

Assessing Vulnerability and Resilience in Maine Fishing Communities

Howie Edwards Oral History

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Interviewer: CT – Cameron Thompson

Transcriber: NCC

Cameron Thompson: First, can you please state your name, your birthdate, and place of birth?

Howard Edwards, Jr.: Yes. Howard Edwards, Jr. Born in Rockland, Maine, July 10th, 1948.

CT: Your current address, please?

HE: 146 Rankin Street, Rockland, Maine.

CT: How long have you lived here?

HE: In this house, I've been here forty-one years.

CT: In Rockland?

HE: All my life except for my tour with Uncle Sam in the military?

CT: Why do you live here and not someplace else?

HE: Oh, I think it's a nice place to live. It's pretty laid back. It's got a good view. You're on the coast of Maine looking out across the harbor all the time. If you're born here, I guess you stay here. I made a good living here and raised a family.

CT: Well, we're going to ask you some more details about your experience as a fisherman. But I'm going to ask you some more questions about your background. So, can you tell me about your family? Do you come from a large family?

HE: I have a brother and sister. They both live away from here. My family's always been here. I'm probably a what, fourth generation.

CT: Where did they originally come from?

HE: My great-grandfather came from England, Columbia, the Clark Island there. He cut the paving. Cut granite in the early, mid, and late eighteen hundreds.

CT: Has anybody in your family been involved in fisheries?

HE: My son lobsters now. He's a full-time lobsterman. I did during high school.

CT: So, what is your occupation?

HE: I got through selling automobiles for sixteen years. Now, I work for Home Depot.

CT: So, maybe you could tell me a bit about this community when you were growing up, and how was the overall economy in the community at that time?

HE: When I was growing up, we had – in the early forties or the fifties and the early sixties, we

had a processing plant that processed the fish waste from the sardine factories. We had, what, three sardine factories, I believe, two commercial flatfish factories. Obviously, they're all gone now along with the place called Seapro, which was the processor for the fish waste. They turned in the fertilizer and stuff for farmers and other items. Obviously, it's a mixed-use harbor. Commercial boating has come a longways. Well, since I've been on the Harbor Commission for twenty-plus years now, we've had a significant number of moorings. Today, in fact, we're starting to get some of the big cruise ships that come into Bar Harbor and Portland. We've had two this month. Yes, we have two, fairly decent-sized marinas. I guess we're on three now. We're expanding all the time. So, like I say, it's a mixed-use harbor. We have a fish pier which is the site of a former lobster buying company and combination of oil company. The city runs that now. So, we have to capitalize on the use of a harbor to benefit everybody, the commercial fishermen, the commercial lobstermen, and the summer tourists.

CT: What were the major sources of jobs in? Those factories and sardine canneries, were those the major sources?

HE: They were those. We had a lot of small wholesalers who obviously changed and gone out of business as the economy has sunk down quite a lot.

CT: What about now?

HE: We have FMC. They process seaweed products for carrageenan which is used in other byproducts. It's used in toothpaste, ice cream, different manufacturers of food products. We have what's known as Fisher Engineering, large snowplow manufacturer. But Douglas Dynamics I think owns them. Those are our two major players in this town.

CT: So, what were the most important kinds of commercial fishing that took place here?

HE: Back then?

CT: Yes.

HE: They landed scallops, like I said, herring. Processed the sardine as our fish bait. Flatfish, flounders, redfish – which supplied a number of commercial places obviously – lobster, and clamming. A lot of that stuff has dried up over the years. Parts of the stock is leaving the Penobscot Bay area. It's been over fished. Obviously, fish regulations, I always felt that the fishermen really regulate their own success more so than the federal government. It was kind of hard to dictate to people out there fishing in the waters all their life for centuries, and you run it from an agency in Washington or somewhere in the other New England states. Pretty well they're policed. They do their own policing. Some products get overfished, some don't. But a lot of stringent requirements now in regard to fish dumping and baits at sea on flatfish, ground on draggers.

CT: Was Rockland known for any particular fishery?

HE: Well, for a long time it's been called the lobster capital of the world just through the

poundage that's landed in Knox County. Maybe not in Rockland, but a lot was shipped through here.

CT: Is that true when you were growing up as well?

HE: Oh, it was back then, yes.

CT: So, what was the waterfront like then?

HE: Waterfront had a lot of small places. There was a couple of small boat yards and machine shops and Rockland Proper. We had the public landing which we used. It's called Harbor Park now. Many years ago, it was a physical dump. It's been filled in and made a nice area for that. Where I worked up the north end of Rockland where the Maine State Ferry Service is, that was also a dump that they progressed into obviously a successful ferry service of the island.

CT: How about downtown? What was downtown like?

HE: Downtown is like any small town. It had a big heyday then it kind of died. Now, it's had a big renewal of a lot of nice restaurants. Nice, diverse mix of art galleries where we've got the Farnsworth Museum here which is known worldwide. The wire center and all they have to offer. A lot of businesses that go along with that. Private galleries on Main Street and boutiques. We have two shopping centers in north end of the town which we never had when I was growing up. They've come along. As any small town, it grows and expands out.

CT: How has the role of fishing in the community changed?

HE: Well, obviously, the plants, like I said before, closed, all the processing plants. We do have the fish pier. Those land herring for bait. There's another processor in the north end. They have an operation of catching herring. The small lobstermen they have – I don't know the exact amount – I guess it's probably full and part-time was thirty or so out of Rockland that use the facilities here to fish the rock and harbor area.

CT: So, was those thirty part-timers or full-timers?

HE: Fully and part-timers, both.

CT: Thirty.

HE: Yes. I am kind of picking that figure of the air and just kind of going by memory. I think I'm pretty close.

CT: Are there any fisheries that used to be important here that are no longer?

HE: The groundfish fisheries, we had National Sea Products which was a major player with the frozen portion of fish, and after O'Hara. They're both gone in that particular fishing industry. We landed in the wintertime. Sea urchins was a big commodity here back in the nineties.

They're usually shipped to the East Japan area. Our major export to them, I guess, is fish from here. That's been kind of over fished. That's making the resurgence in some places.

CT: So, these fisheries are no longer important here?

HE: Well, they're all important, but they're on a smaller scale. Obviously, we hope they'll come back. I think they will with the proper management.

CT: Why do you see them as being no longer important? Why do you think that's –

HE: No, they're all important. But they just have lost their volume. It's sunk such there's not as many people going because there's not as many of the product out there. The sea urchins themselves, they're limited. I think the dragging process of catching them last year was ten days. They tell you the ten days you can go. They do have divers that go and have a longer season. But they're controlling it, obviously, for the fact that it was overfished. Shrimp and scallop season, both, they keep changing the timeframe on that, shortening up the season or whatever. They're trying to build that stock back up too. There was a lot of shrimp last year. Scallops have always been high numbers lately. They seem to migrate different areas of the state. They're quite strong productively down east now from Blue Hill to Jonesport that way, Eastport.

CT: So, when the canneries closed and the fish factories closed down, how did that affect the community? How did the community respond?

HE: The O'Hara Corporation bought out a fatty fat of the National Seafood. They turned that operation into boat storage marine repair and a marina. So, they capitalized on that aspect and made a nice-looking operation down there. One of the sardine factories we had, it actually burned, but the rest was demolished. That's where MBNA bank came in and used by that land for their endeavors a few years ago. The fish process and the waste process at sea for all these was torn down. That's private use. There's a lobster wire up there and an oil line and a few boats run under there. So, they've all had mixed use, and all the areas are all being used for something different.

CT: What about the job set? What are those?

HE: Well, of course a lot of those in the sardine industry, a lot of people worked there, I guess, very well occupied through the season. In the wintertime, they were all looking for other work. But most of those people, obviously the jobs had gone directly with that. But indirectly, we've added the McDonald's, the Burger Kings, and the big-box stores that come in. Now it's the jobs are there, they're just different places. That's all. I'm sure there's –

CT: So, what about tourism in Rockland?

HE: Tourism, that's been one of our big mainstays. Like I said before, about the cruise ships coming in here. The last twenty years, I guess you could say, probably twenty years now, it's become kind of a destination for the Midcoast with the Farnsworth Museum being recognized and the unique. A lot of publications I know have Machias as a place for tourists in the

summertime to come with the unique galleries and boutiques and right on the water. Penobscot Bay has always been noted. This western side of Penobscot Bay, which is what we have out here, has been some of the best sailing. I guess on the East Coast people will say that no matter where they come from, Florida or the Carolinas or the New England states, this is the prime area out here to sail in the summertime. Plenty of islands to go to and plenty of things to do.

CT: How else has that affected the community besides just more of these activities happening?

HE: Well, I think it's brought a lot of retirees. People have moved here. Maybe they don't come for the job aspect, but there have been quite a few condominium developments and retirement homes and different places like that in the area. Maybe not just in Rockland, but on the Midcoast here. Everything helps. It's just a different type of culture than it was thirty years ago or forty years ago when it was just a regular fishing town.

CT: Before I get more into some of these community perceptions, I'm going to step back and ask you about your experience when you were in high school fishing. Can you just talk about that?

HE: Yes. My family, we had a wholesale grocery frozen food ice cream operation. I worked there summers, obviously. In the summertime, we lived in Owls Head, the next town down. We had a cottage down there. I used to lobster out of Owls Head. That was back when we had wooden lobster traps. We pulled them by hand. The wire traps weren't even thought of back then. It was a good life for a young fellow going to school.

CT: You just did that through high school then?

HE: Through high school, yes.

CT: Why didn't you continue?

HE: Well, I went into service. I went to Vietnam for a couple years. I was lucky when I got out, I had a job in the family business when I came home. I came home in February 1970. The lobstering industry and everything else, it has peaks and valleys and wasn't the greatest. If you were into it big time, you were doing good. It was one of those things that if you had a job that you could step into right out of the service, you obviously took it. Then, of course, you manage to raise your family, and everything comes along. You need an income to support everybody. So, I did it part time for a long time. But after a while, you run out of hours in a week to devote to everything.

CT: [laughter] Right.

HE: I do miss it. I go with my son. He goes full time. I've always enjoyed it, and I've always kept abreast of it being on the Rockland Harbor Commission and also on the Rockland Court District. So, it's something you stay with all your life, I guess. Once you get into it, you're married to it, I guess indirectly [laughter].

CT: [laughter] So, now though, do you consider Rockland to be a fishing community?

HE: I think we're doing pretty darn good on our lobster landings. We got a couple, two or three large lobster buyers here. The fish pier has usually one in two, then they have two or three different takeout stations right there. So, they went out to the north end of town. We do land a real fair amount of herring for the bait industry for the winters. The fish pier is open twelve months a year. We're always looking for a product down there, whether it's buying scallops or buying sea urchins, whatever we can make work, obviously.

CT: So, those are the most important kinds of commercial fishing that take place here?

HE: That's about what there is left. You have part-timers that'll either dive or drag for scallops in the harbor area or outside. Those are the two biggest. The lobster and the herring are the two biggest that are left.

CT: Do fishermen hold on to multiple licenses or go after multiple species?

HE: A lot of people do. Like a lobster boat now, some people have what they call lobster permits you have to buy to fish outside lobstering. A lot of boats back on here they have lobster boats for combination. They drag for product in the winter and lobster in the summer and the fall. They have a license that went with the boat. A dragging license, whatever, which was common. I guess you could call them multi-use. Most people that lobster, if they do scallop, use the same boat. Last I knew, and don't quote me, but I think there was a moratorium on scallop licenses last year. I know the dragging for urchin licenses are very scarce. There are very few left of those due to the unavailability of a large amount of urchins I guess to harvest.

CT: If they can participate in all these different fisheries, is there sort of an annual round for fishermen in Rockland? As in, when do these lobstermen go after the urchins that you've said?

HE: There are different seasons. The urchin season is in the wintertime. Scallops and shrimp are all in the wintertime. Lobstering, you can go year-round. They have three months. I believe it's June, July, and August. You can't go on Sundays to haul track. You can set them, but you can't haul back your product. Obviously, you can't fish the lobsters after the dark. It's a daylight to sunset operation. Scallops, I can't recall. I think they changed the season. But that's usually because scallops are a winter fishery for however long it may be. Some may be for ten days like the urchins, and some may be for two or three months. Shrimp are a winter product, you don't catch them in the summer anyway, so they're all winter bite which works good. If you're a lobster man, if you don't have a license, you can go, and you've got another income to get you through your twelve-month cycle.

CT: Do they use the same boats for all these?

HE: All same boat, yes. Boats are so expensive now, they try to make them multi-use which you can pretty easily.

CT: What's a typical size boat for Rockland?

HE: For Rockland?

CT: Yes.

HE: Oh, we're in the mid to high 30-foot range is fine for Rockland. There were a couple of fellows who have bigger boats that they bought. They bought a used boat which works fine if they want to fish outside all the time. For a long time when lobstering was good, a lot of the small harbors or harbors around here, young fellows were buying big boats, high-powered boats. Now, they're regressing due to the cost of fuel and the competition. Lobstering, like I say, it goes up and down like a yo-yo. So, you have a good year and bad year. You have a bad year, and you don't really need a lot of big payments.

CT: So, what do they do during a bad year or maybe a year like this when it's –

HE: Well, you just have to watch your expenses and just do the best you can. Well, there's not a lot of new lobster boats being built and put in the water right now. It's kind of that rush or the big times and peak. But lobstering is like any other business. It has highs and lows and valleys and peaks. It fluctuates back and forth. Just has a dip and it'll come back, I'm sure.

CT: Do most lobster and fish up to the limit, do you know?

HE: Limit right now is eight hundred traps mostly in some areas. It's divided down. I don't know the exact of zone A, B, C, and D. I think every zone has its own tweaks and stuff. But right in here it's eight hundred traps. You can't fish no more than that.

CT: But do all the lobstermen fish as many as they can then?

HE: Most of the full-timers have the full eight hundred. Because it makes it to that advantage of part-time man that may be a schoolteacher and lobsters in the summer. He probably has a smaller boat, and he may fish three hundred or whatever.

CT: Do fishermen participate in the other non-fisheries related work?

HE: Do they participate?

CT: Sorry. Do they participate in non-fisheries work? Do they have other jobs?

HE: Some do. I don't know what the ratio is. A lot of them in the wintertime will either go plowing snow or –

CT: Overall, do you think the fishermen in the port are doing better or worse than say twenty years ago?

HE: Oh, I think they've all done pretty damn good. It's been a lucrative business, obviously, if you want to work. It's a young man's game. It's not an old man's game. If you're young and tough and willing to work, you can do very well. Yes, like I say, it's the economy. The economy

now is down everywhere and just like everything else. They get a product now and lots of times the price is dictated by the volume that you can sell. A lot of buyers have no way to get lobsters. If they were shipping to New York market and Eastern Coast market and their economy is such that they don't buy lobsters, you don't sell them. It's the way it is.

CT: So, with this low price right now or what's happening?

HE: It has been pretty darn decent. I'm sure you know the volume and that's right at the end of the summer when the tourist season is changing around, and we'll wait and see what happens in the next couple of months.

CT: Do you feel the fishing community here is resilient?

HE: Oh, sure. Yes.

CT: How is that, or how have they been?

HE: They're a pretty tough bunch. When the times get tough, they just knuckle down, like I said before, and watch their expenses. We always hope for a good year. Obviously, when the economy dips, the price dips. Lots of times your bait price may get down because they can't unload it. They're on a daily quarter or a nightly quarter, how many they can bring in these draggers for bait fish. So, it's all being well governed. The thing you can't really control is the price of fuel whether it's in your automobile or your house or you've been in a diesel engine in your boat, and you get that mess. That aspect of it.

CT: But they can do some things. Like you said, they're not using these bigger boats now.

HE: Right. Yes. A lot of the young fellows, you only had a big boat, you were doing well. Now you just have to kind of economize, run the boat high. There are different ways of doing it. Like I said, there are not many boat builders making lots of boats right now because the people aren't buying. There are a lot of used boats on the market.

CT: What do you see as the major strengths of the fishing community?

HE: I hope that Rockland almost has a good mixed use here. We have obviously a very good-sized harbor. We've got good fishing outside the harbor. We have, like I said before, two or three different places now that are handling buying the product, buying the bait to sell. I would hope it's always going to be here. I've been a big advocate of the mixed harbor ever since I've been on the board. I think we can live together. You need boats. You need your tourist boats, and you need your fishing boats. Well, luckily you got to have a big enough one to take care of both and live together.

CT: Do you consider the fishing community here to be vulnerable?

HE: I think it's vulnerable everywhere. It's got a lot of different – the economy, the weather. It only takes a couple of good storms, a couple boats get in trouble, either sink or go ashore. Lot of

traps get damaged if there's shallow water at different times of the year when they fish in shallow water. Big storm rolls through and bursts it up.

CT: What do you see as the major threats facing the fishing community or the community overall?

HE: Product and economy.

CT: Yes. Is there anything? It can be general. It can be specific.

HE: Well, obviously, the product is your big thing. Without the product, you don't have the economy, and you don't have the product to sell. There seems to be various ideas of studies that I know. I know people personally that the recreation would die. A lot of places though died in the summertime just for recreation. They said the amount of orifices is phenomenal on the bottom. Other people say that some areas in such and such a place is dried up. So, like everything else.

CT: In what ways do you think fishermen can adapt to the current threats or challenges? Or have you seen other communities adapt?

HE: Well, obviously you're always looking if it's the different type of fisheries, you hope that maybe some will make a little comeback. Like I spoke before, that maybe a fellow that has a scallop license and hasn't used it for a few years or used it just enough to keep a license. Maybe there'll be a comeback, and he can go offshore in a scallop boat and add to his income.

CT: Do you have any other opinions on what is needed to strengthen the viability of commercial fishing here? That's anything specific that the town can do.

HE: I hope we can sustain our fish pier, keep it viable. Obviously, you always have an ongoing amount of upkeep and maintenance, different ebbs and flows and repairs. We have a unique situation. We're right in the middle of the harbor, and we don't have a lot of land around it for docking and expansion. So, we're always working on that aspect of it looking for ways to maximize our situation. I think as long as we can keep that going and the other two or three places, I think it will work out fine.

CT: But otherwise, how's the infrastructure worked in the harbor for the fishermen?

HE: I think it's worked very well. Well, unique, is not awful. We have a real nice breakwater on the outside for protection. It could be closer, I think. But that's the way it is and that's where it is. Then different people are looking for ways to – they're talking about wave attenuators and different things to slow down the activity of the storms in here. I think the waterfront looks good. Everybody keeps their property up and well maintained. You do what you can do. That's the whole secret. Less capital outlay, the better you are, the more harmony. Nobody's fighting and bickering about there's not enough space to land the boat or keep a boat. Everything seems to be working well that way.

CT: What's been key to making that work though?

HE: Well, I think everybody works together pretty good. All your boatyards know it's a mixed-use harbor. You might see somebody haul a lobster boat out to paint the bottom or work on a wheel or a shaft, or you've got a leak somewhere. Beside it may be a \$200,000 sailboat the fellows are getting ready to paint overboard. Everybody gets along good.

CT: There's plenty of space.

HE: There's plenty of space.

CT: Who represents the interests of commercial fishermen in this port? Is there any sort of organization?

HE: Oh, there's the main Lobster Association. Each one of the zones along the coast has its own I guess people that run those in each zone. They have meetings. I don't know to what degree they cost the state. Obviously, the legislatures and stuff like that, they have different committees that are appointed. We elect the officials, and they get appointed. Augusta is overseeing this part and that part. If anything, they're just well-regulated and well run.

CT: So, what about in the other industries like the herring or the scalloping?

HE: There was an all counsel. There are many. It's all taken care of. They all have their own.

CT: You think that they're all well-organized then?

HE: I think they do a good job. Yes, they do. Obviously, some people come on the committee, some may get off. To be honest, you're going to have the interest of the harbor to make it work.

CT: I'm wondering if in your experience as being part of the harbor board, if there's any particular group that you've had dealings with?

HE: Obviously, in the summertime in Rockland Harbor, you have a large amount of moorings in here. Everybody wants to be first dock on a short row from the wharf to the boat. We've tried it various times to regulate fishing inside the moorings. Obviously, in both cases, the commercial boat is not in there with traps, and you've got stuff tangled up in somebody's mooring. In the same token, a fellow comes in with a sailboat and he tries to take the sails down to come in on the power and wraps his prop up in a lobster trap. That's an ongoing thing. We've had various discussions I guess on that topic.

CT: So, how's that relationship then between commercial use and non-commercial use between fishermen?

HE: I think as of the last few years it's been very good. We've had very few reports of anything. You're always going to have a problem when you've got five hundred moorings and give or take a few. Some lobstermen leave their boats in the water all the time. Some will take a boat on the

trailer or a smaller boat and bring it back and forth each time they want to go. You're going to have problems. But as a rule, it's been pretty darn good.

CT: Has that always been the case, though? Has there always been an understanding between these different –

HE: Well, like I said, twenty odd years ago, there wasn't that many moorings in Rockland Harbor. There wasn't that many pleasure boats. That's been a big resurgence in the last, well, twenty years. A really big increase. I think the harmony has been pretty good for our harbor. We're lucky.

CT: Sorry?

HE: We're lucky. But I'm sure it could be a problem. But I don't think it is.

CT: How would you characterize relationship amongst fishermen between each other?

HE: Each other? You hear different problems. Somebody gets upset over different items, but we don't hear it at the Harbor Committee level an awful lot. You hear about it on the street, but it's usually taken care of.

CT: About fishermen from this community and other communities say like Vinalhaven?

HE: It's kind of an unwritten law that your license says you can fish from the coast of Maine to the Maine state waters. But it's usually every town has their own unwritten rules. You don't fish over the line. Blue Hill doesn't want to fish in Owls Head. Owls Head doesn't want to fish in South Thomaston, and you don't go across to Vinalhaven, et cetera. It's pretty well pleased. It's very well pleased.

CT: Has fishermen's access to the waterfront changed over the years?

HE: Well, yes. I'd say, yes, we've added, like I said, two, three marinas. Two have travel lifts. Rockland has added a town ramp at the south end. There are two ramps to put in small boats. We didn't have that thirty years ago.

CT: That's benefited, I think –

HE: That's benefited everybody.

CT: So, I just have some other sorts of questions here. Well, you sort of addressed this, but I'll give you another chance to talk about it. Besides fisherman, who else was using the water or dock space and how has that changed?

HE: Now compared to what it was many years ago?

CT: Right.

HE: Well, obviously, like I said, the commercial, the big fish processing plants have gone. We had a line corporation in here that ran up into the late fifties, early sixties, a crushed line for fertilizer. That's gone. That wharf is now being used by a marine construction and the private sardine herring catch place facility. Some of the older places, we have one large wharf that now ships cement by barge from the Dragon Cement Plant. They go to the Massachusetts area with the barge and a tug. We didn't have all this stuff back thirty odd years ago. So, it's a multi-use and everything seemed to kind of mix pretty well together.

CT: So, is it more multi-use now than it was?

HE: I think it's multi-use. The harbor certainly is a more multi-use as far as the commercial than the recreational boaters. But the waterfront has changed a lot. Like I said before, a lot of smaller places have gone out, and they've been taken over by a different type of place, expansion. One was a coal yard, is now a boatyard. But it's working out fine.

CT: How important is or has tourism been to Rockland?

HE: I think tourism is very important. Like I said, we are taking in the larger cruise ship. We've got a pretty successful fleet of the windjammer day sailors and the weekend sailors. I think there's seven, eight, or nine of those boats that use various points of Rockland all the time. They share. Camden has some, and Rockport had one or two. It's also the home of the, like I said, the Maine Ferry Service which they do runs to Vinalhaven and North Haven every day. They take, I believe, one run a month in Matinicus which is an island down the bay, 20 odd miles off the coast.

CT: How do you feel about the importance of tourism?

HE: Rockland, their culture has changed, obviously. The plants of clothes. Like I said before, we've added the museum. The museum has grown. The Main Street is a lot different than it was, say, when I grew up here, a lot of different types of culture, a lot of nice upscale restaurants and boutique, I guess you'd call them boutiques and galleries.

CT: So, you mentioned retirees moving here. But how do you feel about tourists and people from outside the community who want to move here?

HE: I think they'd all be welcomed. It all adds to the tax base in plain English. They're going to come in here, and they're going to work. They're going to buy a place. They're going to participate in the community. Like I said, they've added some retirement homes, and condominiums have been built in the area. I think it's brought in for a lot of people.

CT: How affordable is the current housing situation?

HE: I think like any place, a lot of older homes obviously their value isn't what it was ten years ago. I've got one that I know it's not worth what it was ten years ago. I think that's way across the whole country now. If you're unfortunate enough to have a mortgage which is in this

economy and you have to sell, I think you'd be in a high bind to get your value out of a lot of places. There's no different than Rockland, Maine, probably of your own town in Ohio. I think it's the same thing everywhere.

CT: So, you see the value decreasing due to the overall trends?

HE: Overall, trend, yes. Of course, sure, property is always a premium no matter where you're on the coast of Maine. It's nice to have a piece of property with a water view. It's nice to have one with a water view and water access. That's always going to be a mainstay for the real estate industry.

CT: What do you feel have been the most critical changes in the community since you've lived here?

HE: I think when the herring industry dropped, like I said previously, a lot of ladies would carton pack herring. They'd work three, four, five months in the summer, and they'd work four, five, six days a week. When that type of job left, we had a replacement with other jobs. Likely, we had a development of shopping centers and added more jobs, maybe not quite the same jobs. But it still pushed money in the pocket of the wage and run the family.

CT: What do you think the community will look like in ten years?

HE: Oh, I think we'll succeed. There's a lot of stuff in the pipeline that you hear about. There are some ideas and developments in the surrounding towns. Different businesses come in, and some are leaving, some are changing positions. I think you've seen it. I think it's always going to be a good area right here. We're pretty well situated between Portland and Bangor. A lot of people like this area. Maybe not the weather in the winter, but they like the seasonal change of the summer-fall industries.

CT: What would you like the community to look like?

HE: I'd like to see it stay. Obviously progress is important. But I think it's kind of you get entrenched here. You like to see everything grow and prosper, so we can all grow and prosper. I think it will with the right people running the town and running the city and running the county. It'll work by faith anyway [laughter].

CT: [laughter] What do you like most about living here?

HE: I guess it's you've always lived here all your life. I like the people. We seem to get along pretty good. Being involved with these city departments, it's unique. You learn a lot. Everybody has different ideas. Obviously, people change, and ideas change. But it's a nice place to raise a family. We have a good school system. Always every graduating class I know, we always had a percentage of people. Forty years ago, they either went to military or college. When they thought if you went to college, you'd have to go and look for a job which is probably the case no matter where you live. But I think a lot of them come back here and say that this isn't the worst place in the world to live. It's pretty clean living. As long as the town grows and some

of the factories, some of the bigger name players, you don't see the Midcoast. You see you have good jobs here.

CT: So, sort of wrapping up here or nearing the end. Are there any other issues that we haven't talked about that you feel are important to understand the past, present, and future of the community? The role of fishing in the community?

HE: I think fishing will always play a role here. I think we're situated in the middle of, like I say, on the western side, but the middle of Penobscot Bay. I think that we have enough infrastructure to handle it. Hopefully, it will always be a sustainable future for the fishermen. Most fisheries, I should say, they come and go. They'll have valleys and peaks. Hopefully, we'll have another peak after we get out of valley when we look at it, I guess.

[end of transcript]