

Newsletter
of the
Chebeague
Island
Historical
Society

Fall 2011
Issue

*Photo:
The steamboat
Maquoit in Casco
Bay. She served
Chebeague and
other Casco Bay
islands for many
years. We hope
that in this photo
she is taking a turn
and not listing
to port.*

the Sloop's Log

Editor's Notes

Dear Sloop's Log Readers,

Welcome aboard the Sloop for the fall of 2011. We hope you enjoy the following stories from Chebeague history. In looking at the articles below, I observe that we are bit heavy on genealogy and cemeteries, but we at CIHS get a kick out of this sort of thing, and we hope you do too. Please find below articles on the first Nellie G., past winters on Chebeague, our military veterans, the 1790 census, Long Islanders buried in the Chebeague cemetery, theater on Chebeague, the Newcomb family, a Hamilton stele, our students questions about our history, a crossword puzzle, a mystery photo, and a short tribute to our friend Charlie Kuntz, Sr.

Many thanks for contributions to this issue go to: Donna Damon, Ken Hamilton, Martha Hamilton, Cathy MacNeill, Jim Millinger, Marjorie Munroe, Susie Stavropoulos, and Toby Webb.

We will be working on summer programs and a new exhibit this winter. The exhibit will be called "Chebeague Through Artists' Eyes." We hope to borrow some of the wonderful Chebeague art work which is in our homes and display it for our museum guests.

The Sloop's Log comes to you as a benefit of your membership. The Log is also sent to year round residents of Chebeague. Many of the latter group are CIHS members; but, if you are not, we sure would appreciate your membership and support. The CIHS will be sending your new membership application soon.

We invite you to submit articles to our publication. You too can become a published author.

Yours in
Chebeague Island
history,

Jane Frizzell

Our address is:

Chebeague Island Historical Society
PO Box 28
Chebeague Island, ME 04017



Photo-Cathy MacNeill Collection

Chebeague in the First U.S. Census

By Morrison "Toby" Webb

In 1787, when a new constitution was drafted for the United States, it created a House of Representatives with seats apportioned among the states "according to their respective numbers." This meant that there had to be an actual count made of the population. Article I, Section 2 of the new constitution provided "The actual Enumeration shall be made within three years after the first meeting of the Congress of the United States, and within every subsequent term of ten years, in such manner as they shall by law direct." This first census was taken in 1790. As

a result, the inhabitants of Chebeague Island were counted by their new government for the first time.

Chebeague at the time was part of the town of North Yarmouth. In the report of the North Yarmouth census taker, the island community is not specifically identified, but those familiar with island history can recognize the portion of his list which must have been compiled on an island visit. The census taker, in fact, seems to have included many Chebeague names twice. Note how part of the following list repeats after James Johnson in the census taker's original submission.

Eleven distinct Chebeague households were identified. That first census included only the name of the head of the household and then a count of its members in various different age and gender categories. (see list of households at bottom left)

The 1790 U.S. census also counted "All other free persons," that is, free blacks, and "All slaves", but there was no one of either category in the Chebeague households. A total of sixty-nine people were counted as living on the island in that year. There were 13 white males age 16 or older, almost all of them heading their own households; 20 boys under 16; and 36 females.

(see chart at right)

Knowing who the heads of households were, it is possible through land records to approximate the locations of most of their homes. The following map is based upon the land research done by Katherine Prescott Tinker and published by Z. William Hawk in *The Stone Sloops of Chebeague*. That research records land ownership by most of the 1790 heads of households either by that year or soon thereafter. Daniel Waite probably lived somewhere on the East End property owned by John Waite. Nothing in *The Stone Sloops of Chebeague* suggests where Jesse Soule was living in 1790.

(see map at right)

David Chantler	1	2	6
Sam ^r Wait	1	1	3
Andrew Chantler	1	-	2
Jesse Soule	1	3	1
Wentworth Nichol	7	9	4
Sam ^r Webber	1	3	2
Solomon Sawyer	1	1	3
Solomon Sawyer Jun ^r	1	1	3
John Hamilton	2	-	1
Ambros Hamilton	2	4	7
James Johnson	1	3	3
Jesse Soule	1	3	1
Wentworth Nichol	1	2	4
Sam ^r Webber	1	3	2
Solomon Sawyer	1	1	3
Solomon Sawyer Jun ^r	1	1	3
John Hamilton	2	-	1
Ambros Hamilton	2	4	7
James Johnson	7	3	3

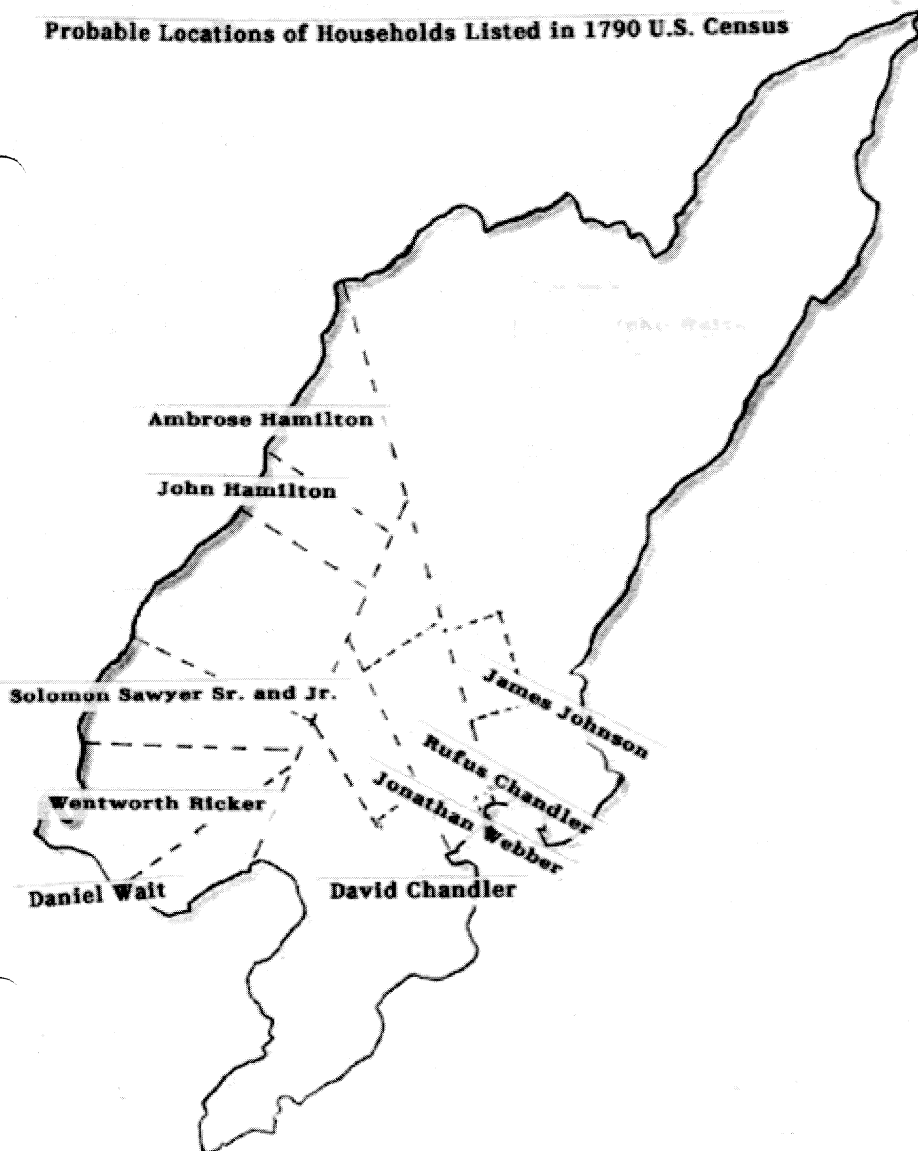
Name of Head of Family	Free white males of 16 years and upward	Free white males under 16 years	Free white females
David Chandler	1	2	4
Dan ^l Wait	1	1	3
Rufus Chandler	1		2
Jesse Sele [Soule]	1	3	2
Wintworth [Wentworth] Ricker	1	2	4
Jon ^a [than] Webber	1	3	2
Solomon Sawyer	1	1	3
Solomon Sawyer Ju ^r .	1	1	5
John Hamilton	2		1
Ambros[e] Hamilton	2	4	7
James Johnson	1	3	3

These were not necessarily these men's final homesteads. In 1795, for example, David Chandler took possession of all of the land at the head of Chandlers Cove. In 1807, Jonathan Webber bought the lot to the southeast of Wentworth Ricker.

It is interesting to realize that the first extensive development of Chebeague began on the West End. (The earliest settler graves, of course, are believed to be in the burial ground at Chandlers Cove.) There is a possible explanation in that, even as recently as the American Revolution, the entire island had been owned by just two families, the Waites in the East and the Chandlers in the West. Expansion thus depended upon which family chose to start selling off its property first. The Chandlers began to sell their lands out of the family in the 1780s, principally the large parcel from the cove along the western inner shore to Division Point that Zachariah Chandler had kept when he bought the West End and then divided it among his family members in 1746. The Waites only began selling parcels of the East End in 1803. By 1835, however, the East End had been subdivided into more than two dozen distinct properties. Many of the purchasers were the sons and grandsons of the men listed in the 1790 census.

As we study the families of Chebeague, it is helpful to know who was here when the U.S. government first undertook to count its citizens.

Probable Locations of Households Listed in 1790 U.S. Census



STORIES FROM THE FIRST NELLIE G

Below please find a few short tales and a photo of the minor hazards of working on or disembarking from the first Nellie G. on the inner bay route.

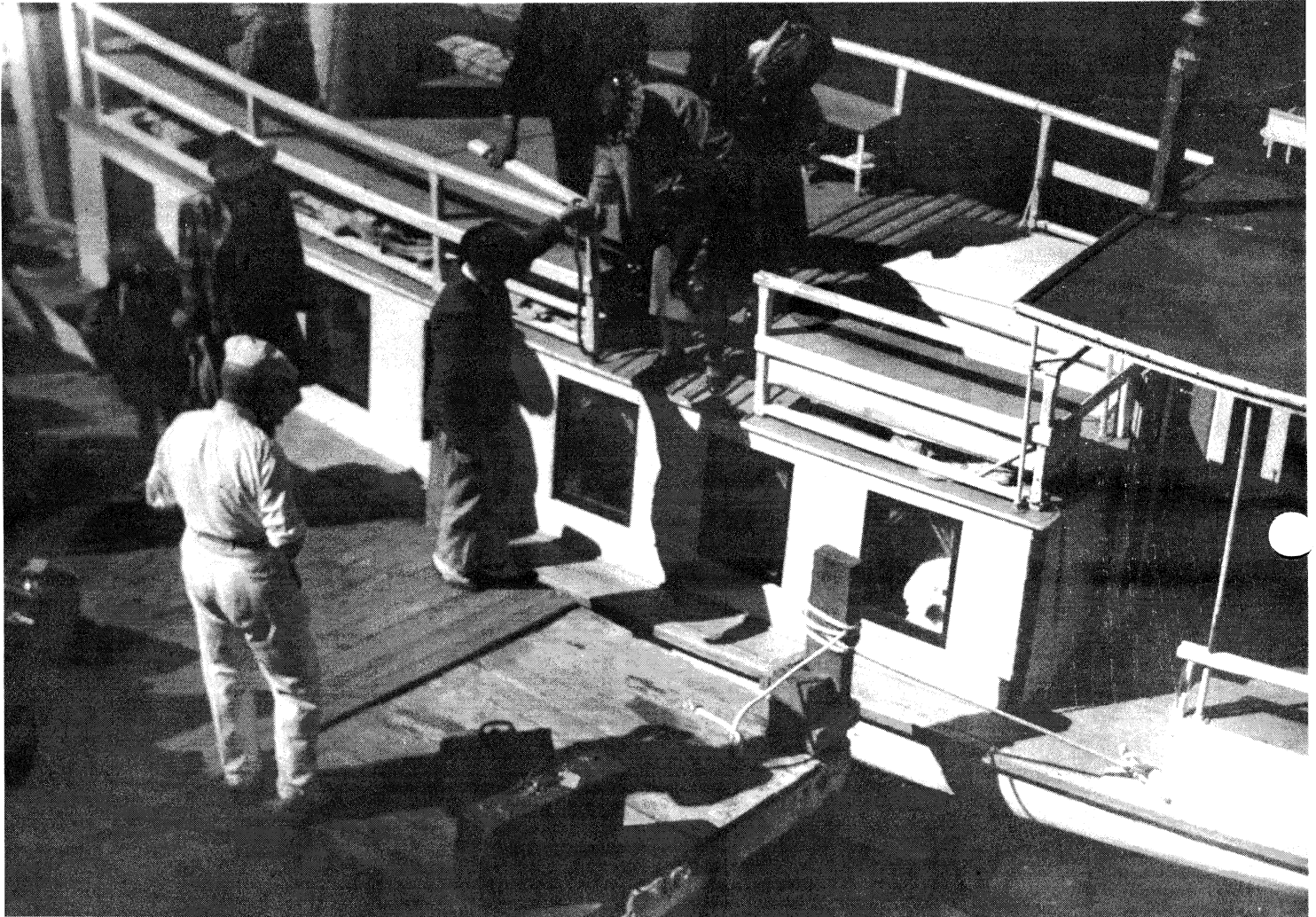


Photo-Jane Frizzell Collection

Disembarking from the Nellie G at Chebeague. A somewhat hazardous leap! Can you identify anyone in this picture?

A SHORT HISTORY

by Jim Millinger

The 37' wooden steamer Nellie G. (for Greenlaw) was built in Woolwich in 1895. She towed logs in the Kennebec River until 1902. Then she began to carry passengers from Boothbay Harbor to Squirrel Island. In 1932, after thirty years on that route, she was bought by Oren and Walter Swett and brought to Casco Bay for the seasonal run from Falmouth Town Landing to Cousins, Littlejohns, and Chebeague Islands. The Swetts were experienced in the bus line business,

and they made use of a connecting bus to downtown Portland, which allowed them to appeal to island and summer people who wanted to go to Portland to shop, as well as weekend commuters from out of state who drove to the Town Landing.

She was joined by the Victory in 1938; and late that summer she was taken to East Boothbay for rebuilding. When she returned in the spring of 1939 with new ribs and a higher pilothouse, the Swetts moved the departure point to Handy Boat Service.

The Nellie G. and the Victory were joined by the Nellie G. III in 1947. The Nellie G. was taken out of service in 1951 at the ripe age of fifty-five after almost twenty years of service to the people of Cousins, Littlejohns, and Chebeague.

Many Chebeague men served on the Nellie G. – the likes of Warren Doughty, Clint Cleaves, George Cleaves, Harold Cleaves, George Ross and his son Freddie. Alf Hamilton served as skipper from 1935 to 1946, the longest serving Chebeaguer.

KOMLOSY STORIES

by Martha O. Hamilton

While we were summering on Chebeague my father would commute to the island on weekends from his studio in Malden. Quite often he got a ride to Maine with Weston Ross, who worked for Cushman Bakery in Lynn, MA at that time. They usually came on the last boat on Friday or Saturday nights. Since

it was the last trip of the day, the crew did not like to stoke up the boiler that powered the Nellie G. with too much coal or wood so they often resorted to newspapers just to make that last push to Chebeague. As a result there was a very large cloud of smoke and pieces of burning paper spouting from the smokestack when she arrived.

There was another hazard in that last trip as sometimes somebody would break the light out on the wharf. As there were people staying in the Sweeney (now Brian Layng's) cottage, theirs was only light in sight. This resulted in going aground on that beach. The boat became known as the "Nellie Grounded."

Photo-Toby Webb Collection



The Nellie G tied up at Falmouth. Notice all the great old boats in the background.

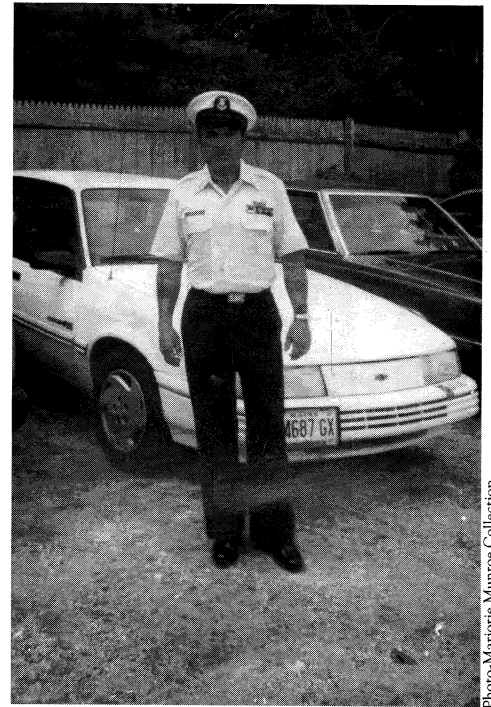


Photo-Marjorie Munroe Collection

Bill Monroe

MUNROE STORY

by Marjorie Munroe

When Bill Munroe was a young man, he worked on the Nellie G as a deckhand and purser.

He also drove the bus from Handy Boat in Falmouth to Congress Sq. in Portland. You never knew if the bus would get that far or you would be stranded on the road somewhere.

One summer as he was working, he was standing on the stern as they left Cousins Island. As the boat pulled out, someone on the float threw the stern line to him. The line had a piece of metal on the end of it. It hit him over the ear knocking him out and overboard he went. While in the water he came around and they pulled him out, but it always bothered him in that place.

A Little History of Several Long Islanders Buried in the Chebeague Cemetery

by Jane Frizzell

Photo/ Calder family album

A certain row in the cemetery about two thirds of the way from the church to the "dump" is the resting place of several Long Islanders. I have for some time wondered why people from Long Island are buried in a cemetery on a different island. We do know that there were and are definitely Chebeague connections with these sister islanders. I have heard that lack of space and poor soil conditions may also have been reasons for the choice of a Chebeague burial. It appears that all three of the above explain why these Long Islanders purchased cemetery lots on this island. The deeds that Diane Calder and I were able to find were signed in 1946.

I have talked with Ruth Peterson of the Long Island Historical Society. She informed me that the local cemetery did run out of space. The surrounding land was privately owned and not available. The U. S. Navy took over a lot of land on Long during WWII. This land was subsequently purchased by an oil company; and, when they left, land became available to Long Island again. The residents have since built a small cemetery there.

Bob Dyer remembers helping out with a water drainage problem at the older cemetery, and he also helped the Long Islanders with moving fill into the location of the newer burial location.

The Chebeague/Long Island relationship is easy to research as the Calder family has done some wonderful genealogical work and produced a notebook detailing the same. The first Calder to come to Chebeague was John Wilson Calder. Campo-

bello Island, N.B. was the place of his birth, and he married a Chebeaguer named Mary Ann "Annie" Miller. John and Annie had a large family on Chebeague, and for a while the family even lived on Bates Island and commuted to school on this island. Of these children, we on Chebeague are probably the most familiar with Walter and his descendants. Walter married Helen Hamilton, and they had Evelyn, Genevieve, Mary, Chesley, John, Norman, Elizabeth, Beverly, and Richard.

Walter Calder's sister, Nancy, met and married Daniel Charles "Charles" Train. He was born in Devonshire, England. Nancy

had spent time as a young woman on Long Island, and the Trains continue to be part of the Long Island community. Like her brother, Walter, Nancy had many children. The four oldest children were born on Chebeague. The children are the following: Beatrice, Elizabeth, Walter, Richard, Clayton, Sheldon, Robert, Ruth, and Dorothea. It appears that Charles and Nancy wanted their family to have a chance to all be buried in one place so they purchased lots on Chebeague.

Another family connection also appears in this row of Long Islanders. Charles and Nancy Train's oldest child, Beatrice, married Ernest Horr, who had Long Island connections. Ernest's younger brother, Leon, his wife, Leila, and their son, Scotty, lived on Chebeague in the 1940's and 1950's. They lived in the house on the shore below the present

Slow Bell Café. It gets even more complicated as Leila's maiden name was Walker, and her cousin, Carroll "Bob" Walker, and his wife, Ivy, built the home, which is now the Slow Bell Café. The Walkers were from Cliff Island. (Ivy was from England and many of us still remember fondly her wonderful company, along with a real cup of tea-complete with a cozy for the pot.)

My thanks go to Di Calder, Bev Calder, Marjorie Munroe, and Donna Damon on Chebeague and to Ruth Peterson, Steve Train, and Jane Train Murphy on Long for sharing info with me.



NANCY ELLEN CALDER-TRAIN

The eighth child of John Wilson Calder and (Mary) Annie Miller-Calder.

*Below, please find the names of Long Islanders
in their special row~
plus information from a couple of other Long Island stones
found in a different location.*

The relationship to Nancy Calder and D. Charles Train is in parentheses.

Frederick Wilson Train 1889-1912.
(brother) Lost at sea.

Walter R. Train 1894-1971. (brother)

DANIEL C. TRAIN 1887-1976.
NANCY E. (CALDER) TRAIN
1891-1971.

Beatrice A. Train 1911- 1999. (daughter)
Ernest W. Horr 1905-1993.
(Beatrice's husband)

Elizabeth M. Train 1912-1980 (daughter)
James H. Rand 1912-1979
(Elizabeth's husband)
Robert A. Peterson 1932-1999
(Elizabeth's son)

Clayton W. Train 1920-1946. (son)

Robert C. Train 1925-2005. (son)
Margaret A. Train 1933-2000.
(Robert's wife)

Sheldon C. Train, Sr. 1923-1998. (son)

Dorothea A. Woodbury 1931-2005.
(daughter)
Diane Woodbury 1956-1963.
(granddaughter)

Richard L. Train 1931-1965. (grandson)

Kenneth Horr 1931-1993.
(nephew of Ernest and Leon)
Jean P. Horr 1926-2008.
(his wife)

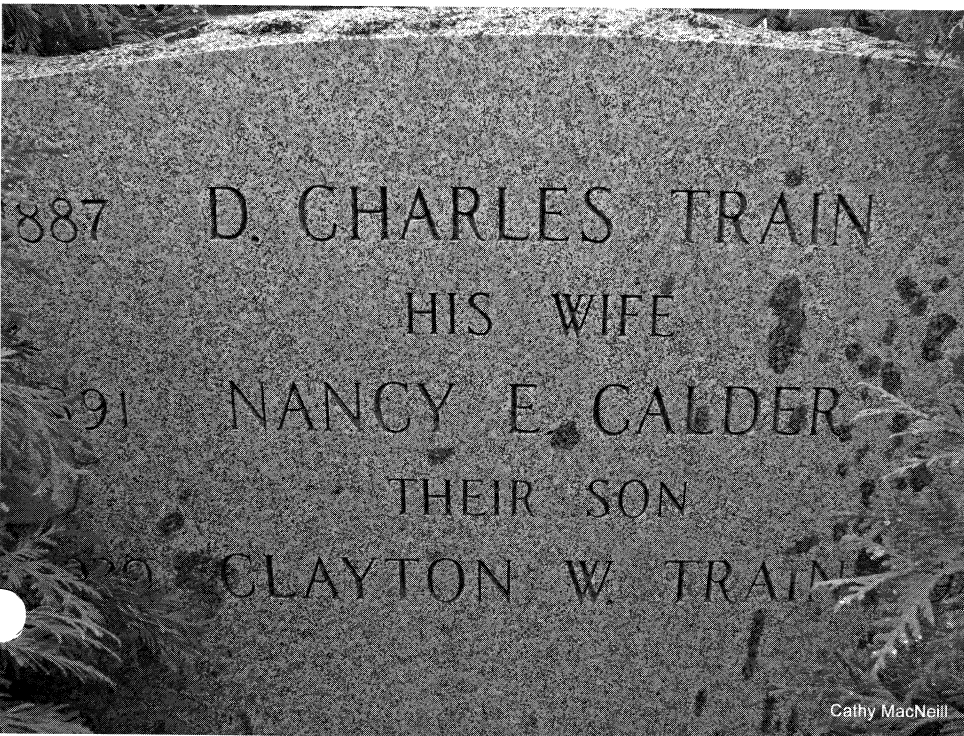
Leon S. Horr, Sr. 1908-1985.
(younger brother of Ernest Horr)
Leila A. Horr 1908-1990.
(his wife and the daughter of William and
Iva Mae Walker below)

William H. Walker 1886-1970.
(from Cliff Island)
Iva Mea Lord Walker 1886-1966.

In another part of the cemetery I also found other Train graves. It would appear that a fourth reason may exist for the long line of Trains. Charles' father and mother had been buried previously in our cemetery.

Daniel P. Train 1857-1938.
(father of Daniel Charles Train)
Amelia Train 1860-1902. (his wife)

Lawrence H. Train 1897-1973.
(brother of Daniel Charles Train)
Hattie E. Train 1901-1980.
(Lawrence's wife)



*"Charles" and Nancy
Calder Train*

*Train marker in
the Chebeague
Cemetery*

A HAMILTON STELE WITH A STORY TO TELL

by Martha O. Hamilton

The cemetery stele of Ambrose Hamilton and several of his family members. Notice the dove on top



Cathy MacNeill

Most of us drive by the cemetery near the church at least several times a month en route to the Transfer Station. You are familiar with some of the names in this cemetery, but do you have an idea of what Chebeague was like when they were buried there, and who their descendants are that still live here?

I'd like to point out one of the prominent stones and give you a little history of its family. I chose a "stele," which are the tallest and slightly pointed stones. There are at least 5 large and several smaller ones in the cemetery. What do you suppose this one cost when it was new in 1875? I think that some of these steles have lost their "top

knot" décor, but I have chosen one close to the road that still has a dove on top.

Here we have some history of one man's family. Ambrose Hamilton, son of son Jonathan died in 1873 and his three wives are here with him. Harriet died in 1859, Jane died in 1865, and Hannah died in 1873, the same year that he died. Under their names there is a verse which was common thing to add in those days.

"I have fought the good fight...I have finished my course....I have kept the faith: Henceforth there is laid up for me a crown of righteousness which the Lord, the righteous judge, shall give me at that day"

Ambrose's infant daughters are listed

on the left side of the stone. Sarah died in 1852, aged 2 and Marrion died in 1864 at 2 mos. The right side has inscriptions for Ambrose' father, Jonathan and his wife, Elizabeth, who both died in 1848 at 72 years of age. On the back we have Nathan, who died in 1871 at age 43, and a sister, Sara, who died in 1870 at age 55.

This Ambrose was the father of ten children. His son Ambrose became the Cobbler. His daughter, Dorcas, married Hugh Bowen. Their son Henry Warren was the father of Lincoln Hamilton, who ran Island View Hotel for many years. Their daughter Harriett married Barnewell Thompson.

Student Questions

Why did all of the stores and businesses vanish over time?

Elias Rich

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

**Bea Crossman and
Jenna Calthorpe**

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

Laura Hamilton

How did the different schools on the island compare to each other?

Tiffany Calder

How did they decide where to build the first school on the island and why did they need a new one in the 1950s? (1953)

Hannah Birkett

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

Where are they now?

Sumner Rugh

Was farming a popular job on Chebeague? What types of farm animals were there?

Hannah Birkett

Why did the number of mariners and farmers decrease and fishermen increase over time?

Aaron Belesca

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

Braeden Rich

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

Cameron Todd



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 to Study their Island Roots

by Donna Damon

During the second semester the Chebeague Island School grades 3-5 will study the history, geography and culture of Chebeague. The Historical Society will work closely with the school as they develop their unit of study. The teachers and the children look forward to reaching out to community members to learn more about Chebeague's past. The CIHS thought it might be helpful to ask the children what they wanted to know about the island so that we could begin to gather resources for their island study.

Each child has developed an open-ended question. We will print the questions in this issue of the Sloops Log and the children will answer the questions in

the next issue. They will have access to all of the Museum's photographs, artifacts and written resources, but they also need your help. Their questions include Chebeague's economy (marine, farming and on island), education, and transportation

If you have information, documents, or artifacts relating to any of the topics please call Kristin at the school 846-4162; Donna Damon 846-5140; the Museum 846-5237 or Bev Johnson 846-4850.

We look forward to hearing from you and we hope we all knowledge about Chebeague history through this project.

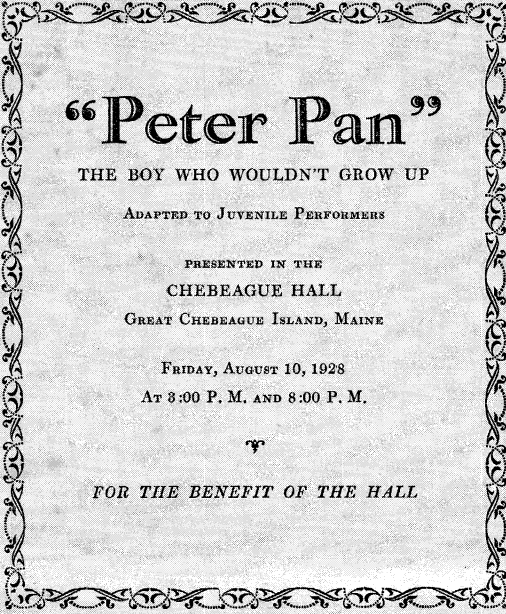
THEATER ON CHEBEAGUE

by Martha O. Hamilton

The Chebeague Island Hall was rebuilt in 1929-30 after a fire destroyed the two story Golden Cross Hall that had stood on that site. The "new" building had and continues to have multiple uses: suppers, dances, voting, yoga, and just recently town meetings to name a few. The stage there has been the focal point for a wide variety of enjoyable entertainment. In order to look back over the years the Chebeague Island Historical Society

would like to gather all available material that may still be stored away in book cases, window seats, closets, desks, attics etc. -in "year round" houses as well as summer cottages. Maybe they even went to a home away from home (among your souvenirs) at the end of a memorable summer. We do have a few programs but would welcome either originals or copies of some of the older productions. Note the copy of a program for one of the 3 productions of "Peter Pan" that we know of. There are many familiar names of young summer "kids" in 1928.

Numerous island organizations have produced plays, musicals, shows etc. Rev. Herman Grove directed



"Peter Pan"

THE BOY WHO WOULDN'T GROW UP

ADAPTED TO JUVENILE PERFORMERS

PRESENTED IN THE
CHEBEAGUE HALL
GREAT CHEBEAGUE ISLAND, MAINE

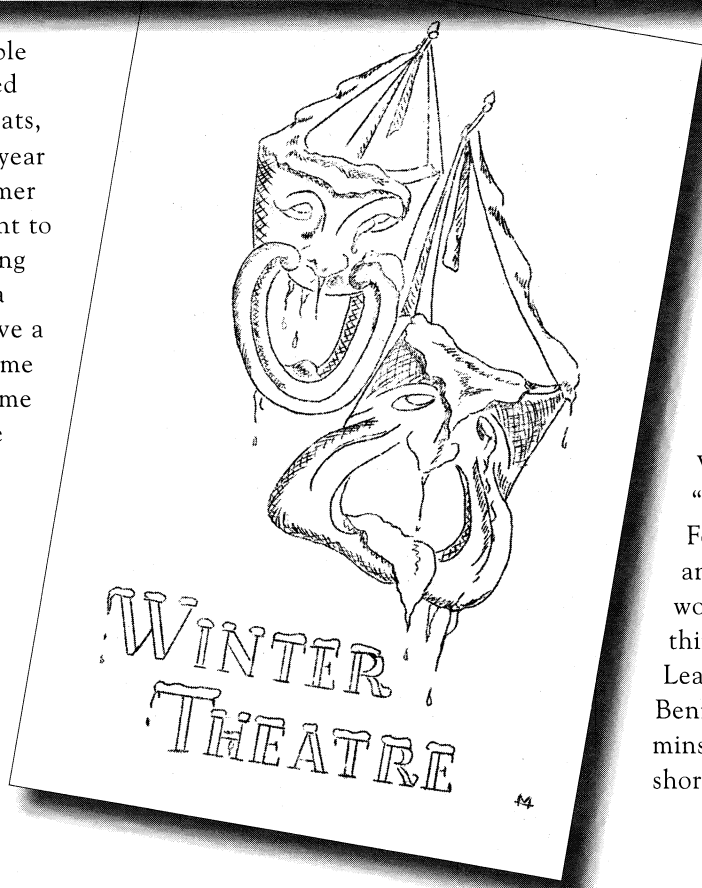
FRIDAY, AUGUST 10, 1928
At 8:00 P. M. AND 8:00 P. M.

FOR THE BENEFIT OF THE HALL

Programme

PETER PAN.....	Mary Harmon
MR. DARLING.....	Louise Capps
MRS. DARLING.....	Martha Harmon
WENDY MOIRA ANGELA DARLING.....	Betty Eaton
JOHN NAPOLEON DARLING.....	Neal Tonks
MICHAEL NICHOLAS DARLING.....	Katherine Malcolm
NANA (Canine Nurse).....	Henry Hubbell
TINKER BELL (a Fairy)	
TOOTLES .. Members.....	Junior Bond
SLIGHTLY of	Mary Capps
NIBS	Peters
CURLY	Band
JAMES HOOK	Waldemar Weiss
SMEE	Steve Capps
STARKEY	Jack Zaugg
CECCO.....	Pirates
MULLINS.....	Francis Swan
NOODLES.....	Charles Graves
OTHER PIRATES.....	Sheffield Eaton, Webster Capps

Musical Director—Mr. HARRY HUBBELL



church members in a series. Among these were: "Gone with the Girls," "Uncle Josh Perkins," and "Aaron Slick from Pumpkin Crick" to name a few. Roger Burrill wrote & directed some hilarious skits such as "The Loose Mother Goose." The CIHS presented two plays about island history: "How the Cricks Came to Be" written by Tom Damon, Tyler Putnam, James Vaughn, and Simon Brown; and "Chebeague in Fact, Fiction, and Folklore" written by Donna Damon and Sylvia Ross. The Mayflower Club women were always presenting something amusing which usually involved Leah Webber, Ivy Walker and Gladys Bennett. The firemen did a black-face minstrel show. One winter we had 2 short plays, "Winter Theater," with

The Mayflower Club c. 1948.

Left to right (those we are able to identify) Leah Webber, Sarah Webber, Betty Beehler Black, ?, Ethelyn Hill, Mabel (Raymond) Hamilton, Gerry Ross, Myrtle Parr, Edith Abrams, Madeline Bennett, Priscilla Riddle ?, Gladys Bennett, and Ivy Walker. Please help us identify the missing names.



Photo-Martha Hamilton Collection

Reggie Day, Carol Jean Todd, Kendra Hamilton, David Miller, Mabel Dougherty, Martin Avery, Doug Ross, and Andy Todd. Most significant were the summer theater productions by Peggie (Muraca) Dyer and Jeanne (Mowrey) Chadbourne which were the forerunners of the Rec Center sponsored children's summer theater program today and a short lived Adult Theater. There were many, many more. Please see what you can find and let us know about it. If you cannot

find a program or something tangible, then please sit down & write out your memories. We hope to have a really interesting collection for the museum... programs, pictures, posters of any size and any shape. Thanks.

WINTER ON CHEBEAGUE

by Susie Stavropoulos



Photo: Chebeague Island Methodist Church

Christmas Kids 1959:

Back row: Donna Miller, Wayne Dyer, ?, ?, Cappy Dyer. Third row: Michael Hamilton, Carol Jean Todd, Beth Ross, Valerie Dyer, Polly Smith. Second row: Gene Robinson, ?, Kendra Hamilton, Alden Dyer, Vicki Hamilton. Front row: ?, Mike Robinson, Leanne Calder, Terry Dyer, Gary Ross. (Hope you can identify the others.)

Winter came as it always came to Chebeague and, with it, came the time of Christmas. The times of winters past were cooler than they are now, but the fun and companionship of friends was as warm as could be.

A newspaper of the 1880's contains this evidence: "At Chebeague on Christmas, the pastor and his family received \$31, besides other valuable presents. Before the distributions of gifts from the Christmas tree at the church was begun, Mr. Edwin (Edward) Hamilton, on behalf of the congregation presented the organist, Mr Henry Bowen, with a gold watch and chain as a small memento of his valuable services, so willingly rendered without any remuneration, for many years. The church was packed." The

weather may have been inclement, but the good will and all those packed bodies must have made it warm indeed in that room.

From "The Six Town Times" come these reports, the first from 1894: "The happy, merry Christmas day is past and was observed here with the usual tree and concert at the church, in which the little ones took part. The occasion was enjoyed by all. At this season of the year, particularly, we can enjoy the blessedness of giving even if the gifts are necessarily small." Perhaps, with today's economy, we should take special note of that remark. The article ends with a note that "severe colds are prevailing here at present, especially among the children."

The same publication offered the following report in 1906: "Although

the traveling was quite bad on Monday evening and Santa Claus had to leave sleigh and reindeer and betake himself to wagon and nag, yet we think he got over the ground in good time and left at ever home some expression of kindnesses and, as far as possible, caused them to remember that when angels sang so long ago, "Peace on earth and good will to man."

The weather must have cooperated some forty years later as we see two little girls, Jane Frizzell and her sister, Judy, in the snow with their doll sleds from Santa. (below)



Photo: Jane Frizzell Collection

A picture of the Sunday School of 1959, shows the children in "gay apparel" as the carol says, grouped before what is obviously a specially cut local tree that might have been an inspiration for the much loved TV show of Charlie Brown's Christmas. (left)

Celebrations of the good season included pageants that were nothing if not creative. Marjorie Munroe remembers this event of 1982: When Carol Munroe was small, she became a white lamb at the Christmas Program. She wore a white terry towel with ears and tail caught up with elastics. She walked up the aisle on all fours. All the animals of the ark came forth for the program." A charming salute by Islanders to a nautical transport.

The Newcomb Family on Chebeague

by Martha O. Hamilton

Recently we were asked to research the Newcomb family of Chebeague. Gloria Brown used her genealogy expertise through Ancestry.com and some notes made by Marianne Durgin to come up with a very interesting collection of information, some of which I will share with you here.

The first known Newcomb in America was Capt. Andrew Newcomb who was born in England in 1618 and died in Boston in 1686 at about age 68. He was described as a "a well educated man, had good nautical skills and possessed vigor & enterprise, uprightness and a peaceable nature." He was a sea captain, mariner & shipmaster. He married twice leaving a son and two daughters. Young Lt. Andrew Newcomb, who was a lieutenant of the militia in 1691, had seven children by his first wife and eight by his second wife. Starting as a fisherman and dealing with fish at the Isle of Shoals he became a wealthy landholder on Martha's Vineyard.

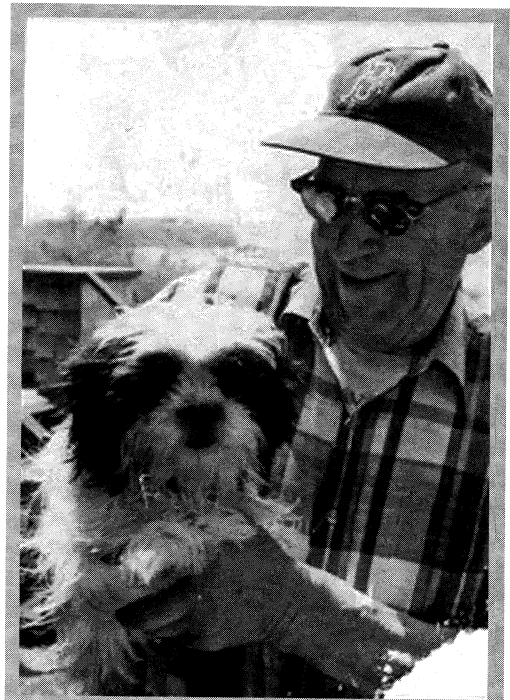
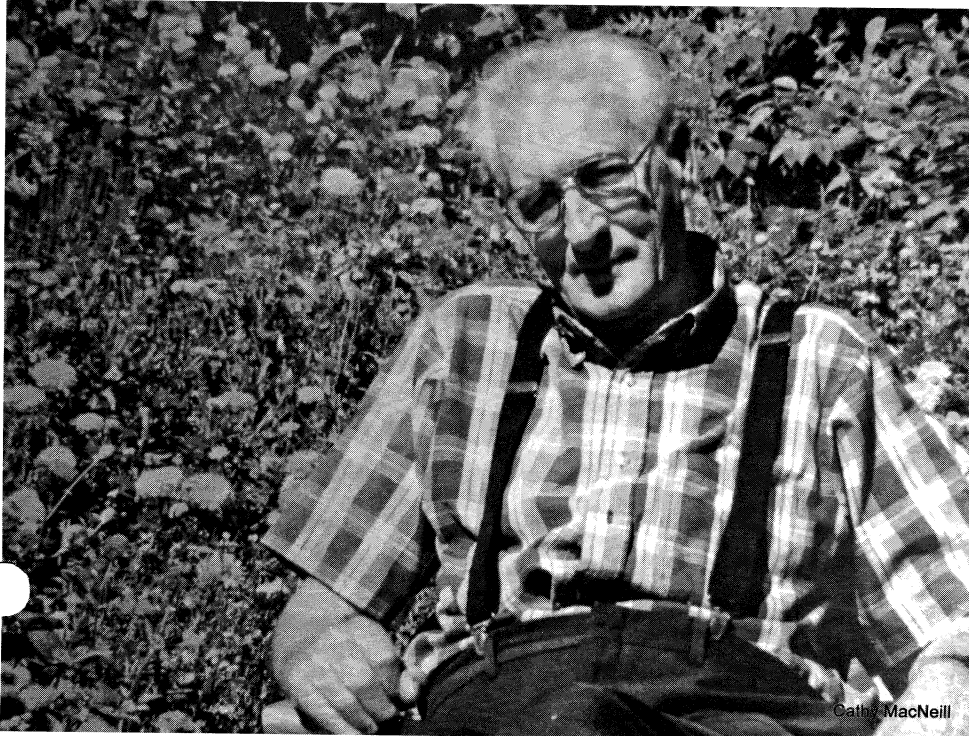
The above is only the beginning of a long history of this family from the 1600's to the present generations and the many connections to families now living on the island. Family

names such as Adams, Barker, Belesca, Bowman, Burgess, Colbeth, Dow, Hamilton, Johnson, MacCormack, McLellan, Miller, Smith, Thompson, Woolfry, and many others appear in some connection with this family.

Gloria's research is in a notebook at the Museum and can be viewed there, but we do not have a copy for circulation at present. MOH

Let us know if you are familiar with any of these connections or know of others. FYI: Family histories can be very interesting reading. Finding out who did what & when as well as who didn't do much. Some of the family anecdotes are fascinating and funny. Every family has a "character." The Newcombs had at least one. Carlos A. Dorticos Newcomb was born 23 May 1895. Marianne Durgin wrote this story about him. Carl, as he was called, was "a wild one." One time when he had been sent to his room by his mother, some of his friends came around to play. His mother told them that he was confined to his room. Little did she know that he was escaping from the upstairs by tying his sheets together and sliding down them to go off with his friends.

Ray Newcomb in front of his flower garden.



CHARLIE KUNTZ, SR.

*Charlie Kuntz died
Friday October 5, 2011.*

We include here a picture of Charlie and a remembrance from Ken Hamilton. We will miss Charlie. We are all unique, but Charlie was "uniquer."

Charles Kuntz Sr. by Kenneth Hamilton

When WW II began, a part of the Casco Bay Lines fleet was taken over by the Army to transfer men and goods to the islands in Casco Bay. This takeover was to become part of the system of Harbor Defense. Charlie was at that time a deck hand on the Aucocisco, and he was taken along with the boat to work on the defense of Casco Bay.

Later he became Mate aboard the Maquoit, and eventually sat for his steamboat license so that he became a captain in the fleet of Casco Bay Lines boats. Charlie was a treasure trove of information concerning the submarine nets, the anchorages for the battleships, cruisers and destroyers which were anchored in Casco Bay. He stayed with Harbor Defense until the war was over. He came to Chebeague in 1960 when he married Evelyn Doughty Weagle. Evelyn's first husband, Claude, had died previously. Her son Edward was three years old when Charlie and Evelyn were married.

VETERANS

by Kenneth Hamilton



Photo-CIHS Collection

Eldon "Rosie" Mayer

My guess is that most of the readers of this Sloop's Log did not know "Rosie" Mayer. My first recollection of him is of a man wearing a military officer's uniform in front of Mansfield's Spa. This was a very impressionable thing for a young teenager. I learned later that this person had some connection to the Collins family. In fact he was the husband of Kitty Collins Mayer and the father of our present day neighbor, Eldon Mayer.

It may be interesting to know that it was Rosie and Kitty who first brought their friend and Rosie's fellow Naval Officer, Dr. Garland Gray, to Chebeague. How fortunate for all of us!

I asked our present day Eldon Mayer to submit some history of his father. The following is his response:

Pearl Harbor

Every young naval officer looks forward to some day having the opportunity to be the commanding officer of his own naval vessel. Eldon (Rosie) Mayer, after graduating from Annapolis in 1927, spent the next ten plus years, as does the typical junior naval officer, serving in rather inglorious roles in one after another ship in the U. S. Navy. This work finally paid off in 1940, when as a lieutenant commander, he was given command of the U.S.S. Ontario, the Station Ship for the U.S. Naval Station in Tutuila, American Samoa. The Ontario was not only small (about 2/3 the size of a Destroyer Escort) but she also had the ignominious distinction of being the last coal burner in the U.S. Navy. But she was Rosie's, and he was proud of her!

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In early 1941 she sailed for Pearl Harbor to spend the year in dry dock undergoing a stem to stern overhaul including the conversion from coal to oil. Leaving the family in Pago Pago, Rosie remained on duty in Hawaii supervising the work. The weekend of December 6th-7th of that year found nearly the entire crew on liberty, including Rosie who was visiting friends at their home across the harbor. Early Sunday morning he and his hosts were awakened by what they took to be realistic maneuvers. Soon they realized the unthinkable—Pear Harbor was being attacked!

Rosie dressed quickly and commandeered an army jeep, ordering the two soldiers aboard to take him back to his ship. Several times en route they underwent strafing; each time abandoning the jeep for the cover of roadside ditches. Back aboard the Ontario, Rosie immediately ordered the readying of the Ontario's two machine guns to return fire on strafing Japanese fighter planes. Enemy bullets were ricocheting all around the Ontario's decks during the attack, but fortunately none of Ontario's crew was injured seriously. She was credited with downing one enemy plane. At the end of World War II the Ontario received a battle star for her service in a number of Pacific campaigns.

Soon thereafter Rosie's South Pacific tour was over, and he returned stateside where his next duty assignment was as instructor of Naval Science and Tactics at the U.S. Naval Academy.

It would be interesting to know if there were other Chebeaguers serving in the armed forces during the day that Franklin Roosevelt called, "a date which will live in infamy."

Editor's note: Willis Cleaves had graduated from the U S Naval Academy in 1924 and would, therefore, have been serving at the time.

Warren Everett Doughty

Warren graduated from Chebeague High School in 1952 and was serving in the National Guard when he enlisted in the Navy in 1954. He went to Boot Camp in Bainbridge, Maryland in November of 1954. He served aboard the LST Washoe County for his entire naval career. Warren did not serve during wartime, but the practice of opening the bow and letting tanks and other motorized vehicles roll off was common practice while he served. He spent most of his career as a deck seaman. He saw many foreign ports and a lot of foreign lands.

As part of the Atlantic Amphibious Force, he participated in many Atlantic Fleet exercises from Labrador to the Caribbean. He was on board in 1955 when his ship took part in the film, "Away All Boats."

The LST joined the 6th Fleet in the Mediterranean from 1956-57 during the time of the Suez crisis. He visited Malta, Morocco, Spain, France, and Tunisia. On his return to the East Coast he made several trips to Guantanamo Bay, Cuba and sailed through the Suez Canal making supply runs through the Suez Canal and making runs to San Diego and other California Ports. The Washoe County was part of the Western Deployment to Okinawa, Japan and Hong Kong where they unloaded tanks. Because of Warren's ability and experience with small boats, he soon became the captain's coxswain.

Warren Doughty returned to Chebeague when he was discharged from the Navy and went fishing and lobstering with his stepfather, Ellsworth Miller. Eventually, he moved to South Portland and worked on the Portland Pilot Boat back when the crew had to row the Master in a dory to board incoming ships. Later he was the foreman of the South Portland Marine Railway for many years. After 17 years as the captain of Cianbro's tug, Fannie J, Warren he retired after the construction of the Casco Bay Bridge. The Portland Press Herald reported that Warren Doughty and the Fanny J, the oldest operating tug in the United States at that time, had hauled nearly every piece of the bridge.

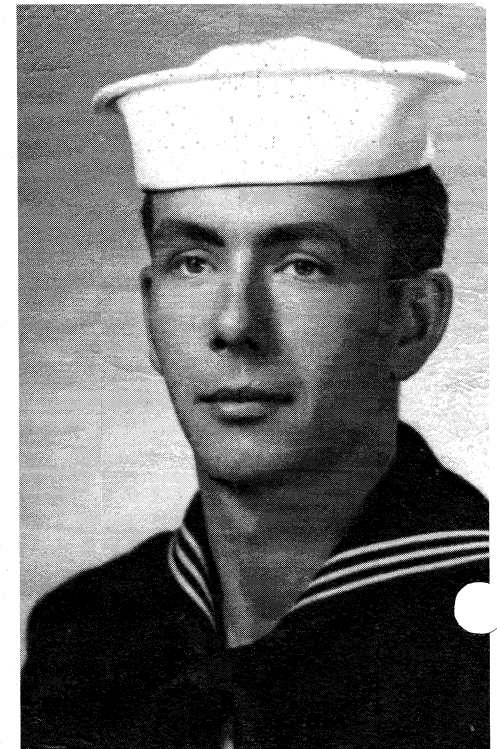


Photo-Donna Damov, collection

Note: I am including an article that Tom Dyer, who was the Executive Officer of Washoe County, sent to their Alumni Newsletter.

On the way, do you remember deck seaman Warren Doughty from Chebeague Island, Maine? I saw him several years ago during one of my trips to my summer cabin at Bailey Island, ME. He lives in Portland now and is a retired harbor tug Captain. Unfortunately he had a massive stroke several years ago. His memory is good but he has troubles talking. I spent several hours with him. There was an interesting story I remember about him.

The ship was at anchor at Rota, Spain. He missed the liberty boat back to the ship and was discovered by the Chief Master at Arms climbing the bow anchor chain to get back on board. He had swum back to the ship. I wrote a story about it and sent it to the Washoe County newsletter several years ago (Aug. 2008) but to my knowledge it was never published. To me it was a very interesting story about one of our shipmates. He is the son of a Maine fisherman who grew up running fishing boats. He was coxswain of the Captains gig on Washoe. I related my version of the story to him and he chuckled indicating that in those days he was young and foolish—like most of us were. He was a real sailor”!

Photo: CIHS Collection



Lewis Moynihan

After attending schools on Chebeague, Lew joined the U.S. Marines. He was in for four years. (1938 to 1941) He was in the Marine Corp Band. His discharge was just

before Pearl Harbor. We know he attended Fort Drum at some point. Soon after his discharge Lew joined the Merchant Marine and was sent to Officers Training School at New London.

His war time duty was all in the Merchant Marines. His ship sailed in the “Torpedo Alley” of the Atlantic Ocean on the way to Murmansk, Russia. He lay in his bunk listening to other ships getting torpedoed. Finally, his ship got hit, and he was thrown into the ocean. His luck held, and he was rescued. He then spent time at Key West, Fla.

While in the Merchant Marine service he was at the Invasion of Normandy. Among the duties at this time was the discharging of Scottish soldiers onto the beaches.

Lewis then served as 1st mate for Gulf Oil on their tankers until the early 1950's. He worked for the Portland Pilots for a while until he went to work for the Moran Towboats where he became Captain of the tug, Richard Moran.

Editor's note: Lewis married Phyllis Beehler, and they had three sons: Lewis, Howard, and Eric.

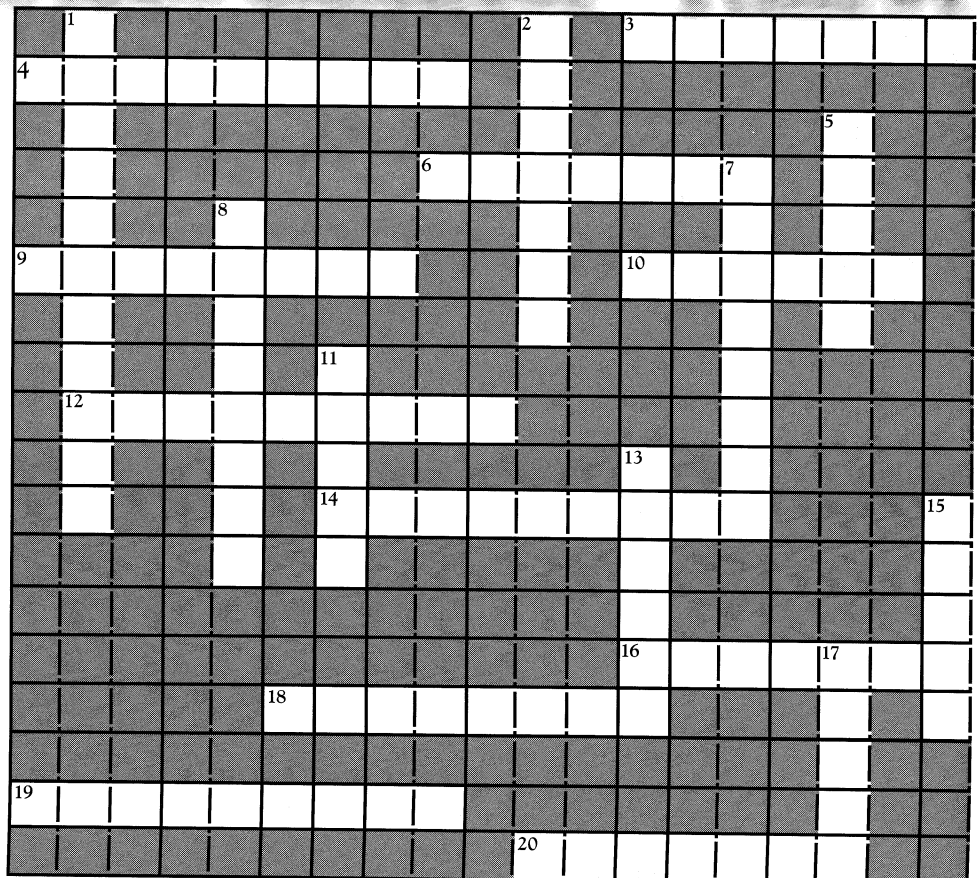
SO YOU THINK YOU KNOW CHEABEAGUE ~ PUZZLE #1

ACROSS

3. Family name most often associated with fishing
4. Separated the East and West End on the northside of Chebeague
6. Family that cared for the Lone Oak
9. A grocery store that was once located in the Center
10. Granite wharf name for a person
12. Original name of the Chebeague Inn
14. Long Island for poverty, Peaks Island for pride if it hadn't been for the (2 words) the Chebeaguers would have died
16. Name of steamboat landing near Hamilton Beach
18. Last name of the first West End settlers
19. Correct spelling of the "Charleston" ice pond
20. Cove named for a minister

DOWN

1. Island other than Chebeague closest to the Great Bar
2. A founder of the Golf Course and name of the pool
5. Wharf once known as Hamilton's Landing
7. Owner of first summer cottage on Chebeague
8. Family that had 14 children and more than seventy grandchildren
11. One church on Chebeague was made of wood, the other?
13. The Littlefield's woods became known by the name of this summer family
15. A use for pogie oil
17. West End School House district number



Send your completed puzzle to:

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First correct response wins a 2012 CIHS membership!

Answers in the Spring 2012 Sloops Log

Puzzle constructed by Donna Damon



The Sloop's log
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Newsletter
of the
Chebeague
Island
Historical
Society

Fall 2011
Issue

Over the years many island homes have been "altered beyond recognition" as families grew and tastes change.

Such is the case of this issue's mystery photo. It was the third island home to be converted to a summer home. (Hulbert's and Stavropoulos' were 1 and 2). Despite this fact the house has been used year round for most of its history. Built in the late 1890s, the original owner is in the doorway and her son is holding the horse.

Over the years many fishermen have climbed the bank to come home for supper in the house. Take a guess! Email us at history@chebeague.net or call 846-5237 and leave a message!

the Sloop's Log



Mystery
Photo

photo/
CIHS
Collection