

LANDMARKS OBSERVER

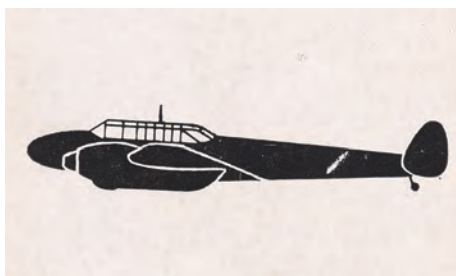
Historic character enriches our lives



PHOTO: COREY TEMPLETON

STAYING ABOVE WATER

SEE PAGE 4



OBSERVATORY:
WWII Plane Spotting

SEE PAGE 11



WHO WE ARE:
Sarah Hansen

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1893
John W.
Deering House
Mayor of Portland (1883, 1885)
lumber merchant, and sea captain
Architect:
John Calvin Stevens
Greater Portland
Landmarks

HISTORIC
MARKER

Gets a
new look

SEE PAGE 9

Greater Portland
Landmarks



LETTER FROM SARAH HANSEN, EXECUTIVE DIRECTOR

WHEN I SNAPPED ON my volunteer name tag to spend my summer days leading visitors through the newly-restored Portland Observatory I had no idea that 19 years later I would be taking that same walk as the new Executive Director of Greater Portland Landmarks. The epitome of coming full circle. (Learn more about my journey on page 8.)

Nineteen years ago, the greater Portland region wasn't facing the same development pressures and the threat of climate change didn't feel as urgent. We are having challenging conversations now about how to manage this change while keeping a strong hold on the elements of Portland that we love so dearly – our historic neighborhoods, small businesses and passion for authenticity. In this issue of *Observer*, we continue our look at how climate change will impact the region, and hope you'll join us in developing smart solutions to ensure our historic communities remain resilient far into the future.

I am honored to be joining this extraordinary team here at Landmarks, and I look forward to a bright future ahead. ■



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Landmarks



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PRESERVATION UPDATES



Portland's Historic Preservation Board is currently considering whether to establish a historic district on Munjoy Hill. The first workshop on the proposed district will be held on September 4th.

EARLIER THIS SUMMER, the National Park Service placed Westbrook's "Walking Man" sign on the National Register of Historic Places. The 13-foot sign of a TV repairman with a mechanically moving arm and toolbox was built by the late Al Hawkes in 1962 for his TV repair business on Route 302. The iconic sign has endured though the business closed long ago.

The "Walking Man" was recently restored by restaurateur Bill Umbel, who operates Lenny's, a local music venue and eatery in the former TV repair shop. As a way to protect the sign when it was threatened with demolition by a proposed new traffic roundabout, Umbel worked with local residents, the Westbrook Historical Society, and Greater Portland Landmarks to gain historic recognition for Westbrook's famous repairman.

- For the first time in its history, on July 16th the South Portland City Council enacted protections for historic buildings that will take effect on August 6, 2019. The ordinances include an incentive for property owners to rehabilitate existing historic buildings by allowing applicants to seek alternative uses that would be compatible with their underlying zoning district. The new ordinance was prompted by the challenge of finding a new use for the 8,600 square foot Captain David Boyd House, a Civil War Era home and a former convent, at 265 Cottage Road.

The zoning also includes a new 90-day demolition delay for properties identified as historic by the City's Arts and Historic Preservation Committee and for those properties built before 1941, applying to approximately 40 percent of the properties in South Portland. The delay allows the city time to have a conversation with a building owner about alternatives to demolition. It will also allow time to document and photograph a building if no alternative can be found.

- At the end of July, Portland's Historic Preservation Board voted to recommend to the Portland City Council local landmark designation for 17 buildings along Forest Avenue. The buildings include icons like the Odd Fellows Block (1897), Oakhurst Dairy (1951-1953), and the former Valle's sandwich shop (1964), now occupied by Woodford F & B. It also includes ten former automobile showrooms from the 1910s and 1920s. Portland's City Council will vote on the recommendation later this fall.

- In mid-July members of Portland's Historic Preservation Board initiated a proposal to designate portions of Munjoy Hill as a historic district. The Board will be determining boundaries of a potential district and assessing which buildings within those boundaries would be landmarks or contributing buildings within the potential district. They will likely provide their recommendations to the Planning Board in the fall before a final decision is made on the proposal by the City Council. ■



The 1962 Hawkes Plaza sign, also known as the "Walking Man", on Route 302 in Westbrook was recently placed on the National Register of Historic Places.



South Portland has enacted new protections and incentives for historic buildings enacted before 1941, applying to approximately 40 percent of properties in the City.



The A.S. Hinds Laboratory Building is one of seventeen buildings under consideration for local landmarks status. It was built in 1920 and designed by John Calvin Stevens and John Howard Stevens.

PHOTO: TODD CAVERLY

Recurrent flooding, one of the effects of climate change, is already an issue on Portland's waterfront and in the Bayside neighborhood.



STAYING ABOVE WATER

Contextualizing Climate Change in Greater Portland

PHOTO: COREY TEMPLETON

“Climate change may be the greatest challenge to our City since the re-building after the Great Fire of 1866 ...”

Excerpt from **Sustainable Portland Report (2007)**

BY EMMA SURVIS

WHY ARE HISTORIC PRESERVATIONISTS concerned about the impacts of climate change? Recurrent flooding and the impacts of more frequent and intense storms can have a serious impact on historic resources, and we must be prepared to help owners make their buildings more resilient to flooding and high winds. Beyond that, we need to rethink what it means to “save” places and sites that are important to our cultural heritage. In 2011 we published, *The Energy Efficient Old House: A Workbook for Homeowners*, to help guide homeowners in ways to reduce their historic home’s energy consumption. However, reducing our carbon footprint is only part of the solution. Landmarks is committed to joining historic preservation organizations around the world in reconsidering traditional preservation solutions and policies to reduce and adapt to the effects of climate change. As an initial step we initiated the first historic resource survey in Maine to focus on the impacts of climate change, particularly tidal flooding. We will share this information with state and local entities undertaking adaptation and mitigation planning in our region.

CLIMATE CHANGE IN CONTEXT

Environmental, economic and ecologic impacts from climate change are tangible and self-evident, but there is a disconnect between the idea of this global phenomenon and its impact on our everyday lives, our local neighborhoods and our homes. The first step to bridging this gap is to put climate change in the context of greater Portland.

First, we must consider a couple of very basic questions: how is climate change happening in the greater Portland area and why is it happening? The One Climate Future initiative developed as a joint project between Portland and South Portland has identified three climate change trends: more rainfall and less snow, increasing land and sea temperatures, and sea level rise. Sea level rise will have the greatest impact on the infrastructure of greater Portland.

Sea level rise is caused by two main climate driven issues: thermal expansion of seawater and accelerated melting of the world's ice sheets, which make up 70% of Earth's fresh water. Combined with storm surge and intensified storms, the threat of climate change to greater Portland, which is an average of just 62 feet above sea level, is particularly critical. According to a 2006 climate study survey, 9 feet of sea level rise is predicted by 2100, which would put approximately 1,495 acres or 11% of the land in Portland underwater. Two neighborhoods, Bayside in Portland and Ferry Village in South Portland, are expected to be the most heavily impacted by rising sea levels. Bayside, built primarily on fill, is at risk of being taken back by the sea. In fact, sea level rise maps depict the Portland peninsula to look much like it did 225 years ago. Ferry Village is an average of just 17 feet above sea level, putting it at high risk to be under water as well. In anticipation of these threats to Bayside and Ferry Village, Greater Portland Landmarks conducted a survey of both neighborhoods to help fully understand the historic resources that will be impacted.

CULTURAL AND HISTORIC RESOURCES

In addition to the environmental difficulties climate change poses on our natural world, there is a notable risk to the cultural and historic resources in our built environment. Our history is significant. Without it, we can forget why we are here and where we came from. The past connects us to each other and to

Climate vs. Weather

While the terms 'climate' and 'weather' are often used interchangeably in our everyday lives, their actual definitions and implications are fundamentally different. Climate is defined as, "the average course or condition of the weather at a place over a period of years as exhibited by temperature, wind velocity and precipitation." Changes in the weather are expected and often abrupt, but changes in our climate are much more gradual, so much so that they often go unnoticed. Evidence shows that our climate is changing and the impacts of these changes may be catastrophic.

What can you do to make your home more resilient to Climate Change?

BY SARAH JANE KNAUER

Anchor down sheds, garages and fuel tanks, porches, solar panels, hoods and fences. Use concrete piers, cables or straps.

Protect windows from debris and wind. Install heavy storm shutters.

Install metal flood barriers on doors and windows at or below grade.

Re-caulk cracks in foundations, waterproof basement areas and windows.

Install a sump pump.

Inspect roof shingles that could blow off in high winds or leak

Raise switches, sockets, breakers, and utilities above expected flood level. Raise your furnace and water heater.

Install valves on ALL pipes entering the house: utilize both interior and exterior gate valves for back flow from flooded sewer system.

Grade lawn away from house: use a lawn mixture of clay and sand to allow rain water to flow away from property.

Raise your home so that your lowest level is above flood level.

Move. In some locations, recurrent flooding and damage may require moving a historic house or building.

Look into flood insurance and consult predicted flood level maps.

this place. The term "historic resource," however disconnects us from appreciating the full ramifications of what we stand to lose. These "historic resources" are our homes: they are our childhood homes, our neighborhood parks, the first settlements of our ancestors and the archeological remnants of Indigenous people and original colonists. These are the places that fundamentally form our identity and sense of community.

The resources we stand to lose also have a secondary purpose. Beyond safeguarding our collective identity, they offer an opportunity for mitigation. Sustainable buildings and building construction practices are essential to reducing our contribution to climate change. Adaptively reusing our historic places is the most sustainable way to create new homes, offices and retail spaces. "The greenest building is the one that is already built." Therefore, protecting our history and protecting our environment are interdependent. Climate change and sea level rise threaten many of our historic places throughout the greater Portland area, but ensuring their reuse offers us hope as a way to reduce the intensity of the effects.

Regardless of whether we consider the more intense storms and flooding happening in the greater Portland area as anthropologically related climate change or not, it is self-evident that weather-related events in Bayside and Ferry Village, in particular, are worsening. However, the most dangerous impacts can still be avoided if we take widespread action now. Our focus as preservationists must be to support and encourage more sustainable ways of living while increasing the resiliency of our communities, and in particular our historic buildings. ■



PHOTOS: EMMA SURVIS & LESLIE MOORE

Largely unscathed by the Great Fire of 1866, the neighborhood contains many early homes, post-fire infill housing and 20th century industrial buildings built on filled land along Back Cove. Clockwise from upper left: The former St. Ansgar's Church (1890) on Mayo Street, the former Portland Motors Sales Showroom (1963) on Marginal Way, 30 Mechanic Street (1849), 19 Anderson Street (1874), and 122 Anderson Street (c1930).

History of Bayside

BY LESLIE MOORE

THE NORTHERN END OF THE PORTLAND peninsula first developed in the 1820s with the construction of a new seaport on Back Cove. Seeking economic opportunities beyond shipping, the Union Railroad filled in some of the cove's coastline twenty years later, starting what would become a long tradition of infilling in the neighborhood. Additional land was filled in the mid-19th century when a local developer scraped earth off of Munjoy Hill to fill in 11 acres north of Oxford Street. Residents built Greek Revival houses on the streets that led down to the new coastline. After the Great Fire of 1866 destroyed 1,800 buildings, the city deposited debris into Back Cove, expanding Bayside's landmass by approximately 35%.

Bayside has always been both a residential and industrial neighborhood. In the nineteenth century it housed a foundry, casket manufacturer, and pickle factory, and these industrial jobs attracted many newcomers to the city. Bayside became home to immigrants from Canada, Ireland, Scandinavia, and southern Europe. Property owners built three-story apartment buildings, known as "triple deckers," to accommodate the new residents.

An influx of shipyard workers during World War II led to pockets of overcrowding and poverty in the neighborhood. In the 1950s as suburban areas grew more popular, economic hardship spread to Portland's downtown. The city government blamed

the nearby "slums" of Bayside for the commercial decline. From 1961 to 1972, the Slum Clearance and Redevelopment Authority (referred to as SCRAP) demolished more than 2,800 housing units in Portland, many of them in Bayside. In their place, the city built Franklin Arterial and other public housing developments, filling in more of Back Cove for the construction of Interstate 295.

Despite the dramatic changes caused by urban renewal, both East and West Bayside neighborhoods retained their industrial and immigrant identities. In recent decades, refugees from Southeast Asia, Africa, and the Middle East have made the area their home. The Preble Street Resource Center, established by Joseph Kreisler in West Bayside in the 1970s, still has a strong presence in the area. In the last twenty years, new companies have begun to revitalize industrial properties in northern East and West Bayside, attracting more middle-class residents to the neighborhood and creating concerns about gentrification.

As East and West Bayside's populations and economies continue to grow, so do the threats of climate change. Thanks to sea level rise, Back Cove is now creeping back to reclaim the neighborhood that did not exist 225 years ago. Flooding now occurs regularly along Marginal Way and Somerset Street and is projected to grow worse. As Bayside reconsiders its identity in the twenty-first century, residents need to reflect on how the neighborhood bounced back from hardship in the past and consider what needs to be done to keep it resilient in the immediate future. ■

HISTORY OF FERRY VILLAGE



PHOTOS: JULIE LARRY

One of South Portland's earliest neighborhoods Ferry Village's development has been shaped by the ship building industry and the arrival of the trolley service in the late 19th century.

BY ABIGAIL DOLAN

SOUTH OF PORTLAND, on the other side of the Fore River, was a rural maritime area in the eighteenth century and part of the Town of Cape Elizabeth. This waterfront neighborhood would later become Ferry Village. In 1776, Fort Hancock, later renamed Fort Preble, was constructed as an early defense system for the area and served as a key position in the War of 1812. In Ferry Village, the Dyer family built ships for the privateer effort during the war, a massive industry in New England.

Shipbuilding in Ferry Village has a lengthy history. Notable families like the Dyers had been in the business for years, owning multiple shipyards throughout Portland before relocating some

yards to Ferry Village in 1812. For the next several decades the area thrived as a shipbuilding community with over thirty shipmasters living and working in the area. In 1845, a steam vessel named 'Elizabeth' became the ferry between Portland and Ferry Village. The steam industry then led to extensive development along the shoreline, leading to the construction of large dry docks

and launch points. The community thrived and working-class families built houses and business all along the coastline and down Sawyer Street. In 1854, Nathan Dyer instigated talks with the residents of Ferry Village and other neighboring villages who were displeased with the rate of taxation, to secede from Cape Elizabeth. At the time, Cape Elizabeth was still considered a town, and fringe communities like Ferry Village were not allowed to participate in town meetings. Villages around the bay and the Fore River were dis-



Ferry Village contains numerous homes from the late 19th century like this Queen Anne style home on Maple Street with decorative verge boards and a wraparound porch.

pleased with this arrangement and sought instead to be annexed by Portland. Portland supported the annexation; ultimately, the towns founded their own governing community--South Portland. Ferry Village was the oldest and most prosperous neighborhood in the newly created Town of South Portland.

In 1941 World War II created huge demand for larger shipyards and over 3,000 South Portland locals were hired to construct simple ship designs. Houses between Pickett Street and the coast, where Breakwater Drive is now, were demolished to make room for the new shipyards. Images of the demolished neighborhood homes can be found at South Portland Historical Society. The war industry also instigated residential development in the western part of Ferry Village, as evidenced by the large apartment complex built on Margaret Street. Shipbuilding ended with the war and oil tanks ultimately replaced the wartime facilities.



The neighborhood continued to expand in the 20th century with dwellings like this Craftsman bungalow and housing for workers in the nearby shipyards during World War II.

Since the war, Ferry Village has become a popular waterfront neighborhood. Unsurprisingly, waterfront areas along Front and High Streets are predicted to be susceptible to rising sea levels. Less well known is the potential for flooding deep within the neighborhood along Sawyer, School, and Stanford Streets. It is critical that property owners in the neighborhoods like Ferry Village that will be most impacted by sea level rise become engaged with the municipal leaders as the City begins to make planning decisions that address adaptation and resiliency. ■

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WHO WE ARE



Above: Sarah Hansen (right) working on the Loring Block House excavation in Yarmouth with archaeologist Norm Buttrick (left) and classmate Hilary Williams (center), 1996.

Left: Hanging out with mountain goats in Glacier National Park, Montana, 2006.

Right: Getting ready to tour the historic Sweet Home Mine outside Alma, Colorado, source of beautiful rhodochrosite crystals. 2002.

From Maine to Maine

(via Connecticut, Massachusetts, Colorado, Washington & Arkansas)

BY SARAH HANSEN

PEOPLE OFTEN ASK ME HOW I got into this field.

The path is a bit windy. Growing up in Yarmouth I was incredibly proud of my hieroglyphic stamp set and would spend as much time as allowed in my grandmother's attic in Bangor. My mother's family is from Bangor via Houlton, and my father is from Fort Fairfield. I have an unabashed love of Bangor and "the County" but my heart remains here in greater Portland.

I've always had a fascination with history and archaeology. I spent many summers in high school and college working with my dear friend and teacher Norm Buttrick, running the labs for summer excavations. I officially came to preservation after working in college with New London Landmarks in Connecticut to try and save the Fort Trumbull neighborhood. This was a historically working-class Italian neighborhood in New London that was being taken by eminent domain for private gain, which some of you may know as the

Kelo v. New London Supreme Court Case. Unfortunately, that case and that neighborhood lost, but I was hooked.



Hanging out at Hat 'n' Boots, originally part of a 1954 cowboy-themed gas station, now in Oxbow Park in Seattle's Georgetown neighborhood, 2012.

I have been very lucky in my career to work with fascinating people in amazing places across this country, and I have been gifted the luxury of a wide geographic and economic perspective on the challenges and opportunities facing preservation. The most important lesson I continue to learn is that preservation is not just about the buildings, it's about community. It doesn't matter if I was working in Wyoming, Montana, Colorado, Washington or Arkansas: we are all inextricably tied to our historic buildings. Everyone relates to places, neighborhoods, buildings and their surroundings in different ways. How do we understand and affirm that? How do we move preservation from a regulatory, academic conversation to an everyday language we can all relate to?

Preservationists have done a great job talking about the importance of the built environment, the value of historic buildings, landscapes and sites, but what we haven't done is

talk about the importance of how people relate to all these places, physically, visually and culturally. We tend to approach preservation as an issue of architecture, whereas our opportunity moving forward is to broaden that definition into neighborhoods and communities; an opportunity that Greater Portland Landmarks has grasped wholeheartedly through our work with neighborhood and community survey and lectures, historic markers and walking tours throughout Portland. We continue to expand our approach to preservation, not just focusing on the architectural history of a singular, albeit important property, but making sure we tell the story of the people who built it and contextualizing its role in shaping the collective history of the neighborhood. When the focus is solely on a building's architectural style: Federal, Georgian and Romanesque, the story of the people gets lost in the story of the physical landmark.



Sarah (third from left) filming for HGTV's Restore America at the Old Holy Rosary Hospital in Miles City, Montana, which was being rehabilitated into affordable-housing, 2006.

Buildings, structures and landscapes are a reflection of culture. How are we in the field of preservation talking about and responding to other reflections such as art, language, craft, lifestyles, music, dance and more intangible reflections such as natural areas, oral traditions, and language? How do we celebrate and sustain both our collective and individual reflections of culture, and how does preservation and revitalization play a role in that effort?

Places shape us all, and in turn we shape place. Healthy, vibrant and sustainable communities include all forms of diversity (economic, racial, and cultural). Mainers continue to become more diverse, so we need to reflect on how we're talking to each other about our communities. We must hold each other accountable to allow a future that is inclusive, equitable, and reflective of the collective community.

Jane Jacobs said, "New ideas require old buildings." Here in greater Portland, that is most certainly true. Our story is not just one of extraordinary craft beers, renowned cuisine, or thriving entrepreneurs, but that of a deeply rooted pride in our communities, our buildings and our heritage, one that neighbors and visitors alike celebrate. Without these buildings, our communities' story is incomplete. Our job here at Greater Portland Landmarks is to continue to advocate for these historic places as we help determine how our history responds to and meets the needs of an evolving economy. We are incredibly lucky to live in such an extraordinary place, and looking to the future we must ensure that our communities and the values that define us shape an inclusive, livable future. ■

The Historic Marker Program Gets a New Look

GREATER PORTLAND LANDMARKS has been awarding markers to build awareness of historic architecture in the region since 1975. Over the past 44 years close to 300 markers have been awarded. While the marker goes on the building we hope that the markers serve as a thank you to the owners who have been stewards of their property and our shared history.

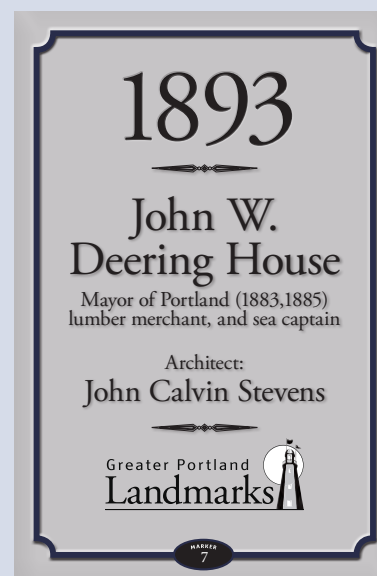
All that was done without changing the general look and feel of the markers since we started. Over the past year Landmarks created a task-force led by Carol De Tine to review the marker program so that we can

expand its reach and emphasize more modest dwellings alongside the grandiose. We sought to find a way for passers-by to learn more about the people behind the buildings in addition to a date and name. With the help of Jack Vreeland, Landmarks designed a new marker that emphasizes the context of each structure and is printed on a more durable material.

The taskforce also reviewed how we celebrate when Markers are awarded and found we were not doing enough. Going forward, this page of the magazine will be

filled with the stories of new markers. Beginning on September 26, at our annual meetings we will recognize the new markers of the past year. Finally, we will be exploring ways to make marker building information more accessible online.

While we prepared to re-launch our marker program we have been closed to new applications until now. We will review and research markers 3 times a year and the first review period for these new markers is open until January 31. ■



For more information and to apply visit our website: portlandlandmarks.org/historic-marker-program

TO DO ALL THIS WORK WE RELAUNCHED OUR VOLUNTEER MARKER COMMITTEE.

Would you like to be part of the process?

Contact Julie Larry, jlarry@portlandlandmarks.org to find out what it takes and how you can help.

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Ed's Featured Listings

22 Carroll Street



Striking penthouse unit comprised of wide open and flexible spaces! Enormous windows and skylights add to the dramatic architecture resulting in a truly unique home. 4-5 Bedrooms, 2 large living areas with sunken den, private garage plus two additional parking spaces, 2 huge storage rooms, elevator and much more in one of the West End's loveliest buildings. **\$1,100,000.**

8 Hill Street #3

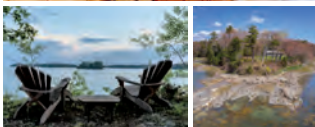


Being built now is the Bramhal Hill House. Exciting choices of options and selections to personalize your new 2 bedroom 2 bath West End home. This large unit also includes a dramatic multi purpose loft space with a private deck, awesome light, and views. Rare 2 car garage parking is included. **\$795,000.**



33 Tidal Run Lane, Brunswick

Rare opportunity to own a very private, peaceful oceanfront point, surrounded by water and visited by Eagles from their nest nearby. On 6 acres at the head of Middle Bay, this custom four-bedroom south facing home was designed to take advantage of sweeping vistas, water views from every room, and one acre lawn leading to the water. Spectacular sunrises and sunsets over the water and rooms filled with light all day long. This custom home enjoys a gourmet kitchen with gorgeous Butternut cabinets, beautiful granite countertops and top-of-the-line appliances. Formal dining room leads to a living room with arched elegant fireplace. There is a gracious master bedroom with walk-through dressing room leading to the bathroom. Soak in your sunken tub under the moonlight from one of seven skylights in the home, gazing at spectacular ocean views. Shed/Barn, grassy arena, oversized 3 car garage! **\$1,750,000**



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OBSERVATORY AT A GLANCE



PHOTO: HEATH PALEY

View of Portland looking down Congress Street from the top of the Observatory.

WWII Plane Spotting from the Lantern Top

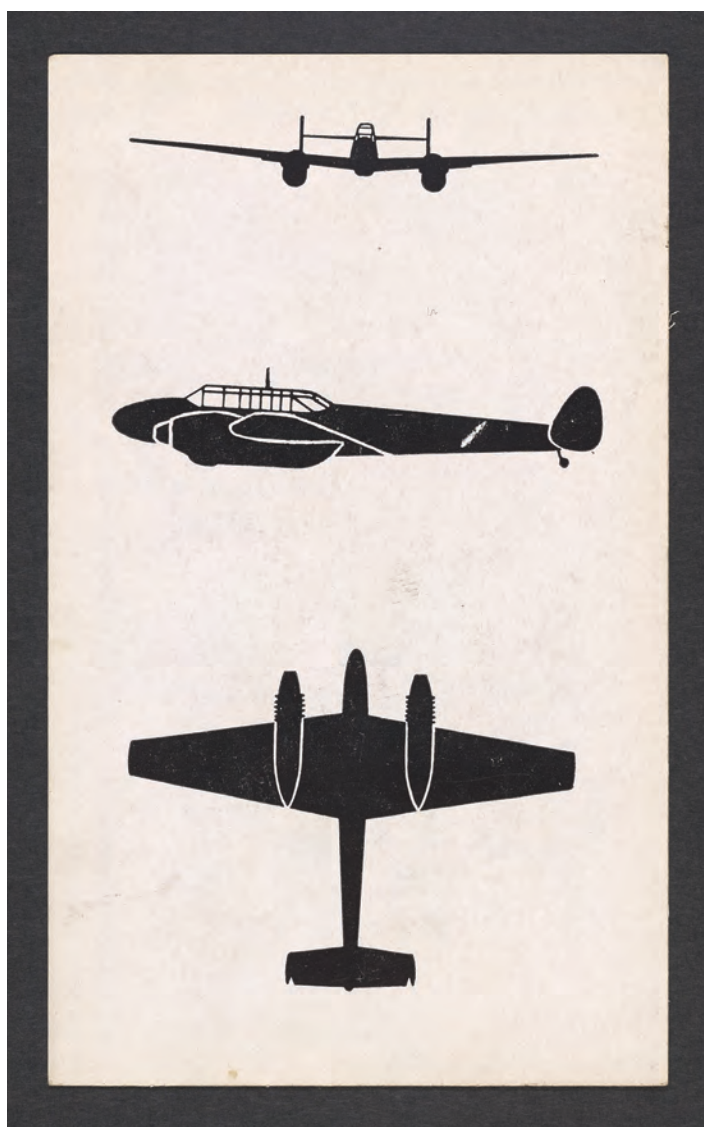
BY ALESSA WYLIE

ONE OF THE FAVORITE NEW PANELS at the tower is the story of the Observatory during World War II. Thanks to research done by historian Lincoln Paine and the reminiscing's of Howard Reiche, Jr., we now know more about what went on at the Tower during the war. Thanks to the donation of items from Jonathan Wells, former Assistant Manager of Education, that belonged to his grandfather, we had great visuals to add to the panel.



A short time after the United States' entry into the war, the Observatory was pressed into service as an observation tower for the Air Force Ground Observer Corps. Men would be stationed at the top of the Observatory to search for enemy air planes and report any sightings. The Boy Scouts of Troop 12 were recruited to serve as messengers between the Observatory and the military headquarters situated in the basement of City Hall. Working alongside two adult observers in four to five-hour evening shifts—from after supper to about 10:00 or 10:30 at night—the scouts were dispatched with information on plane sightings as needed. *“What a thrill it was, racing down Congress Street on our bikes,”* recalled Howard Reiche. *“Because of the blackout, there were no cars, no trolley cars, the lights were out, and what cars there were had the top half of their headlights taped over and looked half asleep.”*

Arriving at City Hall the scout would salute and hand over his message before returning to the Observatory. The scouts were eventually replaced by a telephone, although the Observatory remained manned until the end of hostilities in 1945. In fact, Doug Johnson, one of our current docents, was one of those Ground Observer Corps stationed at the Observatory. ■



Left shows an original Airforce Ground Observer Corps arm band and above is an original WWII airplane spotter card, both gifts of Jonathan Wells.

The Portland Observatory is open daily 10 am – 4:30 pm through October 14, 2019. Admission is free to members.



“*Paintings of Portland* by Carl Little and David Little...is a recording of a beautiful city, told through the vision of artists who have worked here more than 200 years.”
—Bob Keyes, *Portland Press Herald*

“There are images in *Paintings of Portland* that make the invisible visible. If you want to understand what for centuries has hooked people into the city of Longfellow’s ‘lost youth,’ then look through this book.”
—Dana Wilde, *Working Waterfront*

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LANDMARKS PEOPLE AND PLACES



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The 2019 Historic Gala held at Ocean Gateway, looking up towards Munjoy Hill, celebrated *Portland Then and Now*. Many new and old friends of Landmarks made the evening a special celebration of Historic Preservation in the region, our most successful to date. Left to right, gala co-chairs Candice Thornton Lee and Jane Batzell; Lauren Webster, Elizabeth Astor, and Manny Morgan; Anisa Khadraoui and Leonard Cummings.



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Sarah Shindler, City Councilor Justin Costa, and Jessica MilNeil.



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Mary Ann and Peter Taggart.



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The Gilbane and Sprague family celebrate Mary Lou Sprague's Living Landmarks Award presented that evening.

Historic Preservation is good business. Greater Portland Landmarks is honored to recognize our Business Partners and Sponsors.

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**2019 PLACES IN PERIL ANNOUNCEMENT
 AND ANNUAL MEETING + TOURS OF
 BAGALA WINDOW WORKS WORKSHOP!**

Thursday, September 26, 4:30 pm – 7 pm
Presumpscot Place, 22 Forest St, Westbrook

Free and open to the public but space is limited, registration strongly preferred. portlandlandmarks.org/events or call Chris Force 207.774.5561 x105

NEIGHBORHOOD HISTORY NIGHTS

We are presenting our findings from this summer's historic neighborhood surveys (read more on pages 4-7) in two special events. Free and open to the public but space is limited, registration strongly preferred. For more info visit portlandlandmarks.org/events

Ferry Village

Thursday, August 29
6 pm – 7:30 pm

Peoples United Methodist Church
 310 Broadway, South Portland

Bayside

Thursday, September 5
6 pm – 7:30 pm

Mayo Street Arts
 10 Mayo Street, Portland

FALL PRESERVATION WORKSHOPS

Each class includes a walking tour. Open to everyone, REALTORS earn 3 CEUs. More details and registration at portlandlandmarks.org/events

**Kit Homes from
 the Early 20th Century**

Wednesday, October 29
9 am – 12 pm

**How to Research
 an Old Building**

Thursday, October 30
9 am – 12 pm

Safford House, 93 High Street, Portland

SAVE THE DATE

Wednesday, Dec. 11

Thursday, Dec. 12

Friday, Dec. 13

**Holiday Lantern
 Tours at the Portland
 Observatory**

Registration for this sell-out event will begin in November.

LANDMARKS TOURS

Join us for 90-minute guided walking tours of Portland. Advanced purchase of tickets is required. For tickets go to Landmarks' website portlandlandmarks.org/tours



Homes of Portland's Golden Age explores the area that, in the early 19th century was considered "the most beautiful neighborhood in Portland." Guided walking tours feature stately homes along High, Spring, State and Pleasant Streets that showcase Portland's early prosperity through its architecture.

Tuesdays and Fridays at 10:00 am from June 25 to October 18. Tours begin at Landmarks' headquarters at 93 High Street.



Neighborhood Stories: Portland's India Street discovers the fascinating history of this busy commercial center of Portland in the late 19th and early 20th centuries. Thanks to a partnership with the Committee to Restore the Abyssinian the tour ends with an exclusive look inside the 3rd oldest African-American meeting house in the nation.

Mondays at 10:00 am OR 11:00 am from June 24 to October 14. Tours begin at One India Street.



Portland's Western Promenade in the Gilded Age is a brand new tour this year. You'll walk through one of Portland's most exclusive neighborhoods uncovering the hidden connections between neighbors during the area's building boom from the 1870s to the 1920s.

Thursdays at 10:00 am OR 11:00 am from June 27 to October 17. Tours begin at the corner of the Western Promenade and Bowdoin Street.



U.S. Custom House Tour (45 min) Constructed soon after the Great Fire of 1866, it opened for business in 1872 becoming a gateway for one of the five largest ports in the county. New Hampshire granite, walnut woodwork, and Italian marble were used in construction to ensure the building would stand for generations as a symbol of stability, wealth and strength.

Open exclusively for these tours on Wednesdays from June 26 to October 16 at 10:00 am OR 11:00 am OR 12:00 pm OR 1:00 pm