the overgrowth within and around the fort and uncovered a section of the tracks.

¹² From the Fort Scammell Tour published by Portland Discovery Land and Sea Tours, 2012.

By 1870 the fort was modified to accept 13-inch guns on barbette emplacements as well as at the top of the two granite bastions. In the mid 1860s the wooden blockhouse was removed and a large gunpowder magazine built near the tunnel entrance to the east bastion. Work on the fort was halted by a federal funding freeze on coastal defense projects in the late 1870s. With the abandonment of the construction of the North Bastion, construction at Fort Scammell relatively complete.

Endicott Period/ Board of Fortification: 1890-1910

In 1885 President Cleveland appointed a joint military and civilian board led by William Crowninshield Endicott, then Secretary of War, to assess the country's coastal defenses. The Board of Fortifications recommended a massive construction and modernization program with a focus on concrete fortifications and installation of large caliber breech loading artillery and mortar batteries with open topped concrete walls protected by earthworks. The program also included the use of mine fields, with smaller guns employed to protect the mine fields from mine sweeping vessels.

Spanish-American War

In 1890 Fort Scammell was altered to accommodate the larger 15-inch Rodman cannons and the east battery was used to control a minefield established in Whitehead Passage. In 1898 as a temporary measure, two old rebored 15-inch Rodman cannons were mounted on Fort Scammell on the east side of the fort. Despite this small improvement, Fort Scammell's days were drawing to a close. In 1903 the fort was listed as without armament and was not garrisoned. Although concrete bases for three-inch anti-aircraft guns were built on south and east batteries during World War One in 1918, no guns were installed.

Quarantine Stations& Immigration, 1892-1937

In the eighteenth and nineteenth centuries in order to prevent the entry and spread of infectious diseases, vessels suspected of having contagious diseases could be stopped and quarantined. Initially, this was done on a port by port basis, with no national control or oversight. New York's first quarantine station was built in 1758 on Bedloe's [Liberty] Island. In 1832, Little Hardwood Island, a small two-acre island in Passamaquoddy Bay was utilized to isolate ship passengers infected with cholera who were arriving at St. Andrews for settlement in Canada and northern New England. The island became known as Quarantine Island and Hospital Island. Hospital Island was used through the period of Irish immigration during the Potato Famine 1845-1852 and closed in 1865. The hospital and other buildings were destroyed by a storm in 1869. In 1879, the first nationally funded and operated United States Quarantine Station was built on Ship Island, Mississippi for the Port of New Orleans. The same year the Ship Island Quarantine Station was established, a second act established a National Board of Health to coordinate with local and state wide systems of quarantine.

In Maine in 1884, 15-acre Widow's Island off North Haven in Penobscot Bay became the site of a US Navy hospital for yellow fever patients. The hospital was functional 1885-1904, but never had a yellow fever patient. In 1904 after ownership was

acquired by the State of Maine, it was used by patients from Augusta Mental Health Institute and Bangor Mental Health Institute for recreation and was known as the Chase Island Convalescent Hospital.

At the end of the nineteenth century in Maine, smaller ports often had no quarantine anchorage, quarantine facility, or even quarantine laws or regulations. In 1896 there were no inspection stations in Castine, Eastport, Ellsworth, Waldoboro, Belfast, Rockland, Wiscasset, York and Kennebunkport.¹³ Larger ports like Bath and Bangor, had designated anchorages in the river for vessels suspected of possibly carrying infectious diseases and local laws outlining the procedures for inspecting vessels from foreign ports. A small vessel carrying the local health officer would board and inspect ships at anchorage. In Portland, like Bangor and Bath, a vessel would anchor in the harbor and the Public Health Officer would inspect the ships' crews and passengers for disease. Portland unlike other ports also had a quarantine facility.

The facility was built on land owned by the Federal Government on House Island that was part of the Fort Scammell Military Reservation and licensed to the Portland Board of Health in 1892 to use for quarantine purposes.¹⁴ The City of Portland built a one-and-a-half story cottage with a steam disinfecting chamber, a 30' x36' coal shed, two steam boilers in a boiler house, and a pier on wood pilings. The wood framed cottage was 36' x 78' with a monitor roof and two cupolas. Inside there were two 10'x48' corridors for packing and unpacking baggage. There were six 10' x8' rooms with bathtubs and attached dressing rooms. Water came from a small pond on the hill behind the station and was fed by gravity into a cistern. During inspection, immigrants were stripped and their clothes run through the steam room to disinfect while they bathed. As part of the steam process, heat from the steam was vented to dry the clothing before it was returned to the newly bathed immigrants. Persons that needed to be retained were housed in an old house on the island or in the ordinance building inside the fort. A watchman lived on the island, but the Public Health Officer would be brought out to the island by steamer. In 1895, 415 immigrants passed through the inspection and quarantine station.¹⁵

In 1896 at the urging of western states, particularly Michigan, and with the approval of the City of Portland, Congress authorized the takeover of the Portland Inspection and Quarantine Station at Fort Scammell. They appropriated \$12,000 for its purchase and maintenance that year, although records indicate they may not have

¹³ _____. *Report of the Federal Security Agency: Public Health Service*. Washington, DC: US Government Printing Office, 1896.

¹⁴ _____. *United States Military Reservations, National Cemeteries, and Military Parks*. United States Army, office of the Judge Advocate General, Charles Edward Hay Jr. US Government Printing Office, 1904. Deed from John Green Walden (c1758-1822) and wife to the United States dated February 29, 1808, conveying 12 acres of land. Deed recorded Book 53, Page 531 in the Cumberland County Registry of Deeds.

¹⁵ _____. *"Portland" Annual Report of the Supervising Surgeon General of the Marine Hospital Services*. Washington, DC:US Government Printing Office, 1896.

assumed full control of the inspection station until January of 1902.¹⁶ In 1904 one hundred steamers with 1,342 passengers were inspected. In an article in the *Journal of Medicine and Science*, the medical officer in command of the United States Hospital, Quarantine and Immigration Station at Portland, P.C. Kalloch, described the need for a barracks capable of holding 150-200 immigrants, a small hospital, and a residence for doctors and staff on House Island. Until 1905, the north end of the island had been in continuous use for fishing and fish curing. The north end of the island was purchased by the United States from the Sterling and Trefethen heirs. In 1907 the small wood framed barracks for about 50 people, the Public Health Officer's Residence and the Quarantine Hospital were completed. A beehive pump station over a 270-foot deep well to supply water to the barracks was also completed during this period of construction. The pump was powered by a windmill that was removed in the 1970s.

In 1913 a federal subcommittee of the House Appropriations Committee heard testimony for the need of a "fire proof" building for detaining 500 immigrants at the US Hospital, Quarantine and Immigration Station on House Island. The need for expansion of the US Hospital, Quarantine and Immigration Station on House Island to increase detention capacity was in part affected by early 20th century immigration laws. Congress passed the 1917 Immigration Act on 5 February 1917 to restrict the immigration of undesirable immigrants from other countries, including any persons with tuberculosis, any form of contagious disease, a disability restricting them from earning a living in the United States or any "idiot, imbecile, epileptics, alcoholics, poor, criminal, beggars, polygamist, or anarchist."¹⁷ The act established a literacy test for immigrants and the requirement for medical examinations before entering the country. In 1920 a second Detention Barracks was built to the east of the Small Barracks. It had a capacity for 592 people.¹⁸ It was torn down in 1962, although the remains of the foundation are still visible.

The Emergency Quota Act 1921 was passed by Congress to temporarily limit the number of immigrants into the United States. The law imposed quotas based on the country of birth. Allowable quotas for each country were calculated at three percent of the total number of foreign-born persons from that country recorded in the 1910 United States census.¹⁹ The Act was superseded in 1924 by the Johnson-Reed Act which limited the number of immigrants allowed into the United States to two percent of the total number of people of each nationality living in the United States as of the 1890 national census.

¹⁶ _____. *Report of the Federal Security Agency: Public Health Service*. Washington, DC: US Government Printing Office, 1904.

¹⁷ Tucker, Davis and Jessi Creller. "Summary of the 1917 Immigration Act" The University of Washington-Bothell Library website.
http://library.uwb.edu/guides/usimmigration/1917_immigration_act.html

¹⁸ _____. *Fort Scammell Tour*. Portland: Portland Discovery Land & Sea Tours, 2012.

¹⁹ Barrientes, Brenda "Summary of the 1921 Emergency Quota law; An Act to limit the immigration of Aliens into the United States" The University of Washington-Bothell Library website. http://library.uwb.edu/guides/usimmigration/1921_emergency_quota_law.html

In the 1920s, the Portland station was largely used as an overflow station for the ports of Boston and New York. In November of 1923 the ships *President Polk* and *George Washington* were diverted to Portland from New York and 218 immigrants from those ships were quarantined at the station. The station was abandoned in the winter of 1923. In 1937 the US Hospital, Quarantine and Immigration Station on House Island was officially closed and offered for sale.

Navigation

In the early 20th century, a shoal about 60 yards off the north end of the island was marked by House Island Light.²⁰ A shoal with 14-17 feet of water over it extends from House Island into Diamond Island Roads, the anchorage for vessels waiting for inspection. In 1906, at the time of development of the island by the United States government, a black spar buoy off the north end of the island at the easterly entrance to Diamond Island Roads anchorage was added.²¹ Known as House Island Buoy 1, it was discontinued in 1982.²² In 1914 lights were added to the navigational markers on the island.

The south end of the island is now marked by Fort Scammel Point Light 2, a 35' high triangular red daymark on a skeleton tower. On the north end of the island is House Island Light 3 with a square green daymark on a skeleton tower 20' above water and a House Island Buoy, a green can buoy, at N 43°39' 22.408" and W 70°12'20.221".²³

Private Ownership, 1950-present

At the end of World War II Fort Scammell was sold to Navy Captain Lincoln King, ret. for \$1200 in 1948. King wanted to sell the fort's granite to the US Army Corps of Engineers for a planned breakwater from the shore of South Portland to Spring Point Light. Hilda Cushing of South Portland wanted to see the fort preserved and was quoted as saying, "You can't have tomorrow without today."²⁴ She purchased the southern half of the island from King in 1954. In 1955 she purchased the remainder of the island which was then owned by Stanley Pettengill. Her family owned the island until 2014.

²⁰ United States Coast Pilot: The Atlantic Coast. US Coast & Geodetic Survey. US Government Printing Office, 1911.

²¹ "Maine-Portland Harbor Buoyage" *The Canada Gazette*. Ottawa. Saturday August 25, 1906. Page 435.

²² _____. "150 Bouys in use along Maine Coast to be discontinued by Coast Guard". *Bangor Daily News*. April 1, 1982

²³ _____. *Light List, Volume 1 Atlantic Coast: St Croix River, Maine to Shrewsbury River, New Jersey*. US Department of Homeland Security, United States Coast Guard. US Government Printing Office, 2014.

²⁴ Gratwick, Harry. *The Forts of Maine: Silent Sentinels of the Pine Tree State*. Charleston, SC: The History Press, 2013. P.55

ARCHITECTURAL DESCRIPTIONS

House Island is an hourglass shaped island, with the north and south ends of the island connected by a narrow ridge dropping off to semicircular beaches on the east and west sides of the island. The island is characterized by a zone of exposed bedrock around the shoreline with sand beaches on either side of the narrow ridge connecting the two halves of the island, a small sandy beach to the east of the Public Health Officer's Residence and by the former Starling and Trefethen Wharves on the north east side of the island. Like most small coastal islands, the surface of the island has a thin layer of topsoil with bedrock either bare or close to the surface. Exposed bedrock is particularly predominate on the south half of the island. The south half of the island is dominated by Fort Scammell. The cut granite exteriors of the east and west battery are connected by the earth covered magazines and exterior walls of the south battery and unfinished site of the north battery. The fort is centered around a roughly rectangular parade ground that is entered through a sally port on the west side of the island. To the west of the fort is a stone wharf, the remains of a second wharf, the site of the 1892 Portland Inspection Station, and the remains of the stone cutting yard and the partial foundations of the stone work house. On the north end of the island are three wood framed structures associated with the former United States Hospital, Quarantine and Immigration Station, used as seasonal residences and for private functions in the second half of the twentieth century. Primary access is via a dock on the west side of the island. The various resources on the island are connected by mown trails.

Small Detention Barracks (1907)

Map Location C, contributing

Located at the north end of the island is the small detention barracks constructed in 1907. The one-and-one-half story, rectangular shaped wood-frame building was constructed in the Acadian Revival style. The barracks is eight bays wide and two bays deep and is capped by a hipped roof featuring a flared eave projecting out over the facade and each elevation. The flared eave is a character-defining feature of the Acadian Revival style as is the raised foundation and steeply pitched hipped roof. The soffit is open with decorative rafters exposed. The roof is sheathed with asphalt shingles. The barracks is constructed on a rough-cut, un-coursed granite foundation. A wood water table caps the foundation. The walls of the barracks are clad with wood shingles.

The principal southeast facade features a slightly projecting center gable over a four-bay wide by one-bay deep entry bay. The southeast facade of the entry bay features four tall window openings, reading from south to north (left to right) the southernmost opening is infilled by a stacked three-light window, the next opening features a nine-over-nine double-hung wood sash, next is a six-over-six double-hung wood sash window with a three-light transom and the last opening is a six-over-six double-hung wood sash window with a three-light transom as well; however the muntins and frame of the last transom are considerable lighter than that to the south. A single multi-light wood entry door is located on the north and south elevations of the entry bay. A band of three one-over-one double-hung sash replacement windows are located in the gable above. Two six-over-six double-hung wood sash windows are located to the north and south of the entry bay. A simple wood surround highlights each door and window opening. Each window has a slightly projecting wood sill. A brick chimney pierces the southwest roof plane to each side of the central gable.

The north and south elevations feature two six-over-six double-hung wood sash windows with a single-light foundation opening below each window. Like the windows on the facade, the openings feature a simple wood surround with a slightly projecting wood sill. Centered above on the plane of the roof is a single hipped roof dormer. The dormer features a flared eave and exposed rafters like the principal hip. A six-over-six double-hung wood sash window provides light to the interior.

The rear (northwest) elevation features a centrally located sliding glass door with a ten-light transom above and three, six-over-six double-hung wood sash windows to each side. Two, hipped roof dormers are located on the roof plane above. Each dormer features an overhanging flared eave and exposed rafters as well as a six-over-six double-hung wood sash window. A slender brick chimney pierces the roof plane to the south of the south dormer. Historic images of the island show that a chimney was located to the north of the north dormer. A full-width wood deck is located along the northwest elevation. A central wood stair provides access to the deck. A simple wood balustrade wraps the deck above and wood lattice is located below.

Large Detention Barracks (1920) ruins only

Map Location D, contributing

Located east of the small detention barracks are the deteriorated and partial remnants of the one-story large barracks constructed in 1920. The barracks was constructed of brick laid in a six-course common bond on a poured concrete foundation. The barracks was razed in 1962.

Public Health Officer's Residence (1907)

Map Location H, contributing

Located to the southeast of the small detention barracks is the public health officer's quarters constructed in 1907. The one-and-one-half story, t-shaped wood-frame building was constructed in Dutch Colonial Revival style with Acadian Revival style influences. The residence is three bays wide and two bays deep and is capped by a side gable gambrel roof featuring a flared eave projecting out over the facade and each elevation. The upper plane of the roof is sheathed with asphalt while the lower plane is sheathed with wood shingles. The residence is constructed on a rough-cut, un-coursed granite foundation. A wood water table caps the foundation. The walls of the residence above are clad with pebbled dash.

The principal west facade features a projecting one-story entry porch centered on the facade. The roof of the porch is supported by classically inspired wood columns resting on wood plinths. Wood steps provide access to the porch. Access is gained through a multi-light wood door flanked by eight-light sidelights. A single 6/6 double-hung wood sash window is located to each side of the entry porch. The windows feature a simple wood surround and slightly projecting wood sill. Historic images of the quarters show the sash were originally six-over-two. A four-light foundation window is centered below each of the first floor windows. A nearly full-width shed roof dormer is located across the lower roof plane on the facade. The dormer features a centered paired six-over-six double-hung wood sash with a single six-over-six double-hung wood sash located to each side. Historic images of the quarters show the paired sash of the dormer were originally a multi-light diamond patterned sash over two-lights and like the first floor, the single six-over-six were historically six-over-two-lights. An interior brick chimney pierces the ridge of the roof to the north of center and an exposed exterior end-wall chimney is located on the south elevation.

A raised one-story wrap-around porch is located at the southeast corner of the south elevation and continues down along the east (rear) elevation. The flat roof of the porch is supported by classically inspired wood columns resting on wood plinths. Wood steps provide access to the porch at the southeast corner of the porch. A paired multi-light French door at the east end of the south elevation provides secondary entrance to the building. The exposed brick chimney stack is located to the west and a single six-over-six double-hung wood sash window is located at the west end of the foundation. A six-over-six double-hung wood sash window is located to each side of the chimney stack in the gable above.

The north elevation features two six-over-six double-hung wood sash windows on the first floor with a window stacked above each opening in the gable. A semi-circular window is located above near the gable peak.

The rear (west) elevation features a two-story centrally located projecting gable with a shed roof dormer to each side. Additionally, a one-and-one-half story rear-ell projects out to the east. An advertisement in 1915 requested services to construct a boiler room and laundry, although no building is mentioned, it appears as though the one-and-one-half story ell may have been added on after the initial construction in 1907. The ell is two-bays wide and one bay deep and is capped by a gable roof featuring a flared eave. The plane of the roof is sheathed with asphalt while the gable end is clad with wood shingles. The ell is constructed on a rough-cut, un-coursed granite foundation with a wood water table capping the foundation. The walls of the ell, like the residence, are clad with pebbled dash. An inset entry is located at the northeast corner of the ell. The windows of the ell are smaller in scale than the principal block.

Quarantine Hospital(1907)

Map Location I, Contributing

Located south of the Public Health Officers Quarters, the Quarantine Hospital was constructed in 1907 in the Acadian Revival style. The hospital is a four bay wide and two bay deep, one-story rectangular shaped wood-frame dwelling which is capped by a hipped roof featuring a flared eave projecting out over the facade and each elevation. The flared eave is a character-defining feature of the Acadian Revival style. The soffit is open with rafters exposed. The roof is sheathed with asphalt shingles. The hospital is constructed on a rough-cut, un-coursed granite foundation. A wood water table caps the foundation. The walls of the hospital are clad with wood shingles.

The principal north facade features a central entry flanked by six-over-six double-hung wood sash windows with a secondary entrance located to the west. Both openings features a single-light and wood panel entry door with a transom above and a wood screen door. A single light wood transom is located over the central entry and a three-light transom is located over the entry to the west. A simple wood surround highlights each door and window opening. Each window has a slightly projecting crown and wood sill. A slender brick chimney rises from the east end of the roof. Two slender metal vents pierce the north roof plane to the north and west of the chimney. A set of wood stairs and a wood deck provides access to both entries. A simple wood railing wraps the deck.

The west elevation features two six-over-six double-hung wood sash windows with a single-light foundation opening below each window. Like the windows on the facade, the west

elevation openings feature a simple wood surround with a slightly projecting crown and wood sill. Wood flower boxes are located below the sill.

The rear (south) elevation features four six-over-six double-hung wood sash windows symmetrically aligned across the elevation. A small wood frame opening (boarded over) is located between the two western most window openings. The sill of the small opening is level with the meeting rail of the primary windows. A slender brick chimney pierces the roof at the west end of the roof.

Starling/Trefethen's Wharves, (c1823)

Map Location B, Contributing

Three foundations of the former wharves used by the Starling and Trefethen families are located just off the northeastern shore of the island. The rectangular wharf bases are comprised of small cut and uncut stones. Historically the wharves were extended by wood pilings and wood framed piers. One and two story wood framed fish houses were located on the wharves for the processing of fish.

Old Wharf(1862)

Map Location E, Contributing

The foundations of an old wharf are located just off shore to the west of the Small Detention Barracks. The wharf base is composed of uncut stones.

Beehive Well Head(1907)

Map Location F, Contributing

To the west of the Public Health Officer's House is a domed brick structure covered in concrete parging. The domed structure covers a fresh water well.

Dock(early 20th century, improvements 1950s)

Map Location G, Contributing

The actively used dock is largely comprised of wood pilings supporting a long wood wharf with floating docks on the northwestern end for loading and unloading vessels. At the shore end of the dock, stone cribbing is located between the pilings. To the south of the dock is a flat sandy beach for barge landings.

Lobster Pound Cove and Foundation of Lobster Pound (1889)

Map Locations J & K, contributing

To the east side of the narrowest point of land between the south and north ends of the island lies Lobster Pound Cove. The semicircular shaped cove has a sandy beach that resolves into rock ledges at the outermost edges of the cove. A natural barrier of ledge extends from the northern edge of the cove into the water. A barrier of cut granite stones connects the ledge barrier to the ledge on the south side of the cove. The stone fill is visible at low tide, but submerged at high tide. The barrier stones are the remains of Trefethen's lobster pound. The stone barrier and ledges were topped by a wood weir. Historic photos indicate a one-story gable roof fish house was located the north end of the enclosure, although no remains of the fish house are apparent in aerial images.

Cemetery (1822)

Map Location L, Contributing

A small cemetery is located at the north eastern end of the south section of the island overlooking Lobster Pound Cove. The cemetery is bounded in part by a low wall and picket fence. The cemetery has a few stones. Approximately twenty-two burials are located in the cemetery.

Old Wharf/Stone Cribbing (1850s)

Map Location M, contributing

A natural ledge on the west side of the island is topped by the remains of an old wharf with rough and cut stones. The remaining stones are largely below the water at high tide. To the south of the remains of the old wharf are piles of cut granite stones scattered across the rocky shore.

Site of Stone Cutting Shed and Granite cutting area (1850s)

Map Location N, Landmark

Between the remains of the old wharf and a wharf of cut granite stones lies an area composed of piles of stacked rough cut granite, finished granite stones, and cast-off waste stones. At the south end of the area is a stacked granite foundation, possibly the foundation of the former Stone Cutting Shed.

Granite 'Engineer's' Wharf (1850s)

Map Location O, Landmark

The wharf structure on the west shore of the fort is composed of blocks of large cut granite. The granite perimeter stones curve out from the juncture with the shore and a recessed cut is located on the north side of the wharf. The interior of the wharf is paved with small granite pavers. The pavers have deteriorated with the growth of organic materials between the stones. The western end of the wharf has a deteriorated raised wooden platform and is used for the storage of lobster traps. Large wood bumper pilings are located along the perimeter of the water side of the wharf.

Site of Portland Inspection Station (1892)

Map Location P, Contributing

The site of the former 1892 inspection station is located between the entrance to the fort and the granite wharf. The area is overgrown, except for the mown path with outcroppings of ledge.

Fort Scammell

Fort Scammell was originally built as a semi-circular stone, brick and sod fortification facing Casco Bay and the entrance to Portland Harbor in 1808. In 1814 a single exterior battery was built to the rear of the fort overlooking the north end of the island. In the 1840s and 1850s semi-circular fortification was extended by earthen walls on the right and left flanks and finally to the rear to incorporate the exterior battery and enclose a much larger area. During the Civil War and shortly thereafter, the fort was expanded and rebuilt. The major changes of the new construction include the two granite block bastions (east bastion and west bastion) on the east and west sides of the island, the parade ground, and the great magazine. A planned north bastion was never completed.

Sally Port (1850s)

Map Location Q, Landmark

Fort Scammell, like most nineteenth century forts, is entered through a sally port. The segmentally arched and vaulted passage originally contained heavily timbered doors which were held by the large iron pins on the outside of the archway. The sally port is flanked on both sides by earthen bomb proofs. A band of square granite pavers is located at the outermost opening in the sally port.

Parade Ground (1850s, altered 1862)

Map Location R, Landmark

Fort Scammell includes a centrally located parade ground. A mound near the center of the parade ground is the remains of the foundation of a large concrete mixer. The parade ground was larger before the fort was expanded and rebuilt in the 1860s and 1870s. Openings around the parade ground lead via tunnels to powder magazines and the gun emplacements.

1808 Fort aka South Bastion (1808, altered 1862)

Map Location S, Landmark

The earthen walls of the South Bastion have been partially excavated to reveal a section of the stone and brick walls of the south battery constructed in 1808. Approximately 80% of the 150-foot brick wall has been exposed to reveal 25 courses of tapered and curving brick atop a fieldstone foundation secured to a granite outcropping. The exposed brick walls of the fort were whitewashed. The walls were whitewashed to make it evident to enemy vessels that the harbor was defended. A World War I anti-aircraft gun emplacement is located on top of the South Bastion.

1814 Exterior Battery (1814)

Built to defend the rear (north) of the 1808 fort from a land invasion on the north end of the island. A portion of the battery has been incorporated into the 1840s and 1850s expansion of the fort and survives.

West Bastion (1862)

Map Location T, Landmark

A one-story granite block bastion was constructed in 1862 along with the two-story granite block east bastion. The granite casemates of both bastions face Casco Bay. The west bastion was originally designed to have two levels of casemates while the east bastion was designed for three; however, the west bastion was only completed to the first level of casemates and the east bastion was completed to the second level. Each bastion contains a series of arched and enclosed casemates with heavily vaulted ceilings to support the gun platforms above. The barquette tier (top) parapets were added in the late 1860s.

East Bastion (1862)

Map Location U, Landmark

A two-story granite block bastion was constructed in 1862 along with the one-story granite block west bastion. The granite casemates of both bastions face Casco Bay. The east bastion was designed to have three levels of casemates while the west bastion was designed with two; however, the east bastion was only completed to the second level of casemates and the west bastion was completed to the first. Each bastion contains a series

of arched and enclosed casemates with heavily vaulted ceilings to support the gun platforms above. The barbette tier (top) parapets were added in the late 1860s.

Great Magazine (1870s)

Map Location V, Landmark

Along the southeast side of the parade ground and over the site of the 1808 blockhouse a large central magazine or Great Magazine was built in 1870. The magazine was used as the central storeroom for ammunition.

House Island Light 3 (late 20th century)

Map Location A, non-contributing

House Island Light 3 is located on the north end of the island. A square green day mark is mounted 20 feet above the water on a skeleton tower resting on a concrete base fixed to a rocky ledge.

Fort Scammel Point Light 2 (late 20th century)

Map Location W, non-contributing

Fort Scammel Point Light 2 is located on the south end of the island. A triangular red day mark is mounted 35 feet above the water on a skeleton tower resting on a concrete base fixed to a rocky ledge.²⁵

Flagpoles

A flagpole is located atop the western battery. A second flagpole is located outside the Public Health Officer's Residence. Additional smaller flag poles are located on the dock and on the deck of the Quarantine Hospital.

²⁵<http://me.usarbors.com/harbor-guide/portland-harbor#sthash.F8IKC8ke.dpuf>

INDEX OF RESOURCES

Map ID	Resource Name	AYB	Level of Significance
A	House Island Light 3	Late 20 th Century	Non-Contributing
B	Starling/Trefethen Wharf 1	Circa 1823	Contributing
	Starling/Trefethen Wharf 2	Circa 1823	Contributing
	Starling/Trefethen Wharf 3	Circa 1823	Contributing
C	Small Detention Barracks	1907	Contributing
D	Large Detention Barracks	1920	Contributing
E	Old Wharf	unknown	Contributing
F	Well Head	1907	Contributing
G	Dock	Early 20 th Century	Contributing
H	Public Health Officer's Residence	1907	Contributing
I	Quarantine Hospital	1907	Contributing
J	Lobster Pound Cove	Circa 1889	Contributing
K	Lobster Pound Foundations	Circa 1889	Contributing
L	Cemetery	1822-2008	Contributing
M	Old Wharf/Stone Cribbing	1850s	Contributing
N	Site of Stone Cutting Shed	1850s	Landmark
O	Granite "Engineer's" Wharf	1850s	Landmark
P	Site of Portland Inspection Station	1892	Contributing
Q	Sally Port	1850s	Landmark
R	Parade Ground	1850s (1862)	Landmark
S	South Bastion & Site of 1808 Fort/exposed wall	1808 (1862)	Landmark
T	West Bastion	1862	Landmark
U	East Bastion	1862	Landmark
V	Great Magazine	1870	Landmark
W	Fort Scammell Light 2	Late 20 th Century	Non-Contributing
X	Earthen Walls	1840s- 1850s	Landmark
Y	Concrete mixer, granite foundation stones & narrow gauge rails	1850s- 1860s	Landmark

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Deed from the United States of America to Lincoln King. Book 1916, Page 458. 1948.

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Appendix C - Extant Images



2012 photo by Max Yeston, Greater Portland Landmarks

Small Detention Barracks (1907) *Map Location C, Contributing*



2013 photo, Greater Portland Landmarks

Remains of the Large Detention Barracks (1920) *Map Location D, Contributing*



2012 photo by Max Yeston, Greater Portland Landmarks

Public Health Officer's Residence (1907) *Map Location H, Contributing*



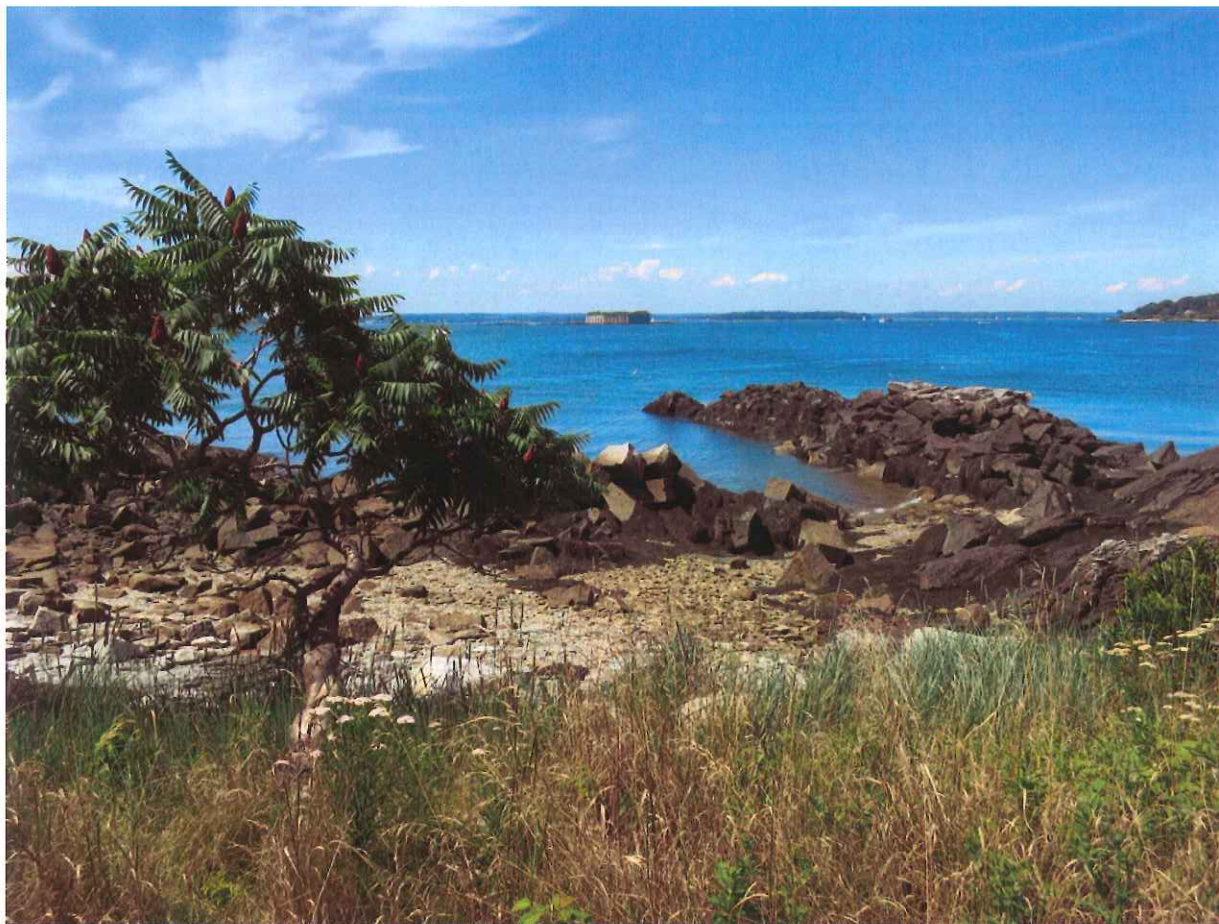
2012 photo by Max Yeston, Greater Portland Landmarks

Quarantine Hospital (1907) *Map Location I, Contributing*



2013 photo, Greater Portland Landmarks

Lobster Cove (c1889) *Map Location J, Contributing*



2013 photo, Greater Portland Landmarks

Old Wharf/Stone cribbing and Remains of Granite Stones (1850s) *Map Location M, Contributing*



2013 photo, Greater Portland Landmarks

Granite "Engineer's" Wharf (1850s) *Map Location O, Landmark*



2013 photo, Greater Portland Landmarks

Sally Port (1850s) *Map Location Q, Landmark*



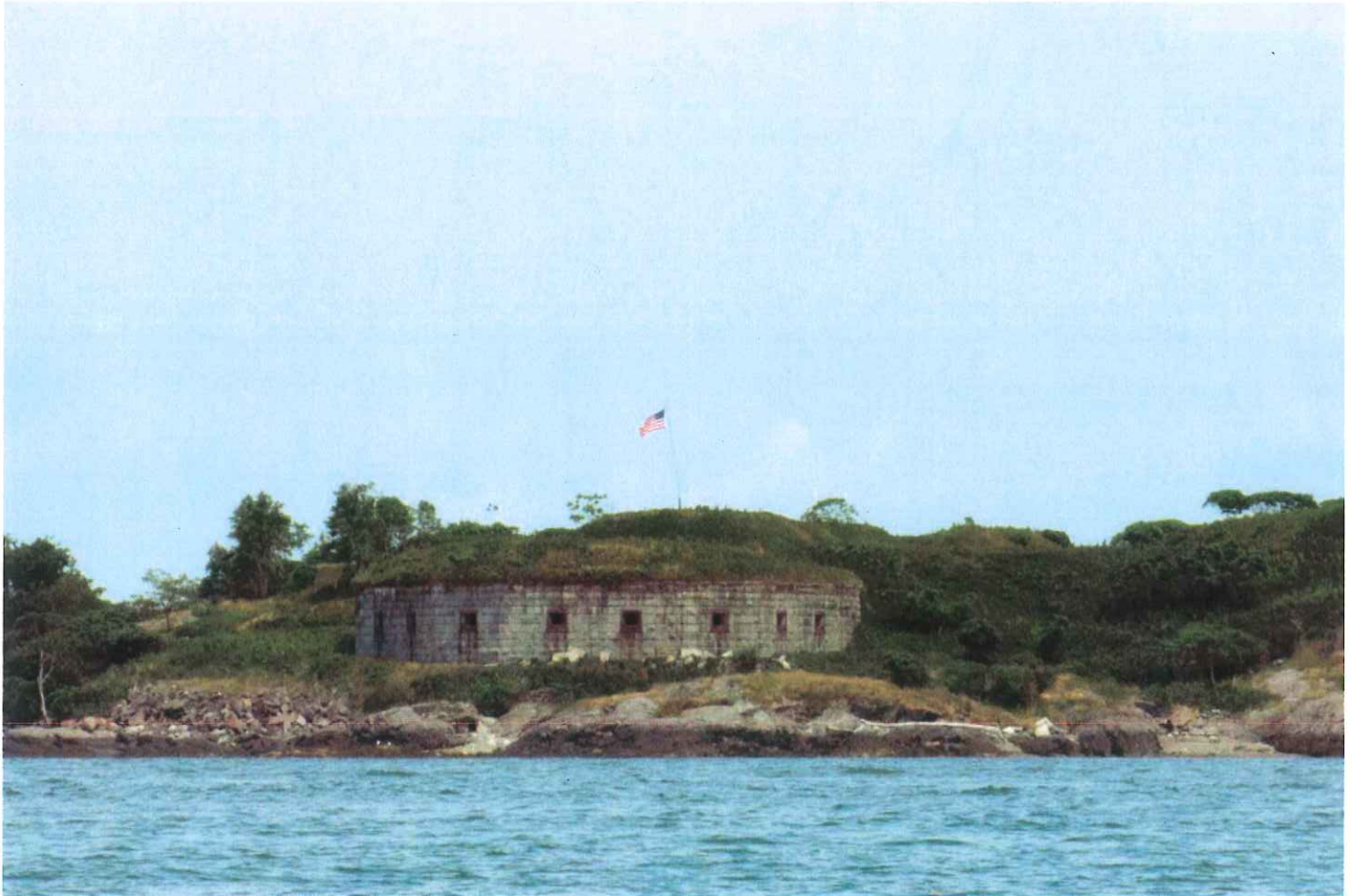
2013 photo, Greater Portland Landmarks

Parade Ground Looking North (1850s, 1862) *Map Location R, Landmark*



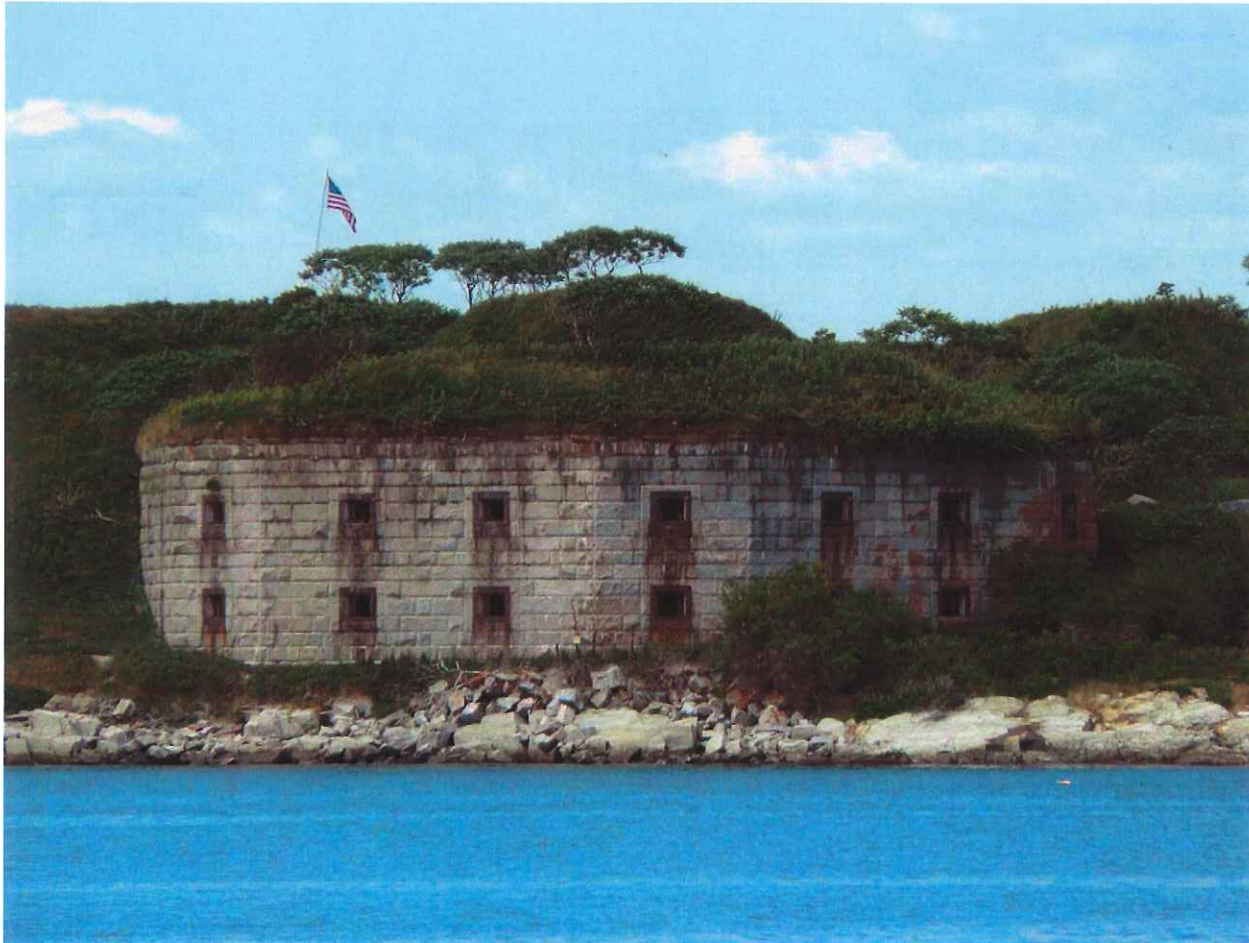
2013 photo, Greater Portland Landmarks

1808 Wall, South Battery (1808, 1862) *Map Location S, Landmark*



2012 photo by Max Yeston, Greater Portland Landmarks

West Bastion (1862) *Map Location T, Landmark*



2012 photo by Max Yeston, Greater Portland Landmarks

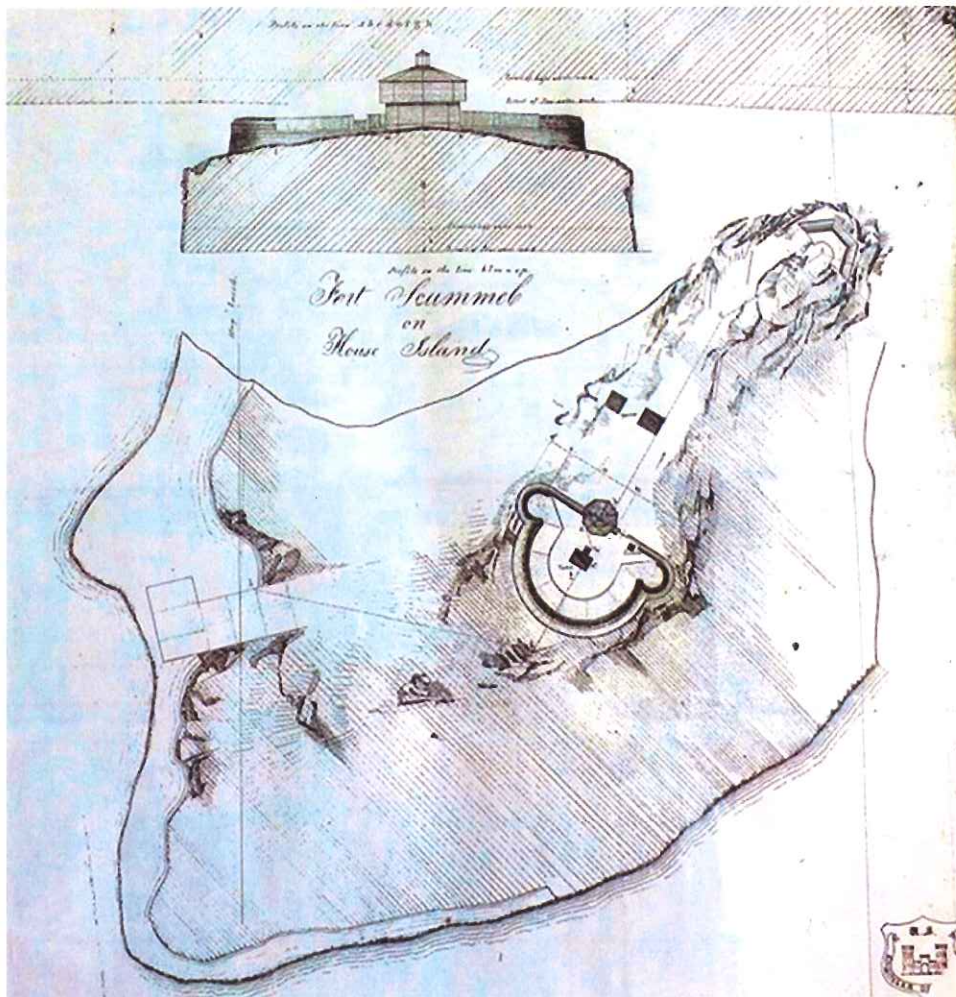
East Bastion (1862) *Map Location U, Landmark*



Image of partially exposed wall of the South Bastion. Courtesy of Kenneth E. Thompson, Jr.

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Appendix B - Historic Images



1808 Plan of Fort Scammel on House Island



House Island in the nineteenth century from *New England Magazine: An Illustrated Monthly*, Vol.14.



Dwelling on House Island from *The Casco Bay Islands, Maine* by Ruth S Sargent.



Fish Houses and wharves on House Island from *The Casco Bay Island: 1850-2000* by Kimberly E MacIsaac.



Splitting Hake on Trefethen's Wharf, House Island.
Image No.fish6813, NOAA's Historic Fisheries Collection.



Trefethen's Flake Yard [House Island].
Image No.fish6851, NOAA's Historic Fisheries Collection.



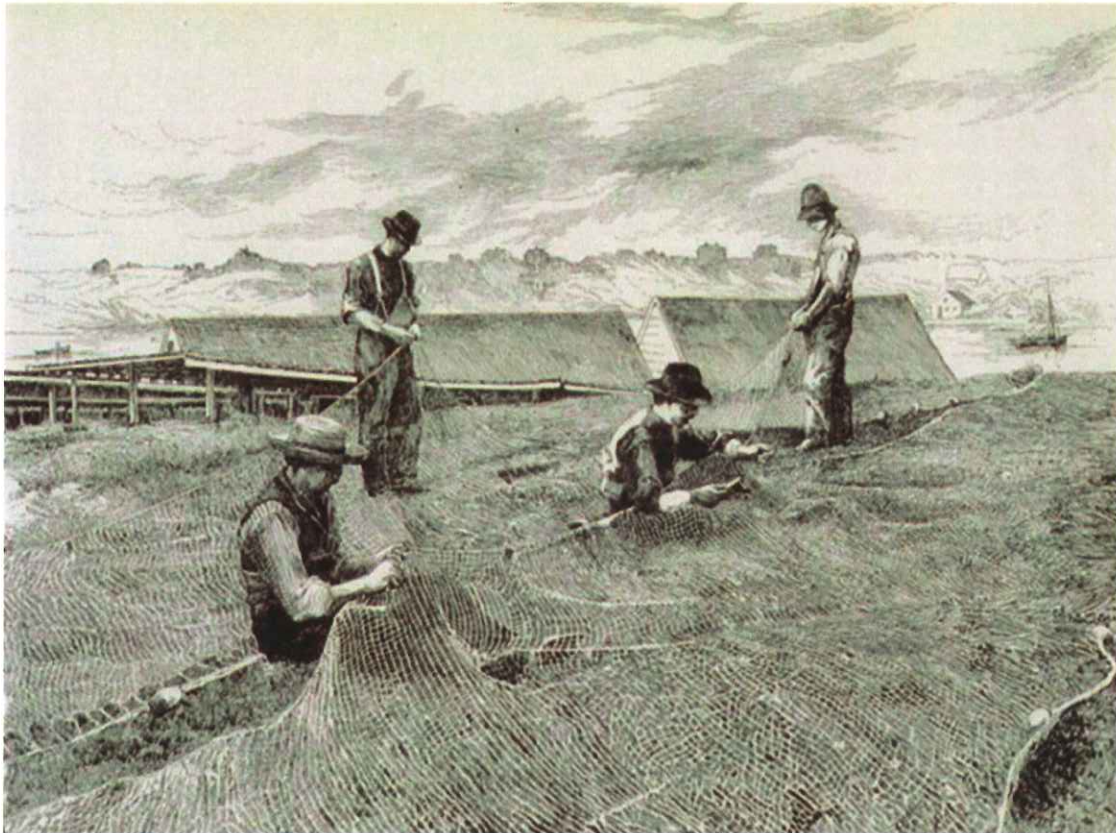
View of House Island fish flakes (drying racks) *From The Casco Bay Island: 1850-2000* by Kimberly E MacIsaac.



Trefethen's flake yard [House Island]
Image No.fish6850, NOAA's Historic Fisheries Collection.



Mending nets at Trefethen's flake yard [House Island].
Image No.fish6849, NOAA's Historic Fisheries Collection.



Fisherman mending herring gill-nets at House Island, Casco Bay, Maine.
Image No. Figb0121, NOAA's Historic Fisheries Collection.



Undated Image of House Island Lobster Pound from *New England Magazine: An Illustrated Monthly*, Vol.14.



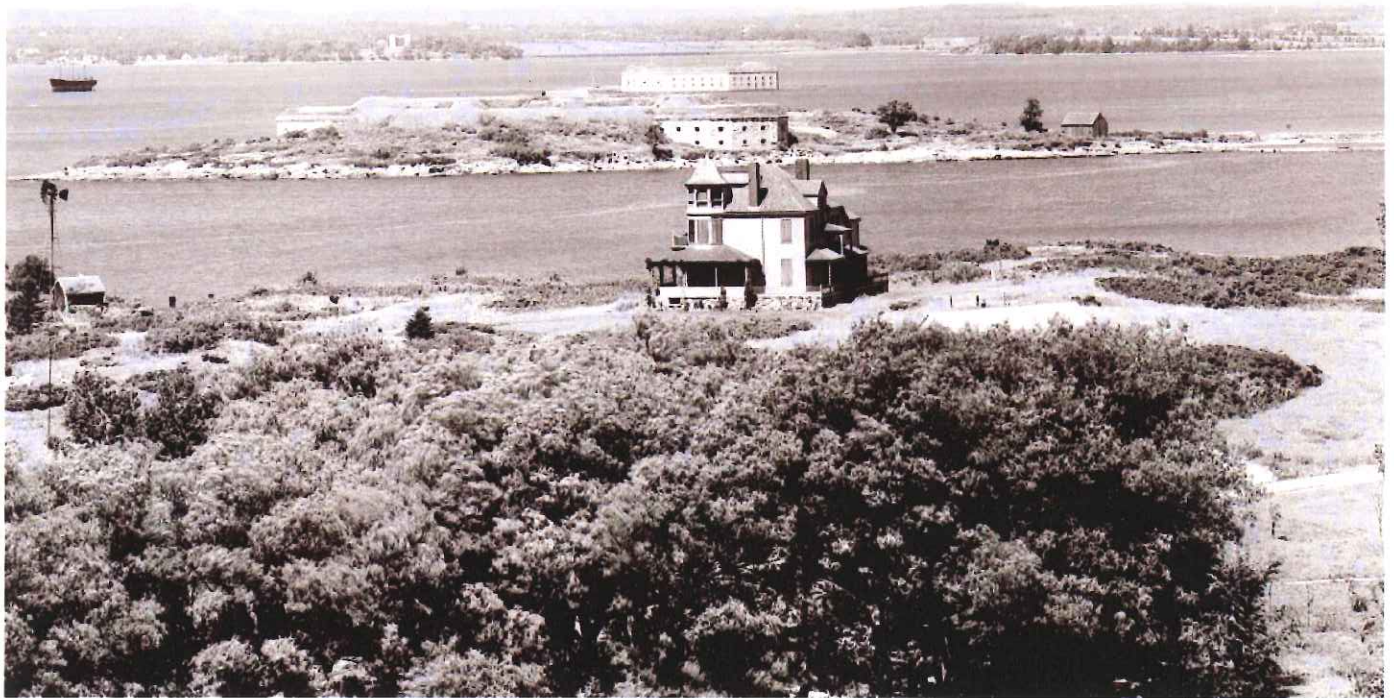
Image of the Lobster Pound. Courtesy of Kenneth E. Thompson, Jr.



Late 19th century image of House Island. Courtesy of Kenneth E. Thompson, Jr.



Image of a sloop near the Granite Cutting Shed (map location N) and the Old Wharf (M) a wood structure over stone cribbing.
Courtesy of Kenneth E. Thompson, Jr.



View of Fort Scammell (middle ground) and Fort Gorges (back ground). Courtesy of Kenneth E. Thompson, Jr.



Fort Scammell, House Island 1900-1906 from the collections of the Library of Congress

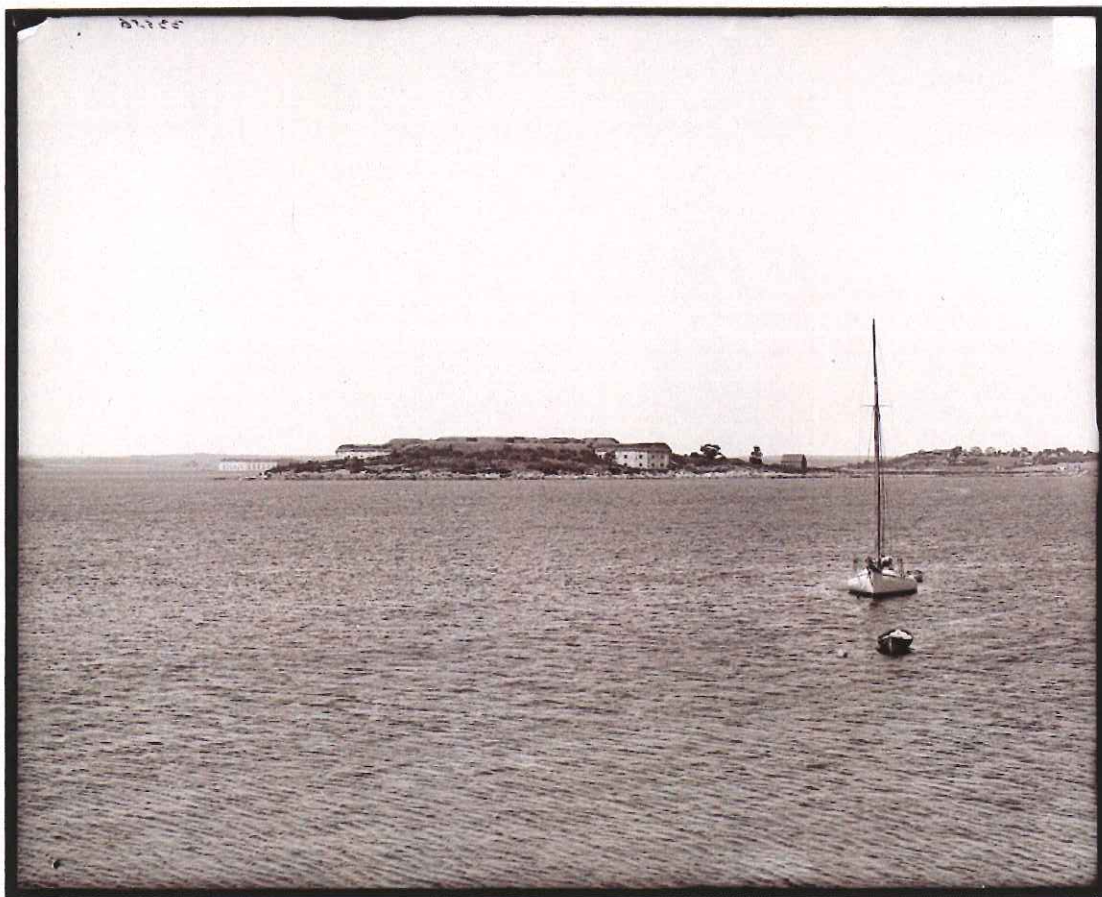


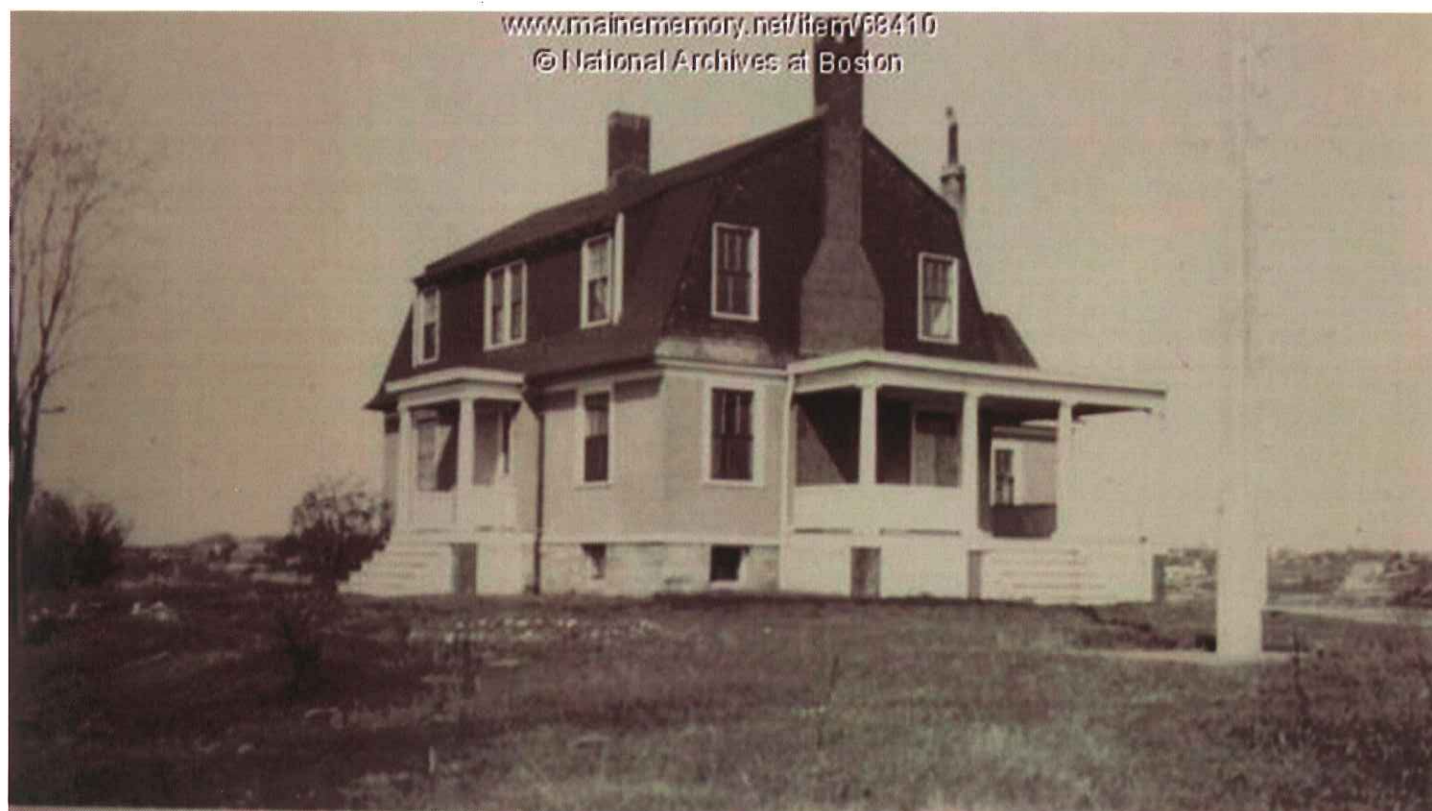
Image of Fort Scammell, House Island 1900-1910 from the collections of the Library of Congress



L to R the Public Health Officer's House, the Large Detention Barracks, and behind, the Small Detention Barracks *From The Casco Bay Island: 1850-2000* by Kimberly E MacIsaac.



Image of House Island May 1941 from the *National Archives*. Identifier No. 7318778.



Public Health Officer's House, House Island. Item 68410, Maine Memory Network.