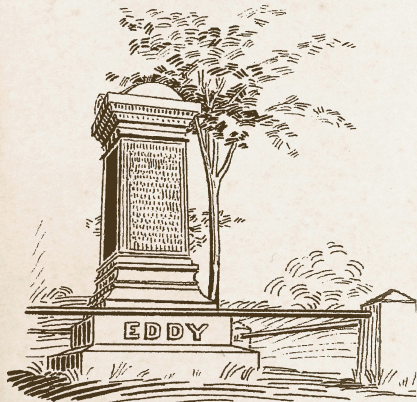




Town of Eddington · February 22, 1811

EDDINGTON

Historical Society

NEWSLETTER

SUMMER 2026

EDDINGTON'S CELEBRATION OF AMERICA'S 200TH ANNIVERSARY

Gloria Faulkner

On July 4, 1976, the Town of Eddington celebrated the signing of the Declaration of Independence by participating in the Bangor-Brewer parade with a float depicting the airline route to Calais.

Mason Shaw, a talented commercial artist, designed and constructed the float consisting of a stagecoach drawn by horses and hungry wolves chasing along beside them. John Faulkner helped him and provided a garage bay and lowbed trailer on which to carry the float. Local children, attired in period costume were the passengers and Gloria Faulkner walked behind in a costume which included a black cape and hat provided from Ginny Peppard's collection.



Eddington's float was the best of all entrants because it depicted a scene from the early years of our country in a beautiful, well-executed way.

Top: The Stagecoach, in the parade, that carried passengers and mail on the Airline Route. Standing in front are Theresa Woznik, Gloria Faulkner and Peg Gilbert.

Bottom: Pictured are the Veilleux brothers, Lorraine and Sonja Faulkner and Gloria Faulkner. Timothy Woznik was a passenger in the stage.



Remembering and Honoring Eddington's 20-Year Veteran

LT. COLONEL CHARLES KNOWLEN

September 18, 1935 - January 28, 2023

Charles Knowlen was born in Lincoln, Maine and grew up on a dairy farm in Holden, Maine. He was the son of Ervin and Helen Knowlen and a farm boy who worked hard on the family farm while he attended Brewer High School. Charles graduated from the University of Maine on June 8, 1958 with a Bachelor degree in Agriculture. He was enrolled in ROTC when at the university and got his training and private pilot's license at the Old Town Airport. Charles was sworn into the Army on the same day he graduated. In the Army at Fort Dix, Knowlen was trained as an Infantry Officer and a parachute jumper.

Knowlen arrived in Vietnam as American Forces began to buildup there in 1965. He was in the advanced unit of the 1st Cavalry Division and flew the CH-47 Chinook in the central highlands of Vietnam. The Chinook was large enough to hold thirty-two men and the artillery when moving troops around. CH-47 was called, "The Freight train".

The United States Army general orders awarded "The Silver Star" to Charles B. Knowlen, Infantry Captain United States Army Troop C,





1stSqn, 9th Cav, 1st Cav Div. (Air) US Forces in the Republic of Vietnam. For gallantry in action: Captain Knowlen distinguished himself while serving as commander of six rifle platoons during a search and destroy operation in the Republic of Vietnam. During the ensuing battle, Captain Knowlen moved from position to position directing and encouraging his troops. He moved his troops to an open rain forest where they encountered an attack by Viet Cong. Again, Knowlen rallied and inspired his men to drive off and defeat the hostile force. Through his courage, initiative and outstanding leadership, he contributed immeasurably to the success of the entire search and destroy operation. Captain Knowlen's unimpeachable valor and extraordinary heroism in close combat was in keeping with the highest traditions of the military service and reflect great credit upon himself, his unit and the United States Army.

In the 70's Knowlen spent three years in Germany commanding a seven-hundred-man Mechanized Infantry Battalion. He felt this was his best assignment. Charles retired after twenty years of service with many advancements. Charles said, when he retired, "My family means more to me. I want my two girls to spend four years in one high school.

Maine is a better place to raise children than in Washington D.C."

LT. Colonel Charles Knowlen spent twenty years and twenty days in the military. He received a Silver Star, two Bronze Stars, 25 Air Medals, Legion of Merit, Meritorious Service Medal and several more awards. Charles "Chuck" Knowlen was like many of our "Heroes". Chuck Knowlen was modest, low key and did not think what he did was exceptional. It was! Chuck was a special breed as described by Don Colson in his book, "Stories of the Unselfish Dedication of Maine Veterans".

Other veterans have contributed letters telling of their service experience with Chuck. Bruce Moore wrote: "Every officer I knew held tremendous admiration for Chuck. He was honest and fair. Chuck always led by example and took a special interest in each of us lieutenants. He truly wanted everyone to develop and succeed." Another letter from Jim Tarleton wrote: "He will be forever grateful for the personal and professional interest Chuck showed him and other officers under his command. All became better leaders and had successful Army careers."

After retiring, Chuck worked for UPS and alongside his daughter Wendy at her Petal Patch greenhouse. He continued to serve his community as chair of the Troop Greeters at Bangor International Airport and volunteered at the Cole Land Transportation Museum, where his helmet is displayed on the "pilot" inside the helicopter outside the museum. In Eddington, Chuck served as master of ceremonies for many Wreaths Across America programs and the Eddington Bicentennial Celebration. He and his wife, Beverly, who shared 65 years of marriage, were always present and supportive at community events. Chuck leaves an inspiring legacy for his family, friends, and all Americans who celebrate the "Land of the Free and Home of the Brave."

{RECIPE}

POP FORD'S ROAST BEEF

By Leonard (Sam) H. Ford Jr.

Standing rib or prime rib roast

**For each pound of meat,
mince very fine:**

**¼ c. celery, ¼ c. onion, ¼ tsp.
pepper, ¼ tsp. sugar, ½ tsp. salt**

**Place minced mixture on top of
beef, fat side up.**

Sear in 450 oven for 15 minutes.

**Reduce heat to 350 and cook
20 minutes per pound for
medium well done.**

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COMINS HALL

A National Historic Place

Comins Hall was built in 1879 by John James Temple and workers from Farmer and Agrarian Clubs. It was originally named East Eddington Public Hall. Town meetings and elections were held at the hall along with public and private events. The hall has been preserved and restored by area residents. Comins Hall has been officially designated the Eddington-Clifton Civic Center, a new corporation board including Eddington and Clifton residents.

The Maine Historic Preservation Commission entered the East Eddington Public Hall into the National Registry of Historic Places on January 28, 2004, by the National Park Service, Department of the Interior, Washington, D.C. The certificate signifying this recognition is presented by Margaret Williams McKinney to Barbara Drew, Malcolm Coulter and Dorothy Coulter, Life Members. (Photo, below)



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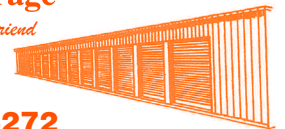
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Hilma H. Adams
BROKER



SETTLERS COME TO EDDINGTON BEND

Bruce Bowden

In the mid-1700's our town was a wilderness, largely unpopulated, with only an occasional native Indian group traversing the area to hunt or fish. Pristine forests of tall pines met the waters of the Penobscot River as European settlers streamed into North America. The settlers were taken aback by this seemingly endless resource, unseen in Europe. Over the preceding centuries the forests of Europe were largely denuded to be used as fuel by nobility and commoner alike. Lumber and fuel were valuable commodities, and arable land was largely controlled by the aristocracy. The dense forests of Maine and the virgin soils here promised lumber, agriculture and prosperity for those industrious enough to make use of them. The settlers began to move away from densely populated areas such as Boston and Cape Cod and headed for the frontier in the wilds of Maine to seek their fortunes.

When the Revolutionary War broke out, our British masters recognized the great strategic and economic importance of this area. Timber from our forests was readily available for shipbuilding; ships were vital to commerce and prosperity. The British Navy, at the time the world's largest, recognized the serious challenge that a Colonial Navy could present. In June 1779 a British fleet sailed into Castine at the mouth of Penobscot Bay and laid earthworks to make Fort George and control shipping on the Penobscot River. Despite assurances that colonists who gave them no trouble would themselves remain

untroubled, British forces habitually struck terror in the hearts of the locals, especially women and children, and inhabitants were compelled to take an oath of allegiance to the King or leave their homes. Colonists were regularly robbed of their cattle, property and anything the British forces needed for their troops. (These abuses later gave rise to the Third and Fourth Amendments in the Bill of Rights limiting the quarters for soldiers and prohibiting unwarranted search and seizure of private property.) Thus oppressed, entire families fled upriver to find new homes.

Eddington, first referenced in Colonial-era documents as Township #10 and located at the head of tide on the Penobscot River, was largely unpopulated. One of the first settlers was James Nichols born in Londonderry, Ireland in 1741. After having established a homestead here, he refused to take an oath of allegiance to George III and British troops burned his home. Since early homes of that era were crude cabins cut from local timber, James Nichols was undeterred. He remained and rebuilt. He married a local woman, Hannah Mary Mann, and they raised a large family.

With independence in 1783, the number of settlers in this area increased and local Penobscot tribesmen became increasingly concerned for their ancestral hunting lands. They were promised protected use of their land in gratitude for their loyalty to the Colonies during the

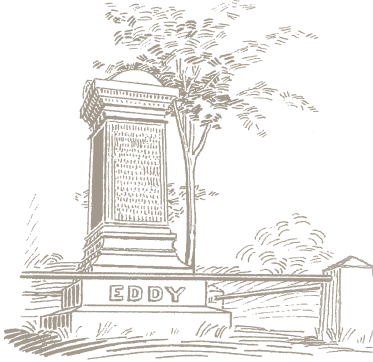
Revolution. The protected territory was six miles in width, extending from head of tide in the river to as far as the tribe claimed. The natives claimed this area as hunting grounds for their own exclusive use and pleasure. After the Revolution, Colonel Jonathan Eddy and 19 others were granted 9000 acres on the east bank of the Penobscot River as compensation for their military service. Colonel Eddy brought his family here in March of 1784. As more settlers arrived in Eddy Town, the encroachment onto the Penobscot's hunting grounds increased and the tribe appealed to the Massachusetts General Council for relief from the offending parties.

A commission was appointed in March of 1785 by the Massachusetts government to negotiate with the chiefs of the Penobscot Tribe and set the boundaries of their land. A treaty was signed in 1796 wherein the Penobscot tribe agreed to cede all rights to territory stretching from Nichol's Rock (located in the river in back of now Riverside Grange near the town line) to 30 miles upriver, except Indian Island and all islands in the river above it. In exchange they received 150 yards of blue woolen, 400 pounds of shot, 100 pounds of powder, 100 bushels of corn, 13 bushels of salt, 36 hats and a barrel of rum. In addition, a supply of 300 bushels of Indian corn, 50 pounds of powder, 200 pounds of shot and 75 yards of blue woolen "fit for garments" to be delivered annually at the mouth of the Kenduskeag River. Civilization, as some perceived it, had come to our area.

EDDINGTON

Historical Society

Eddington Town Office
906 Main Road • Eddington, ME 04428



Town of Eddington • February 22, 1811

JOIN THE EDDINGTON HISTORICAL SOCIETY!

Our members are the backbone of our town,
preserving history and supporting events.
We meet at the Town Office on the 3rd Sunday
of each month at 1 p.m. – join us!

EDDINGTON CELEBRATES AMERICA'S



SEPTEMBER 11 - 13

Comins Hall Bean-Hole Bean Supper

Historical Society Displays

Bazaar with Crafters & Food

Eddington Fire Dept. Tour

Children's Games

Ceremony at Eddy Monument

and more!

Find the schedule of events at
eddingtontownmaine.gov