

THE SLOOP'S LOG



Newsletter of the Chebeague Island Historical Society

Winter, 2003

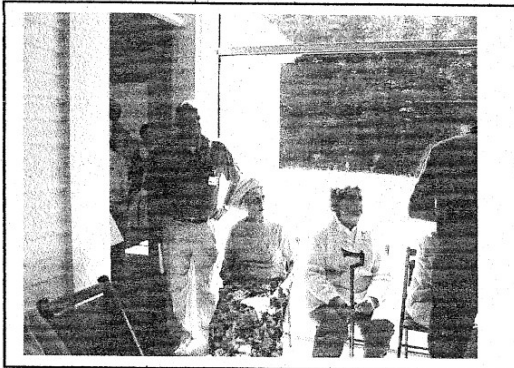
THE MUSEUM OF CHEBEAGUE HISTORY BARE BONES OPENING August 27, 2002



Jane Frizzell welcomes almost 300 visitors



Checking out a picture of the school house circa 1870



Al Whitaker, Marjorie Rice and guest of honor, Shirley Burgess



Sue Burgess serves punch and cake with the quilt Shirley Burgess made for the Historical Society in the background.



Richard & Mrs. Innes with a copy of his new book **LITTLE CHEBEAGUE ISLAND**

After years of hard work the Historical Society was pleased to open the doors to the public so they might see the transformation of the District 9 School House into the Museum of Chebeague History. The rooms were bare so that one could focus on the metamorphosis of the building with all the changes that have taken place over the years. July 6, 2003 will be the Grand Opening with the first display focusing on Chebeague in the 1870s (the time in which the original school house was built.)

REMEMBERING OUR VETERANS

by Kenneth Hamilton

The Calder Brothers

It is a very heart-breaking situation when a mother and father sees their child head off to war. Many thousands are going through that trauma at the present time with all of the military build-up in and around Iraq. A Chebeague Island family, namely Helen and Walter Calder, experienced the anguish that goes with such a traumatic experience during World War II. Four sons left the island, one after the other, to answer the call. Think of the happiness that was felt when they all came home safe and sound!

Chesley A. Calder, the oldest son, entered the Army on Dec. 29, 1942. He took his basic training at Camp Bliss, Texas. Chesley was assigned to an Anti-aircraft Division (which one is not known) and saw action in France, Italy, Austria, and North Africa. He was honorably discharged on Nov. 6, 1945. His medals included the Good Conduct Medal and the European African Middle Eastern Service Medal.

John R Calder was inducted into the Army on May 20, 1943 and took basic training at Camp Blanding in Florida. He was assigned to an evacuation hospital division (which one is not known) John saw action in the Battle of Omaha Beach, Normandy. He was in battles of Northern France, the Rhineland Ardennes, and Central Europe. As a member of an evacuation unit his main duty was getting the dead and wounded either to a hospital or on a plane to a rear area for attention. He received the good conduct medal, the European-African Middle Eastern Theater campaign ribbons as well as the Victory Medal. John was discharged Dec. 27, 1945

Norman D. Calder entered the Navy on July 9, 1943. After boot camp he was sent to engineering school at Wentworth Institute in Boston, Mass. He was then assigned to the carrier, USS Hancock (CV.: 19) The Hancock was part of Admiral Halsey's 3rd Fleet. The Hancock saw lots of action as a member of Adm. Mitscher's Fast Task Force 38. She saw action at Okinawa, the Ryukyus, Formosa and the Philippines. The ship rode out a severe typhoon in which waves broke over her deck some 55 feet above the waterline. Her planes raised havoc all over the South Pacific and she survived several suicide dive-bombers.

Norman received the WW II Victory Medal, American Area Theater Medal, the Asiatic Pacific Medal-5 stars, and the Philippine Liberation Theater Medal-2 stars. He was discharged May 3, 1946 with a rate of Machinists Mate 2nd Class.

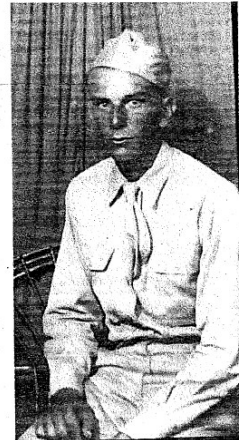
Richard Calder was the youngest of the Calder boys to enter the armed service. The U.S. Army drafted him in peacetime. He reported to Fort

Williams for indoctrination in May of 1956. He went on to Fort Dix, N.J. and to Fort Ord, Calif. where he received basic training in the infantry. As part of the 10th Division, he was trained with small arms, mortars, and heavy artillery. Dick was sent back to New York on a troop train on which he swears he woke up in Texas at least five mornings in a row.

He was sent to Bremerhaven, Germany, where much of his duty was guarding the German/Russian held border during the tense years of the Hungarian uprising. On Dec. 25, 1956 his daughter Leanne was born. It was nearly 18 months before he "met" her. Dick was discharged in April 1958 and served six years in the inactive reserves.

Once again this is only a brief synopsis of the years these boys spent in the service. Chesley, John, and Norman are all deceased and the family has only brief knowledge of their military history. "Thank you", to Bev Dyer for attempting to pull it all together.

There are so many Chebeague veterans that could be written about if we only had some kind of documentation. We urge all families to send any history they may have of aunts, uncles, cousins, or friends to the Chebeague Island Historical Society.



Clockwise from left: Norm, John, Dick, Ches

Former U.S. Army Captain Marjorie Rice Chebeague Island Resident

Chebeague Island resident Marjorie Rice has called Chebeague home since shortly after World War II. In the early 1950's, her parents bought the Artist Point cottage where Marjorie now lives. Marjorie's grandmother, Carrie Soule, and her ancestors lived on Princess Point in Yarmouth since the 1700s. Other Soule descendents, including the children and grandchildren of Marjorie's first cousin Stanley York and Beatrice Kendall, also live on Chebeague.

Marjorie Rice has summered on Chebeague for as long as she can remember. After spending the summer of 1943 on Chebeague, Marjorie joined the U.S. Army as a 2nd Lieutenant. She had just graduated from nursing school. She received training while stationed at Fort Devins and in Miami, FL. Marjorie was assigned to the Fourth Auxiliary Surgical Group attached to the 3rd Army. General George Patton commanded the 3rd Army in its drive across Europe into Czechoslovakia and Austria, through the Battle of the Bulge and the liberation of Bastogne, to meet the Red Army, which was advancing from the other side. Marjorie's Surgical Team, which set up field hospitals to operate on soldiers wounded on the front lines was not far behind "When we heard the gunfire stop", Marjorie says, "we knew it was time to pack up and move".

Surgical groups were made up of teams specializing in particular areas. Each team had two surgeons; at least one nurse and two corpsmen. Marjorie served as a head surgical nurse of a team that specialized in chest and belly wounds. The wounded were brought into the field hospital and examined by the surgeons who decided whether to operate in the field or send them to the evacuation hospital. Unlike head trauma, most chest and belly wounds were operated on in the field. As a general rule, the team would start operating in the afternoon and continue until 2 or 3 in the morning.

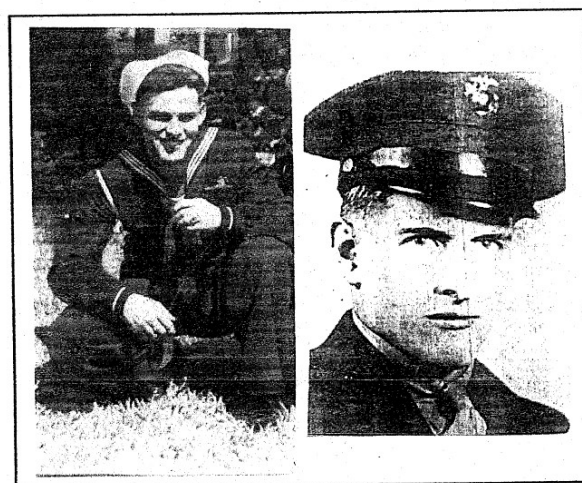
Marjorie started her service overseas in England. After England, she went ashore in a small rowboat on the beaches of Normandy a few days after D-day, which was her 30th birthday. When Navy Corpsmen discovered that American nurses were in the boats, they found ways of helping the women up the steep banks. The night after landing on Normandy, Marjorie slept-two in a foxhole with big balloons overhead to protect from strafing. They were in a farmer's field near St Lo and one nurse woke up screaming with a cow licking her face.

Marjorie moved with the 3rd Army from St. Lo all the way across Europe. Patton took the Army Nurses to Bastogne where the German siege was broken. As the war was coming to an end, the nurses

headed to Czechoslovakia with the 3rd Army where ten of them were captured and held for nine hours before they were liberated by the 5th troops.

After the war, Marjorie was stationed at a hospital in Framingham, Mass. where she worked with doctors performing re-constructive surgery. She was discharged from the Army in 1948 and left the nursing profession.

Ken Hamilton interviewed Marjorie at her cottage with the panoramic view of Casco Bay in the spring of 2002. "I feel lucky and honored to have been able to talk with Marjorie," Ken says "The Chebeague Island Historical Society is richer for her story".



The Sailor is Donald Wentworth Ross featured in the last Sloop's Log.

The Marine is Clifton H. Thompson also featured in the previous edition.

SAVE THE DATE

Sunday, July 6, 2003

The gala opening of

The Museum of Chebeague History

It Won't Be Empty Long !!!

by Jim Millinger

We are preparing! The Collections Committee has been working to make ready for the move into the Museum in the Spring.

In September the Committee had an organizational meeting. We welcomed new members Dianne Calder and Joan Robinson, and established sub-committees in material artifacts. The following volunteered, were appointed, or coerced to become sub-committee Leaders on: material artifacts (Nancy Sharp), paper materials (Al Whitaker), photographs (Martha Hamilton), paintings (Martha Hamilton), obituaries (Marjorie Munroe), and clothing (Beth Howe). These sub-committee Leaders will become experts in the preservation and care of their materials and will form sub-committees from the community (including members of the "younger" generation) to supervise the handling and care of these items. Here is another way in which you can volunteer at The Museum of Chebeague History!

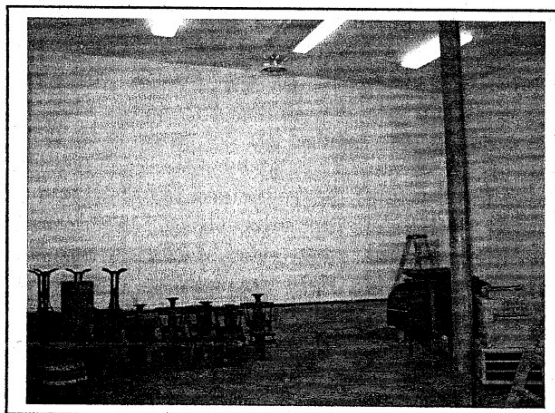
In five workshops in September, October, and November, Al Whitaker and Nancy Sharp shared their knowledge about the theory and practice of managing collections and the process of registering collections with members of the Committee.

Well before the first snow flew we spent the better part of an afternoon removing all of the artifacts which the Daytons had kindly let us store in their barn, brought them to the Museum and inspected and cleaned them prior to bringing them into the Museum.

The Committee has made recommendations to the Board about the appropriate kinds of shelving, boxes, files, cabinets, tables, chairs, etc. to equip the Collection storage and work areas of the Museum, has looked into the purchase of a

software program to facilitate keeping the records of the Society's Collection and, with the Building Liaison Committee, has interviewed two retailers of compact storage shelving planned for the vault and the storage areas. We are getting ready!

It won't be empty long !



Some of our needs include shelving, lighting, tables, chairs, computers. Can you help by making a donation?

Up Attic, Down Cellar?

by Jane Frizzell

This summer when the CIHS has its opening exhibit at its wonderful new museum, school life in the 1870/80's will be a significant part of the exhibition.

I have been looking again at some of the old books in my house to see if I could find school or text books from that era. I was pleased to discover a **Warren's Common School Geography** that belonged to my grandfather, George L. Cleaves. He attended school on the East End.

I also found a copy of **Tennyson's Poems** which had been presented to my grandmother, Annie M. Strait Cleaves who lived where Richard and Priscilla Ross now live. She attended the West End School; and the book was inscribed to her by the Supervisor of Schools, L. P. Sturdivant.

I plan to do a thorough attic search when the weather warms up and I hope to find more volumes. I hope that some of you will do the same and that we will be able to gather a good representation of school books from the era in which our museum was built.

The items will be put "under glass" and be well protected if you are willing to lend them to the Society. Many other pictures and artifacts from that time will be needed as well.

Watch the Calendar for suggestions and requests from the CIHS. Happy hunting! Please call me at 846-4937 or Jen Hamilton at 846-4343.

Ice Returns to Casco Bay

February 2003

by Kenneth Hamilton

For those of us who have not witnessed the feeling of being iced in on Chebeague Island, we want to offer the following pictures and observations. The Islander has been bumping and pushing ice cakes as well as breaking through sheet ice for a couple of weeks now. One hears a lot of questions by the uninitiated as to the safety, the incidence of occurrence, the thickness of the ice, and how long it will last.

The truth is the weather has so many factors to effect the ice that it is unpredictable, safety is far from guaranteed for those who venture out, but sometimes it will support automobiles when other times it looks solid and safe but can change to water in a few hours.



We have had years when frigid weather dealt us more severe ice conditions than this year, as the following pictures will testify. In 1979 we had a cold spell which allowed a few hardy souls to go grocery shopping across the ice and to meet up with some friends for a sip of wine at the red buoy off Littlejohns Island. Cheryl and Don Buxbaum, Jeanette Hamilton, Doug Ross, Beth Ross Wiles, Jason Hamilton, and Dave Stevens are the happy voyagers.



The Same year Beth also soloed in her auto at the Stone Pier.

In February of 1933 the men pictured in this newspaper article (Richard Bowen, Elliot Thompson, Albert Bennett, Milton Webber and Clyde Bowen) risked themselves and their model T truck to get the Sunday papers from Portland. A recap feature seventeen years later in the Portland paper has a headline as follows: Daring Island Autoists Made Highway Of Icebound Bay. More details of this adventure can be found on the following site: <http://web.nlis.net/bjohnson/nostalgia.html>.

Five Young Men Drive Truck To Portland From Chebeague For Sunday Telegrams



Learning that the thick ice would prevent the regular steamer from touching at Great Chebeague Island, five young men Sunday morning risked their lives by driving across the ice from the Island to Falmouth Foreside for the sole purpose of obtaining the Islands supply of Sunday Telegrams.

Walk on Ice to Board Peaks Island Steamer

[Special Dispatch to The Herald]

PORTLAND, Feb. 24—When the island steamer Emita came to a standstill a quarter of a mile from Forest City landing, Peaks island, today because of the ice blockade, 28 persons who wished to come to the city walked out over the ice field to board the craft, which backed out of her enclosure and returned to her dock. The crowd ventured out to the steamer after two newspaper carrier boys had gone over to get their morning papers and revealed that the walking was safe. *Feb. 25, 1934.*



Earlier in 1934, the Portland Press Herald had the dispatch:

Walk on Ice to Board Peaks Island Steamer, concerning the steamer Emita being unable to reach the dock at Peaks Island.

The picture of the steamboat unable to get farther in the ice is off the dock at Cliff Island on February 1, 1918. It appears to be the Merryconeague. It was this year of cold frigid weather that some Chebeaguers walked all the way to Stave Island for a day of eel fishing through the ice. The picture of Central Landing proves the seriousness of this cold winter. We have had ice on the Southeast side of the island since then but nothing to compare with 1918.