



Newsletter
of the
Chebeague
Island
Historical
Society

Spring 2012
Issue

Photo:
Picnic onboard the
Isabelle Parsons sailed
by George L. Cleaves~
probably in the 1920's.

Starting at forward
end of bowsprit:
(maiden names)
Hamilton,
Curit,
Ida Hamilton,
Alice Cleaves,
Ernestine Ross.

the Sloop's Log

Editor's Notes

Dear Sloop's Log Readers,

Welcome to our spring 2012 issue. We hope you enjoy our assembled stories, poems, pictures, and our "hardcore" history articles. Please find the following included:

- An article about the 1810 census of the island accompanied by lots of wonderful sidebar info by Toby Webb;
- Some poems and essays by the pupils at the Central School from 1940 by Jane Frizzell;
- A history of the Chebeague Island Fire Department and a couple of bios of our Chebeague veterans by Ken Hamilton;
- A reflection on the use of island porches by Susie Stavropoulos;
- A recollection of a summer theater production and an article on the efforts of the Chebeague Cemetery Committee by Martha Hamilton;
- A compilation of questions and their answers researched and written by the pupils of today's island school with help from Donna D., Beverly J., and the teachers at the school;
- An account of how John and Sharon Rent came to live in an octagonal house on Chebeague Island by John Rent;
- An explanation last issue's mystery photo, and the history of the border between Long Island and Chebeague Island by Donna Damon.

We at CIHS are looking forward to an active summer in 2012. The Exhibit Committee is working on an exhibit for the Museum entitled "Chebeague Through Artists' Eyes." This will include many works by some 25 painters of the past, both of the Sunday afternoon and the more professional variety. We also have some great programs lined up, the largest of which is a "moveable feast" of food, drink, and views, entitled "Porches,

Patios, Decks, and Views." Please keep an eye out for further information as the summer approaches.

We offer many thanks to all our contributors and to you our readers, who are our reason for being.

Jane Frizzell,
Sloop's Log, editor

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Chebeague Island
Historical Society
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ME 04017



Photo-Jane Frizzell Collection

Chebeague in the 1810 U.S. Census

By Morrison "Toby" Webb

In the last Sloop's Log, we explored the first federal census, in 1790, and saw that most of the residents of Chebeague in that year lived on the West End, on land from Chandler's Cove to Division Point that had been divided and sold by the Chandler family. Another census was taken in 1800, but land ownership had not changed much in that decade. So we look now at the 1810 census. Families have grown, some of the earlier settlers have died and, most important for the development of the island, the Waite family has begun to sell off lots on the East End.

In 1810, Chebeague Island was still part of the town of North Yarmouth. It had grown from sixty-nine residents in eleven households in 1790 to 158 people in 29 households. In 1790, there had been only 12 men aged 16 and over; in 1810 there were 36, and there were 77 females, up from 36 twenty years before. New generations had matured and now there were four distinct Hamilton households and, from the census taker, almost as many ways of spelling "Hamilton": "Hambleton," "Hammilton," and "Hamilton" all appear on just one of the three original tally sheets:

Names of Heads of Families	Under 10	10 thru 15	16 thru 25	26 thru 44	45 and over	Under 10	10 thru 15	16 thru 25	26 thru 44	45 and over	Total
David Doughty	2	1		1		2	1		1		4
Stephen Bennet	1			1		2					2
Josiah Black					1	1					2
Jessee Eston	1			1				1			2
Jonathan Webber				1		2					3
Wintworth Ricker		2	1		1	1		2			6
Solomon Sawyer	1	1			1	1	3		1		7
John Curit	2			1		1					4
Lidia Sawyer											1
John Hambleton	1	2	2		1	1			1		7
Deborah Hambleton			1								1
Ambros Hambleton	1	1		1		1	1				4
Richard Hutchason	1	1	1	1		1	1				5
Jonathan Hammilton	1			1		3	1				6
Eben. Hill	2			1		1					4
James Hamilton	3	2		1		1					6
Solomon Sawyer	1			1							2
Reuben Keiser	3			1				1			5
Jotham Doil	1			1		2					4
Samuel Sargent	1			1		2					4
Jothum Whitney				1							1
William Thompson	1				1	1	2				4
Benjim Mitchell		2			1	3	1				6
Natl Cobb				1		2		1			4
Rufus Chandler		2	1	1		2		1	1		6
James McManus	2			1			1	1	1		6
Jonathan Webber	1		1		1						4
Simion Webber			1			1		1			3
David Chandler		2	2		1	2	1	1	1		8

The actual data was as follows (using the census taker's spellings):

1810 U.S. Census of Chebeague Island

Names of Heads of Families	Free White Males					Free White Females				
	Under 10	10 thru 15	16 thru 25	26 thru 44	45 and over	Under 10	10 thru 15	16 thru 25	26 thru 44	45 and over
David Doughty	2	1		1		2	1		1	
Stephen Bennet	1			1		2				1
Josiah Black					1	1				1
Jessee Eston	1			1				1		
Jonathan Webber				1		2				1
Wintworth Ricker		2	1		1	1		2		1
Solomon Sawyer	1	1			1	1	3		1	
John Curit	2			1		1				1
Lidia Sawyer										1
John Hambleton	1	2	2		1	1			1	
Deborah Hambleton			1							2
Ambros Hambleton	1	1		1		1	1			1
Richard Hutchason	1	1	1	1		1	1			1
Jonathan Hammilton	1			1		3	1			1
Eben. Hill	2			1		1				1
James Hamilton	3	2		1		1				1
Solomon Sawyer	1			1						1
Reuben Keiser	3			1				1		
Jotham Doil	1			1		2				1
Samuel Sargent	1			1		2				1
Jothum Whitney				1						1
William Thompson	1				1	1	2			1
Benjim Mitchell		2			1	3	1			1
Natl Cobb				1		2		1		
Rufus Chandler		2	1	1		2		1	1	
James McManus	2			1			1	1	1	
Jonathan Webber	1		1		1					1
Simion Webber			1			1		1		
David Chandler		2	2		1	2	1	1	1	

Using real estate research done by the late Katherine Prescott Tinker and by Donna Damon, it is possible to locate most of these households on Chebeague. The decision of the Waite family in 1804 to begin selling land on the East End was crucial to the island's development. It gave second and third generations of the original families room to expand. And so, for example, several sons of Ambrose Hamilton, who had originally settled west of Division Point, built homesteads east of where the firehouse crossroad now runs. Solomon Sawyer 3rd, raised in the Sunset Landing area where his father and grandmother still lived, moved further east and built what is now the golf clubhouse. Simeon Webber moved from the modern-day Cottage Road area to the vicinity of Artists' Point.

The island had attracted new families too in the years since the 1790 census. After his sister Elizabeth married Jonathan Hamilton in 1799, John Curit ("Curate" in his marriage record) married Jennie Hamilton in 1802 and by 1810 they had three children, probably living on some of Ambrose Hamilton's original land. Ruben Keazer's farm on the East End was along what is now the Stone Wharf road and Josiah Black was at the very easternmost tip of the island. On the West End, Stephen Bennett had bought the land at what became known as Bennett's Cove. And the first Doughty homestead was built by David Doughty on the outside of Deer Point.

THE CENTRAL GAZETTE

Edited by the students of the Central School, Chebeague Island
May 28, 1940

The following poems and essays come from the above publication. The Central School was located at the present Grange Hall. It appears that the assignment was to write a spring poem or to tell the readers how birds got their songs and colors. The teacher at the time was Virginia Hagen. These young authors are now in or close to their 80's. I think they all get A's.



Central School Picture: the 1937-1938 School Year

Left to right:

Back row: Nancy Thomas, Charlotte Stilphen, Alice Fonseca, Kenneth Hamilton.

Second row: Albert Hamilton, Archie Ross, Elizabeth Calder, Beverly Hamilton, Donald Parr, Theron Hamilton.

Third row: Audrey Hamilton, Delores Mansfield, Henry Libby, Yvonne Thomas.

Fourth row: Elizabeth Stilphen, Beverly Calder, Connie Stilphen, Billy Munroe, Sylvia Hamilton, Donald Soule.

Spring

I am glad it is now spring,
It's a happy time of year.
With bluebirds and robins,
That are filled with good cheer.

I wish it could stay here,
And never go away,
It's the best time of year,
Why, why can't it stay?

Sylvia Hamilton (grade) 3

Springtime

Flowers growing everywhere,
Over here and over there.
Birds are singing in the trees.
People humming like the bees.
Isn't spring so very nice,
When there isn't any ice?

Beverly Calder (grade) 4

Red Headed Woodpecker

Once upon a time there was a woodpecker sitting on top of a barn roof. A man was painting the barn. He hadn't reached the top where the woodpecker was. The man went into the house for something. The woodpecker saw the paint and thought it was something to eat. He flew down and put his head in the can. He had a hard time getting it out. Always after that woodpeckers have had red on their heads.

Elizabeth Stilphen (grade) 3

Why the Robin's Breast is Red

Once upon a time there was a bird. The name of this bird was "robin." He was carrying a rusty pail. He had to carry it about two miles. When he had gone a mile, it began to rain. The rusty can got all wet. The rusty-red drops came down on his breast. After the rain stopped, his breast stayed rusty-red.

This is the story of how the robin's breast became red.

Billy Munroe (grade) 3

April

When it's April in the spring,
All the birds begin to sing.
From the ground the flowers peek up,
Dandelions and buttercups.

Audrey Hamilton (grade) 6

The Origin of the Chebeague Island Fire Department

by Kenneth Hamilton

*The firehouse from the 1950's
with the fire crew in front.*



There was not an organized Fire Dept. on Chebeague until 1931. Before that time bucket brigades were set up and all who were able participated in passing buckets of water to the dreaded fire. Consequently, the chances of putting out a structure-fire were nearly zero. In my lifetime my great grandfather's home was destroyed when a barn attached to the house caught on fire. The same thing

happened to the well-maintained Joshua Curit house which stood between what is now Ken Dyer's and Gigi Dyer's homes. Dr. Riley had a nice home that was lost to fire during war time, even though, there were many soldiers available for manpower.

In 1931 some folks on the island began to circulate a request for donations to build a fire house to house the meager equipment and first fire truck for the island,

Reading left to right.

*Norman Calder; Harold Todd;
Floyd Hamilton; Scott St. Cyr;
Thornton Ross, Lieutenant;
Lewis Ross; Harold Cleaves;
Albert Bennett, Cap'
Bill Ross, Clyde Bowen, Lieutenant;
Waldo Crafts; Warren Hamilton, Lieutenant;
Jasper Smith, Lieutenant; Lewis Parker.*

Chebeague Island Fire House Committee

to Ivan S. Bryan, D

Services for building Fire House # 344

By check	By cash	Received	Amount
July 18 "	"	Lincoln F. Hamilton	2.00
July 1 "	"	Archie W. Bowen	1.44
Aug 17 "	"	Merle Ross	1.00
			44
			14
			30.00
			30
Aug 17 Received Payment			200

Name	Amount
George ...	2.00
E. J. Daugherty	2.00
B. E. ...	1.00
H. H. ...	1.00
Ed Miller	1.00
Walter Calder	1.00
J. ...	5.00
...	1.00
...	2.00
...	5.00
...	1.00
...	1.00
...	1.00

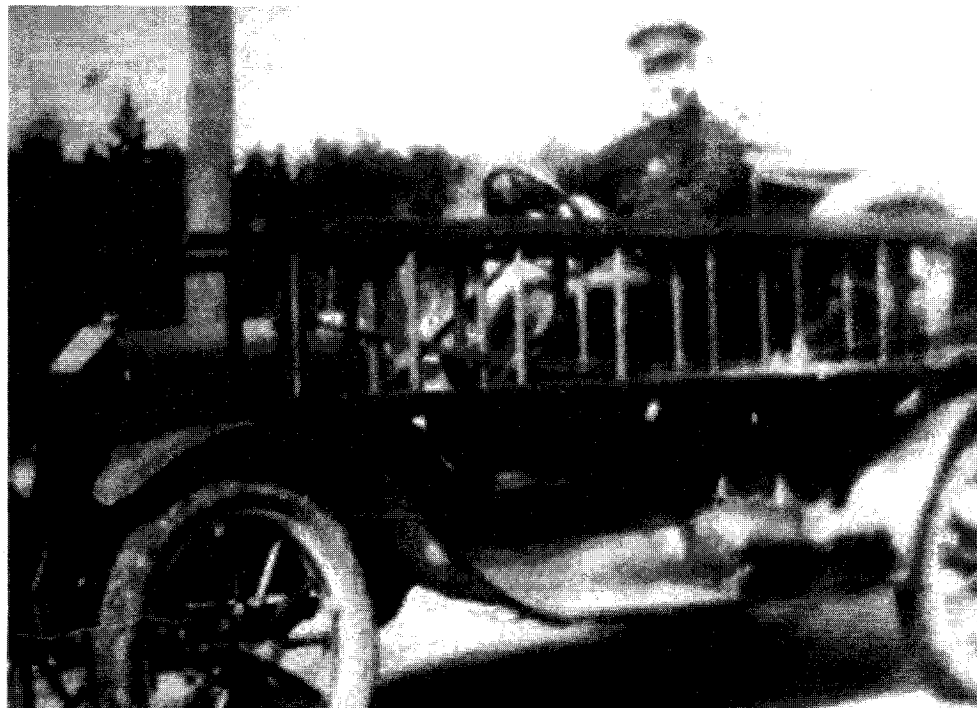
a 1924 or 25 Model T Ford. This effort was headed by Lincoln Hamilton, Archie Bowen, and Merle Ross. Mabel Hill acted as treasurer and Ivan Bryan was hired to build the first Fire Station on property provided by Ervin Hamilton for one dollar a year rent. This building stood between Community Center and the first Island Automobile Garage, now occupied by Doughty's Market.

The Fire Truck to first occupy this building was a soda-acid vehicle - a water tank filled with water mixed with soda had a bottle of acid which when dumped into the soda solution by a crank caused a gas to erupt thus providing pressure. This truck could deliver, probably, no more than a hundred gallons of water, to a fire and was not a very efficient way of fire-fighting in today's terms. Many humorous stories have survived about this truck, such as the time the truck was called to a chimney fire at the High School and no water was being received at the hose nozzle upon the roof. It was finally discovered that some of the grinning boys, seeing the possibility of no more school, were standing on the hose, thereby, preventing water from reaching the chimney. This vehicle had the unfortunate capability to "jackknife" if the steering wheel was turned to its furthestmost range.

The story has been told of the truck hurrying to a fire at Millie Van Winkle's garage at the end of Carter's Joint Road and making a hard right off from North Road, it not only jackknifed, but rolled over on its side spilling the driver

Warren Hamilton and another occupant Bill Ross out onto the road. They were not hurt and the two of them were able to "right" the truck and continue to the fire. This was the same fire in which some fire-fighters ran across the field that is now the McCuskey property in order to quickly reach the fire. One man, Lewis Ross, when confronted with what appeared to be a large rock in the near darkness leaped on top to jump over. However, he was mightily surprised to find he was standing on Henry Bowen's cow who was not taking kindly to the disturbance.

In 1936 Cumberland gave Chebeague its old truck, a 1930 Model "A" Ford, and the island Model T chemical truck was to be dismantled. This Model "A" truck had a pump mounted on the front bumper and was powered with a direct drive-shaft to the truck engine. It was a huge improvement over the previous soda-acid type. In 1937 a group of men under the leadership of Albert Bennett formally formed an eight member fire company. Over the next ten years the fire company managed to add a hose, an extension ladder, and a roof ladder. Records of 1939 show a chemical



First fire truck being driven by Warren Hamilton.

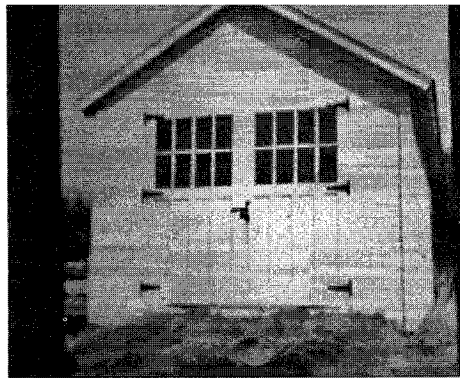
tank getting replaced with a booster tank so apparently the chemical truck was not dismantled as had been expected. The fire house was moved about this time from the center to Fire Dept. property of its own close to the fire chief's home so as to allow quicker access to the station. A great deal of individual volunteer labor went into this move. The first means of alerting firefighters of a fire was an air horn attached to the Garage's air pressure tank. This alarm was activated manually when word was received at the Fire Chief's home of a fire. All calls at this time went to a home in Cumberland which acted as a dispatch center and then to a fire phone at Albert Bennett's house. If the fire truck left the station before all firefighters arrived, the location of the fire was written on a blackboard for all to see so they could respond to the correct address.

During this period records show many grass fires each year as well as chimney fires. For example, 1940 shows Chebeague had 4 grass fires and 5 chimney fires. I remember three large grass fires one year in one afternoon.

In 1944 the island got its first portable pump. In 1945 Chief Bennett requested Cumberland to set aside money toward a new island truck. In 1948 the station was enlarged to hold two trucks and a meeting room built on the second floor. A siren was installed on the firehouse roof and was activated by a button in Bennett's Store. The blackboard continued to be used.

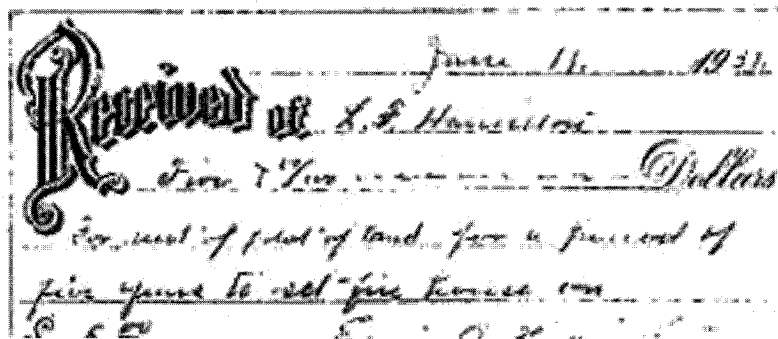
A new Ford fire truck came to the island in 1951. This was a 1948 Ford carrying 500 gal of water and 800 feet of hose with extension ladders riding in racks on top of the truck. It carried 500 gal. of water and 800 feet of hose. Roof and extension ladders were carried on top of the truck. This was a major addition and was a mainstay of the fire department for many years.

In the mid fifty's Chief Bennett resigned, and Clyde Bowen took his position. Improvements in the department came slowly which I hope to talk about in another edition of the Sloops Log. Among them were the Red Network telephone system, the forming of a rescue unit, the building of a new firehouse, and a better trained department with more water sources.



Enclosed find receipt from Ervin for the 5 year lease which I signed when he signed it as the lease call for pay in advance. I am going in town today and will have it re-attached. I thought I would see you a night at the school house but no one came. He gave the job to I want to delivery

Yours truly
Lincoln



Top photo:
Burning house~
The former Cafferty house
across the North Road from
Barbara Hamilton's.

Other pt
First firehouse on the island
in the center on land leased
from Ervin Hamilton.

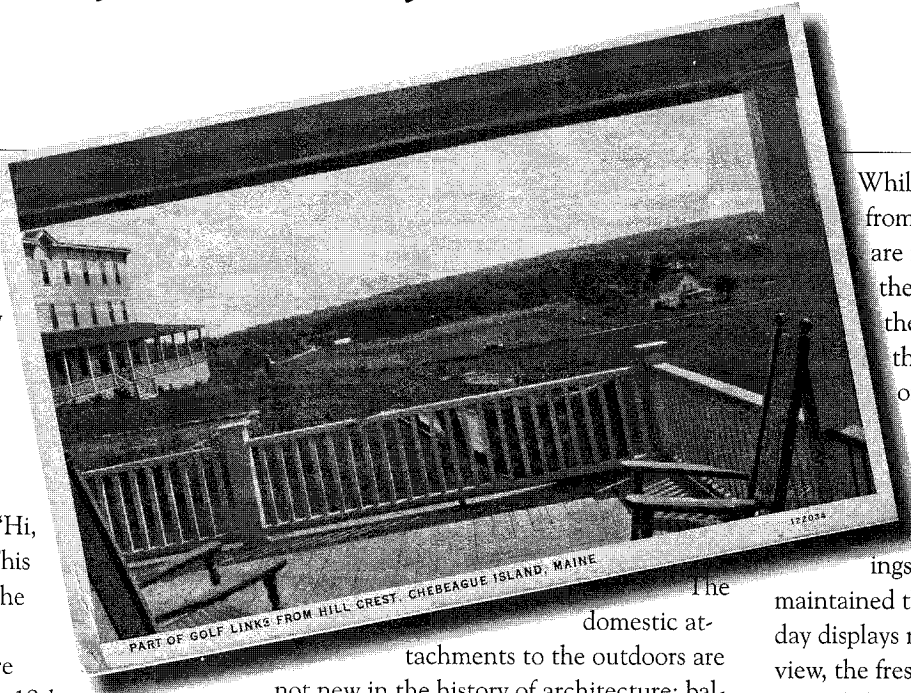
~Porches~

Front, Back, & Surrounding

by Susie Stavropoulos

It's the golden days of summertime. The sea is not far away; its breeze softly cooling. Birds are besieging the feeder. Flies, bees and, alas, mosquitoes, make up an orchestral melody. Someone is coming. "Hi, neighbor! Join us?" This was the etiquette of the front porch.

The back-to nature movement of the 19th century made the porch an extension of a home's hospitality. It was a place of relaxation and sociability, giving shelter without confinement. An open porch is like a huge lap, and a covered one is a great place from which to watch a rainstorm. Pets are welcomed. It is a transition from road to abode. Wrap-around porches meant different vistas and climates.



While porches (the word derives from a Greek word for entrance) are mainly situated in the front of the house, patios (deriving from the Spanish, "backyard") are in the back and thus are welcoming only to the invited.

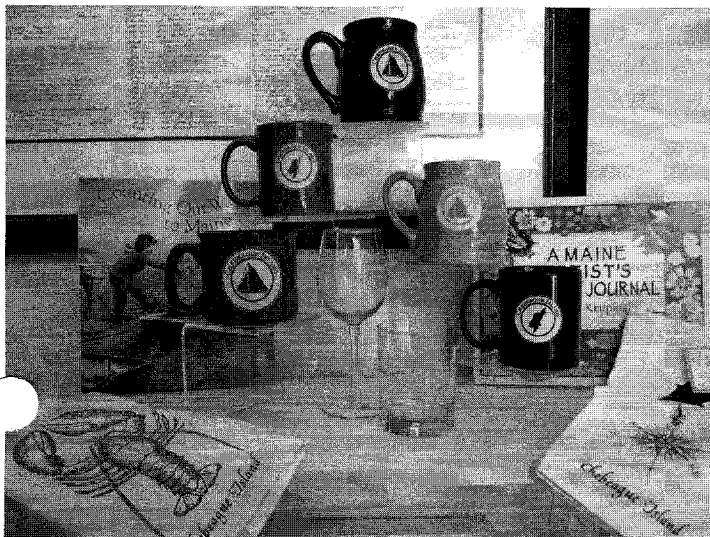
Porches lost importance with the advent of the car which, whizzing by, was less conducive to casual greetings. Chebeague, however, has

The domestic attachments to the outdoors are not new in the history of architecture: balconies, verandas, stoops, patios, piazzas and the Greek stoa's all have served as exterior chambers. Americans view it as the epitome of family living. The porch even has its own furniture – rocking chairs being the most familiar. Porch swings and gliders were popular, particularly with young people when the old folk were not in possession of them. Lovers "spooned" there.

maintained the custom and a warm summer day displays many families enjoying the view, the fresh-air, and sociability. A prime example being the well known structure at the hotel – in all its manifestations!

This view from a cottage piazza looking past the Hill Crest Hotel porch was probably taken c. 1925. The house on the left going toward the Stone Wharf belonged to the Cole family. It was subsequently moved to its present location across the South Road from Frank Mansfield and belongs to the Oderdas.

THIS SUMMER WE WILL HAVE THE EXPERIENCE OF VISITING AND LEARNING ABOUT CHEBEAGUE AND ITS WELCOMING OPEN-AIR LIVING QUARTERS AS THE HISTORICAL SOCIETY TAKES US ON A SPECIAL TOUR CALLED PORCHES, PATIOS, DECKS AND VIEWS.



Be on the lookout for the CHIS gift shop opening.

This year will feature a great number of new gift items.

A selection of newly designed T-shirts, windbreakers, and ball caps. Featuring the Chebeague designs and theme there is also a large assortment of new books, glassware, pottery, posters, maps, magnets bumper stickers mouse pads and lanyards- all at reasonable prices. Red Sox Raffle Tickets are available in the shop. A ticket gives you a chance for two seats @ 3 games.

Yankees in July, Twins in August & Blue Jays in September.

All are Sunday games.

Remember, If you wanna' win, you gotta' get in!

THE SUMMER PRODUCTIONS OF *Roger Burrill*

by Martha O. Hamilton

*Takes plenty of ham and a-la-kazam
To put on a good show like this one.
You gotta have verve and plenty of nerve
To put on a good show like this one.
You gotta be foxy with plenty of Moxie to
Be able to spoof some and still keep it toothsome,
And paint up a rainbow with a pocket of
play dough
To put on a GREAT SHOW like this one.*

Roger Holmes Burrill was the author of these lines and more when he gathered some 40 islanders to do a series of skits in the 1980s for the benefit of the library. Trudy was a trustee and Roger was the Treasurer. (He set up Social Security for me for which I am ever grateful.) Other people knew him for the beautiful classical music he played as church organist; but underneath all was an irrepressible and irreverent wit which endeared him to his friends sufficiently so that they agreed to appear on stage at the Hall with his parodies to delight the audiences. I am still appealing to anyone out there who may have a program from these shows or any scripts, etc. Please contact me about them.

The first production was *The Loose Mother Goose*. I did a series of large panels with nursery rhyme characters on them for backdrops. Bill Ross and I were involved in a skit which was a sort of courtship. He was at one side of the stage and I on the other. There was some dialogue, but I wound up singing *I can't give you anything but love, Baby* and running across the stage, throwing myself into Bill's arms and we whirled around. Luckily for Bill I weighed a lot less in those days!

I think that the second show was titled *Sheep Ahoy*. The only connection to sheep that I can think of was that Pommy & Trot were importing sheep about then...via CTC. It was subtitled "an unsinkable comedy" and presented July 19, 1980.

I have the program for this one and this will give you an idea of "who did what:"

Overture: An elderly pianist flails the keyboard...Roger B.

Opening: The cast congratulates itself in advance.

Scene 1: A Solitaire Player unsaddles a Kibitzer... Beth Smith & Martin Avery.

Scene 2: A father & son swap songs...Gardner & John Layng.

Scene 3: A telephone customer tilts with a computer. Cynnne Sheketoff & John Walburn.

Scene 4: The Census Bureau strikes again... Gordon Trower & Joann Perkins.

Scene 5: Wintering over in the South... Wheldons, Morses & MacMillans.

Scene 6: A Cosmetics Canvasser meets a likely Prospect... Joyce Soucek and Laurie Kersteen.

Scene 7: A shingle salesman overcomes a few objections... Martha Hamilton & Bill Ross.

Scene 8: An energy Scientist learns from his student... Dodge Morgan & Beverly Johnson.

Scene 9: Two painters find they have something in common... Kim Rich & Jim Leonard.

Scene 10: An insurance salesman fulfills an urgent need... Glenn Kersteen & Jeanne Layng.

Scene 11: A nervous housewife imagines the worst... Jo Doughty, Lewis Ross, Doug Ross, BJ Abrahamson, and Walter Morlock.

Finale: The cast bows to each other.

Besides those mentioned just above *The Folks Who Did It* included: Trudy Burrill, Marge Buxbaum, Di Calder, Nancy Hackenberger, Elsa Avery, Gertrude Jones, Manny Morgan, Mary Stelle and Marge Trower .

The audience was requested to sing this song at the end of the show

Our Little Island

Oh - here's to the life on Our Little Island
The wonderful isle named Chebeague.
We live here with no fuss nor strife,
(I don't even fight with my wife - so frequently)
We are contented on Our Little Island
It's tops in any old league.
Traveling here often taxes us,
Parking the car is a bore,
But reaching the Stone Pier relaxes us -
Who could ask for anything more ?
Here's to the life on Our Little Island
The wonderful isle named Chebeague.
It's tops in any old league!
It's tops in any old league!
RHB

Student Research Projects

Why did fishermen start to lobster instead of fish for herring?
by Aaron Belesca / page 12

Why did farms disappear?
by Aaron Belesca / page 13

Why did people use different types of boats on the island?
by Cameron Todd / page 14

What happened to all of the sardine carriers on the island?
by Sumner Rugh / page 15

What did the stone sloops do and why did they become obsolete?
by Braeden Rich / page 16

Why did all the stores and businesses vanish over time?
by Elias Rich / page 17

What was the education on the island like?
by Tiffany Calder / page 18

How has the school population changed over time? Why are there fewer students now?
by Laura Hamilton / page 19

How did they decide where to build the first school on the island?
Why did they need a new school in the 1950's?
by Hannah Birkett / page 20

Why did the island have to buy a new ferry (CTC) to take people to the mainland?
by Jenna Calthorpe / page 21

Why did they have to buy a new ferry (CTC) to take people to the mainland?
by Beatrice Crossman / page 22



Cathy MacNeill

Chebeague School pupils.

Left to right: Cameron Todd, Tiffany Calder, Laura Hamilton, Braeden Rich, Jenna Calthorpe, Aaron Belesca, Hannah Birkett, Sumner Rugh, Elias Rich, and Bea Crossman.

Chebeague Island Students Study their Island Roots

by Donna Damon

The Chebeague Island Historical Society is pleased to be able to share the school children's wonderful research projects with you. We were able to publish these articles thanks to a generous grant from Recompense. The children would like to thank the following folks who generously assisted them in their research. Bev Johnson, Jane Frizzell, Chris Rich, Ray Hamilton, Martha Hamilton, Ken Hamilton, Jean Dyer, Bob Dyer, Joan Robinson, Lindy Smith, Diane Calder, Priscilla and

Richard Ross, and Donna Damon. All of the photographs came from the Historical Society's photo collection.

Over the years islanders have generously lent us their photos to copy, and we are grateful. Chebeague has some amazing family photograph collections, and the images add so much to our publications and exhibits. This project has been a great community cooperative venture, and we hope you enjoy the students' stories as much as we did!

Why did fishermen start to lobster instead of fish for herring?

by Aaron Belesca

I interviewed Chris Rich about my question. He told me that a number of fishermen started to lobster because they had been fishermen and the fish population declined. They used to catch ground fish by dragging fish nets. That method killed the smaller fish because the small ones got smothered between the larger ones.

The fish population decreased because the nets were killing the littler fish. The big fishing trawlers off shore broke up the schools of herring that used to come in around the island in the summer so the sardine fishery died too. Some people had gone lobstering as well as fishing and sardining. Some of them went lobstering in the summer and fishing in the winter when they could still catch cod and haddock.

Once the ground fish and herring were gone most fishermen started to lobster because it there were still some lobsters. The methods used to catch lobsters didn't kill the little ones.

Captain Eben Doughty's Trident taking herring out of Sanford Doughty's sardine net at Chandler's Cove 1956

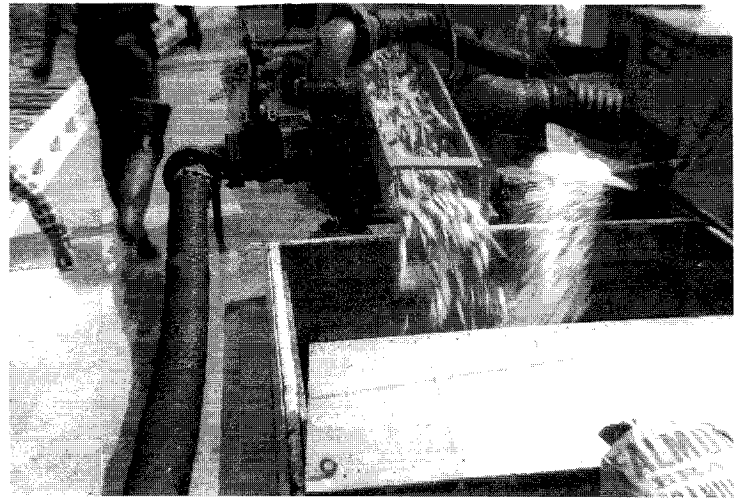


Photo-Clyde Colbeth Jr. Collection CIHS

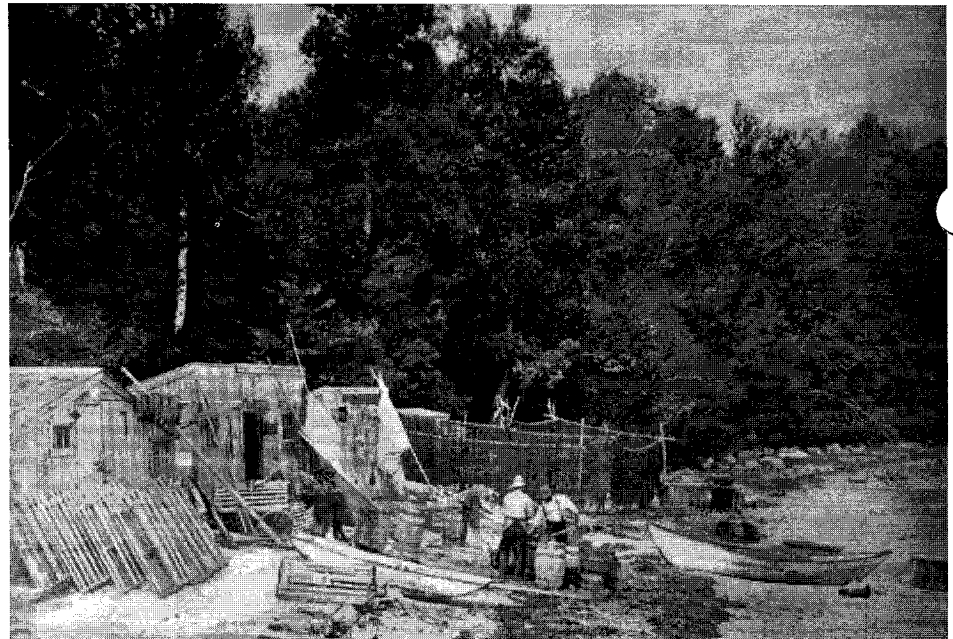


Photo-CIHS Collection

David and Ellsworth Miller c. 1975



Photo-Gail Miller

Fishermen near Central Landing c. 1895

Why did farms disappear?

by Aaron Belesca

People started having farms so they could grow their own food. When the Europeans brought over cows and horses the farmers made pastures and to take care of them. As the island's population grew, the big farms were broken up so that the farmers children could build houses.

Many of the islanders began to earn money in maritime jobs like fishing and stone slooping. The numbers of farmers decreased also because the people no longer had to grow their own food because many people earned enough money to buy their food so the people started to sell food to each other.

In the late 1800s many young people left the island to work on the mainland so there was no one left to farm the land when the old farmer died. Then many farms were divided up and sold as cottage lots to summer people.

John Hamilton
Farm at the Great
Bar (Coffin's)
c. 1910



Photo-Hicks Photo CIHS



William
Littlefield
Farm
(Boatyard)
c.1910

Photo-Hicks Photo CIHS

*Haying in the
Massachusetts
Colony c. 1921*



Photo-Crossman Family Photo Collection CIHS

Why did people use different types of boats on the island?

Captain Gus Doughty's Reliance 19' Fitted out for sardining

by Cameron Todd

The boats people used depended on the business they were in. The smallest boats are the punts which fishermen used to row to their larger boats. Going larger from there are outboards, dories, Hamptons, other sizes of lobster boats, sardiners and sardine carriers.

Large boats that people could live in were used for sardining. There were fifty foot sardiners and eighty-five foot sardine carriers, like the Trident that they used to take herring took to factories. Twenty foot dories were used for carrying nets, while fifteen foot dories were used for carrying anchors. They called them anchor dories. These are a special kind of dory that stored the anchors.

Lobster boats vary in size. Now there are 6 to 8 cylinder engines on lobsterboats but they used to use 1 to 3 cylinder engines nicknamed "put put boats" or "one lungers". Although the Hampton boats first were powered by sails, they were converted to gasoline and ran on that like all the other types of boats.

As the years went by, between 1860 and 2000 the number of people owning huge sloops for transporting goods, decreased. The type of boats that were built and used depended upon the owner's seafaring business.

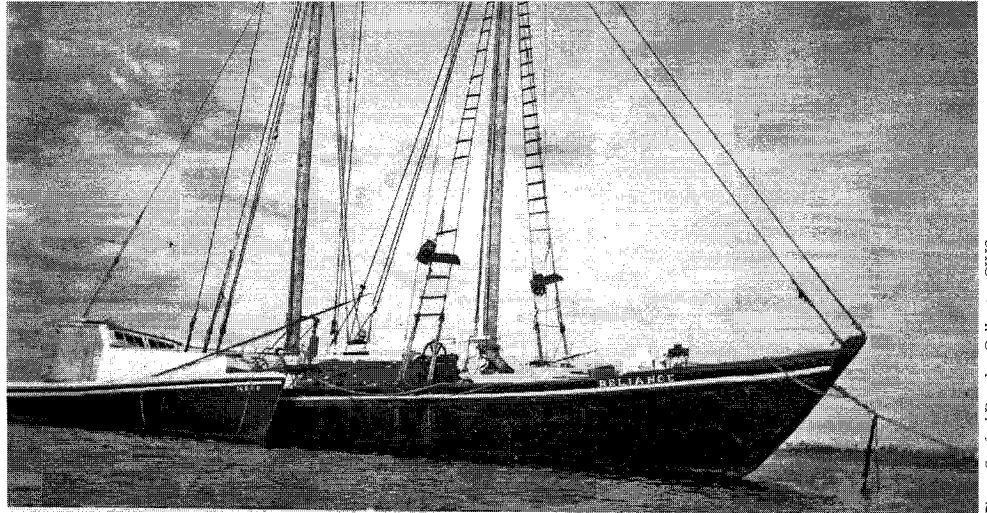


Photo-Sanford Doughty Collection CIHS



Photo-Wesley Doughty Collection CIHS

Sid, Roger, and Sanford Doughty c. 1923 First Hampton built by Sid Doughty

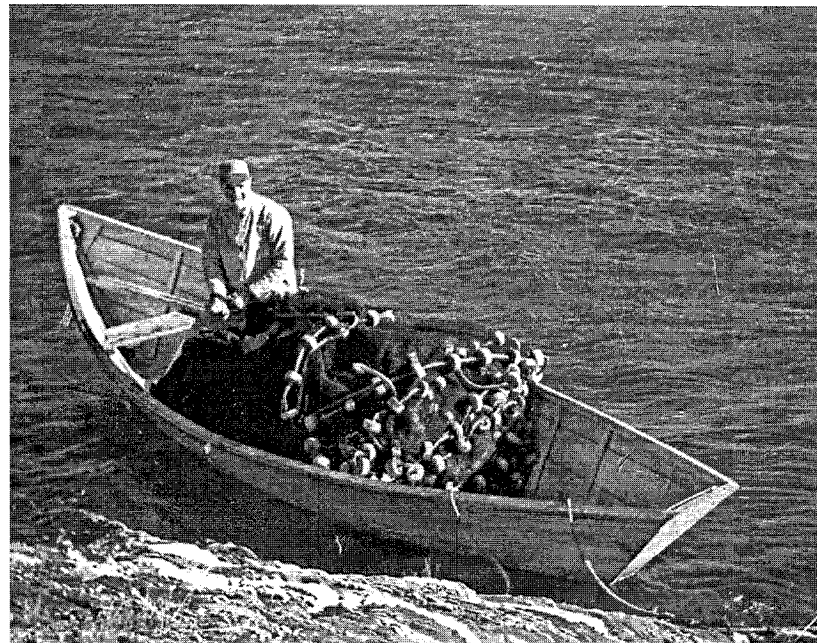


Photo-Boxer Collection CIHS

Captain Edmund Doughty with a seine in a dory c. 1920

What happened to all of the sardine carriers on the island?

Sardine
Carriers at
the Chandler's
Cove Wharf
c. 1950s

by Sumner Rugh

There used to be a lot of sardine canneries on the coast of Maine. Each cannery normally had 5 or 6 fishermen to fish for them. Sardine fishermen captured the fish in nets, hauled them onto their big sardine carrier or sucked them up with a hose, and then transported them to a cannery.

The fishermen had ways to find the fish. While in a small boat called a dory, someone would stomp on the bow, and if they saw a flash under them, they knew there would be a school of fish.

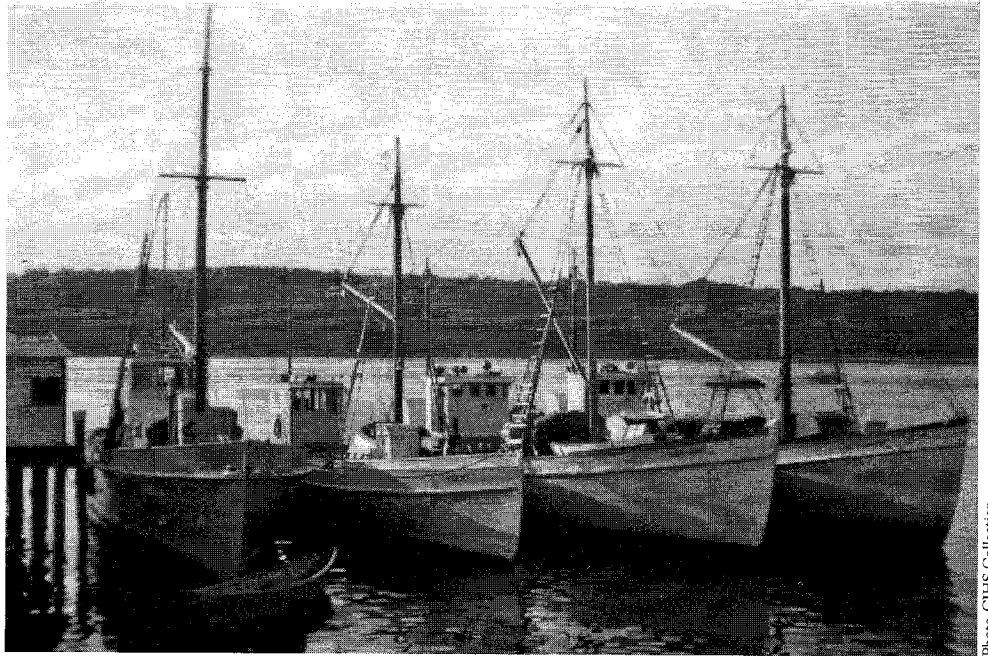


Photo-CHHS Collection



Photo-Clyde Colbeth Jr. Photo CHHS

This was before a machine was invented which would do that job for the fishermen.

Some fishermen hired airplanes to fly over the water to look for the herring. The fish were canned to be eaten later but the scales were also collected and used to make nail polish! The herring industry died when all the food that the herring ate disappeared.

Since the sardine boats were too big to be used in another fishery such as lobstering, they were left to rot. It was a sad thing that the boats and herring are gone.

Herring Spotter
Plane Moored
at Chandler's
Cove 1956



Photo-CHHS Collection

Sardining in
Casco Bay

What did the stone sloops do and why did they become obsolete?

by Braeden Rich

The stone sloops were boats that could carry 100 tons of granite! This was during the 1800s and early 1900s. They got the granite from quarries up the coast and a lot came from the Penobscot Bay. The sloops carried granite up and down the state and farther south to the Washington Monument. Some boys started working on the stone sloops when they were only twelve or thirteen!

The stone sloops became obsolete because they carried granite. The invention of cement led to less of a need for granite, but it didn't just vanish suddenly. It took time before cement took the place of granite. The sloops constructed wharves, lighthouses and breakwaters. They built the Stone Wharf in the 1800s.

Did you know that the Rockland Breakwater several other breakwaters were built partially of granite transported by Chebeaguers? The Washington Monument was also built partly from granite carried by Chebeague Sloopers. The stone sloops brought a lot of wealth to Chebeague, particularly to the Hamiltons. The granite was sometimes used for foundations for houses and cobblestones in streets.

Then cement came along and they started to use cement for the foundations and other building needs, but granite is now used for counter tops and other things like that.

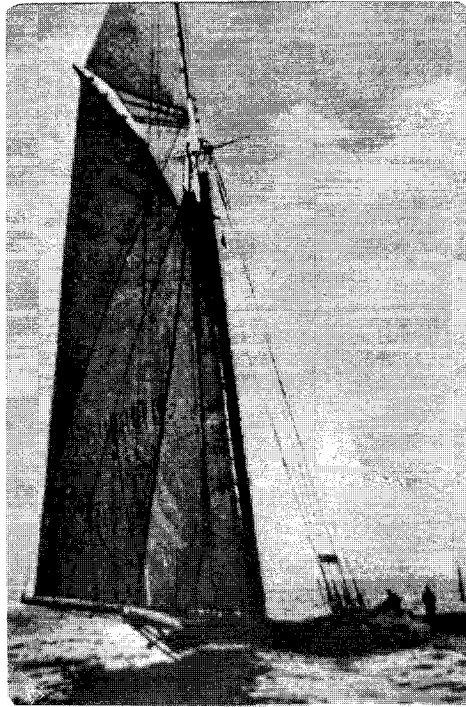


Photo-CIHS Collection

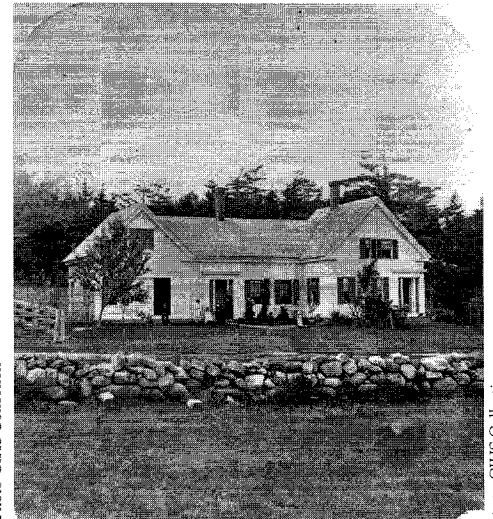
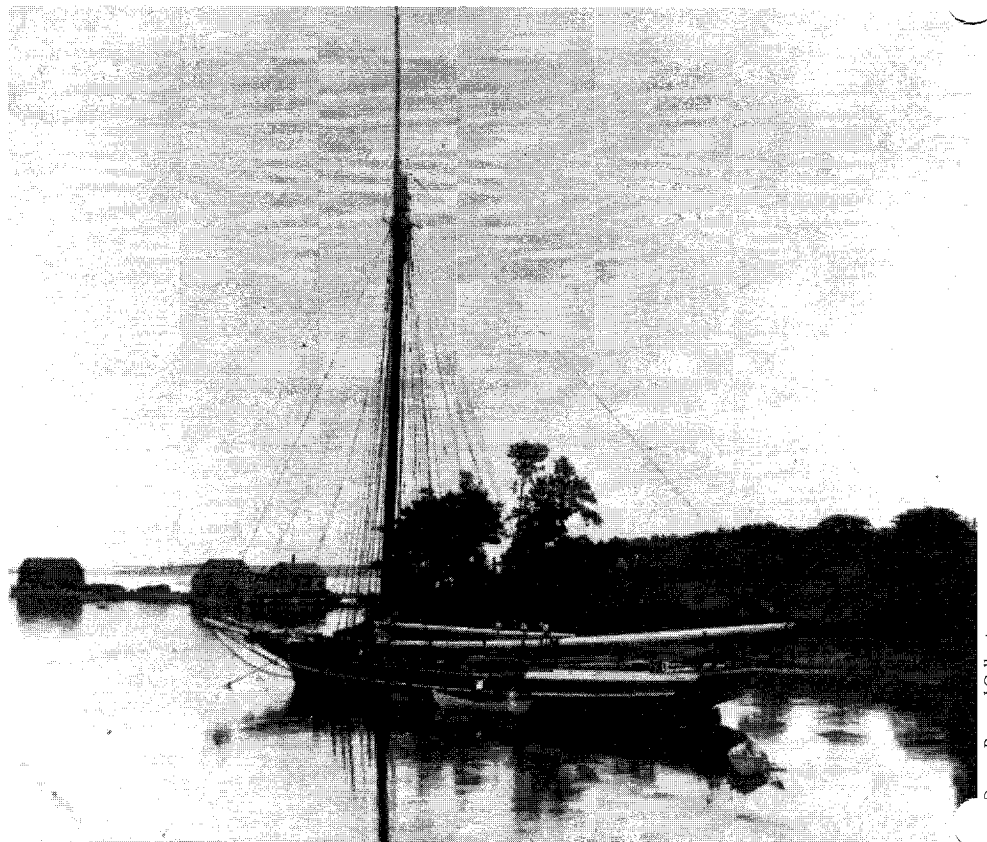


Photo-CIHS Collection

Hamilton Villa home of Captain Alfred E. Hamilton c. 1881. One of more than forty houses that were built by Stone Sloopers during the 1800s.



Damon Postcard Collection

Sloop Alletta Hamilton at Aaron Cleaves' stone wharf. Hamilton's Landing now known as the Stone Wharf. Stone slooping financed the store on the wharf. Top left: M. M. Hamilton was the largest stone sloop.

Why did all the stores and businesses vanish over time?

by Elias Rich



Photo-Genera Bowen Collection CIHS

Now there are only a handful of island businesses, but during the early 1900's, there were many stores, hotels, restaurants, gift shops, tea rooms, and other businesses. There was even a poultry

farm and a clam packaging factory! So, what happened to these?

Some hotels were torn down because more people were buying summer homes and the hotels were becoming obsolete. Other stores and hotels burned down.

Another reason for stores not being needed is because of easier access to the mainland, so people could just go on a quick boat ride to Yarmouth, instead of a long ride to Portland across the bay, and go to a grocery store for their supplies.

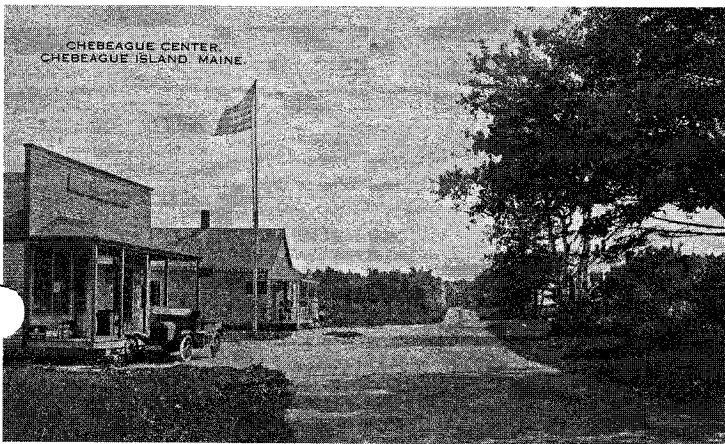


Photo-Damon Postcard Collection

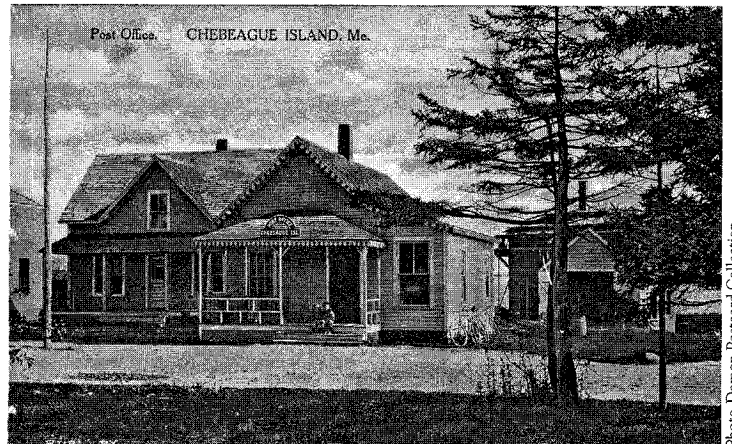


Photo-Damon Postcard Collection

Top right:
Field Day 1908
Hill Crest Hotel (L)
Summit House (R)

Left:
Chebeague's Center
Leonard's Store (L)
Post Office behind

Right:
Henry Bowen's Gift
Shop and Post Office
c. 1913

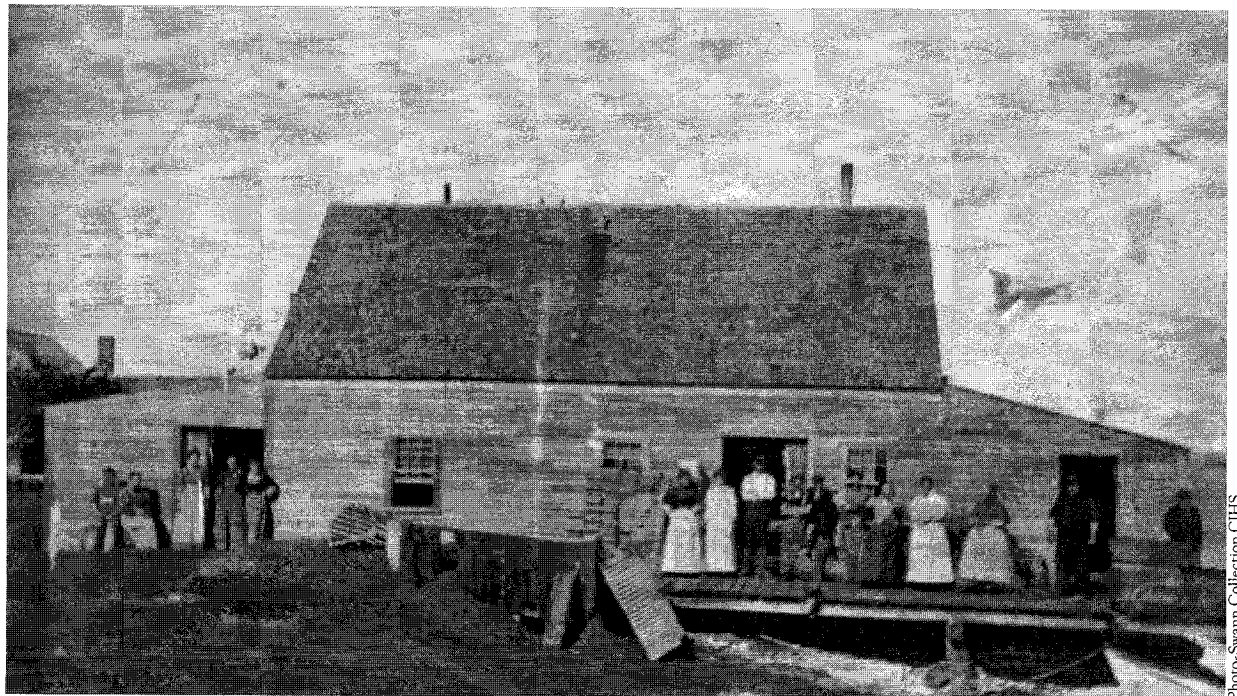


Photo-Swann Collection CIHS

Fenderson's Clam Factory and Workers
early c. 1900s

What was the education on the island like?

by Tiffany Calder

When the island was first settled in the 1700's most children were educated at home. When it was decided that a formal school house was needed, District #8 was formed on the West End. Then Chebeague decided to make two schools because children living on the East End could not walk from their house all the way to the West End school. That is the reason District #9 was built on the East End.

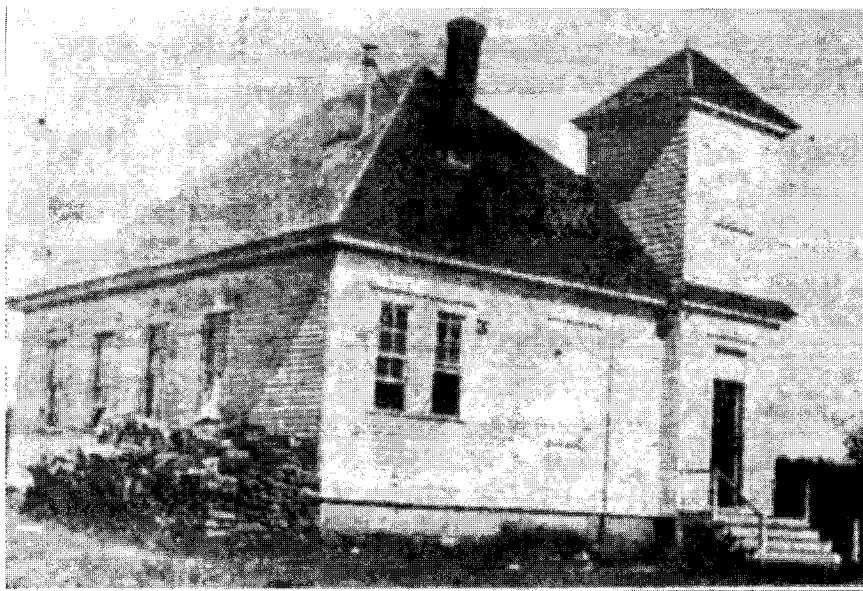
Both schools taught students who were between the ages of 4-21. In the 1870s-80s the population of school kids rose on the island to around 250. At one time there were as many as 80 students attending the East End school with only one teacher! The high school, which was in the building owned by the Grange now, became overcrowded in 1932 so the students were moved to the East End School.

A wall was built down the center of it, with grades 7-8 on the north side and grades 9-12 on the south side. The former high school building became the grade school for the East End school kids. The school books were sold at the store that was on the Stone Wharf.

None of the 3 schools had bathrooms or running water. The East End and West End grammar schools taught the same subjects and were all almost the same but the East End usually had more students.

*Middle photo:
District 9 School House c. early 1900s
Chebeague Junior Senior High School c.*

*1932 Chebeague High School 1910
Central School c. 1932*



Primary and Grammar Schoolhouse at West End, Chebeague Island



Photo-Swann Collection CHS

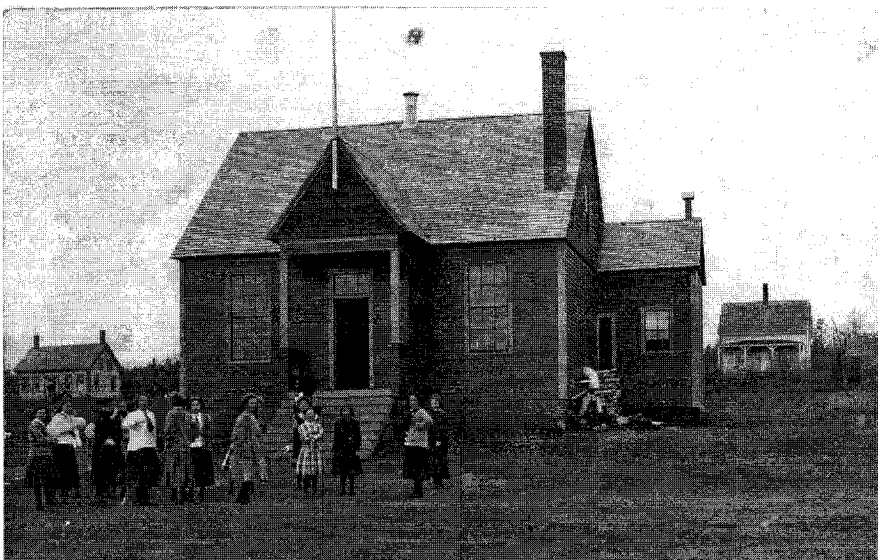


Photo-CHS Collection

How has the school population changed over time? Why are there fewer students now?

by Laura Hamilton

The school population has changed a lot over the years," Ray Hamilton said when he was interviewed. When he was a kid, he went to the building that is currently the Historical Society to go to school. There were 40 kids there and there was a high school over by the Grange. The reason that there are not a lot of people living here anymore is because the young people moved away and never came back.

There are not as many families here with kids and so there are fewer students in the school. There were three schools on the island due to the num-

ber of students and the fact that there were no school buses. The kids would have too far to walk if there was only one school. The island was consequently divided into "districts".

In 1902 a school was open in the Golden Cross Hall on the site of Chebeague Island Hall. In 1905 the first graduating class included five girls and two boys. There were three Hamiltons, (like me), two Littlefields, a Bennett and a Hill. In 1910 a high school was built where the Grange Hall is now.

The last student graduated from high school in 1956. After that the students attended high school in Portland and then in Cumberland.



Photo-Leonard Family Collection CIHS

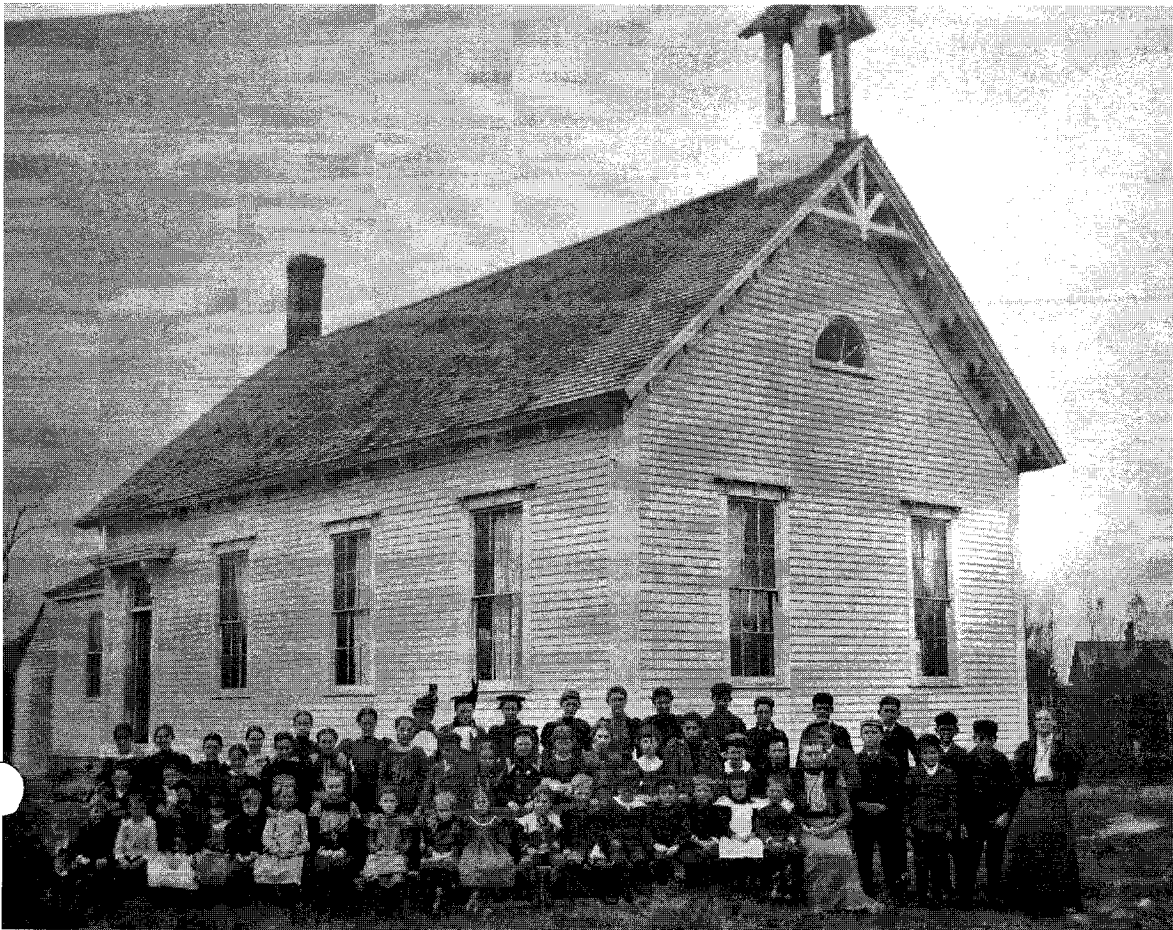


Photo-Suzanne Jackson Glass Plate

Chebeague High School Fall 1926
Ray Hamilton (top left)

East End School
c. 1898

How did they decide where to build the first school on the island? Why did they need a new school in the 1950's?

by Hannah Birkett

In 1871, the district #9 schoolhouse was built where the Chebeague Historical Society is at this time. It was called the East End Schoolhouse. By 1900 there were 56 students and 2 teachers. In addition to this one, there was a school on the west end of the island and there was

a high school on the island where the Grange is now

That was built in 1910. There had to be three schools because there were so many students living all over the island. Since there was no bus, the students had to walk to school. It would be too far for the students to walk that

far. One school was not enough.

As the years went by, the population of the schools decreased so it made more economic sense to consolidate into one school again. This happened in 1953 when the present school was built. The old schools are now a private home, a Grange Hall, and the Historical Society.

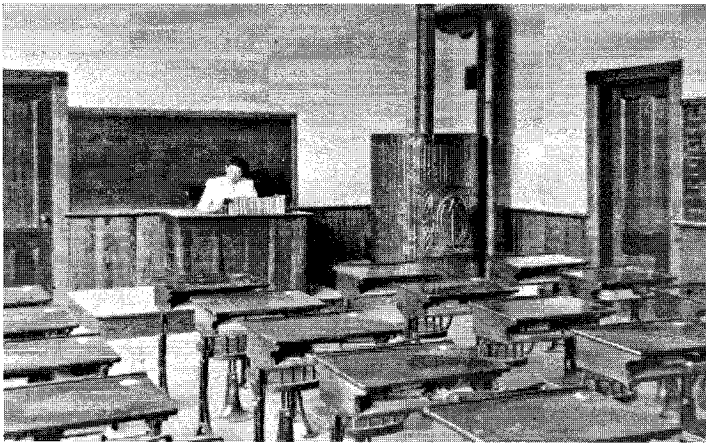


Photo-Swann Collection CIHS



Photo-Swann Collection CIHS



Photo-School Collection CIHS

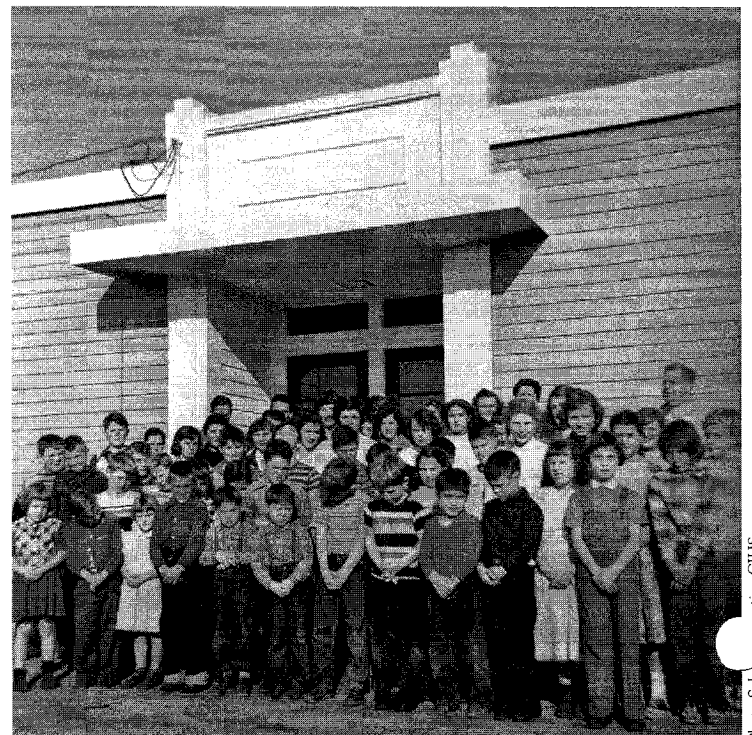


Photo-School Collection CIHS

Top left and right:
Classroom in Chebeague High School and High School Students
c. 1910

Bottom left and right:
Chebeague High School Classroom (L)
Sub Primary - grade 12 Chebeague Consolidated School Pupils
1953

Why did the island have to buy a new ferry (CTC) to take people to the mainland?

by Jenna Calthorpe

Polly-Lin was the first boat owned by the CTC, and it was bought from Jasper "Smitty" Smith. He was a lobsterman who recognized the need for a "water taxi" after the Nellie G., running from Falmouth Foreside, stopped service to Chebeague.

There were too many people coming to the island to be handled by the smaller boat, the Polly-Lin, so a bigger boat had to be purchased. The new boat came with the name Big Squaw, but it was renamed Dirigo because the name Big Squaw offended the Maine Native American tribes. The Polly-Lin remained back up boat.

The first two captains at CTC were Don Buxbaum and Lindy Smith. They used to stop at Littlejohn's Island. Tom Calder and Marshall Bowen were the first deckhands. Frequent boat service to the mainland is necessary for a year round island to survive. When there is a medical emergency, sick, and injured people are carried to the mainland by ambulance.

Fifty years ago, only three people commuted to work in Portland on Casco Bay Lines. By 2000, more than fifty of the island's working adults went to the mainland to make a living. This being said, it is obvious that a larger ferry was needed to take care of the changing needs of the community.

Top:
Nellie G. III

Middle:
Chesuncook Breaking Ice
Smitty's Winter Boat

Bottom:
Sanford Dougherty's Sirius (L)
Jasper Smith's Polly-Lin II (R)

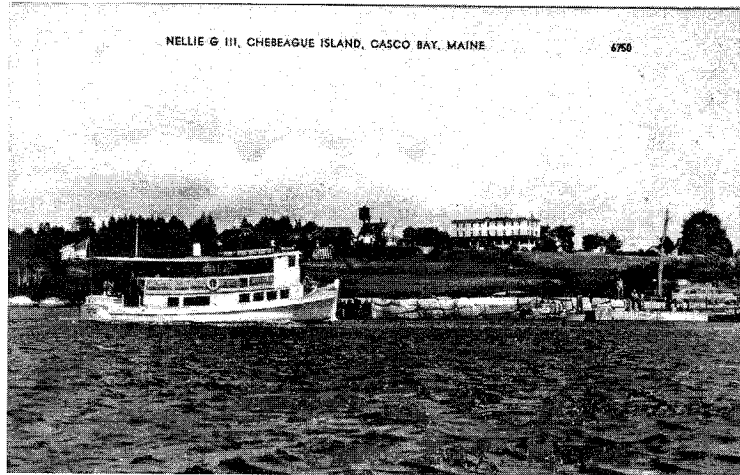


Photo-CHS Postcard Collection



Photo-CHS Photo Collection

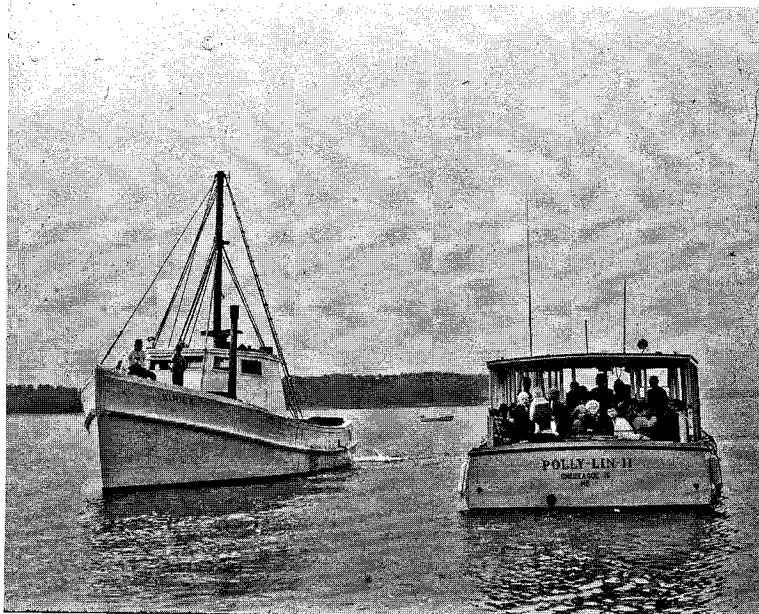


Photo-Sanford Dougherty Collection CHS

Why did they have to buy a new ferry (CTC) to take people to the mainland?

by Beatrice Crossman

More people came to Chebeague every year, especially during the summer months. There were also more people that commuted to the mainland than in the past.

Sometimes there would be so many people that the boat would have to make double trips back and forth from Chebeague to Cousins.

It became obvious that the existing boat, Dirigo, was getting old and was too small. They had a new ferry built called The Islander in 1985.

There is also another boat called Pied Piper which takes people on cruises and is also available if the Islander breaks down.

Can anyone name the Captain?



UPDATE ON THE CEMETERY

by Martha O. Hamilton

Early stones often have short epitaphs, but the use of verses seems to have died out since the late 1800s. The only recent epitaphs I have found are for George G. Breed in 1950 and Violet Goodwin in 1953. Some of the early ones are very poignant- especially for the children.

This one is for Lillian Bishop age 6 months. d.1874:

OH CAN THIS LOVELY
FLOWER BE DEAD
THAT ON OUR HEART
SUCH JOY DID SHED.
NO, DOTH IN
BEAUTY BLOOM
BEYOND THE CONFINES
OF THE TOMB.

and this for Luther Ross,
who died at age 29

HE'S GONE, HE'S GONE,
THE CHERISHED ONE.
HIS TOILS ARE O'ER,
THE VICTORY WON.
LOST IN THE MOMENT
OF HIS DAY
WHEN HOPES WERE
BRIGHT,
HE PASSED AWAY.

When the weather allows and you want an interesting walk, try a cemetery path and read who is there and what was said about them.

Spring 2012



Photo: Kathy MacNeill

While Chebeague was part of the Town of Cumberland, the island cemeteries were managed by the Cumberland Cemetery Assoc. When we gained out independence, we also became caretakers of these parcels of land that are so necessary and valuable as sources of information and history for the island and its families.

The new Island Cemetery Committee has already made some headway in properly mapping the area and planning for some salvage, cleaning, and repairing of stones, some of which date back to the early 1800's and possibly before. We have lost whole stones, parts of stones and their

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inscriptions already. Dianne & Dick Calder have been caretakers for the last 28 years, providing the work and organization for burials, for setting stones, and for maintaining access, mowing, etc.

Recently a floor has been replaced in one of the buildings used for storage of equipment. A new mower has been purchased; and an ancient pung, which used as a winter hearse, has been cleaned up and will be properly stored to preserve it. The Committee has funds that have accumulated over the years and the sale of lots generates funds for current upkeep. With careful planning we are looking forward to long overdue repairs and some resetting of certain stones.

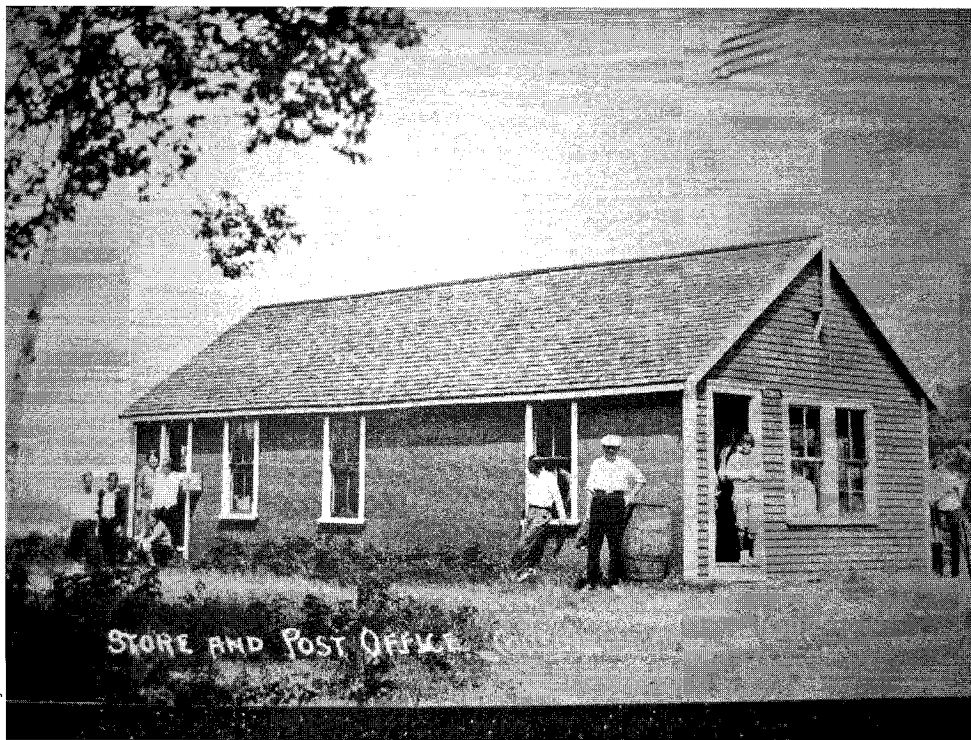


Photo-John Rent

How the Rents came to Chebeague Island

by John Drinkwater Rent

In August, 2001, I was unemployed and had just accepted a new job that wasn't going to start for several weeks. With our oldest son living in Portland and many family members living in New Hampshire, we were beginning to think about finding a second home in New England. A home that would be a magnet for family visits a place where we could retire. Having stayed at the Chebeague Inn in the Bill Shuttleworth era and wanting to check out Casco Bay, we ended up renting David and Nancy Hill's home on South Road for four weeks. Though the four weeks were significantly marred by 9/11, we enjoyed the island so much that we immediately began to keep our eye on properties for sale. Sharon said, "There's something to like about every house, there's so much charm and character here, I love all of them except for that crazy dome". Well....., the dome had a nice location and we loved the convenience of the East End, so we went for it. And besides, the property included 12 broken refrigerators/ stoves in the garage and too many televisions to count. (Note: the last of many truck loads of Bill Shuttleworth's sh...tuff finally made it to the dump in 2010, nine years later.)

Store and Post Office, Cousins Island

Now for the bad news, some of you reading this article are my distant cousins. While growing up in southern New Hampshire, I visited Cousins Island only a few times even though my father had spent every childhood summer there. He spent summers there because it was his family's home. His father, William S Rent, ran stores on both Cousins and Little John Island. His grandfather was John Drinkwater, a retired coastal schooner captain and his grandmother was Harriet Hamilton Drinkwater, daughter of Nancy Hamilton of Chebeague Island.

After limited contact with Casco Bay for 55 years, something is calling us back. All but one of my father's descendents (8 out of 9) has moved to Maine. All three of our children, who grew up in Pennsylvania, I have moved to the Portland area, all our grandchildren live here and our only nephew lives and works in Portland.

We all love Chebeague Island because it is a caring small community surrounded by natural beauty. It is an added treat for me to look at Casco Bay and try to image my ancestors working, living and enjoying the same home. I look forward to taking the time to research their lives in the 1800 and 1900's.

VETERANS

by Kenneth Hamilton

During WWII Beverly Dyer's three brothers, Chesley, Norman and John, went off to war: Two into the US Army and one into the US Navy. All three saw action while serving their country. This situation was very hard on those left at home during war time as many families of that era can attest. In 1956 another brother, Richard, was drafted into the Army. Then, some twenty odd years later, Beverly and her husband, Bob Dyer, found themselves sending their own two sons off to fight in another conflict in Vietnam.



Robert A. Dyer Jr.,

when drafted, joined the Navy and went to boot camp at the Great Lakes on August 4, 1970. He then was sent to Electricians School in Rhode Island for six months. His next deployment was to Gulfport, Mississippi where he was stationed for two years. Cappy, as he was known here at home was then shipped to Diego Garcia for about seven months. (I will



bet that not many know or have heard of that remote and isolated base.) Then off to Alaska and Iceland for another thirteen months before his discharge in Gulfport in July of 1974. His brother, Wayne C. Dyer,

also chose the Navy in Feb. of 1970 and went to boot camp at the training school at Great Lakes. After boot camp he was assigned to the LST, Suffolk County. (His Uncle Carroll had also been on an LST during WWII) These ships were designed to carry supplies, trucks, tanks and other heavy equipment as well as troops. While on board the Suffolk County he visited Italy, France, Greece and back on this side of the Atlantic the Caribbean and Halifax. His discharge came in 1972

Photos-CHHS

The Border between Chebeague Island & Long Island

1870 map of Long and Chebeague

by Donna Damon

There was a time when Casco Bay was a much smaller place. Not in geographic terms (for at least the past 10,000 years), but in terms of interisland relationships. Families moved between islands; they crewed on each other's vessels; they visited on the steamboats; their children married each other; and they moved from one island to another. Deep connections existed between Chebeague's Eastenders and folks on Cousins and Littlejohns, while Westenders gravitated to the Harpswell islands, Bates, Stave, Bangs, Hope and Cliff. But perhaps the deepest interisland connections exist between Chebeague and Long Island. In the last Sloops Log, readers learned about a few of the Chebeague - Long connections in Jane Frizzell's article about the cemetery, but there are many more. However, over time with the change in steamboat routes and the trend away from a marine economy some folks on both islands are unaware of the shared history of these two islands.

Less than a quarter mile of water separate the two, but for some people it might as well be twenty miles for all some of the inhabitants know about each other and even fewer know the history of the political boundary line that has separated the islands for centuries.

During colonial days, Maine was thought of as the northern frontier. An English king granted an undefined tract of land to Sir Fernando Gorges during the seventeenth century, which came to be known as the Province of Maine. According to the History of Cumberland, Maine, the Massachusetts Bay Colony wanted to delineate its northern boundary, so in 1653, the officials sent two ship captains Down East to determine the place on the coast where Massachusetts ended and Maine began. Surprisingly, it was not near the Piscataqua River, which now separates Maine from New Hampshire, but on the mainland shore of Casco Bay. After checking their bearings, the captains spied a large white rock lying

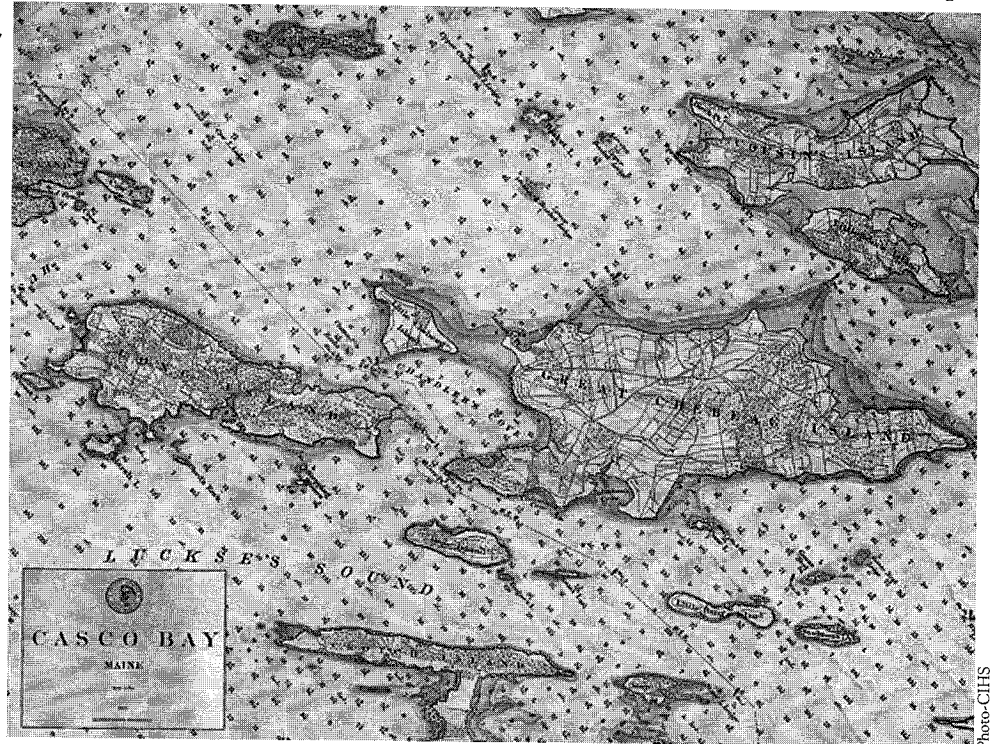
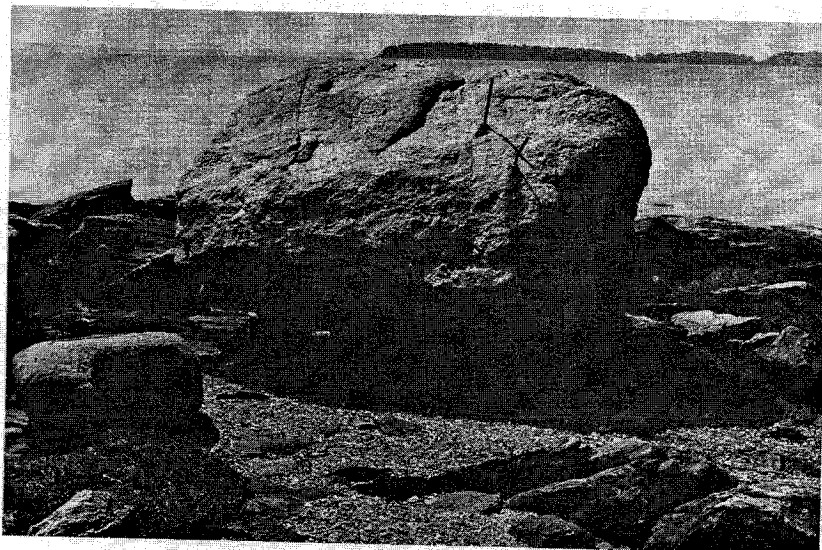


Photo: CIHS

on the seashore. They decided that rock was as good a marker as any, so they created a straight line that extended both inland and out to sea to demark the Massachusetts-Maine line. The line went directly between Long Island and Chebeague. Thus for a while Long Island was part of Massachusetts, while Chebeague was located in Maine! At that point in history, the Massachusetts officials seemed unconcerned that their line severed the islands that came to be known as Little Chebeague, Crotch (now Cliff) and Jewell, and took a sliver off the extreme southwestern ledges of Hope Island. The white rock has stayed

put throughout the centuries, as has the line between Long Island and Chebeague. Whether it was Maine and Massachusetts, Falmouth and North Yarmouth, or more recently Portland and Cumberland, Long Island and Great Chebeague seem worlds apart, especially to newcomers and those who had lost track of their family history.

However, some folks on both sides of the Deer Point Narrows know that other, much deeper, connections exist. For the rest of the story about the Chebeague - Long Island connections check out the 2012 Island Journal available in June at the Chebeague Island Historical Society.



White Rock

The White Rock - Sturdivant Island in background

- photograph by Daniel Dow, 1975

The Rachel Doughty Miller House at Coleman's Cove Mystery Photo Fall 2011

by Donna Damon

We had many calls about the Fall 2011 Mystery Photo. The only person who came up with the correct answer on the first guess was Ruth Slagle. I had given her a copy of the photo awhile back because it was her house! Norma Morahan-Sawyer recognized her grandfather, Harry Miller, as the teen holding the horse, but she couldn't remember where the house was located. Beverly Johnson deserves a perseverance award because she took the picture and drove all over the island trying to find the house. She made many wrong guesses before finding the house at Coleman's Cove. Once she discovered the identity she had a difficult time convincing others, so she finally took a photograph from the same angle and travelled around spreading the word.

The house is indeed Ruth Slagles. It was built in the 1890s by Lewis, Billy, and Harry Miller (holding the horse) for their mother, Rachel Doughty Miller (standing in the doorway). The house was built on land that the Miller's sister, Annie Miller Calder, bought from Sylvanus Higgins c. 1892. Annie and her husband, John built what is now the McCullum/Anderson house while her sister, Christiana and brother-in-law, Gus Dyer built the house now owned by the Holley/Torres families. Eventually, three more houses would be built on the same one-acre parcel over looking Coleman's Cove.

The Millers sold the house to a summer family named Kelley about 1900, making it only the second year-round house to be sold to summer folks. It just so happened that the Kelleys invited their relatives to visit and some of them eventually enjoyed the island so much that they spent many summers at the Jenks' Sunnyside House. Paul Cleary, who now owns Sunnyside) is their descendant. It is assumed that they Kelleys added the porch and the dormers. Eventually Joseph Dyer, son of Gus, bought the house. It was later owned by his son, Joe. Ruth Slagle bought it from the Dyers in the early 1980s and has lived there ever since.

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Photo: CHS Collection

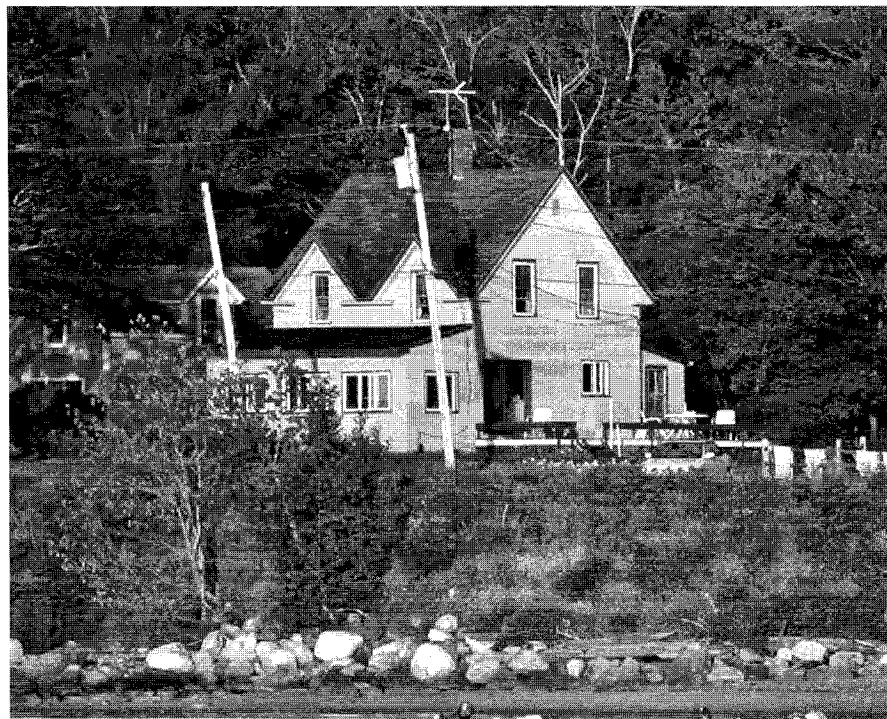
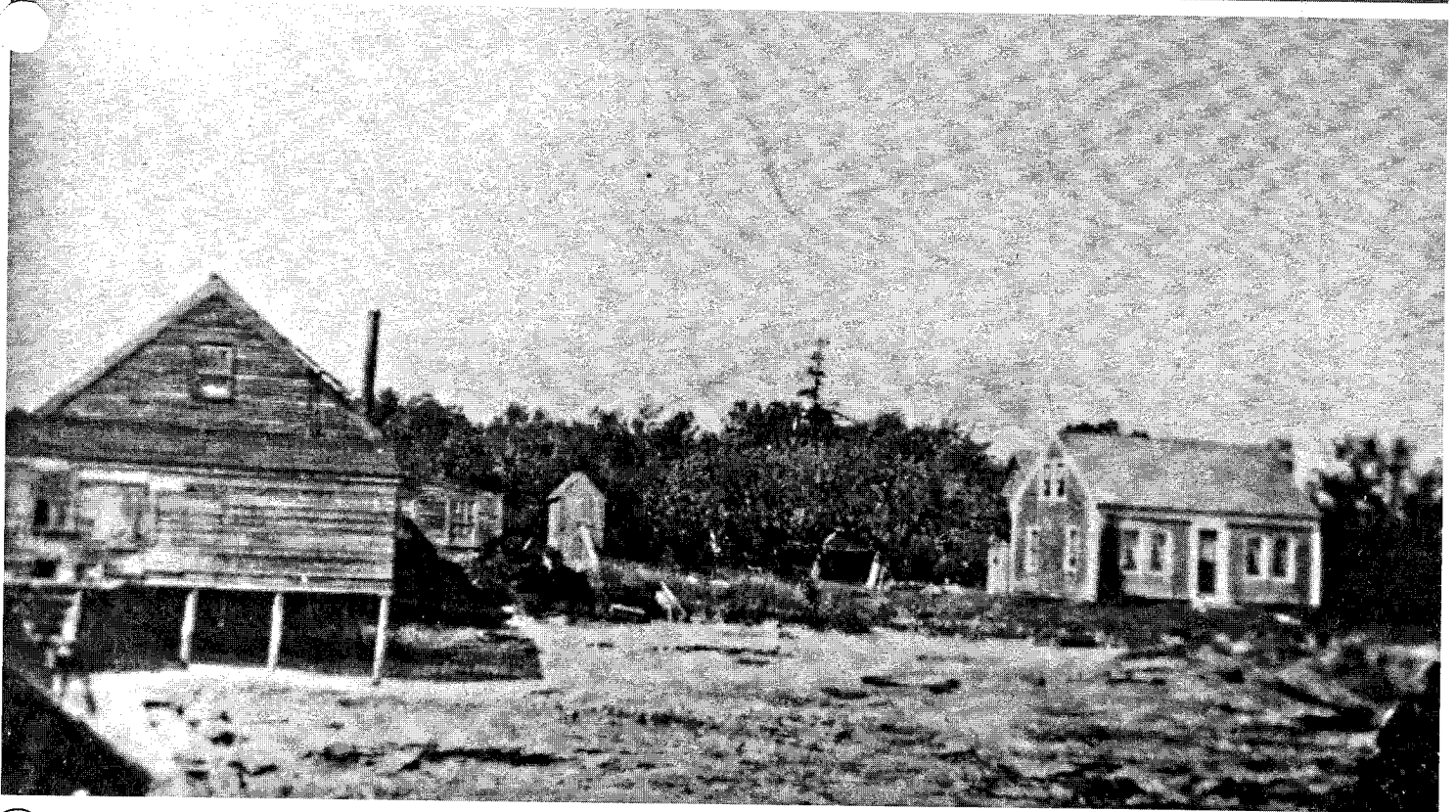


Photo: Donna Damon Collection

Above middle: Bev's modern photo

Left: Houses at the Cove

Mystery Photo ~ Spring 2012



This issue's Mystery Photo is of a place that no longer exists. Built in the early 1890s it employed as many as 40-50 people in one capacity or another. The adjacent house on the right did not go with the building on the left.

In fact the property line between the two begins at a bolt in a ledge on the shore and follows parts of a stone wall that goes across both South and Firehouse Roads and through a pond. Although the house is gone, its well still separates the two

properties. If you can identify the photo email chebeaguehistory@gmail.com or call Donna Damon 846-5140. The first to call with the correct answer on their first guess wins a prize. There is a hint elsewhere in the Sloops Log. Good Luck!

Six Town Times Shows That Some Things Never Change!

No one can debate that we have just experienced what the old people used to call "an open winter"! Well open winters are nothing new as the following excerpt from the *Six Town Times* shows us!

Six Town Times March 31, 1899

CHEBEAGUE

The sleighing for the past week, or since spring opened, has been the best for the season, in fact all the good sleighing we have had. The old saying, "Winter never rots in the sky," surely proved true this time. A year ago at this writing, March 28 (1898), your correspondent planted peas and potatoes were planted here the 24th of March, from which a good crop was realized. Now some eighteen inches of snow lies on the same ground.

Six Town Times June 30, 1899

Chebeaguers have a long history of celebrating July Fourth!

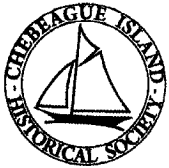
The "glorious Fourth" is at hand and with it comes the oft repeated question. "Where shall we go, or what shall we do on the Fourth?" There is to be a picnic in the Littlefield grove for a benefit of the M. E. Church. The ladies will be on hand to furnish clam chowder, cake, pie and coffee to all who want to buy a dinner. Ice cream, lemonade and confectionery will also be sold on the grounds. Arrangements have been made to have swings, footballs etc. for the enjoyment of the younger ones. A cordial invitation is extended to all. Come and help us make this "Fourth" a joyous occasion. If there should be a storm, will have the picnic July 5.



The Sloop's log
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*This issue's Mystery
Photo is of a place that
no longer exists. See page
27 for more details!*

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