



Newsletter
of the
Chebeague
Island
Historical
Society

Spring 2018
Issue

*We dedicate this issue
to Joan Robinson who
donated countless hours to
CIHS and served several
years as its President.*

The Chesuncook

By David R. Hill

The old steel-hulled 35-foot Chesuncook was the “winter boat” in the early years of CTC. It was also used to push the barge. This boat was much smaller than the 46-foot Big Squaw (Dirigo) and the 52-foot Islander.

In this picture, the Chesuncook is bringing a couple of trucks to the Stone Wharf. In 1970, Jasper (Smitty) Smith purchased the William S. Hopkins from John Gibson for use as a barge. Originally, the Hopkins had been used on North Haven Island as a self-powered barge with a wheelhouse.

The engines and superstructure were removed during the conversion to barge use. Interestingly, this vessel was named after the grandfather of noted island-landscape artist, Eric Hopkins, a benefactor of the Chebeague Recreation Center.

December 1980, witnessed early ice so powerful that the William S. Hopkins sank. In March 1981, a new, safer steel barge was constructed by CTC with overall dimensions similar to the old wooden barge at the bottom of Casco Bay.

the Sloop's Log

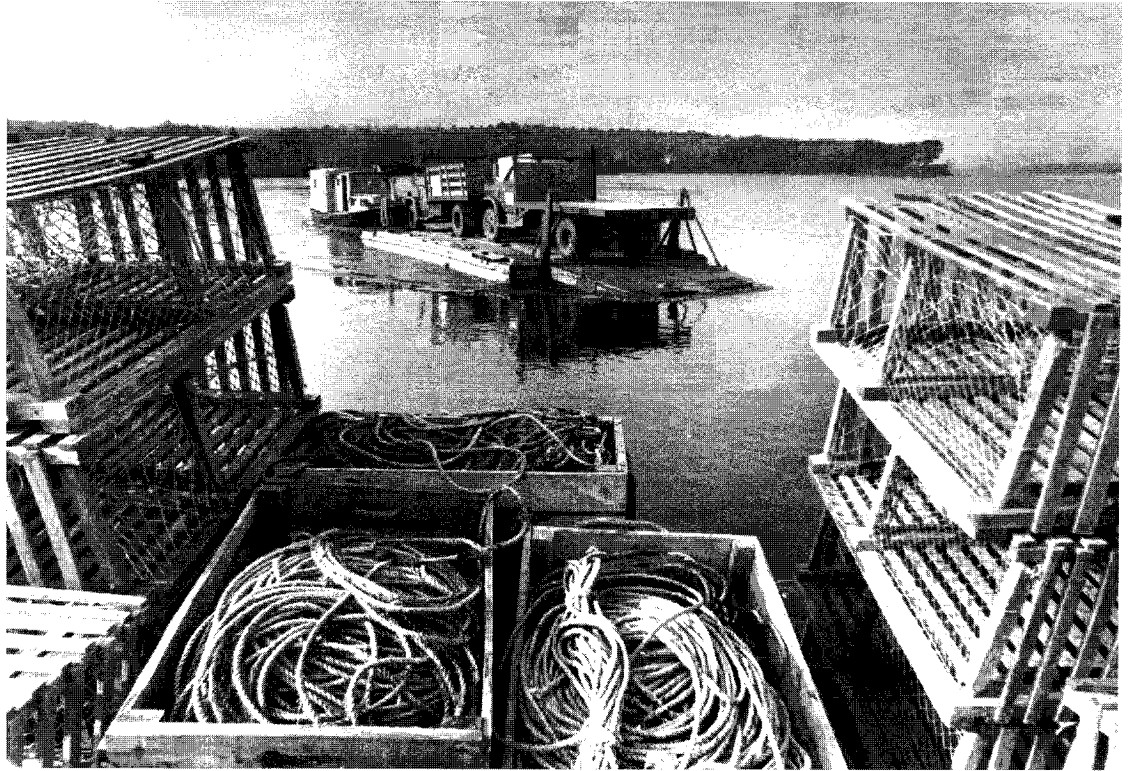
Greeting Sloop's Log Readers

Welcome to the spring 2018 issue of our newsletter. We are going through a bit of a transition with our Sloop's Log crew. So here are our apologies for being a little late with this publication. Our faithful graphic designer, Ron Recchio, is starting a well-deserved retirement after helping us out immensely for the last several years. Ron is a wonderful watercolor artist, and he plans to spend more time painting. Thank you, Ron!

Thanks also, of course, to our story contributors and to you our readers for opening up our pages. ~ Jane Frizzell, Editor

Enclosed please find the following:

- The 1930 Chebeague census and related article by Toby Webb
- A story from the life of the steamship Machigonne by George “Cap” Leonard
- A story from the life of the Poly Lin II by George “Cap” Leonard
- Toby Webb's corrections for a previous article about Chebeague's early settlers
- The clam bait business on Chebeague by Donna Damon
- “The Stone Sloops of Chebeague” by Z. William Hauk: a copyright change by Toby Webb
- A Ladies Aid poem inspired by a CIHS exhibit photo by Alexander Kern
- A history of the Sloop's Log by Donna Damon
- “Waste Not Want Not,” a story of reusing ship timber in island houses by Evin Erder
- Haiku trip around Chebeague by Barrie Shepherd
- Our mystery photos: old and new by Donna Damon



Chebeague Island Historical Society

Chebeague in the 1930 U. S. Census: The Island Stabilizes

by Morrison "Toby" Webb

In the most recent article in our series on the United States Census (Spring, 2016), we saw that there had been a dramatic population drop on Chebeague in the second decade of the twentieth century: a fall from 522 residents in 1910 to only 336 in 1920. This issue examines the 1930 census. Fortunately, that census discloses that the island's population did not fall further. As the Great Depression took hold in 1930, there were 365 island residents, a growth of nine percent. The number of households had grown from 89 to 102. Part of that growth appears to have come from native islanders who had moved away, but returned to Chebeague after the Crash of 1929.

Census taker Herman P. Sweetser visited Chebeague on April 16, 17 and 18, 1930, to conduct an every person census. He recorded age, relationship to the Head of each household, marital status and age at first marriage, literacy and school attendance, language spoken, birthplace of each individual and of that person's parents, citizenship (now a heavily disputed question for the 2020 census), occupation, active employment, and status as a veteran. The resulting list is informative; it also is fun to read because many individuals who were leaders of the island community later in the century show up as children in 1930.

The island had aged slightly over the decade. Twenty-nine percent of the inhabitants were aged 50 or older, a slight increase from 1920's 27 percent. Thirty-four percent were aged twenty or younger, a slight decline from 1920's thirty-five percent. But the very old, aged 70 or above, (Your editor would like here to register a complaint about this definition of "very" old. J. F.) had declined from nine percent to seven percent of the island population. Statira Hamilton, 91, living with her son Addison, was the island's oldest female; Ruel Hamilton, 90, the oldest male, was living by himself.

An interesting gender gap emerged in this census. Of the 365 residents, 184 were male and 181 were female, the near balance we have seen in prior decades. But as one reads the pages of the census, it is surprising to see how many single men there were. A tally of the singles between ages 16 and 35 shows twenty-eight single males in that marrying range and only fourteen single females. The number of eligible women was only half the number of eligible men, for reasons that are not clear. The result, however, was that many more adult men were living with their parents than might have been expected.

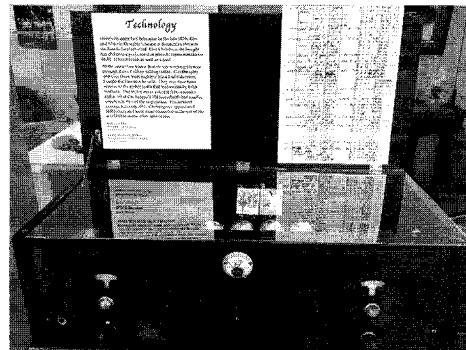
Those that married, however, often had large families. There were 124 persons aged 20 or below; and seventy attended school, an increase from sixty-two in 1920.

The occupational listings in the census may explain why the island community grew as the nation's economy worsened. Tourism occupations from earlier decades continued but declined: two hotel and boarding house managers, several caretakers, five private family housekeepers, three taxi managers, a private gardener and a landscaper. The construction trades continued: six carpenters and a general contractor, three painters. There were a dozen people employed in various aspects of the retail business. New additions to the island during the 1920s brought jobs for the golf course groundskeeper and his helper and for the power & light electrician and lineman. And there was the scattering of professional jobs that a strong community attracts: four teachers, a preacher, a physician, a postmaster and clerk, a printer, an insurance inspector, a bank vault watchman, and the manager of the ice cream parlor.

But, as it had at times in the nineteenth century, Chebeague's strength in 1930 came from the sea. There were eleven farmers on the island, down from twenty in 1920, but there were now fifty-nine fishermen, up dramatically from thirty-nine a decade before. And they do not appear to have been scraping by; of the fifty-nine, forty-one owned their own boats. Even in a depression, folk need to eat, and those who can harvest the sea remain employed.



Owner John Seabury and his early radio.



This year we honor the start of World War I. The 1930 census gives a listing of all the then-living island veterans of that war: Walter H. Mansfield, Sidney M. Hamilton, Austin M. Harmon, Stanley G. Doughty, Joseph A. Horr, Thomas D. Turner, Harlan B. Webber, Harry L. Mansfield, Oliver Newcomb, Charles A.

Grannell, Paul J. Hamilton, William E. Stilphen, Irvin O. Hamilton, and John A. Gross.

The census asked if a household had a radio, trying to determine how quickly this new technology was spreading across the country. (President Roosevelt began using the radio for his "Fireside Chats" soon after the census was taken.) Nationwide, only ten percent had had radios in 1925, but that increased to forty-six percent nationwide in 1930. Fifty-nine Chebeague families, or fifty-seven percent, had a radio that year, a surprising lead over the national average. Oral tradition suggests why: it is told that Chebeaguer Victor Bowen was attending Bates College, working his way through by selling radios to fellow students. He began selling on Chebeague as well, where electricity had arrived during the 1920s. He started at the West End, and his success can be seen in this high census statistic. Even in the Depression, the fishermen of the West End had discretionary income to spend on this new invention.

Robert Frost once wrote that "Home is the place where, when you have to go there, they have to take you in." A name by name study of the 1930 census shows a number of families with Chebeague connections that returned to the island after the Great Depression hit: Calvin White and his wife Bertha Newcomb, Massachusetts residents in 1929; Emma Stilphen with her fisherman son Ernest Horr; and others. But it appears that they were not retreating for refuge. Unlike the rest of the nation, the island, with its links to the sea, offered meaningful employment.

The Federal census for 1940 was released to the public in 2012. It will be transcribed and reviewed in the next Sloop's Log. And then we will have to wait for the 2022 release of the 1950 census to continue this series.

Note: As with prior transcriptions, the transcription of the original census pages from 1930 which follows attempts to record precisely what the census taker wrote, which was not always accurate, particularly as to spelling. In the interests of space, columns from the census which did not provide much additional information have been omitted.

Source: 1930 U. S. Census, Cumberland County, Maine, population schedule, Cumberland Town, Great Chebeague Island, sheets 13A-16B, enumeration district 3-11, dwellings 1-102, families 1-104; National Archives and Records Administration microfilm publication T626, roll 830; cited in FamilySearch.com, 1930 United States Federal Census, [database and images on-line], accessed 23 April 2018.

1930 US Census Population Schedule

Great Chebeague Island, Cumberland, Cumberland Co., Maine

Dwelling	Family	Name	Relation	Owned or Rented	Home Value or monthly rent	Radio	Farm?	Sex	Race	Age at last birthday	Marital status	Age at first marriage	In School	Read and write	Place of Birth	Father's Place of Birth	Mother's Place of Birth	Native Language of Foreign Born	Year of Immigration	Naturalization	Able to Speak English	Occupation	Industry	Class of Worker	Actually at work	Line on unemployment schedule	U.S. Veteran	What war?	Number of Farm Schedule
1	1	Mansfield, William A.	Head	O	2000 R			M	W	59 M	20 No	No	Yes	Maine	Maine	United States					Yes	Fisherman	Own boat	O	Yes		No		
		Mansfield, Nancy L	Wife - H					F	W	58 M	19 No	No	Yes	Maine	Maine	Maine					Yes	None		O	Yes		No		
		Mansfield, Walter H	Son					M	W	35 S	No	No	Yes	Maine	Maine	Maine					Yes	Fisherman	General fishing	O	Yes		Yes	WW	
		Collins, Marion E	Daughter					F	W	19 M	16 No	No	Yes	Maine	Maine	Maine					Yes	None							
		Collins, Esther L	Grand daughter					F	W	3 S	No	No	Yes	Maine	Maine	Maine					Yes	None							
	2	Thomas, Hugh M	Head	R	25			M	W	48 M	48 No	No	Yes	Maine	Wales	Wales					Yes	Farmer	Own farm	O	No	1A-23	No		
		Thomas, Mildred E	Wife - H					F	W	25 M	25 No	No	Yes	Maine	Maine	Maine					Yes	None							
	3	Hall, Mary E.	Head	R	20			F	W	75 S	No	No	Yes	Maine	Maine	Maine					Yes	None							
		Hall, Fannie W.	Sister - H					F	W	70 S	No	No	Yes	Maine	Maine	Maine					Yes	None							
	4	Thomas, Elias S.	Head	R	15			M	W	53 M	49 No	No	Yes	Maine	Wales	Wales					Yes	Laborer	Highways	W	Yes		No		
		Thomas, Inez B.	Wife - H					F	W	34 M	31 No	No	Yes	Maine	Maine	Maine					Yes	None							
		Thomas, Nancy F.	Daughter					F	W	3 S	No	No	Yes	Maine	Maine	Maine					Yes	None							
		Thomas, Yvonne R	Daughter					F	W	0 S	No	No	Yes	Maine	Maine	Maine					Yes	None							
	5	Hill, Granville	Head	R	10			M	W	75 Wd	No	No	Yes	Maine	Maine	Maine					Yes	Caretaker	Boarding House	W	Yes		No		
		Rimes, Frank M.	Head	O	2000 R			M	W	42 M	25 No	No	Yes	New Ha	New Ha	New Hampshire					Yes	Manager	Taxi & transfer	E	Yes		No		
	6	Rimes, Eva L	Wife - H					F	W	38 M	22 No	No	Yes	Maine	Maine	Maine					Yes	None							
		Rimes, Pearl M.	Daughter					F	W	15 S	Yes	Yes	Yes	Maine	New H	Maine					Yes	None							
		Rimes, Walter F.	Son					M	W	13 S	Yes	Yes	Yes	Maine	New H	Maine					Yes	None							
		Rimes, Olive E.	Daughter					F	W	11 S	Yes	Yes	Yes	Maine	New H	Maine					Yes	None							
	7	Doughty, Herman L.	Head	O	3500			M	W	63	24 No	No	Yes	Maine	Maine	Maine					Yes	Fisherman	Own boat	W	Yes		No		
		Doughty, Mildred A	Wife - H					F	W	49 M	47 No	No	Yes	Maine	Maine	Maine					Yes	None							
	8	Doughty, Mira W.	Head - H	R	10 R			F	W	34 S	No	No	Yes	Maine	Maine	Maine					Yes	Manager	Arts & crafts	W	Yes		No		
		Bennett, Edith L.	Step daughter					F	W	11 S	Yes	Yes	Yes	Maine	Maine	Maine					Yes	None							
	9	Mansfield, Ethel W	Head	R	5			M	W	30 M	25 No	No	Yes	Maine	Maine	Maine					Yes	Fisherman	Own boat	O	Yes		No		
		Mansfield, Mary N.	Wife - H					F	W	32 M	27 No	No	Yes	Portuga	Portugi	Portugal					1903 AI	Yes	None						
		Mansfield, Delores M	Daughter					F	W	0 S	No	No	Yes	Maine	Maine	Portugal					Yes	None							
		Bennett, Royal H.	Head	O	5000 R			M	W	66 M	20 No	No	Yes	Maine	Maine	Maine					Yes	Fisherman	Own boat	O	Yes		No		
		Bennett, Isabel E.	Wife - H					F	W	65 M	19 No	No	Yes	Maine	Maine	New Hampshire					Yes	None							
		Bennett, Madeline F.	Daughter					F	W	33 S	No	No	Yes	Maine	Maine	Maine					Yes	Stenographer	Wholesale dry goods	W	No	1A-24	No		
	10	Bennett, Geneva C	Grand-daughter					F	W	10 S	Yes	Yes	Yes	Maine	Maine	Maine					Yes	None							
		Hamilton, Sidney M	Head	R	15 R			M	W	32 M	24 No	No	Yes	Maine	Maine	Maine					Yes	Carpenier	General construction	W	Yes		Yes	WW	
		Hamilton, Thora C	Wife - H					F	W	28 M	21 No	No	Yes	Maine	Denna	Denmark					Yes	None							
	11	Hamilton, Carol D	Head	R	6 R			M	W	35 M	22 No	No	Yes	Maine	Maine	Maine					Yes	Fisherman	Own boat	O	Yes		No		
		Hamilton, Stela M	Wife - H					F	W	34 m	21 No	No	Yes	Maine	Maine	Maine					Yes	None							
		Hamilton, Floyd C.	Son					M	W	11 S	No	No	Yes	Maine	Maine	Maine					Yes	None							
	12	Hamilton, Alfred C	Head	O	2000 R			M	W	87 M	20 No	No	Yes	Maine	Maine	Maine					Yes	None							
		Hamilton, Helen A.	Wife					F	W	89 M	22 No	No	Yes	New Ha	New H	New Hampshire					Yes	None							
		Hamilton, Alice M.	Daughter - H					F	W	58 S	No	No	Yes	Maine	Maine	New Hampshire					Yes	Manager	Boarding House	W	Yes		No		
	13	Hamilton, Alfred H.	Head	O	2000 R			M	W	45 M	19 No	No	Yes	Maine	Maine	New Hampshire					Yes	Fisherman	Own boat	O	Yes		No		
		Hamilton, Florence E	Wife - H					F	W	44 M	19 No	No	Yes	New Ha	New H	New Hampshire					Yes	None							
		Hamilton, Raymond L	Son					M	W	19 S	No	No	Yes	Maine	Maine	New Hampshire					Yes	Fisherman	Own boat	O	Yes		No		

14	15	Johnson, William F.	Head	O	1500	R	No	M	W	66	M	27	No	Yes	Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No
		Johnson, Inez A.	Wife - H				F	F	W	61	M	22	No	Yes	Maine	Maine	Maine		None				
		Buhler, Mildred B	Daughter				F	F	W	33	M	22	No	Yes	Maine	Maine	Maine		None				
15	16	Hill, Philip M	Head	O	3000	R	No	M	W	64	M	24	No	Yes	Maine	Maine	New Hampshire		Fisherman	Own boat	O	Yes	No
		Hill, Mabel C	Wife - H				F	F	W	65	M	25	No	Yes	Maine	Maine	New Hampshire		None				
		Hill, Alice H	Daughter				F	F	W	27	S	No	No	Yes	Maine	Maine	Maine		Waitress	Hotel	W	Yes	
16	17	Hamilton, Winfield R	Head	O	3000	R	No	M	W	63	M	40	No	Yes	Maine	Canada	Maine		Painter	General work	W	Yes	No
		Hamilton, Clara F	Wife - H				F	F	W	55	M	21	No	Yes	Maine	Maine	Maine		None				
17	18	Ross, Wilbert R	Head	O	200	R	No	M	W	56	S	No	No	Yes	Maine	Maine	Maine		Laborer	General work	W	Yes	No
18	19	Hamilton, Charles W	Head	O	6000	R	No	M	W	67	M	23	No	Yes	Maine	Maine	Maine		Manager	Hotel (summer)	W	Yes	No
		Hamilton, Margaret A	Wife - H				F	F	W	53	M	21	No	Yes	Canada	Scotland	Canada - Eng	English	None				
		Chandler, Lee H	Step-son				M	M	W	22	S	No	No	Yes	Maine	Maine	Maine		Lineman	Light & power	W	Yes	No
19	20	Harmon, Austin M	Head	O	5000	R	No	M	W	51	M	28	No	Yes	New York	New York	New York		Teacher	College	W	Yes	Yes
		Harmon, Grace N	Wife - H				F	F	W	50	M	27	No	Yes	Massac	Massac	Massachusetts		None				Yes
		Harmon, Austin R	Son				M	M	W	20	S	Yes	Yes	Massac	Maine	Maine	Maine		Student				Yes
		Harmon, Martha N	Daughter				F	F	W	16	S	Yes	Yes	New Jersey	Maine	Maine	Maine		Student				Yes
		Harmon, May C	Daughter				F	F	W	13	S	Yes	Yes	Connectic	Maine	Maine	Maine		Student				Yes
20	21	Jameson, Lee L.	Head	R	10	R	No	M	W	27	M	24	No	Yes	Maine	Maine	Canada - Eng		Teacher	Public school	W	Yes	No
		Jameson, Emma W	Wife - H				F	F	W	33	M	30	No	Yes	Maine	Germany	Maine		Teacher	Public school	W	Yes	
		Hamilton, Nellie H	Head	O	2500	R	No	F	W	56	Wd	No	No	Yes	Maine	Maine	Maine		None				
21	22	Hamilton, Nellie H	Head	O	2000	R	Yes	M	W	63	M	36	No	Yes	Maine	Maine	Maine		Farmer	Own farm	O	Yes	No
22	23	Curit, Howard M.	Head	O	2000	R	Yes	M	W	62	M	34	No	Yes	Maine	Maine	Maine		None				
		Curit, Cora G.	Wife - H				F	F	W	56	Wd	No	No	Yes	Maine	Maine	Maine		None				
23	24	Ross, William E	Head	O	1000	R	No	M	W	51	M	23	No	Yes	Maine	Maine	Massachusetts		None	Private estate	W	Yes	No
		Ross, Etta L.	Wife - H				F	F	W	37	M	21	No	Yes	Maine	Maine	Maine		None				
		Ross, Elsie M.	Daughter				F	F	W	15	S	Yes	Yes	Maine	Maine	Maine		None					
		Ross, Everett W.	Son				M	M	W	13	S	Yes	Yes	Maine	Maine	Maine		None					
24	25	Hamilton, Leland M	Boarder	R	10	R	No	M	W	49	M	29	No	Yes	Maine	Maine	Massachusetts		Clerk	General store	W	Yes	No
		Ross, Eli F.	Head				F	F	W	42	M	22	No	Yes	Massac	Canada	Canada - Eng		Fisherman	General Fishing	O	Yes	No
		Ross, Marie L	Wife - H				F	F	W	14	S	Yes	Yes	Massac	Maine	Massachusetts		None					
		Ross, Lavinia E	Daughter				F	F	W	14	S	Yes	Yes	Massac	Maine	Massachusetts		None					
		Ross, Archie E	Son				M	M	W	6	S	Yes	Yes	Massac	Maine	Massachusetts		None					
25	26	Rose, John M	Head	O	3000	R	No	M	W	83	M	38	No	Yes	Maine	United States	United States		Laborer	General farm	W	Yes	No
		Rose, Jaanna F	Wife - H				F	F	W	85	M	33	No	Yes	Maine	Maine	Maine		None				
26	27	Ross, George F.	Head	R	6	R	No	M	W	27	M	21	No	Yes	Maine	Maine	Massachusetts		Laborer	General work	W	Yes	No
		Ross, Estelle H	Wife - H				F	F	W	24	M	19	No	Yes	New Hampshire	Maine	New Hampshire		None				
		Ross, Donald W.	Son				M	M	W	5	S	Yes	Yes	Maine	Maine	New Hampshire		None					
		Ross, Edna L.	Daughter				F	F	W	1	S	No	No	Yes	Maine	Maine	New Hampshire		None				
		Ross, Helen A.	Daughter				F	F	W	1	S	No	No	Yes	Maine	Maine	New Hampshire		None				
		Ross, Nellie F.	Daughter				F	F	W	0	S	No	No	Yes	Maine	Maine	New Hampshire		None				
27	28	Todd, Ernest F.	Head	R	10	R	No	M	W	26	M	19	No	Yes	Maine	Maine	Denmark		Fisherman	Own boat	O	Yes	No
		Todd, Ada L.	Wife - H				F	F	W	26	M	17	No	Yes	Maine	Maine	Maine		None				
		Todd, Marion L.	Daughter				F	F	W	7	S	Yes	Yes	Maine	Maine	Maine		None					
		Todd, Ernest F. Jr.	Son				M	M	W	5	S	Yes	Yes	Maine	Maine	Maine		None					
		Walker, Carol S.	Boarder				M	M	W	26	S	No	No	Yes	Maine	Maine	Maine		Fisherman	Own boat	O	Yes	No
28	29	Rose, Ezekiel	Head	O	1200	R	No	M	W	73	Wd	No	No	Yes	Rhode Island	Rhode Island	Rhode Island		Carpenter	Boat building	W	Yes	No
29	30	Rose, Enoch L.	Head	O	1800	R	No	M	W	71	M	46	No	Yes	Rhode Island	Rhode Island	Rhode Island		Carpenter	Boat building	W	Yes	No
		Rose, Alice C.	Wife - H				F	F	W	61	M	36	No	Yes	Norway	Norway	Norwegian		None				
30	31	Rose, Robert D.	Head	O	1300	R	No	M	W	75	M	43	No	Yes	Rhode Island	Rhode Island	Rhode Island		Carpenter	Boat building	W	Yes	No
31	32	Small, John F.	Head	O	6000	R	No	M	W	60	M	19	No	Yes	Maine	Maine	Maine		Carpenter	Boat building	O	Yes	No
		Small, Lucy A.	Wife - H				F	F	W	59	M	19	No	Yes	Maine	Maine	Maine		None				
32	33	Ricker, Ernest W	Head	O	2500	R	No	M	W	47	M	25	No	Yes	Maine	Maine	Maine		Fisherman	Own boat	O	Yes	No
		Ricker, Mary E.	Wife - H				F	F	W	47	M	25	No	Yes	Maine	Maine	Massachusetts		None				
		Newcomb, Charles F.	Step-nephew				M	M	W	15	S	No	No	Yes	Maine	Maine	Massac	Maine	Yes				

32a	Jenks, Edward M	Head	O	3500 R	Yes	M	W	51 M	33 No	Yes	Maine	Maine	Maine	Yes	Farmer	Own farm	O	Yes	No	68
33	Jenks, Nettie L.	mother - H			F	W	W	81 Wd	No		Maine	Maine	Maine	Yes	None	Own farm		Yes	No	
34	Higgins, Sylvanus	Head	O	2200 R	No	M	W	74 S	No		Maine	Maine	Maine	Yes	Farmer	Own farm	O	Yes	No	
35	Higgins, George W.	Nephew - H			M	W	W	52 S	No		Maine	Maine	Maine	Yes	Farmer	General farm	W	Yes	No	
36	Mansfield, Lemuel C.	Head	R	8 R	No	M	W	49 M	47 No		Maine	Maine	New Hampshire	Yes	Gardener	Private estate	W	Yes	No	
37	Mansfield, Viola E	Wife - H			F	W	W	53 M	51 No		Maine	Maine	Maine	Yes	None	Own boat	O	Yes	No	
38	Dyer, Alonzo G	Head	O	2500 R	No	M	W	62 M	29 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
39	Dyer, Maggie L.	Wife - H			F	W	W	60 M	17 No		Maine	Maine	Maine	Yes	None	Own boat	O	Yes	No	
40	Dyer, Manley A.	Son			M	W	W	21 M	21 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
41	Dyer, Fannie E.	Daughter-in-law			F	W	W	19 M	19 No		Maine	Maine	Maine	Yes	None	General Fishing	W	Yes	No	
42	Dyer, Carol A.	Son			M	W	W	17 S	No		Maine	Maine	Maine	Yes	Fisherman	General Fishing	W	Yes	No	
43	Dyer, Henry L.	Head	O	600 R	No	M	W	28 M	19 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
44	Dyer, Mabel A.	Wife - H			F	W	W	27 M	18 No		Maine	Maine	Maine	Yes	None					
45	Dyer, Henry A.	Son			M	W	W	6 S	Yes		Maine	Maine	Maine	Yes	None					
46	Dyer, Betty L.	Daughter			F	W	W	1 S	No		Maine	Maine	Maine	Yes	None					
47	Dyer, Joseph F.	Head	O	800	No	M	W	32 M	31 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
48	Dyer, Marion L.	Wife - H			F	W	W	23 M	22 No		Maine	Maine	Maine	Yes	None					
49	Dyer, Joseph F.	Son			M	W	W	0 S	No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
50	Miller, Lewis J.	Head	O	1200 R	No	M	W	60 M	28 No		Maine	Maine	Maine	Yes	None	Own boat		Yes	No	
51	Miller, Lillian S.	Wife - H			F	W	W	57 M	35 No		Maine	Maine	Canada - Eng	Yes	None			Yes	No	
52	Miller, Albion L.	Son			M	W	W	29 S	No		Maine	Maine	Maine	Yes	Fisherman	General fishing	W	Yes	No	
53	Calder, Silas A.	Head	O	2000	No	M	W	44 M	29 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
54	Calder, Winnifred B.	Wife - H			F	W	W	39 M	24 No		Maine	Maine	Maine	Yes	None			Yes	No	
55	Ricker, Robert W.	Head	O	2000 R	No	M	W	60 M	27 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
56	Ricker, Annie M.	Wife - H			F	W	W	50 M	18 No		Maine	Maine	Canada	Yes	None			Yes	No	
57	Ricker, Harold L.	Son			M	W	W	22 S	No		Maine	Maine	Maine	Yes	Fisherman	General fishing	W	Yes	No	
58	Ricker, Robert W. Jr.	Son			M	W	W	19 S	No		Maine	Maine	Maine	Yes	Fisherman	General fishing	W	Yes	No	
59	Ricker, Elliot H.	Son			M	W	W	16 S	No		Maine	Maine	Maine	Yes	Fisherman	General Fishing	W	Yes	No	
60	Ricker, Dorothy B.	Daughter			F	W	W	13 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
61	Ricker, Eleanor E.	Daughter			F	W	W	10 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
62	Calder, Annie M.	Mother-in-law			F	W	W	68 Wd	No		Maine	Canada	Maine	Yes	None			Yes	No	
63	Mansfield, Cecil A.	Head	O	2500	No	M	W	52 M	25 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
64	Mansfield, Nettie M.	Wife - H			F	W	W	46 M	20 No		Maine	Maine	Maine	Yes	None			Yes	No	
65	Mansfield, Ruth E.	Daughter			F	W	W	8 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
66	Doughty, Herbert C.	Head	O	1800	No	M	W	40 M	26 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
67	Doughty, Edna G.	Wife - H			F	W	W	40 M	26 No		Maine	Maine	Maine	Yes	None			Yes	No	
68	Hutchinson, Almon W.	Head	O	750 R	No	M	W	36 M	22 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
69	Hutchinson, Gladys E.	Wife - H			F	W	W	33 M	18 No		Maine	Maine	Maine	Yes	None			Yes	No	
70	Hutchinson, Almon Jr.	Son			M	W	W	13 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
71	Hutchinson, Lillian M.	Daughter			F	W	W	4 S	No		Maine	Maine	Maine	Yes	None			Yes	No	
72	Doughty, Sidney A.	Head	O	750 R	No	M	W	31 M	21 No		Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No	
73	Doughty, Lenora G.	Wife - H			F	W	W	26 M	17 No		Maine	Maine	Maine	Yes	None			Yes	No	
74	Doughty, Roger E.	Son			M	W	W	10 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
75	Doughty, Sidney A. Jr.	Son			M	W	W	9 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
76	Doughty, Mabel D.	Daughter			F	W	W	7 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
77	Doughty, Charles L.	Son			M	W	W	6 S	Yes		Maine	Maine	Maine	Yes	None			Yes	No	
78	Doughty, Katherine W.	Daughter			F	W	W	5 S	No		Maine	Maine	Maine	Yes	None			Yes	No	
79	Doughty, Manley J.	Son			M	W	W	2 S	No		Maine	Maine	Maine	Yes	None			Yes	No	
80	Doughty, Wesley E.	Son			M	W	W	0 S	No		Maine	Maine	Maine	Yes	None			Yes	No	
81	Rich, James H.	Head	R	10 R	No	M	W	27 M	25 No		Maine	Maine	Maine	Yes	Fisherman	General Fishing	O	Yes	No	
82	Rich, Nettie L.	Wife - H			F	W	W	26 M	24 No		Maine	Maine	Maine	Yes	None			Yes	No	
83	Rich, James H. Jr.	Son			M	W	W	1 S	No		Maine	Maine	Maine	Yes	None			Yes	No	
84	Hamilton, Benj. F.	Head	O	2500	No	M	W	68 Wd	No		Maine	Maine	Maine	Yes	None			Yes	No	

60	Horr, Ernest W.	Son	M	W	24 M	21	Yes	Maine	Maine	Maine	Yes	Fisherman	Own boat	O	Yes	No
	Horr, Beatrice A.	Daughter-in-law	F	W	19 M	16	Yes	Maine	Englan	Maine		None				
	Horr, Dawn L.	Grand-daughter	F	W	1 S	No		Maine	Maine	Maine		None	Own boat	O	Yes	No
	Horr, Leon S.	Son	M	W	22 S	No		Yes	Maine	Maine		Yes	Own boat	O	Yes	No
58	Horr, Marion A.	Grand-daughter	F	W	10 S	Yes		Yes	Maine	Maine		Yes	Own boat	O	Yes	Yes
59	Horr, Joseph A.	Head	M	W	36 M	33	No	Yes	Maine	Maine		Yes	Own boat	O	Yes	Yes
	Horr, Evelyn A.	Wife - H	F	W	23 M	20	No		Maine	Maine		None				WW
	Horr, David A.	Son	M	W	1 S	No			Maine	Maine		None				
59	Hamilton, Lewis R.	Head	M	W	37 M	22	No	Yes	Maine	Maine		Yes	General work	W	Yes	No
	Hamilton, Laura M.	Wife - H	F	W	36 M	21	No		Maine	Maine		None				
	Hamilton, Charles R.	Son	M	W	13 S	Yes		Yes	Maine	Maine		Yes				
	Hamilton, Rachel E.	Daughter	F	W	10 S	Yes		Yes	Maine	Maine		Yes				
	Hamilton, Ruth A.	Daughter	F	W	5 S	Yes		Yes	Maine	Maine		None				
60	Johnson, C. W. Eugene	Head	M	W	45 M	30	No	Yes	Maine	Maine		Yes	Own boat	O	Yes	No
	Johnson, Rose E.	Wife - H	F	W	37 M	22	No		Maine	Maine		None				
61	Hamilton, Sherman M.	Head	M	W	64 M	25	No	Yes	Maine	Maine		Yes	Own boat	O	Yes	No
	Hamilton, Alice E.	Wife - H	F	W	58 M	20	No		Maine	Maine		None				
	Dyer, Emma L.	Sister-in-law	F	W	70 S	No		Yes	Maine	Maine		None				
62	Hamilton, Addison B.	Head	M	W	60 M	26	No	Yes	Maine	Maine		Yes	General farm	W	Yes	No
	Hamilton, Staira	Mother	F	W	91 Wd	18	No		Maine	Maine		None				
	Hamilton, Ellen Justine	Wife - H	F	W	55 M	22	No	Yes	Maine	Maine		Yes	Private family	W	Yes	No
	Hamilton, Winona E.	Daughter	F	W	18 S	No		Yes	Massac	Maine		Yes	Housekeeping	W	Yes	No
	Hamilton, Meda L.	Daughter	F	W	16 S	Yes		Yes	Massac	Maine		None				
	Hamilton, Waneta	Daughter	F	W	11 S	Yes		Yes	Maine	Maine		None				
63	Hill, Leroy H.	Head	M	W	40 M	21	No	Yes	Maine	Maine		Yes	House builder	E	Yes	No
	Hill, Mabel W.	Wife - H	F	W	37 M	18	No		Maine	Maine		None				
	Hill, Freehand H.	Son	M	W	18 S	No		Yes	Maine	Maine		None				
64	Turner, Thomas D.	Head	M	W	60 M	19	No	Yes	Maine	Maine		Yes	Steamboat	W	Yes	Yes
	Turner, Edna E.	Wife - H	F	W	57 M	17	No		Maine	Maine		None				WW
66	Hamilton, Ray E.	Head	M	W	26 M	19	No	Yes	Maine	Maine		Yes	General work	W	Yes	No
	Hamilton, Mildred V.	Wife - H	F	W	22 M	15	No		Maine	Maine		None				
	Hamilton, James E.	Son	M	W	6 S	Yes		Yes	Maine	Maine		None				
	Hamilton, Beverly L.	Daughter	F	W	1 S	No			Maine	Maine		None				
65	Small, Ralph E N	Head	M	W	26 M	17	No	Yes	Maine	Maine		Yes	Own boat	O	Yes	No
	Small, Lida M.	Wife - H	F	W	25 M	16	No		Maine	Maine		None				
	Small, Geraldine L.	Daughter	F	W	7 S	Yes		Yes	Maine	Maine		None				
66	Thompson, Eugene R.	Head	M	W	57 M	37	No	Yes	Maine	Maine		Yes	Golf club	W	Yes	No
	Thompson, Mildred R.	Wife - H	F	W	50 M	30	No		Maine	Maine		None				
	Thompson, Elliot H.	Son	M	W	18 S	No		Yes	Maine	Maine		Yes	Golf Club	W	Yes	
67	Seabury, John W.	Head	M	W	57 M	25	No	Yes	Maine	Maine		Yes	Own boat	O	Yes	No
	Seabury, Bertha M.	Wife - H	F	W	57 M	24	No		Maine	Maine		None				
	Seabury, Evelyn G.	Daughter	F	W	29 S	No		Yes	Maine	Maine		None				
68	Brewer, Fred N.	Head	M	W	51 M	28	No	Yes	Maine	Maine		Yes	Own boat	O	Yes	No
	Brewer, Gertrude F.	Wife - H	F	W	44 M	21	No		Maine	Maine		None				
69	Webber, Mary E.	Head - H	F	W	62 Wd	No		Yes	Maine	United		None				Yes
	Webber, Harlan B.	Son	M	W	34 S	No		Yes	Maine	Maine		Yes	General work	W	Yes	Yes
	Mansfield, Harry L.	Son-in-law	M	W	33 M	22	No		Maine	Maine		Yes	Own boat	O	Yes	Yes
	Mansfield, Isabella S.	Daughter	F	W	29 M	18	No		Maine	Maine		None				WW
	Mansfield, Katherine I.	Grand-daughter	F	W	5 S	Yes		Yes	Maine	Maine		None				Yes
70	Ross, Ernest C.	Head	M	W	32 M	19	No	Yes	Maine	Maine		Yes	Own boat	O	Yes	No
	Ross, Clara M.	Wife - H	F	W	35 M	22	No		Maine	Maine		None				
	Ross, Shirley M.	Daughter	F	W	11 S	Yes		Yes	Maine	Maine		None				
	Ross, Arnold W.	Son	M	W	10 S	Yes		Yes	Maine	Maine		None				



Radio owner

Machigonne: The Life of a Casco Bay Steamer

By George "Cap" Leonard

The Historical Society's 2018-2019 exhibit, *Chebeague and Maritime Enterprise*, tells of island individuals and the ways they have made their livings by the sea. But what of the ships they sailed? Ships have lives, too.

The steamer *Machigonne* was built in 1907 to be "the Queen of the Casco Bay steamers." Originally called "Dida," she was built by Neafie & Levy Ship & Engine Building Company in Philadelphia for Portland's Casco Bay and Harpswell Line, a predecessor of today's Casco Bay Lines. The last of four similar steamboats built by that yard, she was an impressive vessel: four hundred and twenty-five gross tons, one hundred thirty-six and a half feet long, with a beam of twenty-nine feet and a draft of eight, she was certified to carry 1000 passengers. She had a 450 horse power single shaft steam engine and was originally manned with a crew of fourteen. She had cost \$95,000 to build, twenty thousand dollars over her original budget.

Chebeague Island's Captain James Long, with Engineer George Doughty,

brought *Machigonne* from Philadelphia to Portland Harbor, arriving on June 21, 1907. She made her first Bay trip six days later with 850 passengers aboard.

Although she could operate at 12 knots, *Machigonne* was not very maneuverable. She ran aground once in Mackerel Cove and her crew was kept busy "greasing the Guard" on her sides so that she wouldn't hang up on the dock pilings along her route. She also consumed massive amounts of coal. And so, despite her grandeur, she proved to be a difficult vessel to afford, particularly in harder economic times.

And so, in 1913, *Machigonne* was sold to Boston's Nahant Steamship Line. Chebeague's Captain Long, now Commodore of the Casco Bay steamers and *Machigonne's* Master for all of her time in Casco Bay, delivered her to her new owners.

On October 2, 1917, she was purchased by the U.S. Navy. The following spring, on May 15, she was commissioned as USS *Machigonne* (SP1043). She transported men and supplies between

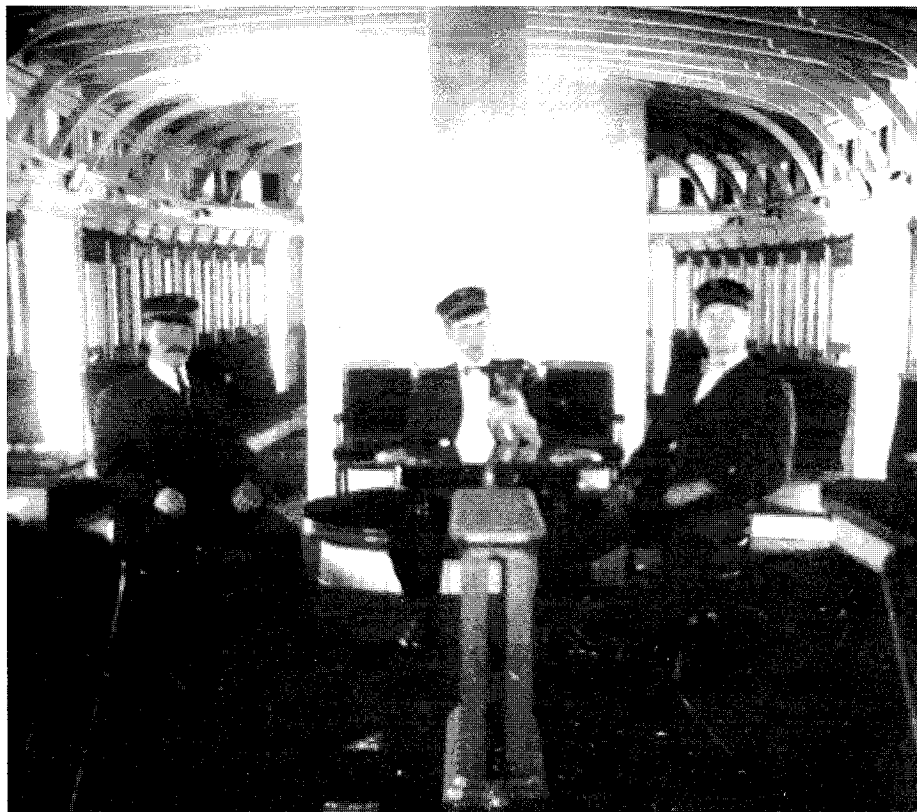
Boston and Bumpkin Island Training Station during World War I. On May 29, 1919, she was returned to civilian duty and transferred to the Boston, Nahant and Pines Steamboat Co.

Two years later, *Machigonne* was sold again, to New York's John E. Moore and Co., and she became an Ellis Island ferry in New York harbor. It was here that this "Queen of the Steamers" actually met a Prince.

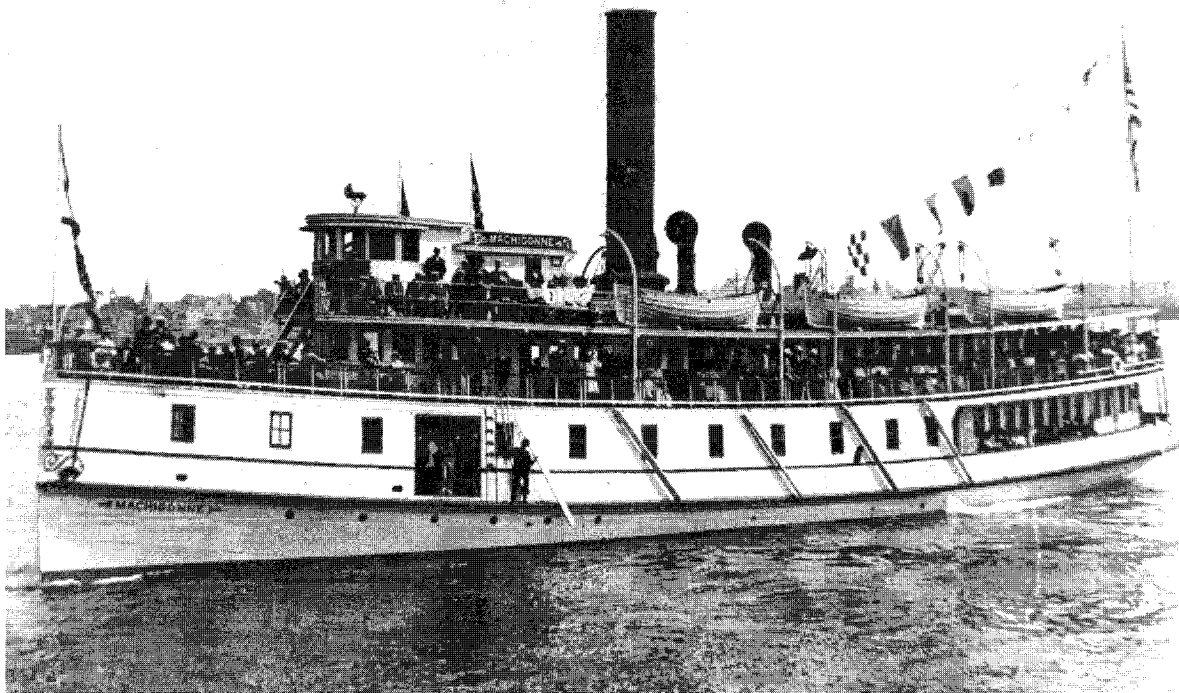
During the summer of 1924, the Cunard Line Flagship *Berengaria* included in its passenger list one "Lord Renfrew" who was, in reality, the Prince of Wales traveling (supposedly) "anonymously" as a first class passenger. (The Prince would later become Britain's King Edward VIII in 1936 and then, after abdication, the Duke of Windsor.) The Prince's travels in the United States would include a stay in Syosset, Long Island for polo playing, a visit to his Canadian ranch, and a White House dinner with President Coolidge. As was consistent with his effort to remain "unofficial" and out of view from the general public, the Prince surreptitiously boarded the ship from a launch from the Isle of Wight at 4 am on sailing day and thus avoided the press. After the crossing, a plan was developed for the Prince's "unobserved" departure from the ship; the Prince would leave *Berengaria* at the quarantine prior to its docking at the New York City Cunard Line pier via a hatch in the ship's hull.

The Prince would step onto the steam yacht *Black Watch*, lent by Robert Graves for the Prince's transport to Glen Cove and Syosset. The problem was that the hatch in the *Berengaria's* side was much higher than the deck of the *Black Watch*. Thus was necessitated an intermediate platform for the Prince's transfer. *Machigonne* was placed between the *Black Watch* and the listing *Berengaria* (it seems that every person on the ship knew of the Prince's unusual departure and lined the starboard rails).

The Prince and his party were led out through the *Berengaria's* hatch, on to the



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“The
Queen of
the Casco
Bay
steamers”

Chebeague Island Historical Society

fore deck of the Machigonne, down to the lower deck of the Machigonne and, finally, onto the deck of the waiting Black Watch. There is a delightful old British Pathe film clip showing the Prince’s transfer onto the Machigonne and Black Watch.

In 1929, Captain Daniel F. McAllister of New York bought her and used her for ferry service between Battery Park, Liberty Island and Governors Island in the New York harbor. He renamed her “Hook Mountain.”

A decade later, she returned to the sea. John Wronowski bought her in 1939, renamed her Block Island, and ferried passengers between Block Island and the mainland. But war loomed again. In February 1941, the Navy bought her from her then-owners. She was rechristened League Island (YFB 20) on March 21, 1941, and assigned to the 4th Naval District for ferrying service between the Philadelphia Naval Shipyard and National Park, New Jersey. She was given a crew of twenty and was armed with two one-pound guns. She was finally placed “out of service” by the Navy on June 6, 1946 and, seven months later, she was transferred to the War Shipping Administration for disposal.

Surprisingly, the old girl still had life in her. She was renamed Yankee in 1947 and her steam engine was replaced by one

General Motors 12-567A Diesel engine.

Finally, the U.S. Coast Guard “forced” her into retirement in 1983, and she was laid up first in Montville, Connecticut. According to one report, “For seven years she lay in a marine salvage wasteland in Indian Point, Providence, Rhode Island, neglected, vandalized, and rotting into the sea.”

A new life began in 1990, when she was sold to James Gallagher of New York. He had her towed to Pier 25 in Manhattan’s TriBeCa neighborhood and he began her restoration. In 2003, Gallagher sold her to Richard and Victoria MacKenzie-Childs, who moved her to Weehawken Pier 25 in Hoboken, New Jersey in 2006. There, restoration continued and she was placed on the National Register of Historic Places.

She now is docked in Red Hook, New Jersey, configured as a residence with eleven bedrooms. The pilot house alone is now two bedrooms.

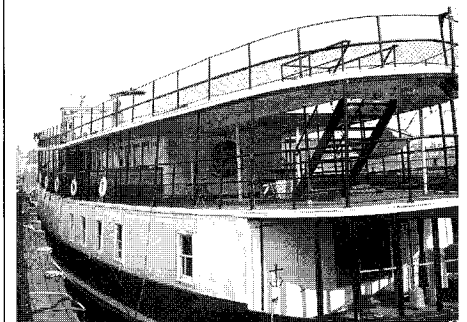
In November 2016, she was offered for sale at \$1,250,000. This is only 16-plus times her originally contracted sale price, one hundred and nine years before. She is one of only two of the early Casco Bay steamers still afloat. The other is Sabino, now sailing in Mystic, CT.

Still in service today

Now christened the Yankee and on the National Historic Register



Hoboken411



The Wikimedia Foundation

Two adults, two dogs, and a cat all live in this historic 100-year-old steamboat that moved from Manhattan to Hoboken’s 12th Street Pier. The family is paying \$2,000 per month to dock the 136-foot long vessel, called the Yankee (formerly called the Machigonne), which may host events for the Hoboken Historic Museum in the future.

The Delivery Voyage of the M.V. "Polly-Lin II"

By George "Cap" Leonard

The committee preparing the Historical Society's 2018-2019 exhibit, Chebeague and Maritime Enterprise, has found some stories in its research that are too long to tell on an exhibit placard, but too valuable to lose from island history. Fortunately, the Sloop's Log is a spot to preserve those tales. One such event arose when a new water taxi for the island was scheduled for delivery in 1967. Jasper "Smitty" Smith had been developing a water taxi business. The Polly-Lin II was going to take that business to a new level. She almost didn't make it.

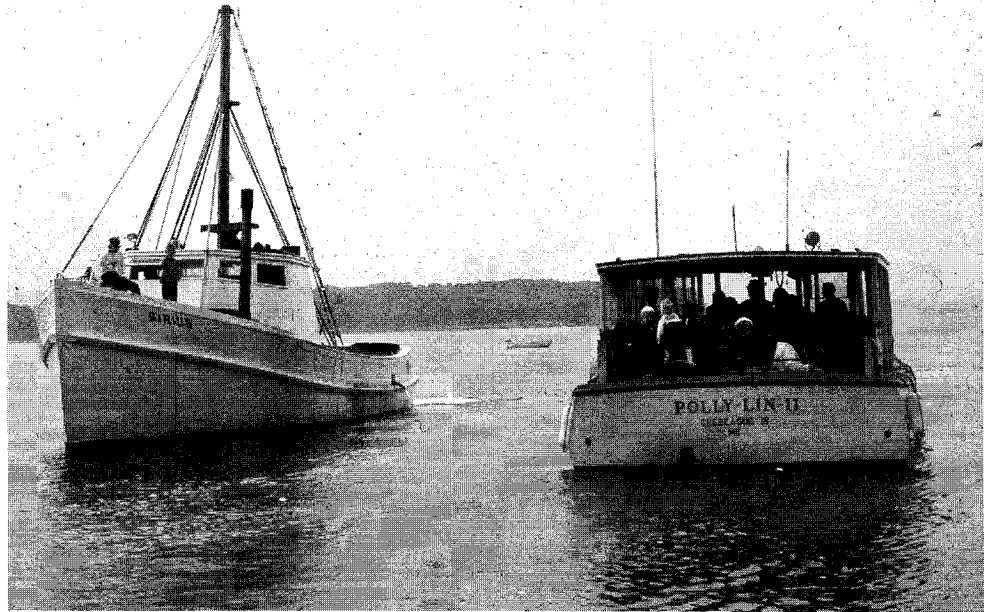
Polly-Lin II was launched around 0900 December 15, 1967 by builder Alvin Beal at Beal's Island, Maine with the temperature in the "mid-teens". Once afloat, the vessel was towed by Chebeaguer Ray White to the dock where the new Cummings main engine was prepped, inspected, hooked up, fuel lines were installed, and the engine started by "the engine man", Hans Toppenberger.

By 1400 the vessel and crew were ready for sea trials and departure for Chebeague. The delivery crew consisted of Captain (and owner) Smith, Captain "Kip" Holman, owner and captain of the Chebeague school boat "Gloriana", Mr. "Fred" Simmons (Smitty's close friend and Chebeague neighbor), and young Captain Linden ("Lindy") Smith.

The wind was "blowing hard" but the forecast promised "diminishing winds". The wind was "off the land".

"Sea Trials" consisted of a quick turn around the harbor and then a course was set for Mount Desert Rock. The vessel was initially "running before it" (running with the wind at its back) which made the ride in the windy conditions "not bad". By the time the Rock was in sight, the wind was blowing "around 50 knots", and it was getting dark.

That night, Chebeaguer Joe Dyer, aboard the 65 foot "eastern-rigged" dragger "Marie Catherine", called Harry Ross aboard the fishing vessel "Ariel" to let Harry know that the wind was "coming on" and he was planning to take shelter in Southwest Harbor. Harry responded that he was going to try to fish a little longer.



Chebeague Island Historical Society

Later that evening, Joe called Harry to see how he was making it. "I'm running before it" came the response. Harry later reported that he was "blown almost to Nova Scotia" before he could "get free of it".

Lindy had done the piloting on the Polly-Lin II out to the Rock; upon arrival, he turned over the watch to Kip Holman and went below and got into a sleeping bag. It was bitterly cold.

Having arrived at Mount Desert Rock, a course change was required, and the wind was no longer behind the vessel. The vessel began to feel the full effects of the storm. She commenced taking on heavy seas, some over the bow. Lindy awoke to find his sleeping bag wet with sea water. One of the waves had smashed out the pilot house windows, and the water was coming down into the forward cabin. The vessel was icing badly.

The crew decided to return to the vicinity of Mount Desert Rock and find a "lee". Once they were behind the Rock, the wind was slightly less, but the seas coming around the Rock were confused. A decision was made to try to anchor until the conditions improved.

The vessel and her decks were becoming heavily iced, and she was

"dancing" in the turbulent seas; getting forward to the ground tackle and getting it overboard was a dangerous task. The crew secured a lifeline to Lindy and he, with no suitable hand-hold, went forward. He got the job done. The vessel and its cold crew spent the night behind the Rock.

The next morning it was still "blowing hard".

Later in the morning, a helicopter arrived on scene. The helicopter crew dropped messages and supplies to the crew, but they were unable to retrieve them. Lindy's mother Victoria and wife Beth had called the USCG and reported them overdue and unheard from. The USCG reported back to Chebeague that they had located the vessel but they were "taking a beating".

Around 1400 the crew decided to make a run for it (towards land) before dark; they ran and ran in the tough conditions and around midnight arrived at Vinalhaven. It was "terrible cold". At the dock, the crew met a young Coastguardsman who offered them the warmth of his personal quarters. Someone on the Island was celebrating a birthday, the crew of the Polly-Lin II was given cake and HOT coffee.

(continued next page)

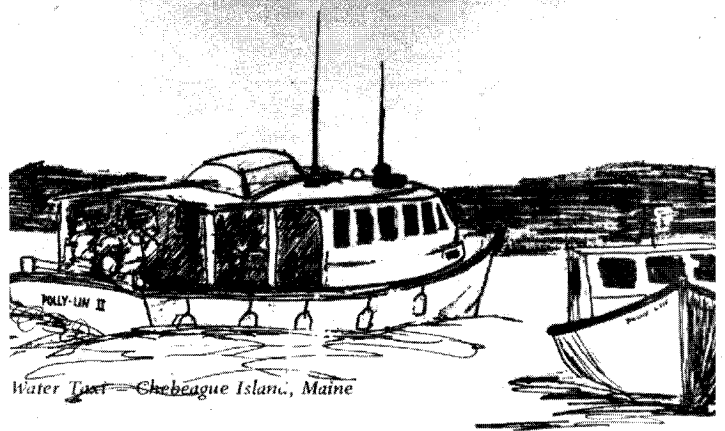
The Delivery Voyage of the M.V. "Polly-Lin II"

(continued)

The next morning, the Polly-Lin II crew talked to the crew of the Vinalhaven ferry. The captain of the ferry made a pass through the harbor ice and broke a path for the Polly-Lin II. The Chebeaguers followed the ferry out into ice-clear water and started for home.

The new vessel finally arrived at the Stone Pier around 1400, two days after leaving Beal's Island. The Polly-Lin II was met on arrival by the Polly-Lin I with Beth Smith and Cliff Leonard aboard.

There was a gang of people on the Stone Wharf to welcome the brand-new vessel and her crew. The Polly-Lin II went on to serve many years; after her stormy delivery voyage, no one doubted her seaworthiness. Jasper Smith's taxi service became the foundation for the Chebeague Transportation Company's Stone Wharf to Cousin's Island route.



Water Taxi - Chebeague Island, Maine

Chebeague Island Historical Society

If you know the artist of this rendering, please let us know.

Correction: Current Descendants of the Earliest Landowners

By Toby Webb

My lead article in the Fall 2017 Sloop's Log, "Early Ownership of Chebeague," recounted how a variety of competing claims to the island had finally been resolved in the mid-eighteenth century, with Chebeague then owned by two families, the Chandlers and the Waites. The article ended with the statement "[n]o Chandler or Waite descendants are known to still own property on Great Chebeague, but all island landowners now trace title of their property back to thosetwo families." As far as living descendants, I was wrong.

CIHS trustee Chip Emery quickly pointed out that his step sister Laurie Wood is a descendant of Benjamin Waite, who bought the East End of Chebeague in 1760. Benjamin sold that land to his brother John in 1773. Laurie quickly followed up; she still owns the Wood family house on Carter's Point and, according to a Waite genealogy included in William Hauk's book Stone Sloops of Chebeague, the generations of Waites from Benjamin can be traced down five generations to Gladys Waite, who married Theodore Wood, Laurie's grandfather.

This discovery of a direct Waite descendant suggested to me that Laurie Wood might have the oldest current roots on Chebeague. But Donna Damon has pointed out that, although it was not recorded in the Cumberland County Deeds until 1802, Zachariah Chandler's

sale to Ambrose Hamilton was dated 31 August 1756, four years before Benjamin Waite bought the East End from Samuel Waldo. So the Hamiltons were here before the Waites. No Chandlers still own property on Chebeague and only one Waite, but the Hamiltons are numerous. According to the deeds, they can lay claim to the oldest roots on the island unless a descendant of one Ebenezer Cole steps forward: the fifty acres sold to Ambrose Hamilton in 1756 were described by Zachariah Chandler as "adjoining to land I lately sold to Ebenezer Cole."

The Chandler to Hamilton deed that Donna found has been overlooked by several researchers in the past for two reasons. First, it was not recorded until nearly fifty years after the transaction happened. Second, the sale took place in 1756 when Chebeague was part of North Yarmouth, which was then in York County. In 1760, Cumberland County, including North Yarmouth and Chebeague, was carved out of York County. Thus, the Chandler to Hamilton deed, when ultimately registered, was recorded in Cumberland County. Therefore, those researchers who looked in York County found no Hamilton deeds. Because of its importance to Chebeague history, the deed is cited and abstracted here for future researchers.

Zachariah Chandler to Ambrose Hamilton, Warranty Deed
Cumberland County, Maine

Book 36, pages 222-223

Signed 31 August 1756; acknowledged 14 April 1761; recorded 16 March 1802

ZACHARIAH CHANDLER of Northyarmouth, York County, province of the Massachusetts bay inNew England, yeoman, sells to **AMBROSE HAMILTON** of the same town and county, husbandman, one tract of land containing fifty acres in Northyarmouth "laying on the northwesterly side of an island called great Chebeag, bounded as follows, beginning at the shore adjoining to land I lately sold to Ebenezer Cole on said island, running southeasterly by said Cole's land one hundred & eight rods to the dividing line between myself & my brothers Edmund Jonathan & Judah Chandler extending in width sixty nine rods & ten links upon a course south thirty six degrees west (at fifty four rods upon said Cole's line from the shore) there to run south fifty four degrees east to said dividing line & north fifty four degrees west to the shore, thence by the shore to said Cole's land with the privileges of the included to low water mark." ~ 31 August 1756. [signed] Zachariah Chandler. Witnesses Joseph Drinkwater, Jno. Lewis. Acknowledged by Zachariah Chandler before Jonas Mason, Justice of the Peace, 14 April 1761. Received 16 March 1802 and recorded from the original.

When Clams were Chebeague's Cash Crop

By Donna Miller Damona

*Long Island for poverty;
Peaks Island for pride;
If it hadn't been for the
clam flats the Chebeaguers
would have died.*

This little ditty was often recited when folks discussed Chebeague's economic history, and underscores the importance of the clam in creating and sustaining the community of Chebeague. Books and articles have been written about Chebeague's stone slooping business, but not much has been written about the economic contribution of the bivalve found in the island's flats. It is common knowledge that the captains and crews of the sloops were accomplished marine contractors. They built forts, lighthouses, breakwaters, and wharves up and down the East Coast; carried granite that became part of major American landmarks such as the Washington Monument and St. John the Divine in New York City; and shipped Maine made memorial stones including many destined for Gettysburg. But many people do not know that most of the stone sloopers worked a second job. Because winters were too harsh to carry heavy loads of rock, clamming provided a steady winter income for Chebeaguers and folks from all around Casco Bay. And yes, even the captains dug clams!

Today clams are scarce, but that wasn't always the case. Before there were fish houses, many islanders built small sheds on the shore. Most of these clam houses were built on family land, and some were protected in deeds when properties changed hands. Islanders dug clams from January to June. The diggers shelled the clams and sold them to the island store where they were salted, stored and eventually sold at a profit to the Grand Banks fishing fleet for bait. Experience taught Grand Banks fishermen that salted clams caught the most fish so barrels of salted clams were in high demand.

John "Uncle Jack" Hamilton was the master of a sloop for many years, carrying freight, principally stone, from



Hamilton & Co. General Store

one Maine port to another, and he also he made several voyages to the West Indies. Hamilton was an entrepreneur who invested in several sloops as well as a general store, known as Ross and Hamilton. His son, James Monroe Hamilton operated the store with Samuel Ross. James M. Hamilton was one of the leading men on Chebeague and was associated with the mercantile, industrial, civic, and religious endeavors on the island. In the late 1860s Ross and Hamilton became Hamilton and Company when Sam Ross retired and Stephen Bennett Hamilton joined his cousin, James Monroe Hamilton, as a partner. As a boy, Stephen B. Hamilton sailed with his father in the sloop "Leader", and he eventually bought an interest in the Leader. After having charge of that vessel for four years, sailing her on the coast of Maine, freighting stone, he bought an interest in the sloop "Rocky Mountain," and served as its captain for the next two years. He left the sea and settled down on the island to mercantile life when he bought an interest in the general store of Hamilton & Co.

The partnership continued for twenty-one years. Clinton Hamilton, son of James, joined the company as an equal partner in 1879. In addition to the general store, the company carried on an extensive trade in grain and coal; but their specialty was clam bait, which they ship in large quantities to Portland, Boston, and even to foreign countries, having sent several lots to Portugal. According to the 1896 History of Cumberland County, "their business in this line is very large,

HAMILTON & CO.,
—DEALERS IN—
DRY • GOODS • GROCERIES • AND • PROVISIONS,
Coal and Wood, Ship Stores, Etc.
FRESH AND SALT CLAM BAIT A SPECIALTY.

Chebeague, Me., June 15 1896

*Wm. Chatterton
Gentlemen,
Could you furnish
me any salt clam bait on
the following terms:
commencing Oct 1. I will
furnish both salt & pay
all freight both ways
~~on both barrels and pay~~
you spot cash for the bait
two dollars per barrel and you
probably take all you would
want to keep during the fall
and winter you can reckon
on the cash sure on receipt of each*

often aggregating twelve thousand barrels a year".

It is not known when Chebeaguers started digging clams for bait, but the CIHS is fortunate that Monroe Hamilton donated account books from the Ross and Hamilton Store that was located on the Stone Wharf. From these records dating from the 1850s, it is evident that a market existed at that time for salted clams and that Chebeaguers were doing their part to meet the demand. Thanks to Anne Holmbom, great granddaughter of Stephen B. Hamilton, we know that the clam business was still going strong throughout the 1880s. Anne lent us

an account book from 1886, which details the names of the diggers and the number of barrels of shelled clams they dug that year.

Based on the 1886 account book, Hamilton & Company bought 3997.75 barrels of shelled clams from more than 300 individuals that year! In 1886, 5137 barrels of clam bait was shipped from Portland. It is assumed that many barrels of Chebeague's clams were included in that number.

It took approximately 12 bushels of clams in the shell to fill a barrel, which held between 21-23 gallons. The size of the barrel was regulated by State of Maine law (unless agreed upon otherwise in a contract) and varied from time to time. In 1887 the size of a barrel was described as 27.5" high with a 16" diameter head. Given the state of the clam flats today, it difficult to comprehend that Hamilton & Company processed 3997.75 barrels of clams which equaled approximately 87,950.5 gallons of shelled clams from approximately 47,973 bushels of dug clams! These numbers seem mind boggling when it seems to take forever to dig a peck today!

Of the more than 300 diggers who sold clams to the Hamiltons, some came from as far away as Malaga Island in Phippsburg and others represented most Casco Bay islands and abutting mainland towns. But most



Chebeague Island Historical Society

Henry Oren Hamilton of the diggers came from Chebeague, and they accounted for more than half of the clams dug. Henry Oren Hamilton earns the distinction of being the number 1 clam digger in 1886. According to the records he dug approximately 828 bushels of clams between February and May. When shelled out he had more than 2500 gallons of clams which filled 69 bait barrels! Hamilton & Company paid diggers \$4 a barrel so Oren Hamilton would have made \$276 on the flats. Diggers paid a 75-cent deposit on each barrel, which was refunded when they returned with a full barrel. A clam hoe cost 75 cents and a

long pair of rubber boots was about \$5. Thus, clam diggers had a low overhead. The company in turn sold the bait for up to \$9/barrel depending on the demand. Data from that time shows that a fishing schooner with fishermen working from dories using salted clams and hand lines caught more fish than those using fresh bait, because they could stay out fishing longer.

Diarist John Alexander Hamilton employed by Hamilton & Company from March until June packing and selling clam bait. He worked on Chebeague as well as at the company's warehouse on the Portland waterfront. He wrote that in April he shipped 180 barrels to Southport, Maine and loaded several vessels from Nova Scotia. On June 5th John Alexander Hamilton loaded a freighter bound for Boothbay with 80 barrels of bait. He noted that the company "knocked off all hands digging bait" on June 9th and on June 21 they "shipped bait and finished the bait business."

Eventually ice and refrigeration made it possible for fishermen to use fresh bait so salted clams became obsolete, but that was not the end of Chebeague's clam story. The 1890s saw Hamilton Company shipping clams to the World's Fair in Chicago and the opening of Willard Fenderson's Clam Factory. To be continued in the Fall 2018 Sloop's Log.

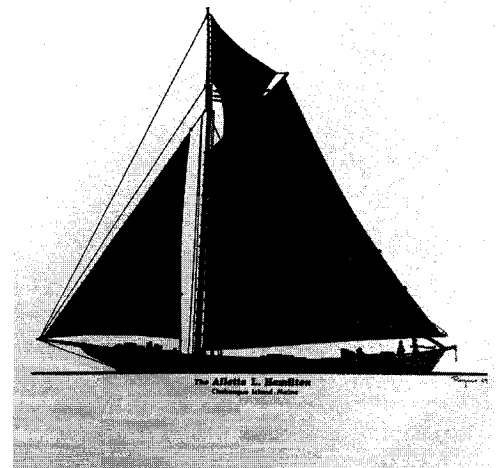
CIHS Given Copyright to Stone Sloops Book

The Stone Sloops of Chebeague

President Toby Webb is excited to announce that the copyright to an important book on Chebeague history, *The Stone Sloops of Chebeague and the Men Who Sailed Them* by Z. William Hauk, has been given to the Historical Society.

Hauk's book was first published in 1949 and had several revisions. Mr. Hauk, an island summer visitor, gave the copyright to Gladys Bennett, who left it to her daughter, Suzanne Bennett Jackson. Sue and her husband Roy oversaw the publication of one further edition. Last summer in a meeting with Toby they transferred the copyright to the Historical Society, with the hope that the Society will keep the work and its contents available for students of Chebeague history. In February, the Society received notice from the U.S. Copyright Office in Washington that the official copyright transfer had been recorded.

This is a wonderful gift. The Society will move forward to plan for the editing and funding of a possible future edition.



Reaction to a photo exhibit at the Museum of Chebeague History

by Alexander Levering Kern



Chebeague Island Historical Society

A meeting of the Ladies Aid at the home of Willie & Etta Ross - mid 1940's. Betsy Ross in foreground.

The Ladies' Aid Society on Great Chebeague is not so different from the way it was in 1944, to hear Mrs. Audrey Collins explain. They're still connected with the Island Church, making old things new as need arises and the spirit leads.

Alongside their elders, so many are here in the browning black-and-white photographs: Hamiltons, Collinses, KomLosys and Sweets faces as strong as a winter in Maine, stronger than the great grey granite slabs their ancestors hoisted and hauled in sloops down an unforgiving coast.

Here between these four warm walls, their quiet lives are stitched together in crazy quilts, sewn in slender wedding dresses, carved on chessboards, hewn from eighteenth-century homes, pulled from the dark soil, pulled from the sea.

EDITOR'S NOTE: This poem was composed by a visitor to our Museum of Chebeague History after viewing one of our exhibits. As your editor and current president of the Ladies Aid, I wonder how we fit this model and wonder what my grandmother, Annie, (in the hat) thought about her group of friends at the LA?

Chebeague Photograph Collection

People often ask where we find all of these fabulous photographs. The Museum has thousands of photographs that have been scanned and are part of the digitized collection. While the CIHS owns many originals, a significant percentage of the collection was photographed by Bill Swann after he and his wife Carolyn, visited folks with deep island roots who willingly lent their family photos for reproduction. Thanks to a grant from Recompense, Brennah Martin has continued the scanning begun by Conrad Birkett and Genny Dyer. We are also fortunate that volunteer, Chris Doughty, has begun the task of scanning the original photos in our collection. After the scanning information about each photograph must be entered into the computer and attached to the photograph so that researchers will be able to locate the photograph in the future. Thanks to Cathy MacNeill and others we also have thousands of recent (last 60 years) photographs that need identification. (See accompanying picture). The Museum needs volunteers who are willing to spend a few hours from time to time helping us identify people and places from the recent past. Looking at photographs can be fun and we really need your help! We can set up times that work for you! Please contact Donna Damon, Collections Manager, if you would like to help out. Email: Chebeaguehistory@gmail.com or call the Museum: 846-5237 and leave your contact information.



Sloops Log Turns Twenty

In 1998 the Chebeague Island Historical Society was about to acquire the old Town Garage (formerly known as the District 9 Schoolhouse and the Chebeague High School) from the Town of Cumberland for \$1. To say the CIHS Board was nervous is an understatement. We needed public support but what was the best way to reach fellow islanders? Jill Malony came up with the perfect solution – create a newsletter. Jill stepped up and became the editor of the Sloops Log for the next 8 years! We thank Jill for not only thinking up the idea, but gathering articles and editing the publication – and in the early days literally cutting and pasting the photos and articles before taking them to the printer. Thank you Jill, for laying the groundwork for 20 years of preserving Chebeague's history!



“Waste Not Want Not”

Evin H. Erder, Ph.D.¹

Where have all the boats of Chebeague gone? Do they lie at the bottom of the sea? You may wonder as you visit this year’s exhibit, “Chebeague and Maritime Enterprise”.

Income from the sea has fueled the island’s prosperity over the centuries, and the tradition continues today. Take a look at Chebeague’s lobster fishing fleet. One of its leading fishermen, Sherm Rich, continues today to build not only memorable boats but also handsome houses.

You might find clues hidden in your own walls, sheds or barn, no matter how old or recent the construction. Here’s why.

Chebeague families, no matter what their circumstances, have lived by the old adage: “Waste Not Want Not”. Yankee frugality informed daily living. I can remember watching the care my grandfather and great uncles gave to their tools, each one with its special purpose, blades reused, handles replaced, never sent to the dump. They pampered their axes and hatchets.

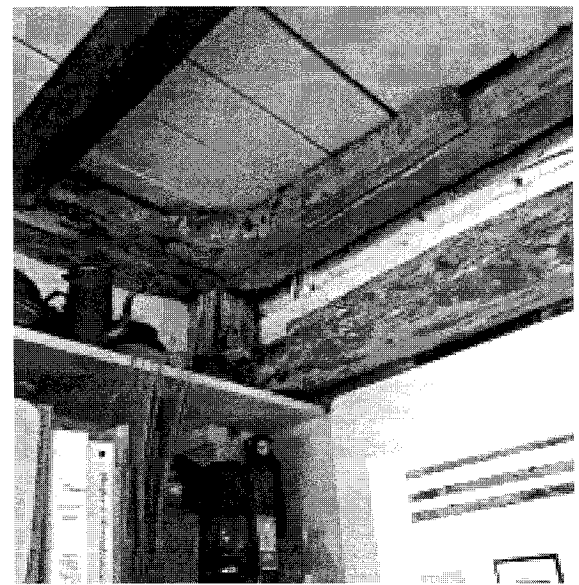
Last year’s exhibit, “Chebeague’s Domestic Architecture”, caught my imagination. It was a superb exhibit that I would have liked to see it remain on permanent display. As I helped put it into storage I was fascinated by clues to the boatbuilding of Chebeague that now makes up this year’s exhibit. Boats were more important than houses but where are they? Builders did not build most boats to measured drawings or saved plans.

One panel displayed woodworking tools, all them used not just for houses but, not surprisingly, for boatbuilding as well. This panel also contained an example of a reused ship’s knee in one of the island’s earliest extant houses, the Thompson House. The builders were a seafaring family.²

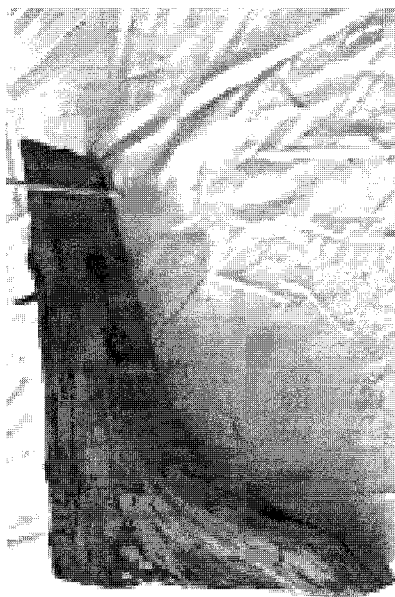
The builders, to reinforce the bearing beams of the house, had carefully refitted this hand-hewn piece from a tree root. Much of the island, like most of coastal Maine, must have looked like a lumberyard, full of activity along the beaches, in the fields and among the trees.



The Thompson House (E. Erder, 2017)



Ship’s knee at the Thompson House (photo: E. Erder, 2017)



Ship’s knee from the Bates barn (photo: E. Erder, 2018)



Bates Barn (E. Erder, 2018)

I set off to find other examples and didn’t have to look far. Nearby a barn built half a century later has survived thanks to restoration work by the previous owner with John Libby, the “Barnmaster”.

Jon Rich, who later built his own elegant boat and house, worked with them. They had saved a much larger ship’s knee, preserved with its hand fashioned nail and peg holes. The original builders had placed it to support the beams of an “English style”

(continued next page)

“Waste Not Want Not”

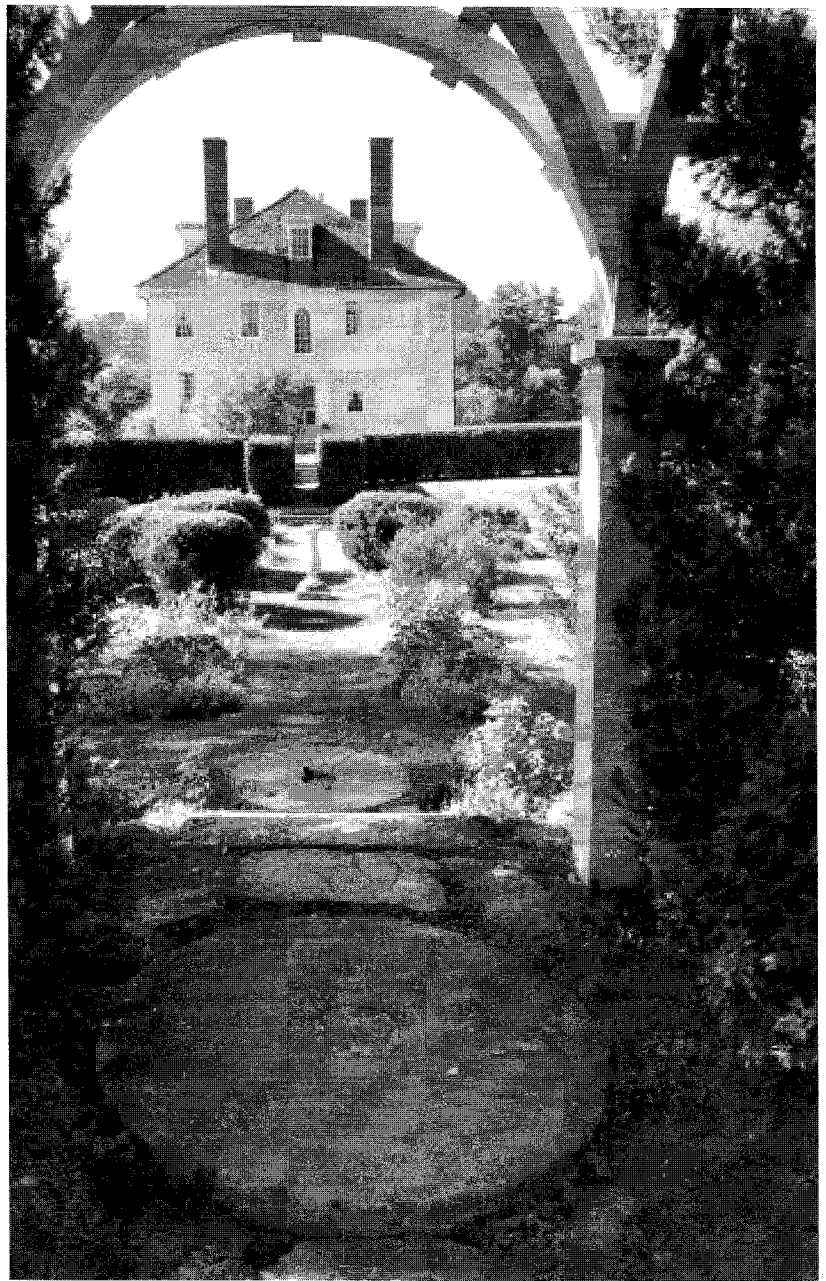
(continued)

barn for the English tying joints in its hand-hewn frame. The knee had been fashioned with axes.³

18” high up the trunk and 14” from the center of the trunk out to the root tip. The probable circumference of the trunk may have been about 38 inches.

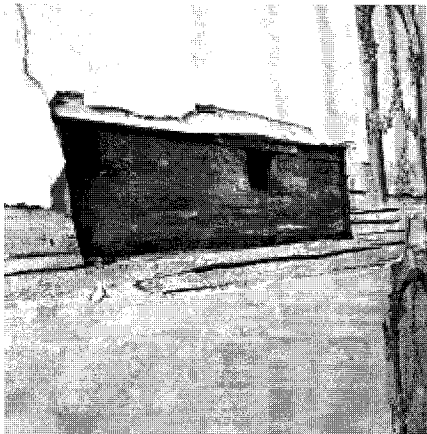
The Chief Curator of the Maine Maritime Museum, Anne Witty, informed me that “Hackmatack (tamarack) was frequently the source of ships knees, as the tree naturally grows roots at right angles to the trunk. There was a craft or science to finding natural-grown crooks for hanging and lodging knees (used vertically or horizontally). “Live-oakers” combed the woods for live oak curves and knees.”⁴

Farther afield, in South Berwick, Maine at the Hamilton House I came across a massive example of the intimate relationship between ships and houses, and the old adage “Waste Not Want Not”. A ship’s parts are hidden inside the walls of the formal, two-story staircase at the entrance. They were probably structural elements of a very large hull. It makes sense for pieces to be salvaged when a hull is near the end of its working life, or perhaps when new pieces prove redundant or not quite the right fit. These parts remained hidden until recent leaks forced a preservation crew to undertake a careful reopening of the staircase walls. The owner, Jonathan Hamilton, a wealthy shipbuilder, had fashioned an impressive “Georgian” house in 1785 but had stuck to the old adage “Waste Not Want Not”. He had used leftover ship’s timbers from his shipyard right next to the house, transforming them into the bearing walls of this mansion. It is said that he built this house to impress neighbors with his newly gained wealth. Now preserved by Historic New England (formerly SPINEA, Society for the Protection of New England Antiquities) it is worth the brief excursion on a summer’s day to South Berwick. Today’s formal gardens belie the lively shipbuilding site this once was.⁵



The Hamilton House (E.Erder, 2017)

So be careful to look and ask questions before you tear down, burn or haul off parts of any Chebeague structure to the dump. Send me an email at evin.erder@gmail.com if you have found anything while working on your house that looks like a ship’s part.



*Hamilton House, Ship’s parts
(E.Erder, 2017)*

¹ Evin Erder is a specialist in the preservation of sites and monuments who recently moved to the island and volunteers at the museum. Her family roots go back to the early settlers of Chebeague. She has worked on documenting and researching sites in the US, Central America and METU, the Middle East Technical University in Ankara, the Getty Conservation Institute and the Smithsonian.

² Suhail and Leila Bisharat, “The Thompson Littlefield Hamlet 1850-1890, Island Homes: Evolution of the Domestic Architecture of the Thompson-Littlefield Families 1805-1880,” *The Sloop’s Log*, Fall, 2017, pp. 14-17.

³ See Don Perkins on the early “English barn” building techniques in Maine, traditional structures before the Civil War, *The Barns of Maine*, Charleston, S.C.: The History Press, 2014.

⁴ Personal exchange with Anne Witty, thanks to Jim Millinger, February 26, 2018. For more information see, Virginia Steele Wood, *Live Oaking Southern Timber for Tall Ships*. Boston: Northeastern University Press, 1981 and Ralph Linwood Snow & Captain Douglas K. Lee, *A Shipyard in Maine*, Percy & Small and the Great Schooners. Bath, Maine: Maine Maritime Museum, 1999.

⁵ See “The Hamilton House” on <https://www.historicnewengland.org/property/hamilton-house/> Virginia Steele Wood wrote an excellent book on the subject that might interest you: *Live oaking: southern timber for tall ships* (1995). There’s a copy at our research library if you want to consult it, or another area library might have it. (The MMM research library is open Tuesdays and Thursdays 9:30-3). To check.

A Chebeague Island Tour via Haiku

Haiku is a traditional Japanese verse form in which the syllable count is strictly regulated. There must be seventeen syllables in all, five in the first and third lines, and seven in the second. The entire poem should capture and express something of the essence of the subject. I know I have not achieved that effect in every instance, but I hope that, overall, the unique identity of our island is, at least, hinted at. The haiku form, in its economy and brevity, appeals to my Scottish frugal nature. Few words to say a lot. ~ *Barrie*

Stone Wharf

Smiles and embraces
Chebeague begins and ends here
Prelude and postlude

Golf Course

Drivers must beware
of golfers sending tee shots
low across Wharf Road

Seventh Tee

Water hazard hole
Lost balls don't stay lost for long
Find them at low tide

Inn

Folk get married here
Stay a few days to relax
or just share a meal

Tennis Courts

Talk of serving and
Love lends an undeserved
air of benevolence

Historical Society

How we lived back then
Who we are descended from
Where we might be going

Slow Bell

Tables on the deck
Greetings, laughter, latest news
Share a drink with friends
Doughty's Store
Pizza and cold drinks
Almost everything you need
ice cream too and beer

Island Hall

Concerts, art shows, sales,
meetings, meals and musicals,
it all happens here

Library

Silence belongs here
serene spot to stretch your mind
Open up a book

Grange

Stuff that's gently used
Drop it off or pick it up
Gems among the junk

Island Commons

All are welcome here
friendly care with tenderness
Home away from home.

Boat Yard

Punts along the dock
lobsters and the veggie boat
moorings and repairs

Niblic

Gifts, light snacks and mail
fuel for your vehicle
toilet stops as well

Crow Island

Picnic paradise
ruined cottage to explore
find wild gooseberries

Chandlers' Cove

Mail boat ties up here
breaks up fishing off the dock
Tourists watch natives

Deer Point

Silent walk through woods
sudden vistas, ocean views,
ragged, rugged rock

Cottage Row

Elegant houses
Spectacular views for all
of distant Portland

School

Where it all begins
reading, writing, thinking too
Minds are nurtured here

Rec Center

Tennis, hoops and weights
a pool for laps or lounging
Fitness mixed with fun

Kid's Place

Little ones belong
Venture out into the world
learn to play and share

Dump

All we toss away
Find a way to use again
or a book to read

Cemetery

Stones beside the road
place for tears and memories
Words of living hope

Church

Life is blessed right here
beginnings, joinings, endings
lifted up to God

Chebeague

Sunrise and sunset
winter, spring, summer and fall
Enchanted Island.

2017 Fall Mystery Photo

Several people correctly identified the Casco Bay Boat heading in to Central Landing, which is thought to have been taken by George Hicks, a summer resident and photographer whose images were used by Henry Bowen to create many Chebeague postcards. Hick's cottage still stands in the Massachusetts Colony complete with its stone porch.

Central Landing, formerly known as Littlefield's Landing, was located on the south shore below the Roy Hill Road. The stockholder owned, Chebeague Wharf and Steamboat Company built the original wharf, shortly after the company was incorporated in 1874. The company bought the small passenger vessel, Henrietta, and began operation in 1875. Eventually, the Harpswell Steamboat Company acquired Littlefield's Landing. The name was changed to Central Landing after the Harpswell Line merged with Casco Bay Lines. The landing was abandoned during World War 2, because the installation of submarine nets made passenger service from the outside of Chebeague nearly impossible, which resulted in the construction of the Chandler's Cove Wharf. After the War, Casco Bay Lines sold its wharf rights to Leland Hamilton. Those rights based on a 99-year lease between the Eliza Hamilton and her family and the Chebeague Wharf and Steamboat Company expired in 1973. Today several of the Hamilton descendants go lobstering from beach adjacent to the steamboat site.

Chebeague Island Historical Society





The Sloop's Log
Chebeague Island Historical Society
P.O. Box 28
Chebeague Island, ME 04017

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Spring 2018
Issue

the Sloop's Log

Spring 2018 Mystery Photo

The Spring Sloop's Log mystery photo may be a challenge for some folks. The photograph shows Benjamin Francis Hamilton and Eben Bates hauling some sort of net. The questions are three fold: What are they doing? Where are they? What landform is in the background? Call Donna Damon – 846-5140 or email: Chebeaguehistory@gmail.com. Good Luck!

