

LINCOLNVILLE ~Early Days ~ Volume I
The Lincolnville Historical Society ~ Lincolnville, Maine

Top half of inside front cover: A PRAYER
Bottom half - Advertisement.

A PRAYER

Lord God of all things beautiful thank you for having created this little corner of Eden,
and permitting us to enjoy it.

Thank You for its pure air its blue sky its rocky pine clad coast and bays
its lakes and streams its quiet and seclusion its sunshine and rain
its warmth of summer day deep snows of winter its friendly people and
generous neighbors the beauty of its hills and valleys the endless value of its
forests.

And grant that we recognize Your benevolence; and work to preserve it for our children
and our children's children.

Lord God of victuals, thank you for the bounty of this beautiful region
its apples and blueberries its potatoes, corn, beans and squash
its haddock and smelt its chickens and eggs and milk its lobsters and clams.

And grant that in accepting Your bounty, we strive not to waste it, but to protect its
sources for those to come after us.

Lord God of fair treatment, thank You for the use of this beautiful land; and in its use
grant that we be aware that it was wrested by our fathers from those who were
already here; and that some form of fair and dignified restitution be made
to their children.

All this we ask, Lord God of understanding in the name of those who love America
Maine Lincolnville. Amen.

WTL

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**LINCOLNVILLE HISTORICAL SOCIETY**

*Founded 1975 ~ Organized 1976*

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*Early in 1975 a few interested individuals got together and talked about forming a Historical Society for the town of Lincolnville. The planning, organizing, and hopes of these first few people have began to come to a realization as final by-laws and other formalities were finalized in January 1976.*

*It was decided that all people taking memberships in the year "1976" would be listed as Charter Members, as this first year will be our first important steps in the many accomplishments we hope to realize.*

*Collecting information, getting it in writing, correcting data, is one of the first jobs issued ~ this job will continue through the years as new evidence of local history evolve. Our second interest was photographs.*

*Photographs over the years seem to get lost, burn up in homes, or just get thrown into the dump. We have worked hard, and will continue to work hard, to gather photos and reproduce the best of them... so that an everlasting memory will be here for all future generations to enjoy.*

*We welcome all gifts or loans of material and articles so that they may be photographed or displayed. The former telephone company's dial building is being transformed into a mini-museum.*

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*Donations of money is needed for this project.*

*Most pictues in this booklet are for sale, 8 x 10 glossy prints, at \$3.50 each. A dollar of this price is a donation to the Society. [1976 prices.]*

*The Society has had a total of 60 pictures rephotographed including a panorama of the Duck Trap stream, which has been done in a double 8 x 10 inch sequence and an 6 ft. sequence, which are for sale. Price upon request.*

*We hope you enjoy our first attempt at putting Lincolnville History together in a scrapbook style. It was not meant to be a full account of data history, but general stories of the life of the people and surroundings ~*

*We welcome suggestions, accurate dates, names, and other data. We hope to come out with a booklet annually, and we appreciate your help in all our endeavors.*

*May this first attempt of pieceing our local history, and our future attempts, be fruitful, and someday in the future, we shall print a full volume book of accurate data history and the history of our citizens, who helped make this town possible.*

*Jacqueline June Watts*  
*President, Lincolnville Historical Society*

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Advertisements.

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**LINCOLNVILLE HISTORICAL SOCIETY**  
**LINCOLNVILLE ~ Early Days ~**  
*Produced by the LHS and published by the*  
*Camden Herald Publishing Company*  
*Jacqueline June Watts, Co-ordinator*

**1976**

**ACKNOWLEDGEMENTS ~ ~ ~ ~ ~**

*The Members of the Lincolnville Historical Society are grateful for the special contributions of the following:*

**LINCOLNVILLE ~Early Days ~ Volume I**  
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*Frank Claes, for working with us in the rephotographing of our pictures and postcards. Most all in this book are of his work.*

*Harry and Geneva Collemer, Mrs. Clarence Stoneham, Don Heald, Jr., Bradford Knight, Frederick Gray, H. C. Brill, Elizabeth Griffin, David Nichols, Leslie Hall, Shirley Brawn, our nameless friend on Slab City road, and many, many more.*

*The advertisers for their support. [Please read all the ads, for these advertisers are the ones whom made this book possible.]*

*All those who have loaned pictures and material.*

*Other credits include:*

*George Jennings for his sketch work.*

*The Camden Herald for putting up with the confusion of our first effort...*

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*as these advertixers help make this book possible..*

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Listing of 1976 LINCOLNVILLE'S SUMMER EVENTS
[Not included in this typing.]

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**FIRST PERMANENT SETTLER IN CANAAN ~**

Two hundred and six years ago, the Knight family settled in the town of Lincolnville, [then known as the Plantation of Canaan and Ducktrap], the first permanent settlement in the plantation being made by Nathan Knight in the year 1770. The family has come down for generations and today still occupies the farm which was cleared nearly two centuries ago by Nathan Knight, who searched for a suitable place for his future home in the Maine wilderness. Coming to a mountain and climbing to its top, he was so impressed with the surrounding country that he settled near its foot.

There was but little clearing done in those days, so when the early pioneer climbed there spread out before his gaze, acres of rich meadow land needing but cultivation; wooded sections where the white man had not yet trod; and to the east, the beautiful waters of the Penobscot ~ all offering peace and contentment, an ideal spot on which to build. Thus were the family impressed with the location, now the home of his great-great-great-great-grandson, Bradford Knight, which has always been in the hands of the Knight family.

On the borders of these waving meadows, the family erected a log cabin in which to reside as they prepared for the coming winter, cutting and curing the hay they would need for the stock, and preparing their home. The site of this log cabin is still on the property, and the house subsequently built has the distinction of being the first frame house in Lincolnville.

Nathan Knight was the son of Westbrook and Abigail Knight, born in Scarborough, Maine, on February 23, 1739. He married Lydia, the daughter of William and Sarah Chamberlain, who was born

on April 3, 1738. The early days of the Knight family in this wilderness home were filled with privations and troubles.

There were frequent visits from the Indian parties which roamed the trails from one point to another, and bears frequently raided the piggery and stockyards, worrying the cattle at night. The family were awakened one night by the presence of one large bear seeking to get at the stock, but they were defended by a bull. The unwelcome visitor was quickly dispatched and his meat added to the family larder.

After the Revolutionary War began and the British took possession of Bagaduce at Castine, the family was continually annoyed by raiding scouts from the British forces who were stationed there; they came across to our shores for the purpose of securing beef cattle and other supplies at the

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expense of the early settlers. Objections were useless and the settlers were obliged to submit to the will of the raiders.

During one night a foraging party drove away seven of Nathan's best cattle but, filled with good grit, he shouldered his gun in the early morning and started in pursuit. Unfortunately, the raiders had too early a start and he returned, having failed to overtake them.

On Nov. 24, 1776, Nathan Knight, Jr., was born in the Knight family's first log hut, proudly distinguished as the first white child to be born in the town of Lincolnville.

The child grew to manhood, receiving his education from the teachings of his parents and what books and papers they possessed, while there were frequent visits from the shoemaker and teacher, who managed to eke out a living in travelling from hut to hut with his double vocation. On the 7th of May, 1784, Nathan Jr. was married to Lydia Sweetland, who was born in Waldoboro, and this union was blessed with nine children.

From Nathan Knight, Jr. and his father's brothers [who also settled in the local area], a long line of Knights has descended, each member active in town affairs. Along with many other good town citizens, they have mapped out and planned for their thriving town over the years. Today, perhaps the town is growing faster than some of its residents think it ought to be, but it is still a community of organizations and people which seem to work well together, especially if there is someone in need of help. It is hoped that a town like Lincolnville will always stay at least small enough so that its citizens to come will be encouraged to work for themselves and their community as a whole. **JJW**

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A half-page size photo captioned:

TOWNHOUSE ~ Erected 1820 by George Ulmer at a cost of \$450.

*Lincolnville's Historical Address Delivered at Lincolnville Beach*  
*By Judge Joseph Miller, U. S. Centennial Celebration, July 4th ~*

## ~ 100 YEARS AGO ~

The celebration took place in a beautiful grove, Demo-Coral, near Ducktrap. Officers of the day were: E. P. Hahn, president; Ephraim Fletcher, vice-president; F. B. Dunton, E. C. Freeman, all of Lincolnville. Daniel Wadlin and T. A. Dickey of Northport, and W. W. Perry of Camden.

The exercises consisted of music by the Lincolnville Band, "America" by the choir, prayer by J. R. Frohock, band music and singing, reading the Declaration of Independence by A. A. Fletcher, oration by Judge Joseph Miller, and "Old Hundred" by the choir.

The large company then repaired to well spread tables and enjoyed a picnic dinner, and after an intermission returned to the platform and listened to short speeches by Messrs. A. A. Fletcher, E. C. Freeman, W. W. Perry and Daniel Wadlin.

The platform was then cleared and the lovers of dancing occupied it much to their pleasure till the four o'clock shower put an end to the celebration, much to the disappointment of all who had been enjoying the day so well.

After briefly alluding to the condition and history of our country by way of introduction, Judge Miller spoke as follows:

"In presenting matters of this kind we are necessarily confined to the somewhat dry details of a narrative, not calculated to produce a sensation or inspire enthusiasm, but still may be of some local interest to the middle-aged and younger portion of our people. Lincolnville prior to its incorporation as a town was called the Plantation of Ducktrap and Canaan. The town was incorporated June 23, 1802. In honor of Major General Benjamin Lincoln of Massachusetts, who served in the Revolutionary War, it was called Lincolnville. In the first census taken after the organization of the general government, the Plantation contained 278 inhabitants; this was in the year 1790, twenty years

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after the first settlement. The first permanent settlement in the plantation was made by Nathan Knight in the year 1770. He came from Squam Island, and settled on the farms now occupied by his grandsons, Rufus and Sampson Knight. Nathan Knight, Jr., father of Rufus and Sampson, was the first male child born in the Plantation. He was born Nov. 24, 1776. Mr. Knight had made considerable progress in clearing and cultivating his land prior to the Revolutionary War. He was soon enabled to keep considerable stock by cutting hay in the large meadows on his premises. After the war commenced and the British had taken possession of Bagaduce, he was much annoyed by raiding scouts of soldiers from the British forces stationed at Bagaduce. At one time a party came in the night and took seven cattle out of his yard and drove them off. When he discovered in the morning what had been done, he took his double-barreled gun and pursued them. There were no open roads then but he followed their trail through the woods for considerable distance but did not overtake them. He said if he had overtaken them he would have fired upon them if there had been a dozen. No one acquainted with the man would doubt his word.

I knew the old gentleman well in his declining years when he cultivated and cured his own tobacco, and I have a tobacco box that he used when in the vigor of his manhood. The first white man who died in the plantation was buried on the premises of Mr. Knight near the edge of his meadow. Other settlers soon came after that of Mr. Knight. Two of his brothers, Thomas and Nathaniel soon followed. Thomas Knight settled on the Rufus Drake place and built the two story house now occupied by the widow Drake. The house was built prior to the present century. Mr. Knight sold the place to John Norton, senior, and moved into the town of Northport and settled on Knight's point, which took its name from him. He engaged quite largely in the salmon fishery. Since my remembrance fresh salmon could be bought for eight and ten cents a pound. Nathaniel Knight was born in Scarborough, May 15, 1752. He lived for a time in the Stevens neighborhood in what we call the east part of Youngtown. He had seven children born in the last century ~ five sons and two daughters. The sons were Nathaniel Jr., who settled in Northport and Enoch, Jonas, Nathan and Westbrook in this town. Joseph Thomas in 1773 settled in the plantation on the farm where Capt. James Thomas now resides. He is the only surviving member of a large family. Charles Thomas, brother of Joseph came about the same time. He had a family of twenty children, all living at one time.

Other settlers soon came from New Hampshire, New Jersey, Nova Scotia, Massachusetts proper, and from old settled towns in the westerly part of Maine. The population was considerably increased just prior to, and during the first year or two of the Revolutionary War. During the war the privations and sufferings of the people were great. The products of the soil were small, a large portion of the able-bodied men were called into military service; the bay fisheries were obstructed by British cruisers, and all outside intercourse by water was virtually stopped. The first and early settlers were a hardy, vigorous race of men, and their common privations and perils made them sympathetic, hospitable and homogeneous. There was a moral grandeur displayed in this personal courage, and their patient endurance and fortitude in the days of darkness and gloom that overshadowed them; and it affords me

great satisfaction to state on this occasion that, in their riper years, I have seen and known every one of them.

Having briefly alluded to some of the characteristics of the first settlers, time will not admit of further personal allusions till after the incorporation of the town and its organization as a legal municipality, and only then can persons be particularly noticed unless in some official capacity, or identified with some notable incident, event or vocation outside of the line and common currents of business in every day of life. From the date of the first settlement to the date of the incorporation of the town was 32 years.

The first town meeting was held at the dwelling house of John Calderwood, Sept. 20, 1802, 74 years ago on the 20th of September next. The warrant for calling the meeting was issued by George Ulmer as Justice of the Peace, and directed to Philip Ulmer, and reads as follows, viz: To Philip Ulmer, Esq., one of the Inhabitants of the Town of Lincolnville., Greeting: You are hereby

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required in the name of the Commonwealth of Massachusetts, to notify and warn the freeholders and other inhabitants of said town qualified by law to vote in town meeting. viz: such as pay to one single tax, besides the poll tax, a sum equal to two thirds of a single poll tax, to assemble and meet at the dwelling house of John Calderwood in said Lincolnville on the 20th inst., at 11 o'clock A. M. to act on the following articles, to wit:

1. To choose a Moderator to govern said meeting;
2. To choose a Town Clerk;
3. To choose Selectmen;
4. To choose all other necessary officers.

Given under my hand and seal at Lincolnville aforesaid this 3d day of September anno domini 1802. ~ George Ulmer, Justice of the Peace.

At a meeting of the inhabitants of the town of Lincolnville agreeably to the preceding warrant held at the house of John Calderwood on the 20th of September, anno domini, 1802.

Voted ~ Philip Ulmer moderator of this meeting.

Voted ~ Jacob Ulmer Town Clerk.

Voted ~ William Parkman, Abner Heal and Samuel Miller, Selectmen.

Voted ~ The Selectmen to be Assorsors.

Voted ~ The Selectmen to be overseers of the poor.

Voted ~ Wm. McFarland and Daniel Decrow Constables.

Voted ~ Wm. McFarland collector of taxes at one shilling and half penny per pound ~ who recognized in the sum of one hundred dollars for the faithful performance of his duty ~ Gideon Young and John Heal, Jr., sureties, recognized each in the sum of one hundred dollars.

Voted ~ Hezekiah French Town Treasurer.

Voted ~ Wm. Kidder, John Studley, Eph. Gay, Jona. Marriner, Daniel Pottle, Wm. Moody, Gideon Young, Westbrook Knight, Caleb Brooks, George Ulmer, Esq., Joseph Prescott, Isaac Heal, Wm. Calderwood, Jona. Fletcher, Hushui Thomas, surveyors of the highways.

Voted ~ Daniel Gay, Samuel Miller, Daniel McCurdey, Eph. Fletcher and Moses Young, tything men.

Voted ~ Philip Ulmer and Charles Mathews, surveyors of lumber.

Voted ~ George Ulmer, Esq., Abner Milliken and Philip Ulmer, committee to frame a code of laws for the first town.

Voted ~ Voted that the Selectmen call a meeting on the first Monday of October next.

Such is the record of the first town meeting held after the incorporation of the town. The house where the meeting was held is still standing and is now occupied by Wm. A. Calderwood, but every

person who participated in the proceedings of the meeting has passed from among us. May this fact remind us that we, also, are almost imperceptably borne along by the silent but ever moving current of time to our final destiny.

It will not be considered, I trust, out of place on this occasion to give a brief biographical sketch of the first municipal officers elected in the town and some others connected with the initial movements in its organization, commencing with George Ulmer who called the first meeting. He was born in Waldo Feb. 25, 1756, 120 years ago last February, and was an officer in the Revolutionary Army and settled in this town at Ducktrap shortly after the close of the war. He engaged quite largely in the lumbering business. In the valley of Ducktrap stream there were at that time large quantities of pine and other lumber extending to the plantation of Greene, now the town of Belmont. On the early plans of the town there were marked large tracts of land, "George Ulmer". While he was in the lumber business, he was one of the most noted and prominent men, in the vigor of his life, in this section. He served as Senator in the Legislature of Massachusetts, before Maine became a State; was Sheriff of Hancock county before the county of Waldo was established, and commanded a military

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force at Eastport in the War of 1812. He was not an educated man, considered in the strict line of scholarship, but a man of great self-reliance and remarkable colloquial gifts; this gave him an advantage and a prominence, in many cases, over other superior in educational acquirements, but destitute of his particular gifts. Dr. Dodge of Thomaston, an educated man and of high standing in his profession, once gave Gen. Ulmer a sharp retort in the Legislature of Massachusetts of which they were both members. They were antagonists on some special matter under consideration; Ulmer led off in one of his off-hand bombastic speeches, in which he cut into Dodge's position considerably. When the gentleman sat down Dodge rose to reply. He said he had seen in his day a great many men who could not tell so much as they knew, but he had never seen one who could tell so much more than he knew as Gen. Ulmer. In any group or assembly of men Gen. Ulmer was personally conspicuous ~ tall, broad shoulders and somewhat corpulent; always having the air of a military man. His holiday dress was always of the military style, as long as he lived. He built the house now occupied by Mr. E. Morse and Mr. Charles Carver, and resided there a number of years, and there he died.

Philip Ulmer, brother to George, was born in Waldoboro, Dec. 25, 1751. He was an officer in the Revolutionary War, and was at Bagaduce when it was taken by the British. He settled here soon after the war, and built th house southerly of Duck Trap stream formerly occupied by Samuel A. Whitney near the commencement of the present century. At a town meeting held at the dwelling house of Noah Miller, Nov. 7, 1802, the following vote was passed:

“Voted that Samuel Austin Whitney be accepted of as an inhabitant of this town.”

It was not perceivable what legal effect a vote of that kind could have upon any person's municipal rights. After Mayor Ulmer sold out to Capt. Whitney, he built a house and barn a mile back from the shore and there he afterwards lived and there he died. He had a family of eight children, all born prior to the present century.

Jacob Ulmer, the first town clerk elected by the town, and son of Major Philip Ulmer, was born in Waldoboro, Dec. 30, 1778 ~ being 24 years old when he was elected clerk. He married Eleanor Thomas, sister to Capt. James Thomas. He was Colonel of the Regiment of Militia in this section in the War of 1812.

William Parkman, the first selectman elected after the incorporation of the town, was born in Ashley, Mass., May 27, 1769. He was one of the early settlers, and a man highly respected for honesty and integrity. He left the town in 1809 or 10, and went to Camden. Abner Heal, the second one on the board, was one of five brothers who came from Edgecomb and Georgetown near the time of the first settlements in the Plantation. He located on the place where his son Stover Heal now lives. He was a man highly respected for his candor, honesty and impartiality in the discharge of official and public trusts, and in all business relations with his fellow men. He served on the board of selectmen for many years.

Samuel Miller, the third on the board was a son of Noah Miller, senior. He was born in Hopewell, New Jersey, Nov. 23, 1769. Prior to the Revolutionary War Noah Miller with his family moved to Nova Scotia. When the war broke out he refused to take the oath of allegiance and left the Province. He and Joshua Lamb, senior, left together with their families and came to Camden by water. From Camden they both came into Canaan Plantation and settled, Miller on the places where James Mahoney, Joel P. Mahoney and Capt. Ansel Wadsworth now reside, which originally constituted the Miller farm. Mr. Lamb settled on the place where Joseph B. Noyes now lives ~ that and the place where Joshua Lamb was in 1777 or 8. At that time the new settlers with families of children were in distressed circumstances, and at times on the verge of starvation. Noah Miller at one time traveled on foot to the town of Waldoboro' and paid four dollars for one peck of corn. He brought it on his back to Camden and got it ground at what in later years was called the old Jimmy Richard's grist mill, said to be the first grist mill built in the town of Camden. He took his peck of meal and started for home, following the path over the mountain east of where the turnpike road now is, arriving home about 12 o'clock at night. The mother of the children made some bread, waked up the children and gave each one a piece, the first bread they had had for two weeks. My father was one of the children at time, and old enough to recollect the circumstances well; and I have heard him and my grandfather relate the case many times. We talk about high taxes, the scarcity of money, and the



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general depression of business, which is measurably true; but what do we know, by our own experience, about hard times in comparison with what I have briefly related? That question can be answered by one word, and that is the word: nothing. But I have digressed somewhat from a biographical sketch of the first town officers, and will now continue.

When Samuel Miller arrived at mature manhood, he settled on the place where Mr. Shepard Harvill now lives. When he was first elected as one of the board of selectmen, he was 33 years of age. The first board of selectmen in the town were re-elected five years in secession. Miller was on the board many years and town clerk a number of years. He was also elected representative of the town in the Legislature of Massachusetts several sessions. He died about 60 years ago, leaving a family of 11 children.

Hezekiah French, chosen the first town treasurer, was born in Billerica, Mass., Jan. 17, 1773. He was 28 years old when elected treasurer. He settled at the place called French's Beach which took its name from him. He came into the place near the close of the last century or the first of the present, Esq. French was man of liberal hospitality, good social qualities, but rather slack and tardy in his business affairs. But he would generally get his penny if he came in at the eleventh hour. He used to have some good jokes played on him, it is said, for always being behind time. David Brooks, a jovial joker, was a neighbor to Esq. French. It was said the Esq. called on Brooks one morning about the first of July and wanted to get some potatoes to plant. Brooks told him he had no old potatoes, but if he would wait til the first of the next week he would him have some new ones. Again it was said that French called into the store of Esq. Whitney one evening and wanted to buy an almanac. Whitney got one and laid it on the counter for French, who took it up and looked at it, and said, "Esq. Whitney, you have made a mistake, this is a last year's almanac." Whitney said, "No, there is no mistake, it is just right for you. You are always a year behind hand." The Esq. always took a joke in good humor. He had in all a family of nine children. At his death he left a good estate to be divided among them.

The second town meeting was held at the house of Hezekiah French Oct. 4th, 1802. At that meeting it was voted to raise \$120 for the support of schools for six months. Also \$120 for defraying town expenses the present year. In 1803 six hundred dollars was raised to be expended in labor in building and repairing roads. And \$100 for the support of schools. The vote for Governor this year was as follows: Caleb Strong 51 votes, Edward H. Robbins 45 votes.

Estimating the voters at one-fifth of the population the town contained about 500 inhabitants. The question about building a toll bridge at Ducktrap was agitated this year. In 1804 the vote for

Governor was as follows: James Sullivan 50 votes, Caleb Strong 2 votes. For Senators, George Ulmer, 45 votes, John Farley 43 votes.

One thousand dollars in labor was raised for repair of highways, four hundred dollars for support of schools, and two hundred for town expense.

1806 ~vote for Governor, James Sullivan 92 votes, Caleb Strong 8. Wm. Hath, 2, George Ulmer 2. For Senator, Wm. Farley 87 votes, George Ulmer 85 votes.

This year there was a partial change in the board of selectmen, and John Wilson was elected Town Clerk. Abner Heal, Samuel Miller and John Wade were chosen selectmen. John Wade was born in Scituate, Mass., Sept. 10, 1775. He was one of the early settlers here.

John Wilson came to this country direct from England in the latter part of the last century, or the first or second year of the present. He was born at Sattenhall, County of Chester, England, Sept. 6, 1771. He married Mary Ulmer, daughter of Gen. George Ulmer. He first settled on the shore on the east side of Ducktrap, where he did quite a large business in the mercantile line and ship building. For quite a number of years he was a sharp competitor with Esq. Whitney who was in the same kind of business on the opposite of the Trap. He finally broke down in business and went to Ohio leaving his family here. After a number of years' absence he returned, riding all the way on horseback. He came back poor and penniless, but not discouraged. He was a man of intelligence and good business qualifications, vigorous and persevering. After his return from the West he commenced clearing up a new farm, where Samuel B. Coleman now lives. There he laborerd hard in his declining years, and there he died.

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In 1806 the young people were "married and given in marriage," there being twelve couples married that year.

1807 ~ This year the vote for Governor was as follows: James Sullivan 96 votes, Caleb Strong 13, Levi Lincoln 2. For Senators, George Ulmer 88 votes, Wm. King 88. The proposition to separate Maine from Massachusetts was laid before the people. Lincolnville voted on the question as follows: For separation, 60. Against separation, 58. \$500 raised for support of schools, and \$2000 for repair of highways, and \$300 for town expenses. The first jurors sent from the town was in 1807, petit juror, Joseph Present and Benj. Smith. Grand juror, Abner Heal. The town voted unanimously against removed the Court from Castine to Bucksport.

1808 ~ This year Samuel A. Whitney was chosen chairman of the board of selectmen, with Abner Milliken and Abner Heal as associates. Mr. Whitney was a man of note in business matters and his social relations, and should receive a passing notice. He was born in Concord, Sept.27, 1771. He came into this town about the commencement of the present century. He purchased the premises of Major Philip Ulmer and established himself in business at Ducktrap, and for many years did a large business in the mercantile line. He engaged in shipbuilding and his interest in navigation was quite large. He shipped large quantities of timber, boards, staves and shingles to the West Indies besides being engaged in the coast trade. For quite a number of years he and John Wilson were the only traders in town of any note. He married Phebe Perkins of Castine, one of the most pleasant and accomplished ladies who ever lived in the town. Esq. Whitney held different offices in the town. In 1819 he was chosen a delegate to the State convention held at Portland to form a State Constitution preparatory to the District of Maine becoming a State. In early life Esq. Whitney was a ship master. In those days a sea-farming life was a school of austere authority, a prominent characteristic of him in the days of his active life, yet he was regarded as a man of strict integrity and honor. In the latter years of his life he became somewhat prematurely feeble and mentally imbecile. He elicited the most compassionate regard of all who knew him in the vigor of his life.

1809 ~ There were 8 marriages in town this year. \$700 for town charges, and \$400 for schools were raised. Nothing of special interest outside of the regular town business took place in 1809.

1810 ~ The votes for Governor this year were as follows: Elbridge Gerry 73 votes, Christopher Gore 28. For Senators, Wm. King 73, Francis Carr 72, Wm. Crosby 28. Votes for Representatives, Ephm. Fletcher 46, Jona. Fletcher 13, Philip Ulmer 2, Samuel A. Whitney 1.

Peleg Decrow was put on to the board of selectmen, with Abner Heal and Samuel Miller. \$400 for support of schools, and \$500 to defray town expenses were raised. Votes for member of Congress, Peleg Tollman 50 votes, Alden Bradford 9.

1811 ~ Vote for Governor, Elbridge Gerry 71 votes, Christopher Gore 19. For Senator, Wm. King 67 votes, Francis Carr 68, Wm. Crosby 18, Mark L. Hill 18.

Voted ~ \$600 for schools, \$2000 for the highways. Vote for Representatives to the Legislature, Ephm. Fletcher 44 votes, Samuel A. Whitney 13, Philip Ulmer 2, Daniel McCurdy 1. \$300 raised to defray town charges.

1812 ~ Vote for Governor, Elbridge Gerry had 106 votes, Caleb Strong 39, Wm. King 1. For Senators, Benj. J. Porter 102, Erastus Foot 99, Wm. Webber 106, Edward Bridges 40, Stephen Jones 38, Wm. Crosby 41. Votes for Representatives, Ephm. Fletcher had 64 votes, Samuel A. Whitney 24. Voted ~ \$600 for schools, \$420 for town expenses.

For several years a war cloud had been gathering over this country and England. Napoleon I was then convulsing the nations of Europe with the rapid strides he was making towards dominion and power. As early as 1806, Napoleon had acquired control over nearly all the kingdoms of Europe. England alone, unsubdued and undaunted, waged incessant war against her ancient rival, and though France was victorious on land, the navy of England was triumphant in every sea. In May, 1806, England, for the purpose of injuring the commerce of her enemy, declared the Continent from Brest, a

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town in the northwest extremity of France, to the Elbe, in a state of blockade, and numerous American vessels trading there became a prey to French cruisers, and between the two powers, the foreign commerce of the United States was almost ruined. France soon modified her restrictive measures in part, but England refused to do so. England had also announced the doctrine that whoever was born in England always remained a British subject, and had long claimed the right and exercised the power of searching American ships, taking from them those who had been naturalized in the United States, and who were therefore, claimed as American citizens. On the 22d of June, the American frigate *Chesapeake*, then near the coast of the United States, having refused to deliver up four men claimed by the English as deserters, was fired upon by the British ship of war *Leopard*. Being unsuspecting of danger at the time, and unprepared for the attack, the *Chesapeake* struck her colors, after having had three of her men killed and eighteen wounded. The four men claimed as deserters were then transferred to the British vessel. Upon investigation it was ascertained that three of them were American citizens, who had been impressed by the British, and had afterwards escaped from their service. This outrage upon a national vessel was followed by a proclamation of the President, Mr. Jefferson, forbidding British ships of war to enter the harbors of the United States until satisfaction for the attack on the *Chesapeake* should be made by the British government, and security given against future aggression. At this time the war cloud was gathering fast. At the close of Mr. Jefferson's Administration, war with England seemed inevitable, the hostile measures of the two belligerent powers, England and France, had worked serious injuries to American commerce, and the repeated insults perpetrated by England upon American citizens and the national flag, had greatly exasperated the American people. On the accession of Mr. Madison to the Presidency, renewed efforts were made for an amicable adjustment of existing difficulties, but without success. Early in April, 1812, Congress passed an act laying an embargo for ninety days on all vessels within the United States. On the Fourth of June following a bill declaring war against Great Britain passed the house of representatives, and on the 17th the senate, and on the 19th the President issued a proclamation of war. And the people of the United States generally were ripe and anxious for the conflict. There was little difficulty in obtaining men for the army and navy at \$8 a month. There seemed to be less pocket-patriotism than has manifested itself in later years.

All wars are more or less a public calamity. The war of 1812 was especially so to those interested in commercial business. England then being the great naval power of the world. The war was most violently and bitterly opposed by many residing in the larger commercial portions of the country. When a people become so sordid and selfish as to submit to national insult and indignity without resentment or resistance, from pecuniary considerations, they forfeit the respect of the world. The war continued three years, and its incidents and results are detailed in the written history of our country.

In the year of 1808 the town of Lincolnville at a meeting held on the 12th day of September, it was voted to choose a committee to petition the President of the United States to suspend the embargo, either wholly or partially. John Wilson, Samuel A. Whitney and Abner Heal were chosen the committee. The following is the petition drafted by the committee:

To his Excellency, the President of the United States. The inhabitants of the town of Lincolnville in the county of Hancock and district of Maine, in legal town meeting assembled: Respectfully represent that we live in a section of the United States where the hardness of the soil, severity of the climate and newness of the country obliges us to depend chiefly on our lumber, fishing and navigation for support. That by industry and perseverance in their respective avocations, they have in a small degree improved their situation, and indulged the fond belief of soon being able to pay for their lands and supporting themselves in a more comfortable manner, but the laws of the last Congress laying an embargo on the ships and vessels of the United States, has blasted our hopes and imprisoned our energies; the farmer and mechanic who were in a sure state of progression in the support of their families and the payment of their just debts, are now arrested in their progress; many of the families reduced to want, and their property sacrificed for half its value to satisfy the demands of their creditors. We feel it our duty to submit to the laws of our country; we believe the measure of the administration generally to have been founded in wisdom, and it is with pride and pleasure that we

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have acted in unison with them. But when the pressure of an act of Government has acted with a paralyzing influence upon us, we feel it a duty we owe ourselves, our children and our country, respectfully to express our opinion and petition for a redress of grievances. Your memorialists therefore respectfully request your Excellency that you would, in pursuance of the power vested in you by Congress, suspend the embargo, at least so far as that the citizens of the United States may be permitted to enjoy the benefits of a free commerce with Spain, Portugal and their dependencies, and as in duty bound will ever pray.

Voted that the Selectmen sign the petition for and in behalf of said town, and transmit the same by mail to the President of the United States. Signed, Samuel A. Whitney, Abner Miliken, Abner Heal, ~ Selectmen of Lincolnville.

This petition was mild and respectful and in all probability truthful in its statements; but the general government took no immediate satisfactory action on such memorials. Accordingly on the 8th day of February, 1809, at a town meeting held at the house of Philip Ulmer, another committee was chosen to draft a petition to present to the State Legislature, and also resolves expressive of the sentiments of the people in relation to the alarming situation of the country. The committee consisted of seven, viz: Saml. A. Whitney, Philip Ulmer, Abner Milliken, Hezekiah French, Daniel Decrow, Wm. Kidder, and Westbrook Knight. Both the petition and the resolves reported were expressed in rather harsh and sensurable language against the general government.

In 1812, after the declaration of war, at a town meeting held at the school house in District No. 7, on the 12th day of July, it was voted that the Selectmen be directed to obtain by purchase or otherwise fifty guns for the use of the town, and the following persons were chosen to said committee, viz: Philip Ulmer, Abner Heal, John Heal, Eph. Fletcher, Westbrook Knight, Joseph Prescott, Samuel Miller, Josiah Stetson, John Studley, John Mahoney, Nathan Knight, Jr., John Heal, Jr., Peleg Decrow, Daniel Decrow, Levi Gray, Joseph Thomas, James Mahoney and Joseph Gould, 18.

Party lines at this time had been rigidly drawn between Republicans and Federalists as the parties were then called. The Republicans sustained the national administration in prosecuting the war

and the Federalists opposed. The Republicans were quite largely in the ascendance in this town at that time. Living in the neighborhood, I was present at this, the first town meeting after war was declared. I have not seen any public meeting from that day to this, characterized by so much bitterness and violence. The whole town, for a time was in an uproar. At this meeting there was a good deal of heated discussion and sharp talk on each side. The most prominent leaders on the Republican side were Nathaniel Milliken, Ephraim Fletcher and Samuel Miller. On the Federal side, Samuel A. Whitney, Hezekiah French and Johnathan Fletcher. But others of less note and ability were the most excited and boisterous. They gave some hard blows and black eyes as the result. In two of three months the excitement abated and comparative quietness prevailed. At this time most of the first and early settlers were living, and active men. Many good citizens who had never been chosen to act officially in any municipal office in the town were among the best citizens of the town. There were the Youngs who settled in the town in the year 1777-8 ~ the Heals about the same time. No people have better obeyed the scripural injunction to "multiply and replenish the earth" than the Youngs and Heals. The Fletchers, Ephraim, Johnathan and Franklin were prominent men in their day. Ephraim held town office quite a number of years, and was chosen representative of the town several times. Jonathan held less office. Franklin settled on the farm where his son Ephraim now lives. He was a quiet, industrious and respectable citizen, and the first man in town who paid for his lot and took a deed from Gen. Knox. He left two sons ~ our townsman, Ephraim Fletcher, and Samuel Fletcher, Esq., of Belmont.

Mr. Charles Mathews, born in Plainfield, August 18, 1759, settled on the place where W. R. Moody now lives. He had a family of 11 children, 6 sons and 5 daughters. Wm. Moody, born at Old York, March 30, 1763, settled on the farms now owned by his two sons, William and James. He became one of the wealthiest farmers in town, had a family of ten sons and one daughter. Joseph Gould, born in Bath, October 17, 1771, was one of the selectmen of the town several years. He married Hope Miller, the first female white child born in town. Mr. Gould had in all a family of 11 children, Capt. Joseph Gould being the only one now living in town. Mr. Gould died in Belfast while

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attending Court as a Juryman.

Joshua Lamb, Jr., born in Nova Scotia June 13, 1771, came to Canaan Plantation with his father at the breaking out of the Revolutionary War and was militia captain in town for a time. He built the fire meeting house at Lincolnville Center, resided a short time in China, came back to Lincolnville, and died several years ago. He had a family of 11 children only one now living in town ~ Mr. Joel Lamb.

Martin Brooks, the original Brooks, who settled in the town at an early date, built on the shore now occupied by Capt. Jacob Coombs. The house was built in the year 1779. Mr. Brooks had four sons, ~ David, Caleb, Solomon and John. The two first named were born in Nova Scotia. John became a man of considerable note in his day. He was cashier of the Bank of Castine when the noted Samuel Upton was president. He was Register of Deeds for a time. He came to Lincolnville and established himself in trade some fifty years ago. He finally left the town and went to the State of Ohio and settled in the city of Columbus. He became Mayor of that city, acquired considerable wealth, and died several years ago, aged 84 years.

The Decrows who settled on the shore were among the early settlers, so were John Studley and Adam Rogers. Since my remembrance Rogers kept a public house at French's Beach. He lived in a large, old styled two-story house, standing on the spot where Mr. Joseph Chandler now lives. He owned considerable navigation, and at one time was the largest tax payer in town. He was a modest, unassuming man, but quite shrewd in the management of his business affairs. In 1836 or 1837, he sold out his property in Lincolnville and went to Bangor in the time of the great and crazy speculation. He invested considerable money in building houses to rent, which ultimately proved to be a poor investment. He finally became poor, went to Marshfield, Mass., the place of his nativity, where he was born in the year 1769 April 17 ~ and there he died in the poorhouse.

The Wadsworths were among the early settlers in that part of the town we call Youngtown. They were very industrious, quiet men. Abiah Wadsworth was born at Meduncook, Dec. 13, 1778. Several years ago I have a very interesting conversation with a Mrs. Whitney, an old lady, then 90 years of age, the mother of Mr. Sedate Whitney, now living in town. She was a Wadsworth before her marriage, sister of Abiah, but considerable older than he. She distinctly remembered many incidents that transpired prior to and during the Revolutionary War. Sometime before the war her father settled on the place recently owned by Mr. John French in the north part of the town. At that time the town or plantation, was nearly an unbroken wilderness. She said there was no road from where they lived to Mr. Nathan Knight's, and no cleared land nearer than Mr. Noah Miller's, the place where James Mahoney now lives. They traveled in paths through the woods marked by spotted trees. After the English had taken Bagaduce, they got word that the British and Indians were coming to rob and kill all the inhabitants. Her father took his family and went to Pemaquid, the most noted place in the early history of Maine, was in the present town of Bremen, on the east side near the mouth of Pemaquid river which separates the towns of Bremen and Bristol. After the close of the war, Mr. Wadsworth with his family, came back to the place he left, made some progress in clearing land, planted some apple trees, some of which are yet alive and bear fruit.

I am apprehensive that this matter of detail is too monotonous to be much interesting, and this part of the exercise of the present occasion will be closed by presenting a few thoughts and suggestions more specially applicable to our own time and circumstances. While we should gather and accept and practice all that is good which we can derive from the opinions, practices and virtues of our ancestors, we are under no moral or patriotic obligations, to respect their follies or their faults, their whims and their superstitions, which time and change have rendered impracticable or obsolete. We can afford to them an honesty of belief in absurdities; but we cannot believe in witches because our forefathers and mothers did; and still less can we consent to execute persecute persons for supposed witchcraft or being Quakers, for their belief. There were a great many superstitious whims and absurdities, in which people formerly believed, that have faded from the declarations of men, without regard to sense of reason, merely because they were the utterances of the olden time, is an impediment to moral, social, and practical progression. We must judge of men and things by our own

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standards of judgement, commending whatever we conceive to be good and practicable, and rejecting the bad.

Men of olden time were no more oracular than they are now. There is a rational, practical medium of thought and action between a devoted reverence for men and things of old and the wild and visionary thoughts and speculations about the future. That medium we occupy to-day, and it is the ever-living present, with all its cares, duties, obligations and responsibilities resting upon us. Do we realize this, especially the younger portion of this audience? Do we feel prepared to enter into the second hundred years of our national life with a renewed devotion to the great fundamental principles upon which our government and its free institutions rest? The great blessings and the sacred trusts that have come to us through the toils, struggles and sacrifices of those who preceded us, it is our right and privilege rationally and fully to enjoy. But let us not forget that the obligation rests upon us to transmit the same, unimpaired by us, to those who may come after us. Let this notable day in our national life be especially consecrated to the memory of those who laid the foundations of our government both deep and broad. Let us be reasonably exercised by a modest pride for the greatness of our national domain, its great and diversified interests and resources; for the development of science, the progress in arts and mechanic invention, the increasing intelligence of the people, and the rapid development of liberal thought and opinion. May those facts and considerations inspire us with a renewed faith in the value and our civil institutions, and a patriotism as broad as the area of the nation. Whoever has no regard for the people and the interests of half his country, is only half a patriot, and the cheapest patriotism is that which has its inspiration from sectional jealousies and prejudice. In entering upon the second hundred years of our national life, let us strive to subdue all sectional considerations; all discordant elements that may impede the onward progress of the nation.

Let us show to the world that we are not only great in our national resources, but in truth and reality a free, intelligent and a united people

*~ Taken from the July 8 & 15, 1876 issues of the Camden Herald. Loaned by Bradford Knight. ~*

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~ Seats In Shady Places In the Village And Barrels Of Ice Water ~

Lincolnville's Centennial Celebration ~

[Upper right hand corner, photo of 1902 Centennial]

THE YEAR ~ 1902 ~ The one hundredth anniversary of the incorporation of the town of Lincolnville was celebrated Monday, June 23, 1902. The morning opened beautifully and at an early hour all the roads leading to the Centre were alive with carriages laden with people, all intent upon seeing and taking part in the exercises of the day.

The village was in holiday attire... with flags hung across the streets and handsome decorations at many places of business and residences. Among the places decorated were the following: Home of Arno W. Knight on the Belfast road [this is the first farm settled in Lincolnville and was bought by Nathan Knight, great-grandfather of the present owner, in 1770, and cleared by him.]; the William McKenney house and store; Ernest Moody's store; N. D. Ross' store; H. L. True's store; the Elm House, hotel, E. E. Clark, proprietor; residences of Allen Moody, F. Brown, Allen H. Miller, F. H. Rankin, Mrs. Nancy Gordon, James Moody, Jackson Matthews.

A full chorus, led by G. W. Young, with Miss Jones at the organ, sang to the tune of Auld Lang Syne, a centennial ode written by Arno W. Knight, town clerk of Lincolnville.

The exterior decorations of the Union church consisted of a large flag, a festoon of red and white bunting draped over the front windows, and the date, 1812, in green.

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Seats had been placed in shady places in the village and barrels of ice water were provided. The first feature of the celebration was the parade of antiques and horrors at 9 a.m. and it was true to name.

The ball game at 10 o'clock attracted many of the young people and created much interest. The contesting teams were the Lincolnville and Appletons, the home team winning by a score of 13 to 6. Those who did not attend the games devoted the forenoon to visiting friends in town, renewing old acquaintances, etc. Dinners were furnished by the Elm House and at a restaurant established for the day by the Methodist church to raise funds for hanging the new bell.

Meservey's band of Rockland played on the streets from 1 to 2 p.m. and furnished music for a dance in the Band Hall in the afternoon and evening.

The public meeting was held at the Union church which was filled to its full seating capacity of more than 500. Judge G. W. Kelley of Rockland, Mass., presided. The exercises opened with the welcome song, "Winthrop Greeting", by a male quartet, composed of G. W. Young, Lincoln A. Young, David Heal and Amasa S. Heal, with Nina Jones as accompanist.

Prayer was offered by Rev. Horace I. Holt of the Methodist church. Judge Kelley in his opening remarks referred to the 18 summers he had spent in Lincolnville as very pleasant, and long to be remembered. There are two classes of men, he said, to whom we should direct our attention today; those who lived here a hundred years ago, and those who will live here a hundred years since.

The chairman then presented Joseph S. Mullin, who delivered an interesting historical address. The chairman expressed his thanks and those of the people, to Mr. Mullin for his address, after which the chorus sang a selection. Judge Kelley then read letters of regret from John W. Lamb of Hartford, Ct., and Fred H. Thomas of Chelsea, Mass., and spoke of interest taken in the town of Joshua Adams of Camden and Mr. Flint of Woburn, Mass.

Another centennial ode by Mr. Knight was sung to the tune of America by the chorus, with Mrs. H. McCobb at the organ.

The centennial ode by Mr. Knight was sung to the tune of America by the chorus, with Mrs. H. McCobb at the organ.

The centennial address was by Thos. A. Hunt, Esq. of Camden. He referred to the growth of the country during the century since this town was incorporated. A hundred years ago Ohio was in the far west. It was thought then that the land east of the Alleghenies was all we should need. Today the sun does not set on the territory of the United States. He spoke of the advances in modes of travel, communications and manufactures, and of our nation's progress. The English speaking people and the English language can never become extinct. The newspapers give a history of the world's affairs that will endure. He compared the advantages of the small town and the large city, and spoke of Lincolnville as hallowed ground to himself and many others on account of many sacred associations.

On motion of thanks of the people were extended to Mr. Hunt and Judge Kelley and the meeting closed with singing America by the chorus and audience.

The following committee had charge of the celebration. Executive, A. W. Knight, J. S. Mullin, G. W. Kelley; Finance, N. D. Ross, E. P. Hahn, W. A. Bragg; Music, G. W. Young, David Heal, A. H. Miller; Sports, Dr. E. F. Brown; T. E. Gushee; C. A. E. Long. ~ *The Republican Journal*.

~ Taken from a 1902 issue of the *Camden Herald*. Discovered by Jackie Watts. ~

You are Invited with Family to attend the

CENTENNIAL CELEBRATION

OF THE

TOWN OF LINCOLNVILLE,

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Monday, June 23, 1902.

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**LINCOLNVILLE**  
**the Centennial Ode**

[Sung by the Lincolnville Choir led by Dr. B. F. Young,  
at the 100th anniversary of the  
Incorporation of the Town, in June, 1902.]

Old Lincolnville, of thee,  
Our town so fair and free.  
Of thee we sing.  
Thy sons and daughters true  
Cherrish fond dreams of you,  
And thy hundred years' review,  
While praises ring.

Let every voice unite  
To praise thy homes so bright,  
Our joy and pride.  
We love dear Lincolnville,  
Thy lakes and rugged hills,  
And each hearth with rapture thrills.  
O'er thy valleys wide.

Home of our hopes and pride  
Where our fathers lived and died,  
'Mid joys and tears,  
We celebrate the dawn  
Of thy centennial morn.  
'Though thy early friends have gone,  
With thy hundred years.

Dear old Lincolnville,  
Our hopes are hovering still  
On thy fair shore.  
May thy beauty ne'er decay,  
Nor thy blessings pass away,  
But grow brighter day by day  
'Till Time's no more.

~~~~~

CENTENNIAL ODE.

Tune, Auld Lang Syne

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Should our forefathers be forgot
While we assemble here
Upon this sacred soil, the spot,
And home to them so dear.
They guarded well the birthright given,
That heritage divine,
Against which foes have vainly striven
In days of "Audl Lang Syne."

And we've met to honor now
Our grand, our dear old town,
To wreath upon her classic brow
Her hundred years renown.
The tides that beat upon her shores
With ceaseless ebb and flow,
Beheld her birth one fair June day
A hundred years ago.

Ah, well, a hundred years of life
Have swiftly passed away.
The joys and tears, the toil and strife
Are ours, not theirs, today.
Oh may our names as fair and bright
As theirs with lustre shine.
Untarnished still through Time's swift flight
As theirs in days Lang Syne.

~ Arno W. Knight

Right-hand side of page 13: Advertisements.

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~ Page 14 ~

***Lincolnville Telephone Company***  
**And the Child Grew**

Upper left of page 14, photo , captioned: TAMSON SCRUTON ~  
Lincolnville's first telephone operator at the top left of page 14.

The above title was used by Mr. Joseph S. Mullin for "...a paper read at a convention of the Maine licensee telephone companies of the N.E.T. & T Company held in the Penobscot Exchange Hotel in Bangor sometime in 1917. That was in the early days when said N.E.T. & T. Co. invited us to come to the conference wholly at the expense of the Big company, including hotel and railroad fares." His paper, yellowed with age, was found in the files recently. Mr. Mullin was a writer, and speaker, of unusual talent. His paper is of such interest as history that the first part dealing with the origin of the company is reproduced here.

"Mr. Chairman and Gentlemen: We will ask you to bear with us a few minutes while we talk on the subject, or from the text, "And the Child Grew." Now if any of you have an idea that we are to attempt a sermon let us disabuse you of that thought at once, for the child of which we are to speak is a rural telephone plant doing business in a small way in a farming community in the southern part of Waldo County, Maine, and over whose destinies it has been our pleasure and duty to preside since its

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birth thirteen years ago this month.”

“In common with the greater part of rural Maine, we had no way of communicating with our neighbors or the outside world except by mail. We were beginning to feel the need of telephone service, the need becoming more acute as time went on.

Some of our citizens had made some talk with agents of the NET&T Co. looking to the building of a farmers’ line from their exchange in Camden to our little village. But that came to naught as a sufficient number to take the service could not be found within proper limits to induce that Company to build.

Finally, though the deep enthusiasm and strong and untiring persistence in the position that we could unite our energies and build a line of our own, one of our citizens talked and argued until a few of us were convinced that the thing might be possible and we fell to work on a plan to build a mutual neighborhood line with no thought of getting to the outside world. Each man was to subscribe an equal

amount to be paid either in cash, poles or labor. Assessments were to be made whenever funds were needed for upkeep, etc. We had about twenty-five parties who were to come into this arrangement and it looked as though our troubles were at an end.

“But the thing keep expanding in our minds and we thought we would like occasionally to talk to Camden in case we should need a doctor, or to inquire the price of eggs or pumpkins.

“About this time, we introduced ourselves to Mr. Maynard Bird of the Knox T.&T. Co. of Rockland, and told him our plans. He said that we were on the right road but facing the wrong way. We should build our own plant, but not by a mutual assessment company as proposed. The only safe and sure way for us to proceed would be to organize a corporation and sell stock at a low figure per share to those who wanted the service and take pay for stock in poles, labor or cash.

“We heeded this advice and had to canvass the territory anew, with a new proposition which was flatly turned down by several of our former prospects who said they would go a while longer on snow shoes rather than pay \$12 per year for a telephone.

“After much argument, we enlisted eighteen persons to take telephones on the new proposition, requiring about 14 miles of pole line, including a toll line to Camden. We were incorporated with a capital stock of \$1500, under the general law in March 1904, and the child was born...”

**Subscribers Directory**

|      |                          |      |                     |
|------|--------------------------|------|---------------------|
| 4-5  | Fernald, J. W. ....      | 4-11 | Mullin, J. S.       |
| 1-3  | Freeman, E. L. ....      | 1-5  | Paul, A. A.         |
| 4-12 | Heal, D. H. ....         | 4-3  | Richards, L. L.     |
| 4-4  | Hardy, R. W. ....        | 4-14 | Ross, N. D.         |
| 3-13 | Knight, A. W. ....       | 3-4  | Thomas, J. H.       |
| 3-11 | Knight, L. H. ....       | 1-4  | Wheeler, Horace     |
| 4-21 | Leach, C. H., M. D. .... | 3-12 | Witherspoon, Rodney |
| 3-5  | Moody, C. A. ....        | 4-22 | Young, Ernest       |
| 4-13 | Moody, Mrs. S. J. ....   | 3-3  | Young, Parker       |

**August 10, 1904**

**The child grew, all right, and in time became a husky little feller. The Company paid its first dividend in March, 1905, of \$57.65 to 46 stockholders. In September of 1905, there were 62 stockholders, and by March 9<sup>th</sup> 1906, 97. Now in its 73<sup>rd</sup> year of operation, the company is proud of having paid 76 dividends.**

**The \$1500 initial investment has led to a facility with assets approaching half a million dollars. Those 18 subscribers have become 677 customers who use 867 telephones. The rates have changed too, of course, but not all that much: \$1.00 then to \$5.25 now.**

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The preamble to the original articles of incorporation states, “We, the undersigned stockholders... in order to form a more perfect organization...” It was a bold hope at the time. There were many setbacks over the years of development. However, the “enthusiasm and untiring persistence” of men like J. S. Mullin and the cooperation and loyalty of subscribers and stockholders have created the successful and modern telephone business that they wanted for the area. The child gives every evidence of now being mature and healthy ~ and good for a number of years yet!

By H. C. Brill

~ ~ ~ ~ ~

~ Page 15 = Advertisements ~

~ ~ ~ ~ ~

~ Page 16 ~

Upper left hand corner - Ad

Lower left drawing of ‘Early Map’

Caption: *WALDO PATENT - Ducktrap and Canaan before incorporation.*

Upper right hand corner - Drawing of Youngtown house of Moses Young.

*Stake And Stones And Trees ~*

**Incorporation, June 23, 1802. Chap. 16, Acts of 1802, Commonwealth of Massachusetts....**

In the Year of our Lord one thousand eight hundred and two, An Act to incorporate the plantations, called Duck Trap and Canaan, into a town by the name of Lincolnvil.

Sec. 1. Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, That the plantations heretofore called Duck Trap and Canaan, lying partly in the County of Lincoln, and partly in the County of Hancock, as described within the following boundaries, with the inhabitants thereon, be, and they are hereby incorporated into a Town by the name of Lincolnvil; beginning at a fir tree standing on the Westerly bank of Penobscot bay, it being the North east corner of Camden; thence running Northwest by North, on said Camden line, one mile, to a Spruce tree marked for a Corner; thence North, eighty four degrees, west, on Camden line, three miles, and about two hundred and forty rods, to a pine tree standing on the South-west side of Smith’s neck; thence North, thirty-four degrees West, on Barretts-town line, or the line of the twenty associates, three miles and one hundred and sixty rods; to a stake and stones, making a corner; thence North-east by east, about six miles, to the West corner of North port, marked North port corner; thence south-east on North port line, one mile and two hundred and seventeen rods, to a black-ash-tree, standing at the Northwest end of Duck Trap pond; thence south, thirty-five degrees east, adjoining on North port, down said pond two miles, and one hundred and thirty-seven rods, to a brook that falls into the South-east end on said pond; thence south, fifty-six degrees east, adjoining on said Northport, up said brook, one hundred and forty-five rods, to a stake standing on the bank of said brook; thence south, twelve degrees east, on North port line, one mile and two hundred rods, to a stake and stones, standing on the westerly bank of Penobscot bay, it being the south corner of Northport; thence bounding on the said bay, to the corner first mentioned: And the said town of Lincolnvil is hereby vested with all the powers, priveleges, rights, and immunities, to which other towns are entitled by the Constitution and laws of this Commonwealth.

Sec. 2. And be it further enacted, That the whole of the said township, is hereby annexed to, and shall in future be a part of the County of Hancock.

Sec. 3. And be it further enacted, That George Ulmer, Esq: be, and he is hereby authorized to issue a

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warrant, directed to some suitable person, an inhabitant of the said town of Lincolnville, requiring him to notify, and warn the inhabitants thereof to assemble, at some convenient time and place, as shall be expressed in the said warrant, for the choice of such officers, as towns are by law empowered to choose in the months of March or April annually.

~ ~ ~ ~ ~

~ Page 17 ~

*1859 MAP* - Taken from a map surveyed by Mr. J. Chase and Mr. D. H. Davidson.

~ ~ ~ ~ ~

~ Pages 18, 19 and 20 ~

Across the top of pages 18 and 19: Panaramic photo of Duck Trap.  
Lower half of Page 18 - Advertisements.

***Duck Trap ~ A Part Of Lincolnville***

There are several versions of how “Duck Trap” got its name of which this is the most familiar. In the time of the Indians, the harbor was tree-lined to the water’s edge, leaving the narrow channel entrance. When the ducks entered and settled in the water, the Indians scared them off and as they flew through the narrow entrance, they could easily be downed with bows and arrows, or even with clubs.

This area was a part of the Muscongus Patent, later known as “Lincolnshire” and finally “Waldo Patent”; a subordinate land grant that the Plymouth Council, which held the greater charter of New England, portioned out in Maine.

This charter was originally granted in 1620 by King James of England to the Plymouth Council. Most of this area was acquired by General Samuel Waldo, for whom the tract was named. General Knox acquired the estate in 1792 but six years later was forced to mortgage it to General Lincoln and Colonel Jackson. This mortgage was in 1612 assigned to Israel Thorndike, Daniel Sears and William Prescott of Boston.

As the population increased the settlements were formed into plantations and later into towns. General George Ulmer and Major Philip Ulmer were of German descent and came from Waldoboro after the Revolution, taking up land at Duck Trap. They build several houses. At least three of them are still standing.

George Ulmer engaged quite largely in the lumbering business and owned or had an interest in five saw mills.

They were among the most prominent and influential citizens in the early days of the settlement and held several town offices.

Reverend Paul Coffin, D. D., a Congregational Missionary, made a long trip into Maine in 1796 which took him along the coast. He was the guest of Squire Ulmer and his wife August 13th and 14th, 1796. He stated that the Ulmers had Indians working for them but the Indians did not care for hard work. He was probably the first missionary to give the settlers a Sabbath.

On June 23, 1802, Canaan Plantation and part of Duck Trap Plantation, lying partly in the county of Lincoln and partly in the county of Hancock became the 137th town. It was called Lincolnville, named for General Lincoln. The name Duck Trap applies to the area along the coast near Duck Trap Stream.

Their public meetings were held in private residences or school houses until the erection of

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the town house in 1820 by George Ulmer at a cost of \$450. This building was used for all town meetings and open to all religious denominations as a place of public worship.

In 1820 Samuel A. Whitney, formerly of Concord, Massachusetts, and then living in Castine, Maine, purchased the home of Philip Ulmer and a large tract of land in Lincolnville, the greater part of it along Duck Trap Stream.

Here he entered upon a varied and extensive business, employed a great number of workmen, built twelve or fourteen buildings, store and mills of various descriptions, ships and vessels of all sizes

and capacity. He had his hay screwed [pressed], bricks made and lime burned on his own land with which to freight his vessels. He built a bridge and dam across Duck Trap Stream.

This stream was the outlet to a great part of his property and many, many times all was swept away by the swollen waters caused by heavy rains, melting snow in the woods and extra high tides. Thousands of dollars have been swept out to sea in the shape of timber and logs ready for the saw mills and sometimes the mills themselves. After he had done all within his power to save his property, when the waters subsided, he would rebuild and begin anew.

Samuel A. Whitney shipped a large quantity of timber, boards, staves and shingles to the West Indies besides being engaged in coastal trade.

The bridge across Duck Trap Stream was built about 1803 under a charter obtained from the state with the right to levy tolls. Although it was an enterprise of the greatest benefit to the surrounding country, to travellers and to the mails by shortening the distances from various points to and through Lincolnville by several miles, the tolls after awhile were thought onerous and many times required great firmness on the part of the proprietor to maintain his chartered rights.

Some of the boats built at Duck Trap by Samuel A. Whitney were a schooner *Mary Jane* in 1815, named for one of his daughters; a three-masted rigged ship *Samuel and John* in 1822; *Cashmere* in 1826 and *Mount Moriah* in 1832, which was lost in 1845.

John Wilson came direct from England in the early 1800's. He married Mary Ulmer, daughter of George Ulmer, and settled on the east side of Duck Trap Stream. He did a large business in the mercantile line and shipbuilding. For a number of years he was a sharp competitor with Samuel A. Whitney, who was in the same kind of business on the opposite side of the Trap. For a number of years Wilson and Whitney were the only traders in town of any note.

John Wilson broke down in business and went to Ohio, leaving his family in Lincolnville. Later he came back, poor and penniless, riding all the way on horseback. He was not discouraged. He cleared more land, built a new house which was later occupied by Samuel B. Coleman.

On September 12, 1808, the town appointed a committee of John Wilson, Samuel A. Whitney and Abner Heal to draft a petition to the President of the United States to suspend the embargo either wholly or partially as it was a great hardship on them as they depended on lumber, fishing and navigation for support. This petition brought no result and in February 1809 another committee of seven men: Samuel A. Whitney, Philip Ulmer, Abner Milliken, Hezekiah French, Daniel Decrow, William Kidder and Westbrook Knight was appointed to draft another petition and also resolves, expressive of the sentiment of the people in relation to the unpleasant situation in the county. Both petition and resolves reported were expressed in rather harsh language against the general government.

The old deeds refer to a card mill, a saw mill and a flour mill on the east side of the stream at various times, but these were destroyed by the extra high waters. The flour mill was moved to the west side of the stream. After the grain was ground, using water power, it was bolted through silk and considered at that time to be the best in the state. The mill not only ground grain from the local farms but people came from as far as Morrill to have their grain ground. [One of the old mill stones is my door step.]

The property passed from Samuel A. Whitney to David Howe, whose mother was Sarah Whitney, and to Robert Davis, who married Abigail Whitney Howe. In 1869 Robert Davis sold his interest in the business to William L. Howe, son of David Howe. The business included the saw mill, lime kiln, store and shipping along the coast, known as "coasting".

In their business some of the logs were floated down stream, but most of them were hauled by

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oxen and horses to the banks above the mill pond and rolled into the water.

Those logs of spruce, pine and fir were sawed into barrel staves and barrel heads to be assembled at the cooper shops nearer the road. The hoops for these casks were of either grey birch or maple.

The casks were used for lime which was burned in the kiln across the road. The lime came from a quarry near Coleman Pond by means of a horse railroad. The rails were of wood faced with flat iron. This did not prove successful and the lime rock was hauled from other quarries in other parts of the town.

They also shipped casks to Rockland, as many as 1500 at a time, to supply lime kilns. They did not have enough to supply the demand and bought casks from other mills and received two cents per barrel for handling.

In the winter, ice was cut from the mill pond, some was shipped and some was stored for local use.

There were wharves along the west side of the 'Trap', so-called, where vessels loaded kiln wood which was rolled down the bank.

On the point of land that made the small harbor was the hayshed that stored the pressed hay until it was shipped.

Up from the 'Trap' a short distance stood the old red brick building that was used as a general store on the first floor, and as a hall on the second floor. The old store books were typical of the times as nearly every order contained, besides the groceries, a gallon of molasses and a gallon of rum.

Next to the store was the Corn Store on which was a windmill that was used to grind corn and some other grains.

David Howe died in 1892 and William Howe carried on the business until his death due to an accident in the mill in 1905.

The closing of the mill was a great loss to many families in the town. A remark frequently heard was: "I never needed a few dollars but I could cut a load of hoop poles and exchange them for supplies and money."

Now Duck Trap is a summer resort and few people realize there was ever any industry on the stream.

**By Elizabeth H. Griffin**

At the top of Page 20 is a half-page photo of the Mill at Duck Trap.

~ ~ ~ ~ ~

~ Pages 21, 22 and 23. ~

Top of page 21 is a photo of old road and bridge at Duck Trap

Bottom left of page is an Advertisement.

Top of page 23 - Two Duck Trap photos.

Bottom right of page 23 - Advertisement.

***Bridge, January 24, 1816 ~***  
**House Documents, No. 5883.**

I Philip Ulmer of Lawful age testify and say, that I was a Representative of the town of Lincolnville in the Legislature of the Commonwealth of Massachusetts in the Year 1807 That in the summer session of that Year An Agent of the Proprietors of Ducktrap bridge made application for a Grant of Land to assist them to rebuild said Bridge that had been carried away ~ The Honble Senate passed a Resolve granting the Request and the Petition and Resolve were sent to the House of Representatives for their Concurrence. ~ But the house Non-concurred ~ The next Session to wit Jany. 1808 the said agent applied to me informed me that the papers relating to said Petition were on

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the files of the house and requested me to obtain them, lay them before the house and use my best endeavors to obtain the prayer of said Petition ~ promising me that if I would use my influence and the prayer of the petition should be granted That the Town of Lincolnville should be considered in their tole ~ I obtained the papers laid them before the house and used my endeavors to obtain their request. The Honble house took the petition into consideration and Granted the Proprietors one fourth of a Township of Land, But the said Proprietors refused to consider the town any Thing in their tole altho' often requested.

Philip Ulmer

Hancock ss, January 24th, 1816.

Then the within named Philip Ulmer Parsonally appeared & made Oath to Within Deposition by him Subscribed.

Before me, David Allen, Justice of Peace.

**Bridge 1-30-1816, House Documents, No. 5883.**

The Inhabitants of the Town of Lincolnville in support of their petition beg leave to observe that it has please Providence abundantly to supply the aforesaid stream of Ducktrap & the adjacent shores with fish, at the most destitute season of the Year, a very important sources of sustinance to your petitioners; and that to avail themselves of this bountiful store of Nature, they are obliged frequently to pass and repass the bridge & thus to pay a heavy tax, or relinquish the privilege so happily put within their reach.

So peculiarly situated is the aforesaid bridge in relation to a vast majority of the Inhabitants of Lincolnville that little of their Common and Ordinary business can be transacted without being subjected to very heavy transit duty as the Blacksmiths shop, two large double saw mills ~ weavers, Retailers, Tavern and Post Office are on the side of the stream with a small minority of the aforesaid Inhabitants. ~ The ambiguity existing the present law as respects exemptions is continually misleading the good citizens of the Town; And persons in several instances have been compelled to pay toll going to and returning from Publick Workshop on the Lord's day contrary to Law.

Your Petitioners ignorant of the alteration which was effected in the clause of the Statue respecting exemption have passed as heretofore, unaware of their liability, until very lately have been called upon for payment, and numerous suits have been commenced against them; and thus have they been exposed to vexations, prosecutions and bills of cost, as the burden of proof devolves upon them to bring themselves with the exemptions. ~ That it would be good policy to grant the prayer of your Petitioners they are induced to believe must be extremely evident, and that it would be no injustice to the Proprietors they also think must be equally apparent. "By the Act of Incorporation" every person passing with his horse or carriage to or from publick worship on the Lord's day, or with his horse, team or cattle to or from his common labor on his farm, or to or from any grist mill or on the Common or ordinary business of his family. Concern or from any person or persons passing on military duty or in going to or returning from School or Town meetings" which exemptions your Petitions humbly conceiive did extend to nearly all the occasions which the said Inhabitants had to pass said Bridge ~ And here your Petitioners would respectfully represent that on the 27th day of February A D 1811 the Legislature from mis-information on the operator of the original exemptions made an alteration in the law on the subject, so that the exemption from toll was limited in its extent" to persons who follow mechanical employment in the village contiguous to said bridge" ~ An Agent was privately sent by the proprietors of said bridge to the honorable Legislature to procure such an alteration clause in the Charter operated very injuriously to them, from the uncertainty attending its interpretation.

Thus under the specious pretext of removing equivocally the doubt by misrepresentation, in an exparte hearing, and without any order of notice an alteration on the subject of exemptions was effected which operates very severely, and as they believe very unjustly upon your memorialists, which they are confident would never have been obtained if they had been apprised by the usual order of notice of the intended attempt of the proprietors, or had had any opportunity to offer some of those reasons in objection which so abundantly exist ~ This topic your petitioners humbly conceiive furnishes one equitable and just ground in support of their present request. ~

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The next consideration which may claim the Attention of the General Court in weighing the justice of the claim of your petitioners is found in the increased difficulties which since the petitioners is found in the increased difficulties which since the creation of the bridge have been thrown in the way of those who were used to ford the Stream.

The Subscribers beg leave to represent that previously to the building of said bridge they could pass over the stream with ease and expedition nearly two thirds of the time, to wit until about two hours before high water, and after the tide had fallen two hours the bottom of the stream being a good and firm gravel and the water in the absence of the tide in the Summer season not being more than a foot in depth ~ But that since the building of said bridge the avenue to the stream is so closed by fences that the Inhabitants have no other alternative than that of passing the bridge.

Again, At the time when an Agent of the Proprietors made an application for Legislatiive aid & publick assistance, he Solemnly promised and agreed with the Representative of the Town of Lincolnville in General Court that if he would assist the said Agent and use his influence to obtain a grant of Land for the Proprietors according to their request as will hereafter appear, that “the Inhabitants of the Town of Lincolnville **should be considered in their toll**”, meaning thereby as the aforesaid Representative fully believed and understood That the Inhabitants of said Town should thereafterwards be exempted from the payment of toll in passing said bridge, or that the amount demandable should be reduced to a mere trifle.

And your petitioners would further represent that the Representative aforesaid fully confiding in the promise of the aforesaid agent did exert and use his influence towards the procurement of the grant contemplated with a view to the benefit of the aforesaid town of Lincolnville his constitutents. But notwithstanding the promise & agreement aforesaid the said Agent in the Clandestine manner heretofore exposed did procure the enactment which restricted the said Inhabitants still more than they were before, which your petitioners consider a violation of good faith ~ Considering the promise of the Agent here alluded to as obligatory upon the Proprietors and made as it was to the Representative of the aforesaid Town, and the said Representative having given the consideration required they believe that the Honourable General Court will conside with them in Opinion.

Lastly. The said Bridge measure in length the abutments and corseway only 415 feet the longest Post is 31 feet in length and the whole cost as appears from the Records of Incorporation amounted by to \$2143.30 that from the 1st October A D 1804 to the 11th day of April A D 1807 the neat income arising from the toll of said bridge was \$803.33 ~ The rebuilding of said bridge cost the sum of \$1605.53 and from the 1st day of October 1808 to the 1st day of October 1815 it has been rented for the sum of \$1890 and for the year ensuing that is to say the 1st day of December 1816 it is rented for \$295 making the agragate amount of \$2185 a sum considerably larger than the reconstruction required.

It has been already observed that on the 11th day of April 1807 said bridge was swept away. This disaster was occasioned partly by the mill dam situate about fifteen or twenty rods above the bridge aforesaid breaking down; But principally by the Inprudence of the Proprietors thereof in constructing a boom of masts on the upperside of the bridge with a view of securing. Timber, Boards & the pressure produced by these united forces carried away and mostly destroyed the posts ~ At the January Session of the General Court A D 1808 An Agent of the proprietors alluded to on their behalf the better to entitle themselves to Publick Assistance stated the loss by the demolition of the bridge in exagerated colours, imploring the aid of Government to relieve the severe misfortune, and made an application for a Grant of Land ~ And the General Court perhaps from coloured representations certainly from a very generous liberality granted to one fourth of a Township of Land ~ And your Petitioners humbly conceive that this Land was sufficient in value to build and keep **perpetually** said bridge in repair.

Commonwealth of Massachusetts. ~

In the House of Representatives January 30th 1816. Read & committed with the Papers accompanying the same to the committee on Bridges, Canals, &c to consider & report. ~ Set up for



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concurrence.

Thomas Greenleaf Speaker Pro: Tem:

In Senate Jany 31, 1816. Read & concurred. John Phillips Presidt. In Senate June 5 1816  
Read & committed to the Committee on Turnpikes sent down for concurrence.

**Bridge 2-3-1816, House Documents, No. 5883.**

The Committee of both Houses, appointed to consider applications for Turnpikes Bridges and  
Canals on the Petition of John Wilson and others report the following Order, which is submitted.  
Joshua Gage Per Order.

Commonwealth of Massachusetts.

On the Petition of John Wilson and others praying that they may be relieved from certain  
restrictions in the Act incorporating the Toll Bridge over Ducktrap Stream within the Town of  
Lincolnville.

Ordered, That the Petitioners cause an attested Copy of their Petition, with this Order thereon,  
to be published in the Columbian Centenel printed in Boston, three weeks successively, the last  
publication to be thirty days, at least, before the second Wednesday of the first session of the next  
General Court, that all persons interested, may then appear, and shew cause, [if any they have] why  
the prayer of said Petition should not be granted.

In Senate Feb. 3. 1816, Read & accepted, sent down for concurrence, John Philips Presidt. In  
the House of Representatives, February 3d: 1816. Read & concurred, Thomas Greenleaf Speaker,  
Pro.tem.

**Bridge 6-5-1816, House Documents, No. 5883.**

To the Hon. the Senate & the Hon. the House of Representatives of the Commonwealth of  
Massachusetts in General Court assembled Jany Session A. D. 1816 ~

The Subscribers, Inhabitants of the Town of Lincolnville in the County of Hancock &  
Commonwealth aforesaid, beg leave respectfully to represent, That on the 24 day of June A. D. 1802  
George Ulmer & his associates were authorised by an act of that date to build a Toll Bridge over  
Ducktrap Stream within the aforesaid Lincolnville; that on the 18th day of June A. D. 1804 the  
building of the Bridge contemplated in the charter of Incorporation was commenced, and was on the  
first of the subsequent Oct. completed. Your petitioners satified from the hardships which they have  
heretofore experienced, that an exemption of the Town's people in passing sd Bridge would be of  
great utility, & violate no principle of justice or equity, are induced to ask of your honorable body  
such an exemption to be established by Law they herewith present a paper with accompanying  
affadivits & documents fully setting forth the reasons which have induced them to make this  
application, & which they humbly conceive fully entitled them to the thing requested. From the  
voluminous nature of the aforesaid reasons & documents they have not thought it proper to embody  
them in this Petition; but reserve them to lay before such Committee as your Hon. Body may see fit to  
commission upon this subject ~ as in duty bound shall every pray ~

John Wade  
Aaron Griffin  
Peleg Pendleton  
Rena Knight  
John Studly Jr.  
Paul H. Stevens  
Abner Knight  
Robert McGilvery  
Charles Thomas

James Thomas  
Israel Miller  
Lewis Robbins  
Epm Miller  
David Ordway  
Jonathan Mariner  
James Mathers  
Isaac Wyman  
Adam Rogers

Nathan Knight 3rd  
Westbrook Knight  
Jonas Knight  
George White  
Joseph Thomas th2  
Amon Dales  
Charles Thom  
John Lamb  
Abner Milliken

Joseph Thomas  
Philip Thomas  
David Pottle  
Nathl Milliken  
Ephm Fletcher

Nathaniel Rogers  
Peleg Deerin  
Nathaniel Palmer  
John Wilson  
John Studley

John Morton  
Joseph Dean  
Ezekiel Calderwood  
Richard Martin  
Francis Fletcher

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|                   |                  |                  |
|-------------------|------------------|------------------|
| Abner Heal        | Sherebiah Dean   | James Calderwood |
| Charles Matthews  | Asa Smith        | Thadeus Green    |
| Isaac Mathews     | Hushai Thomas    | John Knight      |
| Abner Miliken Jur | Peter Heal       | Benjamin Lamb    |
| John Calderwood   | David Rearden    | Isaac Dunton     |
| Isaac Heal        | Timothy Dunton   | Samuel Deen      |
| Joseph Young      | Jacob S. Adams   | David Bussey     |
| Joshua Lamb       | Stephen Marriner | Daniel Brown     |
| Thomas Dean       | Richard Clay     | Saml Norton      |
| Charles Foster    | Stephen Young    | Thomas Mckiney   |
| Christopher Dales | Abiah Wadsworth  | Solomon Brooks   |
| Abijah Upham      | Abner Heal 2nd   |                  |

In Senate June 5. 1816, Read & with the paper accompanying Committed to the Committee on Turnpikes, Sent down for Concurrence, John Philips Presid.

House of Representatives June 5, 1816. Read and concurred, Timothy Bigelow, Speaker.

**Bridge 6-12-1816, House Documents, No. 5883.**

**Commonwealth of Massachusetts**

THE Committee of both Houses to whom was referred the Petition of John Wilson and others praying that the inhabitants of the **Town** of Lincolnville may be allowed to pass over Duck trap Bridge free of Toll had the same under consideration ~ and ask leave to Report ~ That the Petitioners have leave to withdraw their Petition. ~ Which is submitted, by order of the Committee.

Oliver Crosby Chairman. In Senate June 11. 1816, Read & Accepted, Oliver Crosby Chairman. In Senate June 11. 1816, Read & Accepted, Sent down for Concurrence, John Phillips Presid. House of Representatives June 12, 1816, Read & concurred, Timothy Bigelow Speaker.

*[These documents were recopied with mostly no change of the spelling and punctuation of the documents. ~ J. J. W.]*

~ ~ ~ ~ ~

~ Page 24 and 25 ~

Top one-third of the page 24: - Photo of Lincolnville Beach, with wooden sidewalks.

Bottom left-hand side of the page 24: - Advertisement.

Top one-third of page 25 - 2 photos of Lincolnville Beach, with wooden sidewalks, one with man and two small children on wooden sidewalk.

**Lincolnville Beach ~**  
**A Personal Tribute**

No history, this, but when a man leaves the place of his birth, heads north in his wagon, and becomes the first to build a homestead in one corner of Maine's coastal wilderness, he and those who later joined him there deserve at least a nod in their direction from posterity. Hezekiah French, my

great-great-grandfather, left Billerica, Massachusetts, in 1799 and settled his young wife Eunice on a height of land now the property of descendant Colin Coombs, no doubt following on the last leg of his journey a road which had been completed only two years earlier from Thomaston to "Little Ducktrap".

His original tract of land was on considerable acreage, encompassing shore property north to Frohock Stream, south to the far wall of the Beach cemetery ~ a section later deeded to the town ~ and in depth to include all of Sleepy Hollow and the mountain nearby. It is reported that a man named Thayer, who apparently lived elsewhere, had claimed all of that area but defaulted in payment. After

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Hezekiah obtained title to the land, it then became known as French's Beach. At the town's incorporation in 1802, Hezekiah was elected its first treasurer, and when he died in 1843, there were eight surviving children to receive his estate. In 1864 a granddaughter, Elenora French, was to be the young victim in the Maiden Cliff tragedy, as evidence by the cross placed there overlooking Megunticook Lake.

Fearing attacks from the British at Castine, the earliest settlers that moved this way sought shelter behind the hills, thus populating the Center area first. In 1790 Canaan and Duck Trap plantations reported a census of 278 people, but the turn of the century saw a steady growth at the Beach, with names like Rogers, Decrow, Brooks, Turner and Studley among the earliest identified with this area. Other families bore the more familiar labels of Frohock, Gushee, Drinkwater, and Pendleton as well as Coombs, Hahn, Richards, and Collemer. In 1820 the number of inhabitants, including those in the Beach colony, had grown to 1223; and by 1850 the census reported a total population of 2174, a figure never exceeded.

"Mahagantegwit", meaning "rough coast", was the Indian name for Lincolnville Beach, the spelling differing slightly from another version, "Magwintegwok", or "choppy seas". But despite the hazards suggested here, fishing joined farming and cutting of timber as the earliest occupations. Nor were matters of education and religion neglected despite a frontier way of life. In 1802, \$120 was voted for educational purposes, with money raised the next year for three schools. By 1845 there were eighteen schools, one of which by then must have been the present structure at the Beach. In 1876, \$150 was voted for high school expenses, the sum to be divided between the Center and its neighboring coastal community. After 1904 students wishing a secondary education attended schools outside of town on a tuition basis. As for religious needs, Lincolnville was divided as early as 1803 into two districts for public worship, the Union [Bayshore] Church was built in 1835. It is known that itinerant and other visiting ministers served the area in earliest days.

Before the middle of the Nineteenth Century the Beach was a thriving community despite more varied industry at the Center and DuckTrap, with shops, several general stores, and at least one lime kiln in operation. But it was ship trade and shipbuilding for which the village became best known. Large vessels slipped down the ways, and cargoes such as lumber, ice, pressed hay, and barrels were carried to foreign ports and down the Eastern seaboard by captains native to the area who were recognized masters of their trade.

Stories abound, of course, of the great seafaring days. One of these featured the sad tale of a young captain who returned with a bride from the Orient. Unfortunately she was rejected by his family and had to spend many lonely months aboard their ship anchored off shore. In another incident the first mate on a four-master heading south in the bay disobeyed orders by his captain, with whom he had just quarreled, and beached the vessel on the rocks with all sails set.

With the advent of the automobile this community, like other places of equal beauty, has lost some of its identity so long preserved through isolation and self-sufficiency. One family, arriving many years ago from out-of-state for a seashore vacation, asked their startled landlord, "Where are the bears?" An old-timer hearing this story last summer for the first time and noting the horde of strangers on the beach, commented, "Right here, only they-re the two-legged kind."

But I know why they come, They love it, too.

**By Shirley C. Brawn**

[In addition to family records, sources consulted in preparation of this article include *Locke's History of Camden, 1605-1859*; *Miller's Historical Sketch of Lincolnville, 1879*; *Mitchell's 1907 Town Register*; and *Robinson's History of Camden and Rockport, 1907*. Also a notebook of historic materials lent by David A. Nichols and partially authored by him. I also wish to thank Colin Coombs, Elizabeth Griffin, and Mr. & Mrs. Jenness Keller for information used in this work. **SCB**]

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Top one-half of page - Photo with caption:  
***ELLIS E. FREEMAN & THE LINCOLNVILLE STAGE COACH ~***

***E. C. FREEMAN & SON,  
Livery, Feed and Stage Stable***  
Accommodation connects with B. & B. S. S. Co's  
Boats at Camden twice a day  
*Public Telephone*

Ellis Colburn Freeman was born in Camden, February 22, 1840, and died in Lincolnville, September 19, 1912, age 72.

He enlisted twice in the U. S. Army during the Civil War, serving in the infantry. It was reported that he served as a guard at the execution of the accomplices in the assassination of President Lincoln.

Following the war he married Julia A. Glover of Camden, settled in Lincolnville and operated a livery feed and stage stable. He retired from the business in 1909. These buildings are no longer standing as they were lost by fire in January 1918.

The Freeman's three children were Stanton H., Celia M., and Lucy G. Freeman. Of these three, Lucy will be remembered by many in this area as she spent her entire life in Lincolnville and Camden.

Mr. Freeman drove the stagecoach for many years from Lincolnville Beach to Northport, Belfast and return daily, with passengers and mail. The outstanding kindness of his personality was shown during these years by his many acts of kindness and favors done for people.

At Mr. Freeman's funeral, the Rev. Jones of St. Thomas' Episcopal Church, Camden, spoke fitting words when he stated that some people are remembered for their deeds ~ others are remembered for their many kindnesses to other people, and that is how Mr. Freeman would be remembered.

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~ Page 27 ~

Top one-half of page - Photo of Freeman & Son Stage' Stable  
with men in top hats and horses in front of the building.  
Bottom half of the page - Advertisements.

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~ Page 28 ~

Top one-third of page, Photo with caption:  
**"AUSTIN MARRINER'S AND RICHARD LERMOND'S COOPER SHOP" ~**

***Blacksmith & Cooper Shops***

What our elders told us when we were young we presume was true. Things I saw and did in the early 1900's I know is true, so I will start at the age of 5 yrs., that's 65 years ago. In order to account for so many cooper shops in Lincolnville, there had to be a good reason. The oldest, of course, would be Coleman Town, or Coleman Kilns, where limerock was quarried and burned in the

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kilns there. It was quite a settlement during the lime operation there, around 15 or 20 homes at one time at the peak of its operation.

Located at the west end of Coleman Pond, on what is known as the Old Sand Hill Road, starting what is known today as Dead Man's Curve on Route 52, the north end. The south end, at the residence now known as the Donald Heal Res. This was an old county road, leading to Belmont over Stevens Mountain. The Sand Hill being a difficult road because of the upgrade to haul heavy loads and the swamp at the base, no doubt, was the reason for the building of the horse-drawn railroad on the north shore of Coleman Pond to what was called Slab City, a spot more suitable for preparing the lime for shipping to Lincolnville Beach, where it was shipped by boat.

The Herbert McCobb cooper shop in the "Centre" is still present, but modernized; the Sydney Fletcher Martin shop, located on Wentworth Road, also still stands today; Josiah Miller shop at Miller's Corner was moved nearer the house, to be used as a woodshed; Cyrus Young, near the Belmont line, operated a shop also, and the shop is still in the original condition....

Captain William Dickey's wedge and trunnel mill, was also located near the Belmont line... His products were used for launching boats.

Austin Marriner made barrels for the lime industry and apple barrels; his shop was also located in Millertown. His son-in-law, Richard Lermond, also owned and used the shop. This shop is shown in the picture [shown above in original book] and was torn down within the last few years.

The Hollis Dean cooper shop stands today, upper Route 52; Alonzo Richards' shop, near the Northport end of town; Frank Toiwers also in that area had a shoip in his house. Marshall Cilley, made barrels and shod horses; Richards, Towers, and Cilley's buildings now no longer stand.

Slab City, Milton Young, combination cooper shop and blacksmith shop, and wheelwright [wagon maker]....

Tyleston Brown shaved hoops for the barrel makers.... James Thomas on Levenseller Pond Road, had a cooper shop which still remains today; next to him was Charles Moody's cooper shop, which fell down long ago.

Farmers went out and got ash, maple, and grey birch wood to cut hoop poles. These farmers earned extra money in the winter time to help pay taxes by shaving hoops to sell to the barrel makers [coopers].

LaForest Rankin, Frank Rankin, Lucius Russ, and Milton Young were all talented wheelwrights, also making horse sleds and sleighs....

Also at Miller's corner was the John Dean Stonecutters shed, made gravestones, that was in operation in the late 1880's.

Most of the cooper shops have been neglected over the years and either fell down or were torn down.... many were made into homes by adding additions and enlarging them.

Some of the homes that originated from cooper shops, are, the residences of Gerald Spearin, Andrew Heal's place [Calderwood], and Herbert Duffell.

Eugene Lamb's shop still stands at the head of Rankins' Hill.

These industries at one time meant a livelihood for a great number of the people in this area.

**By Frederick Gray**

~ ~ ~ ~ ~

~ Page 29 ~

Top one-third of the page - Enlarged copy of a postcard:

C'TRE LINCOLNVILLE ME, 2

Caption: **"GETTING READY TO GO TO TOWN"** ~

Bottom right of Page 29: Advertisement.

***Some Locations of Lime Kilns ~***

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On Church land, owned by Waldo Moody, across from Mabel Alley, remains of a partly dismantled kiln, stones used to make stone wall separating said land and that now owned by "Swiss" Hardy, burned stone and lime slag is to be found there today.

At the head of the old road leading eastward from *Dean & Eugley's* Garage, past Lacombe Homestead, and across small building erected by Paul Jacobi in early 1930's. About 12 feet high, in good state of preservation, except that flue is filled. Slag is present.

On road leading through land owned by, and on land owned by Harriet Mahoney, maybe 500 feet past Lily Pond is a fair example of a lime kiln ... flue filled and fire-pit still showing.

On Fernald's Neck, taking road right in front of house owned by Miss Elizabeth Harkness; on shores of lake, one or two kilns remain. I've seen them, but not explored said.

Close beside road between McCobb house and Milliken saw-mill site; filled in now, buried or completely dismantled. Said by J. "Russ" Heal to have been two kilns active in his youth.

On land owned by Kenneth Calderwood, by stream west of house and barn, are one or two neglected kilns, to be proven and explored.

Across from house now lived in by Mr. and Mrs. Fred'k Milliken. On land owned by same, remains of a single big kiln, said to have been worked in time of Fred's father.

Youngtown. On land owned [I think] by Bernard Young, beside house owned by Mr. Packard. A large one to be clearly seen from road-side. Has been examined by many people.

Frances Cilley owns land upon which were several kilns, said to have been operated by the Norton family. Quarries also are close by.

**By Lesley Hall.**

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~ Page 30 and 31 ~

Top one-half of page 30 - 3 photos of Lincolnville Centre.

Top one-third of page 31: - **KNIGHT'S STORE ~ 1915 -1935...**

**N. D. ROSS STORE AND POST OFFICE ~**

Lower right quarter-page - Advertisement

*Some Old Times ~*

When I came to town back in the early 1930's, there was a remnant of those old people who lived through the times we're now trying to picture. "Perc" Wellman's shooting the ghost from under its sheet in Millertown Cemetery came later on. But men like Herb Harvel were leaving us in the thirties.

Herb had gone to sea as a young man, and had observed much of the West as a railroad bridge hand. I met him while serving in Fred Hardy's road construction crew. Herb made ship models, and showed me one in his camp beside Coleman Pond. It had bow ports. "They were for loading the hull full of long logs," he said. "I put to sea on one as a boy, when we brought masts from Virginia to the Bean Yard in Camden." It was hard work, working the logs into the ship's hold through a small opening, all dripping wet.

Another man who went to sea as a cabin boy, and sailed around Cape Horn in a "Cape Horn snorter" was Frank Fletcher. He lived alone, kept a daily log of the weather, and made faithful entries three times daily. He had a knack for telling stories and was well informed in what he told. "There's only one Captain," he would say, "and he didn't come by it because he was kicked there. He had to ship out as a cabin boy and work his way up to "bucko" mate. When he could box the compass or navigate by "dead reckoning" he began to think about trying out for Master. But Frank was content being an AB.

Dana Proctor was a tough old fellow. I've watched him pull his one-horse truck wagon into

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the village at sun-down, after a full day on the “Turnpike Road” into Camden and back. Only to cart a few trunks and suitcases to the Boston Boat wharf for people leaving town, and bring back a few things for folks who could have gotten them hours before by truck. But Dana kept at his business until his horse died. Dana told stories about his visits to the Western parts of our country when he was young; about the people who lived around him long ago... wish I could remember half of it! One story is still vivid in my mind: a lady ~ so believed ~ hired him to truck her a gross of T. D. pipes from Camden... “She’d blow a T. D. like you’s shoot a flintlock musket!” he observed.

I remember “Nat” Knight, uncle to Scott Knight, whose grocery store was well known. He went West, like so many other youths in those early days, and recalled his riding on a primitive train when it was stopped by Indians who had barricaded the tracks. He was too young to remember all that happened, but no fight ensued. He had traveled and worked in an institution for the insane ~ “and I’m not the only squirrel who knows a nut when it sees one!” he’d remark with a wink.

Adelaide Mahoney’s husband was, according to her, one of those 49ers who sailed around the Horn to the mining fields of California for gold. She never did tell how much he dug up. She was past 90 when I met her, and she tried fathfully to remain the teenager she was once. Her house was a huge affair among others in her Main Street area, and she cleaned every room in it once a week ~ “Whether it needed it or not!” She got out of bed “at a good season, and pattered around,” according to one reliable source.

Who doesn’t remember Miller Ross? ~ He ran the grocery store, his father, Nathan Ross, established long ago. Miller remembered the Sears Roebuck truck he used to drive around the countryside delivering orderrs for his father. Nobody had every stumped Miller at arithmetic; once he was said to given the answer to a Camden High School problem in higher mathematics before it was explained to him. “Nothing to it,” he supposedly replied; “I simply do the problem in my mind while talking to you.”

‘Lil Mahoney Fletcher told me a few ditties; too bad I didn’t make notes of such things. “Once a well known citizen passed a \$5 bill to the contribution box in church and took back four ones.” It was the little things she remembered... “Lots of giggles once, in the same church, when a little girl thrust her paw toward the contribution box and cried out, “I got a half dollar, Grammie! How much did you get?” “Twasn’t nothing to see fellas like Gene Lamb ride into town in a shiny new buggy he had built himself, he was a wheelwright, you know.” Or, and this was a secret from her past, “some lots up in the cemetery have two young-uns buried one on top of another. Poor families; lots full, and no money to buy more ground, and no stone markers to tattle about it.”

My grandmother on my mother’s side resulted from a Sylvester-Dean marriage, and the things she remembered! “A woman who made it a habit of showing her ankle in public was a Hoister!” Suppose she did it accidentally? “Huh, didn’t matter whether it was a slip-up or not, she got attention from the men, you could watch their necks stretch two inches at a time! “ I didn’t try very hard to record what she said, but even that might cause some of us to reflect.... Expressions? “Why, he was so blasted thin he had to stand up twice to see his shadow,” was simply her way of expressing thin people. “Why, she was a devil on wheels!?” This last could mean most anything, “He looks like the Old Harry!” was a slam at any time....

**By Lesley Hall**

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~ Page 32 ~

One-half page Photo of *CHARLES DEARBORN* ~ In his store.  
Lower left photo - *DEARBORN STORE ~ 1895-1935...*  
Lower right - Advertisement.

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~ Page 33 ~

Upper page ~ Post office at Lincolnville Beach.  
Center page - Caption: **RURAL CARRIER ~ Roy Hurd,  
Warren Pitcher ~ Ralph Richards**

Lower left page ~ **ELIZABETH GUSHEE KELLER**  
Lower right page ~ **THOMAS EDWARD GUSHEE ~**

Center right-hand page:

**Postmasters since 1795 ~**

Joseph Adams, Jan. 1 1795  
Joshua Adams, July 1, 1795  
Benj Carver, July 1, 1796  
Geo. Ulmer, Jan. 1, 1796  
Thos. Phillips, Dece. 14, 1818  
Samuel Denny Reed, May 9, 1820  
Albert Reed, Feb. 19, 1828  
Samuel Norton, April 17 1828  
Albert Reed, Dec. 27, 1832  
Jacob Tucker, June 8, 1849  
James Perry, April 24, 1851  
Albert Reed, April 6, 1853  
John C. Perry, Sept. 2, 1854  
Wm Duncan, Oct. 19, 1857  
R. Benson Sherman, May 31, 1861  
Robert W. Perry, Sept. 15, 1885  
  
Rufus B. Sherman, Dec. 20, 1890  
Robert Perry, Nov. 12, 1894  
Thomas E. Gushee, Jan. 8, 1898 ~ Oct. 18, 1914

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~ Pages 34, 35, and 36 ~

Top one-half of page 34: **THE "LIZZIE" AT LINCOLNVILLE BEACH ~**  
Bottom left of page 34: Advertisement.  
Top one-half of page 35: **SAILING ON THE "VOLANTE" ~**  
Top of page 36: Photo of a sailing ship.  
Bottom right of page 36: Pictures of Brick building with Wagon wheels.

**Lincolnville Ships ~**

*THE TOWN REGISTER*, compiled for a 1907 printing, states that Samuel Whitney, Esq., built the first ship at Duck Trap in 1825; a three-master square-rigger, named *Samuel & John*. Vol. 5 of *Merchant Sail*, and Lincoln Colcord's *Compilation* prove this to be only a part of it ALL. From the settlement's earliest launchings down to 1801, some 20 were supposed to have slid down the ways. But authentic records of only four were available; and today Searsport's Historical Society sends me names of three earlier launchings. We still are searching for that FIRST one...



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1792, a sloop, *Friendship*, over 83 tons, 68 feet long, built for an Islesboro/Boston team; another sloop, *Industry*, over 90 tons, 67 1/2 feet long, built for Yarmouth people... 1793, a schooner named *Catherine*, 85 tons and 68 feet long, built for John Horton of Boston, and had Lemuel Drinkwater as Capt. Next comes the only brigantine we have record of, *Covemere*, over 154 tons, 71 1/2 feet long, built for a Boston party. 1794, another *Industry*, a 47 ton schooner, built for and owned by Leonard Dunn; *Lively*, a schooner of 29 tons and owned by Nathnaiel Pendleton. 1801, a ship of 250 tons, named *Joseph & Phebe*. This 89 footer was built by Joseph and Ebenezer Perkins of Castine, with David Dunbar as skipper. Now we come to Samuel Whitney ~ MAYBE.

Sam'l married Ruth Perkins, and both families owned ships and were in the merchant business. Sam'l Whitney Sr. owned ships and were in the merchant business. Sam'l Whitney Sr. owned large tracts of timber land in Orland, and the famous ship *Hiram*, which was captured and recaptured by the French while Samuel Jr. was Captain of her. Young Samuel, seeking the shipping trade as his own way of life, moved to Lincolnville and set up his own shipyard at Duck Trap prior to 1810, though records figure him as building the *Samuel & John* in 1822.... So, we have nine vessels between this last-named and that which *The Town Register* mentioned as first...

1812, and a wide gap here. *Vensus*, a 124 ton, 87 foot long brig, built for Charles K. Tilden, with James Holmes as Captain. 1814, a schooner, *Commodore Perry*, 121 tons, 78 feet long, built for Michael and John Howard with Jonathan Pressey, all of Deer Isle. This was Samuel Whitney's FIRST vessel, not a ship, but a schooner, and with a hired captain named Atherton W. Rogers. 1816, schooner *Olive*, was 112 tons and 75 feet in length, owned by Andrew Rogers and other Lincolnville men, and skippered by Micajah Drinkwater. 1817, *Gov. Brooks* was built; a 94 ton, 73 footer in the schooner class. For and by Amos Sproul, Lemuel Kempton, both of Frankfort, and Capt. Timothy L. Couillard. 1818, two schooners, *Lenity*, 95 tons, 72 feet, owned by several persons, Ralph Wade and Adam Rogers of Lincolnville, with John Gilkey and Elisha Ames of Islesboro. Captain John Decrow was Master. *Dolphin* was only 26 tons, 41 feet, owned by Benjamin Lane and James Ginn of Vinalhaven. 1819, *Jane* was another schooner, 100 tons, 74 feet. Amos Rogers of Lincolnville and Philip Gilkey of

Islesboro were listed owners. 1821, *William* was a 48 ton, 54 foot, schooner, seemingly built by and for Peleg Decrow of the Trap.

HERE is 1822, and Samuel A. Whitney's *Samuel & John*, a ship of 207 tons and 86 feet long; a three master built by and owned by him, AND, in 1826, the full-rigger *Catherine*, a ship of 397 tons, 115 feet long, also built by and for Samuel A. Whitney. He now lived in Lincolnville with his wife and growing family, also taking active part in town affairs. He served as the town's third selectman at the same time. Later on, in 1819 he served again.

1827, the *Rachel & Lydia* was built, a 99 ton, 70 footer; a schooner for or by Allen Whitman of Boston. 1830, the much talked-about schooner, *Forest*, was built at the north end of Megunticook Lake, on the side of the mountain at a place called "Poverty Knoll", hauled over the ice to Camden and launched, by Jeremiah and Charles Wadsworth. It was in service for 44 years, and was wrecked on the ledges of Monhegan Island in 1874.

1832, Samuel A. Whitney built another, the schooner *Mount Moriah*, 139 tons, 83 feet, and reported lost in 1845. 1832, another schooner named *Jane* 92 tons, 69 feet, was launched. Josiah Lovett, a Beverley, Massachusetts man, is recorded as owner.

A couple of brigs were built. 1833, *Madrid*, 129 tons, 83 feet, John P. Whitney, owner; maybe a Norfolk, Virginia, member of the Castine Whitneys? *Bulah*, 129 tons, 79 feet, Sam'l Eels of Belfast.

Next a series of schooners. 1834, *William Wallace*, 100 tons, 71 feet, with George Drinkwater as Captain. 1836, *Mary Maria*, 113 tons, 75 feet, owned by Warren Conant of Lincolnville. 1838, *St. Lugar*, 67 tons, 63 feet, skippered by Josiah Stinson and/or Captain Oxton. 1842, *Eugene*, 107 tons, 79 feet, Ebenezer Colamore of Lincolnville owner. 1843, *Pizarro*, 139 tons, 83 feet, owned by or built by James Sherman of Lincolnville. 1843, *Martha Washington*, 128 tons, 85 feet, with Robert Patterson, 5th of Belfast as owner. 1844, *Mount Vernon*, 84 tons, 68 feet, with

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Eldridge Drinkwater as owner.

Nest come three brigs, 1845, *Florina*, 162 tons, 90 feet, credited to George Drinkwater of Lincolnville. 1846, *Annadale*, 177 tons, 91 feet, by and for Isaac Sherman of Islesboro. 1846, *Sidi Hamet*, 121 tons, 74 feet, recorded to Lemuel Crane of Camden.

1846, *Flying Arrow*, a schooner of 109 tons, 78 feet long, was built for Ebenezer Colamore of Lincolnville. 1846, *Prudence*, 101 tons, 78 feet, for Jacob Coombs of Lincolnville. 1847, *Lilly*, 121 tons, 79 feet. Rufus Benson of Camden seems to have had it built. 1847, *Gen. Taylor*, 93 tons, 72 feet, for H. B. Crane of Camden.

1848, *Julia Ford* was a brig of 184 tons, 95 feet long, She was built for a John Pendleton of Boston. It was well to note that after this date Duck Trap building records were placed, along with those of Camden and Rockport, in the same customs house, and some are lost. But we go on with what are at hand.

1849, a schooner, *C. H. Hale*, of 89 tons and 70 feet long. Records show Ephraim Perry as owner. 1851, a bark was built, *M. E. Trout*. She was a 253 ton, 107 footer, and credited to one Frank Ames of Lincolnville. Two brigs come next. 1852, *Wappoo*, 243 tons, 99 feet long, with Isaac Decrow mentioned. 1853, *Laura-Vena*, a 194 tons, 94 foot size, which was later renamed *Isadora*. Builder or owner not kown.

Now two really large ones were launched, the *Simoda*, recorded as a full-rigger of 650 tons, 144 feet long. Credited to Decrow and Knight, and later sold to an English firm. This was in 1854, and in 1855 the other was rigged. A big bark named *Almyra Coombs*, 360 tons and no length on record. Sailed to A. A. Coombs & Co. of Boston, Massachusetts and commanded by George Drinkwater as Captain. Also in 1855 the brig *Flying Eagle* was launched. A 275 tons, 100 footer, recorded ot Zetham J. H. French and sold to England to be renamed *Day Star*.

1855, Whitney was still a name of honor at the Trap. *N. Whitney*, a schooner of 95 tons, and no known length was built by or for H. Hall of Rockland, with a Capt. Snow at the helm. Lost in 1870.

1860, *Georgie* was a 167 tons, 87 foot, schooner built for party unknown, but sailed under Captain James Gilchrist of Belfast. She foundered in mid-Atlantic in 1874. 1862, two schooners were built. *Hattie Coombs*, 134 tons, 80 feet, for Jacob C. Coombs, as builder with Captain A. Brown at the wheel. *Mary Alice*, was 116 tons and 76 feet. Ephraim Perry of Lincolnville was her Captain.

1864, a big bark, named *Anne Welsh* slid down the ways, 575 tons and 134 feet long. Built for Welsh, Carver & Co. of New York. Another big bark named *Georgianna* was built during this time, but little data has been found about her. Record has it that she was captured by the Spanish off Cuba in 1862 or 1872??. vessel dismantled and Ducktrap crew, maybe, taken prisoners, for Lincolnville people protested to the President.

1856, schooner *Arthur Burton*, of 197 tons, 129 feet. All that is known about this vessel is that her captain was a Frohawk. 1866, *Florence N. Tower* was a schooner of 176 tons and 95 feet long, and she was skippered by Captain Ephraim Perry. She was later abandoned in mid-Atlantic and the crew saved by a German brig named *Henrick*, and taken to Hamburg.

1867, a medium brig was launched, *E. C. Carver*, of 279 tons and 103 feet long. a Nathaniel Sylvester is connected with her, as a Lincolnville man. No building data is found for these last known launchings; Schooner *Hutoka*, commanded by Captain Drinkwater, and lost with all hands on Peaked Hill Bar in 1855. *Warren*, another schooner, of 47 tons. Supposedly rebuilt in 1865 and renamed *Willie Perry*, and had a Perry as Captain.

An illustrious past, I'm sure, but it could prove more so had more records have been available, . but by researching with many assistants, such as Capt. Colcord, of Searsport records, we might not have had much for this entry...

**By Lesley Hall**

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Top half of page - George H. Jennings VI drawing of the ship  
hailed over the ice.

***Sixty Ton Schooner Hauled From  
Youngtown Five Miles To Salt Water***

Most of Lincolnville's ships were built at French's Beach or Duck Trap. Shipping between Camden and Boston and perhaps New York, was carried on with comparatively few boats in the early 1800's, and very often meant a wait of two or three weeks before Lincolnville shippers could get space for lumber and lime, and after the Turnpike was made a free road more lime kilns were built. With manufactured lime, coupled with lumber and shingles, it would not take long to load a vessel of the size used in those days.

One does not wonder that these inland farmers were determined to build a schooner to transport their product to market, even though they built her in Lincolnville and had a five-mile haul over the road to the water.

The schooner, 60 tons, and named *Forest* was built at Youngtown, on the side of the mountain at the residence of Gideon Young's on "Poverty Knoll". This schooner was then hauled to Camden in the winter of 1831-32.

The builders constructed a large shed the year before and planned to finish the vessel in the winter when there would be plenty of snow. Several from Lincolnville had worked in the shipyards in Camden and understood more or less about getting out ship timber.

Everything, including the oak planking was cut within a short distance of the "yard". It took longer for the construction of the vessel than would have been the case if it had been built in one of Camden's or Rockport's shipyards. The workers were largely farmers, who had duties at home and at no time did they have what they considered a full crew.

Shortly after the first of February 1832, everything was ready for the launching except the water, which was five miles away. They planned to step the masts and rig her after she was in the water at Camden. It may be imagined what some people said who saw the vessel in the big shed and heard the builders tell about rigging her later. Their talk probably sounded like this: ~ "You talk about rigging of her when you get her to the water. Remember she ain't thar yet, and that ain't the worst of it."

The fall of 1831 was mild, with very little frost, but the first of December saw the beginning of a severe winter which lasted into March of 1832, with plenty of snow and ice. It was the kind of weather needed to drag the schooner to Camden.

When the craft was ready to move they had six yoke of oxen hired. It was comparatively easy to get her down into the road and swing her around. It was almost as easy to get her down over the hill, where they swing her in the direction of Lake Megunticook.

At the foot of the hill, where the Dew Drop Inn was later located and somewhere in the late years former Sunset Cove area, there was an opening leading across a small beach to the lake. It was not an easy task to get her on the lake. That is as far as they got the first day.

The next morning they had the hardest part of the trip. It was getting the boat from the lake into the road near Molineaux Mills, or today's fish hatchery or Bog Bridge area. From there to Camden was not very difficult, though it took all day. At Camden they hauled her down Commercial street where they launched her at high tide the third day after leaving the Youngtown shipyard.

In Robinson's *History of Camden*, he speaks of the boat being hauled through the village and that "she loomed up like the Great Eastern".

***Rewritten from a newspaper clipping written by Frank H. Miller, by Jackie J. Watts.***

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Top half of page 38: Photo of burned Tranquility Grange with  
Caption: *Tranquility Grange Hall, built, burned, built again, burned again, third hall  
now stands. First Grange 'Farmer's Pride' off upper Route 52  
on Cilley's Road burned in 1901.*

*One of the Most Active Places In Town  
Tranquility Grange ~*

The Records of Annie Lermond, Lecturer read as follows: "Our Grange Hall was completed in the year 1907. Sylvester Phinney was the first Master to preside there in. We are organized tonight to celebrate our Grange 35th Anniversary. Our Grange was organized April 25, 1898. And given the name of Tranquility. It was organized at the Old Town House, with 27 Charter Members.

The officers were duly installed by Martin B. Hunt of Belmont, Master of Maine State Grange; Master, Austin Marriner; Overseer, Wm. O. Bragg; Lecturer, Myrabelle Miller Russ; Steward, John W. Miller; Asst. Stewart, Ivory Heald; Chaplain, Joel Maddocks; Treasurer, Israel H. Cross; Secretary, Grace A. Mahoney; Gate Keeper, John C. Dean; Ceres, Lennie Miller Bowers; Pomona, Gracie Miller Phillips; Flora, Annie Marriner Lermond; and L. A. Stewart, Hattie Hook Poland.

Other charter members were, Abbie A. Cross, Wales Elms, Hannah Elms, Jennie Miller, Wm. McKinney, Lena McKinney Rankin, George A. Mahoney, Winfield Young, Robert Hardy, Oscar Young, Alma Young, Carrie Young Hardy, Eva Dean and Joel Maddocks.

Masters of Tranquility Grange have been: Ausin Marriner, 1898, 1899, 1900; Wm. McKinney, 1901, 1902; David McCobb, 1903, 1904; Arnie E. Knight, 1905, 1906; Sylvester Phinney, 1907; Arno W. Knight, 1908; David McCobb, 1909,1910; Edwin Goodwin, 1911, 1912; J. S. Mullen, 1913; Edwin Goodwin, 1914; Lawrence C. Rankin, 1915, 1916; Edwin Goodwin, 1917, 1918; J. H. Peavey, 1919-1925, 7 years; Parker Young, 1926, 1927, 1928; George Hardy, 1929, 1930; Harold Dean, 1931; Allen Morton, 1932, 1933, 1934; Lelant Nickerson, 1935, 1936, 1937, 1938; Lynwood Cilley, 1939, 1940; Ivan Young, 1941, 1942, resigned March 4, 1942; Doris Nickerson, 1942 [first female Master of Tranquility Grange]; Chas. Faulkingham, 1943, 1944; Hazel Heal, 1945; .....

~ ~ ~ ~ ~

~ Page 39 ~

Two 5x7 Photos.

Top photo, captioned: **LADIES AND GENTS OF THE GRANGE ~**  
Bottom photo captioned: **FIRST GRANGE HALL ~**

~ ~ ~ ~ ~

~ Page 40 ~

Top left hand side: Photo with cast of play on stage of Tranquility Grange.  
Under the photo:

**OUT IN THE STREETS.**  
**CAST OF CHARACTORS.**

|                      |              |
|----------------------|--------------|
| Col. Wayne,          | D. P. McCobb |
| Solomon Davis,       | J. S. Mullin |
| Matt Davis,          | Arnie Knight |
| North Carolina Pete, | A. H. Miller |

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|                  |               |
|------------------|---------------|
| Dr. Medfield,    | A. W. Knight  |
| Mrs. Bradford,   | Alice Miller  |
| Mrs. Wayne,      | Myrabell Russ |
| Nina Wayne,      | Jennie McCobb |
| Minnie Bradford, | Carrie Miller |
| Policeman,       | L. S. Russ    |

Top right of Page 40:

**Come and Enjoy the**  
**GRAND BALL**  
**AT**  
**Tranquility Hall**  
**LINCOLNVILLE**  
**WED. EVE., MARCH 4, 1914**

---

**Gould Orchestra**

*Dr. Elmer F. Gould, Violin*

*Lloyd Young, Cornet*

*Donald Heald, Clariet*

*David Heal, Drums*

*Gertrude Knight, Piano*

---

**Floor Managers**

*C. D. Cross*

*R. J. Lermond*

~~~~~

Center right of page 40:

THE DRAMA,

"A Noble Outcast,"

Will be presented at [Clark's Hall written in]

[Ctr. Lincolnville Aug. 6th written in]

With the following Cast of Characters.

Col. Lee, a Southern banker	D. Heal
James Blackburn, Col. Lee's nephew	Arnie Knight
Jack Worthington	Dexter Norton
Jerry Weston, a tramp	J. S. Mullin
France, daughter of Col. Lee	May Norton
Mrs. Lee	J. F. Cudsworth
Sadie, true and faithful	Maude Brown

The Centre Lincolnville

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AMATEUR DRAMATIC CLUB

Will present the temperance drama,

THE LAST LOAF

CAST OF CHARACTERS.

Mark Ashton, a silversmith,	C. F. Merriam
Caleb Hanson, a baker,	J. H. Peavey
Harry Hanson, his son,	Dexter Norton
Dick Bustle, a journeyman baker,	Miller Ross
Tom Chubs, a butcher,	Arno Knight
Kate Ashton, Mark's wife,	Effie Grey
Lily Ashton, their daughter,	May Norton
Pattie Jones, a Yankee girl,	Estelle Moody

TICKETS TO DRAMA, - 15 cts
CHILDREN UNDER 10 yrs. 5 cts.

Refreshments will be served after the drama.

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Lower Left-hand corner: Advertisement

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~ Page 41 ~

Two 5x7 photos.

Top Photo captioned: **1889 LINCOLNVILLE CENTER SCHOOL CHILDREN ~**

Bottom photo captioned: **SCHOOL DAYS AND THE WAY WE DRESSED ~**

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~ Page 42 ~

Two 5x7 photos

Top photo captioned: **LINCOLNVILLE CENTER SCHOOL, 1911 ~**

Front row sitting, Flora Young, Eleanor McCobb, Marjorie Calderwood, Verna Mahoney,

Doris Heald, David Heald, Norma Young, Minnie Hall,

Second row: 1. Roger McCobb, 2. John McCobb, 3. ? Prentiss, 4. Kenneth Calderwood,

5. Willis Gerrish, 6. Lloyd Thomas.

Third row: 1. Benrice Leadbetter, 2. Phebe Wentworth, 3. Hester Calderwood, 4. Nettie Tiffany,

5. Ruth Knight, 6. Hazel Heald, 7. unknown, 8. Robert McCobb, 9. Ruth Price.

Fourth row: 1. Sadie Knight [teacher], 2. Beatrice Moody, 3. Gladys Thomas, 4. Helen McCobb, 5.

Louise Pendleton, 6. Maynard Meservey, 7. Alice Dickey, 8. Clayton McCobb, 9. Flora Elms, 10

Colby Moody.....

~~~~~

Bottom photo on page 42: captioned **LINCOLNVILLE CENTER SCHOOL, 1915 ~**

Front row, Unknown, Unknown, Marjorie Calderwood, Roger McCobb, Lloyd Thomas, John

McCobb, Willis Gerrish, Kenneth Calderwood.

Second row, Eleanor McCobb, Laura Pendleton, Verna Mahoney, Doris Heald, Flora Young, Norma

Young, unknown, unknown, Minnie Hall, Margaret Day.

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Back row, Robert McCobb, Bernice Mahoney, Phoebe Wadsworth, Ruth Knight, Hester Calderwood, Hazel Heald, Nettie Tiffany, unknown, teacher.

~ ~ ~ ~ ~

~ Page 43 ~

Page of 4 photos.

Top left captioned: **DEANTOWN SCHOOL ~**

[The school has an unknown teacher. I. M. M. believes that
the teacher is Jennie (Levenseller) Morse.]

Top right photo captioned: **MILLERTOWN SCHOOL 1911 ~**

Bottom left captioned: **YOUNGTOWN SCHOOLHOUSE ~**

Bottom right captioned: **YOUNGTOWN SCHOOLCHILDREN ~**

~ ~ ~ ~ ~

~ Page 44 ~

Page of 4 photos.

Top left captioned: **BEACH SCHOOL HOUSE ~**

Top right captioned: **BEACH SCHOOL 1904 ~**

Bottom left captioned: **DUCKTRAP SCHOOLHOUSE ~**

Center right captioned: **BEACH SCHOOL 1904 ~**

Bottom right ~ Advertisement

~ ~ ~ ~ ~

~ Page 45 ~

Page of 5 photos.

Top left captioned: **BEACH SCHOOL 1918 ~**

Top right captioned: **BEACH SCHOOL 1921 ~**

Center left captioned: **BEACH SCHOOL ~** Sitting on the wood pile.

Right center captioned: **BEACH SCHOOL, Nov. 29, 1924.**

Bottom photo captioned; **LINCOLNVILLE BEACH SCHOOL CHILDREN ~**

~ ~ ~ ~ ~

~ Page 46 ~

Page of two 5x7 photos of schoolchildren.

No caption under top photos.

Bottom photo captioned: **CHRISTMAS TIME AT YOUNGTOWN ~**

1. Joan Morse, 2. David Masalin, 3. Freddie Leadbetter, 4. Barbara Rolerson, 5. Olive Morse,
6. Patty Morse.

Second row: 1. Lavaughn [Vonnie] Wellman, 2. Winnie Carver, 3. Dennis Calderwood, 4. Joan
Masalin, 5. Kenneth Hardy, 6. Helen Morse.

Third row, 1. Roberta hardy, 2. Keith Landers, 3. Ralph Wellman, 4. Robert Porter, 5. Alice Wellman,
6. Jimmy Rolerson.

Fourth row, 1. Connie Porter, 2. Jimmy Carver, 3. Godfrey Thurlow, 4. Phyllis Porter, 5, Ruth
Thurlow, Santa Caluse [? Hardy], and Teacher, Dorothy (Young) Harding. 1939-40.

~ ~ ~ ~ ~

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~ Page 47 ~

Page of two 5x7 photos of schoolchildren.

Top photo captioned: **“FOUR MINUTES TO NOON” ~ WILEYTOWN SCHOOL ~ 1938 ~**
Near blackboard first row, Howard Dority, Geneva Pearse, Donald Pearse.
Second row. Ramon Collemer, Melvin Wiley, Florence Pearse, Harold Thomas, Barbara Pearse.
Third row. Marilyn Richards, Helen Dority, [Laurence Collemer, absent], Ralph Wiley, Jr., Russell Wiley, and Teacher, Miss Jessie Young.
Fourth row. Andrea Jones Young, Edna Wiley Earl, Cathering Collemer, Elinor Collemer Johnson.

Bottom photo captioned: **YOUNGTOWN SCHOOLCLASS ~**

First row by chalkboard: Ruth Thurlow, Arthur Bryant.
Second row. Jimmy Rolerson, Barbara Rolerson Buzzell, Robert Porter, Phyllis Porter Hodgson, Jimmy Carver, Clarence Thurlow, Doris Carver Delano, Teacher Dorothy (Young) Harding.
Third row. Winifred Carver Marriner, Betty Bryant Clark, Roberta Hardy Willis, Connie Porter Beveridge, Charlie Hardy, Norman Gray, Sybil Heal Downes. Class of 1937 - 38.

~ ~ ~ ~ ~

~ Page 48 ~

Upper left-hand side captioned: **SADIE KNIGHT TEACHER ~**

School Time At The Beach ~
The Year ~ 1912 ~

The Beach School was, I expect, not much different from the many other one-room school houses about town, except at that time, about 1912, the Beach had two schools in one! One on the first floor, and one on the second floor.

The younger pupils on the first floor, the older ones on the second floor.

The 1911 superintendent's report by Lena L. McKinney, states, concerning the Beach, "The Beach School we divided this winter and employed two teachers, this has proved perfectly satisfactory to all."

What I remember most vividly about those early school days, in that lower school room, were the long wooden seats and desks. Two pupils in each seat and hopefully you would be seated with your friend.

At that time, graded classes were not in use, just classes. It was not uncommon for the teacher to promote a pupil at any time, if, in her judgement, the pupil was more advanced in one subject, than the others in the class.

As I recall, it was only a short time, before the lower school was again closed and we were all in the second floor room.

What a change for us, everyone had his own seat, all to himself, and I am sure we all felt very grown up. A whole new world for us, as some of us had never had as much as a peek into that room before.

It would be quite some time before we felt we really belonged. We were the new kids, and as much apart as if we had come from another school in another part of town.

In those days, the older ones attended until they had acquired all the schooling they would ever get.

Somewhere along the line, we became a graded school, and those who wanted more schooling got it in high school.

By Harry Collemer

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Entire right side of page 48: Advertisement.

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~ Page 49 ~

Entire left side of page 49: Advertisement

Upper right hand side of page 49:
Fancy School souvenir with American Flag:

Souvenir
Center School

LINCOLNVILLE, ME.
Fall Term, 1906

Laura G. Young, Teacher.
MARY C. AMES, Supt.

~~~~~

Lower right-hand side of page 49:

***High School, Townhouse, 1899-1900 ~***

There were two terms of high school at the townhouse, a 10-week term in 1899, and a 8-week term during the fall of 1900. Some of those attending were, Burton Andrews, Horace Miller, Georgia Hall, Georgia Miller, Annie Marriner, Edna Marriner, Vesta McKinney, Lena McKinney, Abbie Richards, Grace Miller, Fred Wiggins, Laura and Ethel Young [Heal], Fred Leadbetter, Melvin Dickey, Claire Pottle, and others.

Everyone took their own furniture to use. They brought stands and chairs from home to use as desk and seats. Many walked from long distances and some rode their bikes. Burton Andrews and Claire Pottle were the youngest of the group, at the age of 11.

Miss Grant was the teacher. Laura and Ethel Young taught school at Slab City after the townhouse high school closed. In the Slab City schoolhouse there were 20 benches, 4 ft. long, with two sitting to a seat. In the year of 1902 the Slab City school closed due to lack of students. Those students left, had to find different directions in which to go to school. Burton Andrews drove a horse and wagon with schoolchildren down to the Beach school. He would leave his team at the beach while attending school, and drive the children in the Slab City area back home after school was out. During these years school opened and closed as the number of pupils decreased and increased. At one time there were 18 schools operating in Lincolnville. Many students had to walk a long way to obtain an education. Many students not being able to go to Camden for high school, stayed in the eighth grade for three or four years just to keep learning. Most wanted to learn in those days, and had to work hard to find the materials and the teachers to help them learn.

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~ Page 50 ~

Top one-third of page 50: Two photos, captioned: **BAYSHORE UNION CHURCH ~**

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A Church Group At The Beach ~

In 1843 a group of righteous people, in Lincolnville Beach, left three entries in what was once a book, of which two time-yellowed pages remain. Later, in 1874, another book was used, and these two pages were sewed into it. How many were written in between 1843 and 1874 is not known. But there is proof that a new church was in the making in 1843. Those three records read as follows:

“Lincolnville, Apr. 27th, 1843. Met the brothers in conference and heard the experience of a number. Then prepared [repented ?] to the water, and administered the Ordinance of Baptism. Then assembled again. First, prepared **to organize a church**, then prepared an examination and found a perfect union. Then proceed to organize.

1st. Chose a clerk, Andrew McCobb; 2nd. Chose a Deacon, Jona Frohawk. 3rd. Agreed to hold a monthly conference, the first Saturday in each month. By Elder John Hamilson, Andrew McCobb, clerk.”

“Met in conference the 6th, May, being the 1st Saturday, according to appointment. We agreed to have the Sacrement administered once a quarter. Names. George M. McCobb, Lois McCobb, Elizabeth Frohawk, Edward Fields, Hannah Fields, Jona Frahawk, Lois A. Sprague, Ambros Hall, Austin Wade, Ray Field, Almira McCobb, John H. Barrows, Margaret Barrows, Rufus Maddocks, Esther Maddocks, George Thomas, James Maddocks, Mary Maddocks, Altheas McCobb.”

Over 30 years later on, of which we have no data, the first report is this “new” old book. A different Reverend, some new names, others omitted, and so on:

“Lincolnville Dec. 8, 1874. The church convened agreeable to appointment at Brother Andrew McCobb’s. The meeting being called to order by Elder C. M. Rhodes, prayer being offered. The object of the meeting being for the church to come together and renew covenant and attend to such other business as deemed expedient. Chose Bro. Maddox moderator to preside over said meting. Voted to hold conference as we usually did, being the first Saturday in every month. After renewing covenant, voted to adjourn. In that date being present: Andrew McCobb, Almira McCobb, Mary Carver, Sarah J. Wyman, Rufus Maddox, Jareal Adams, Ambrose Heal, Betsey Frohawk. With acknowledged covenant as read by Bro. Rhodes. Andrew McCobb, clerk.”

In 1876-1884 they met at McCobb’s the meeting house, the school house, and the chapel and at A. L. & R. S. Frohawk’s residence. During this time they called themselves the Christian Baptist Church of Lincolnville.

These records are but the very few that refer to any organized church in Lincolnville. Did the chapel mean the Bayshore Union Church building? Are there other records around of the Bayshore Union Church or other church groups? These scattered records suggest that maybe the Bayshore Union Church building, which was built in 1835, might have been used by various groups, reorganizing over the years. The building still stands, has been enlarged, and the attendance of late years has been plentiful....

~ ~ ~ ~ ~

~ Page 51 ~

Two photos of the United Christian Church at the top of page 51,
One at the top right is of the interior of the church.

United Christian Church
Still Stands At Lincolnville Center ~

One of the oldest meeting houses in the state is located in the town of Lincolnville. It was built in Lincolnville Center by the late Capt. Joshua Lamb, a public-spirited citizen of the town, in the year 1821. At the time of its erection, it was estimated that the building cost not less than \$10,000.

When the church was completed, Capt. Lamb sold pews to all the people in town, such as he could, and gave deeds for the same. However, with the greatest number unsold and no finances at

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hand to aid him, he was seriously embarrassed in his business as a result of his public spirit.

The old church's interior has the finest of finish. The seats are of fine old pine, two feet wide and free from knots. There is a great amount of hand carving in the old structure which is very beautiful. Cut from forests in the vicinity of Lincolnville, most of the lumber was of the best and helped to clear the land of the little settlement.

A peculiar feature which was prevalent in those churches is the fact that the seats face toward the front, towards the entrance doors of the church, so that all persons entering may be seen by those of the congregation who have been seated already. This is believed to have been an incentive to arriving early.

On all four sides the gallery extends, with that in the rear occupied by the choir. The front gallery is somewhat lower than the others and forms the pulpit. The preacher was elevated for some eight feet above the audience on the main floor. In the gallery there are located some family boxes on similar lines as in southern churches. These boxes are six feet long and three feet wide, with board settees running around the sides. Small kneeling stools were placed in the center of the boxes and doors were provided with each box.

The membership of the old church was never very large, but the membership of the Sunday School once registered over one thousand members, even though the settlement was a country one.

Probably the first pastor of the church was Elder McKenney who resided where the village cemetery is now located. He served for several years. Capt. Lamb had two brothers who were Free Baptist clergymen, the Rev. George Lamb of Brunswick and the Rev. John Lamb of Lincolnville. Another brother, Benjamin Lamb, became a deacon of the church. Although the two brothers often preached at the church, they never became settled pastors of this church.

In its more prosperous days, the church was a factor in the welfare of the community, as the long line of carriages on its lawn and yeomen on their way to worship testified. Quarterly meetings and special occasions have taxed, to the utmost, the capacity of the old church, which could hold up to 500 people. In former years, the church has rung with the eloquence of many a political orator, as it was used for rallies by all parties. Debates by champions of the two political parties have been held there.

After many years, the pews became free, and now the church is used for worship of all denominations as the building was originally intended that it should be.

On June 13, 1902, the Centennial celebration of the incorporation of the Town of Lincolnville was held in the church.

The earliest records of the United Christian Church start with the year of 1931 and affiliated with the Congregational Christian Association on July 26, 1933.

On October 30, 1941, the organization was incorporated under the name of the United Christian Church, Inc. On Feb. 17, 1962 the corporation joined the United Church of Christ. This building has been used as a place of worship for the United Christian Church since that date. With a membership, now, of over 80 people and a growing Sunday School, the members undertake to serve the community and to carry on the traditions of the founders of the building.

~ ~ ~ ~ ~

~ Page 52 ~

Top of page, 5x7 photo captioned: ***EASTERN STAR ~ Main St. ~ Lincolnville Beach ~***
Left to right sitting: 1. Adalide Coombs. 2. Mary Hahn. 3. Harriet Coombs, 4. unknown, 5. Jessie Thomas.

Left to right standing: 1. Charles Frohock or Al Mathews. 2. Ida French. 3. Phoebe Wade. 4. Ella Pendleton, 5. Munroe, 6. Robert Perry, 7. unknown, 8. unknown, 9. unknown, 10. Ed Hahn, 11. Liza Hahn, 12. Thomas Gushee, 13. Pendleton, 14. unknown, 15. unknown, 16. Pendleton, 17. Jane Perry, 18. Gus Hahn or Robert Perry.

Have you got a picture like this with all the names listed on it?

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Center of page page 52: Two small photos, captioned:
INSIDE EASTERN STAR LODGE ~

BEACH CHAPTER NO.23, O.E.S. - 1895-1976

Beach Chapter, No.23, Order of the Eastern Star, was organized on January 5, 1895 with 26 charter members and met in Gushee's Hall, which was upstairs over what is now Betty's Trading Post. The first Worthy matron was Mary Hahn, the first Worthy Patron, Thomas Gushee.

Beach Chapter was very active until 1904 when interest and membership so decreased that by 1906 only one meeting was recorded. In November of 1907 Beach Chapter received and accepted an invitation from King David's Lodge No. 62 to use its hall. Effie Goodwin, elected Worthy Matron, was the first to sit in the East in the new Chapter Room in the Masonic Hall, in Duck Trap.

By the early 1930's membership was up to 127, reaching a peak of 154 in 1956. It is now around one hundred.

In 1943 due to war-time gas shortage, with thirteen of the officers residing in Northport, Beach Chapter was permitted to meet in Excelsior Lodge Saturday Cove for a little more than a year.

With the death of Edward Goodwin in 1963 Beach Chapter lost its last surviving Charter Member.

Records set for many years of service in one office, not necessarily consecutive, are those of the second Worthy Patron, A. F. Hahn, 12 years; Phebe French Wade, secretary for 22 years; and recently William Munroe, Worthy Patron 11 years; Mabel Alexander, organist 38 years.

Members of the Chapter receiving honors have been Leslie Ames, Past Patron of Beach Chapter, elected Worthy Grand Patron of the Grand Chapter of Maine, affiliated with Seaside Chapter No. 70, Camden, at the time; Past Matrons Angie Drinkwater and Edith Smith Hodgdon, District Deputy Grand Matrons; Past Matron Louise Eugley, Grand Adah and twice a Grand Representative; past Matrons Rith Hopkins and Ellie Cole, Grand Representatives.

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~ Page 53 ~

KING DAVID'S LODGE ORGANIZED IN 1849 ~

It was during the early part of the year 1849 that a number of Masons, belonging to various lodges and residents of the town of Lincolnville, conceived the idea of establishing a lodge of Masons in the town of which they were residents.

The subject was laid before the brethren of Amity Lodge in Camden for their consideration and approval, who warmly and unitedly seconded the effort. May 18, 1849, a petition for a dispensation which had been drawn up and presented to them by the brethren from Lincolnville, for their approval, previous to being presented to Grand Lodge of Maine.

The petition was signed by William Kidder, Israel Decrow, Eben Collomore, Israel Decrow, jr., Thomas Witham, Mark L. Sylvester, A. D. Knight and Robert Davis. The petition was granted June 16, 1849.

The first meeting was held on November 13, 1849 in the hall over the store of Howe and Davis, near the present hall occupied by the Lodge. This hall the Lodge continued to occupy until the erection of the new hall.

The first election of officers by the Lodge was on February 26, 1850. Bro. Robert Davis was chosen W. M., A. D. Knight, S. W., Israel Decrow J. W., James Berry Sec'y, David Howe Treas., Minor Crehore S. D., and John H. Cutting J. D.

The Lodge was presented a beautiful Bible by H. G. O. Washborn D. D. G. M., Jan. 1, 1851, also Bro. Howe presented the Lodge with a ballot box.

In 1857, the Lodge voted to approve a petition for a lodge in Islesboro.

In 1858, the Lodge was called to part with one of its most active members in the death of Bro.

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Minot Crehore. Bro. Crehore was born in Brookline, Mass., on August 11, 1804. He came to Lincolnville in 1828 where he followed his occupation of tanning. He soon gained the confidence and respect of his townsmen and was elected to the Stae Senate as well as several minor offices. For four years he was chosen W. M. of the Lodte and was D. D. G. M. of the 8 Masonic District for the year 1857.

He bequeathed to the Lodge property; his widow in 1868 gave the Lodge a portrait of her late husband which the Lodge had framed, and it now hangs in the East where he was want to preside as a reminder to us of his upright exemplary character.

March 7, 1865 the Lodge voted to build a new hall building on the land offered by Bro. David Howe; it was dedicated March 27, 1866.

Bro. Hollis McCobb was lost overboard from the Sch. *May E. Vancliff* while making a voyage from Beufort to Philadelphia.

January 25, 1869, the Lodge voted to approve a petition of the Northport Brethren for a Lodge in that town. Also in 1869, the Lodge voted to finish the lower story of the hall building as a dining room, also to build a stable for the accommodation of such brethren as shall come from a distance with horses.

Bro. John C. Perry was lost at sea off Portland in Dec. 1869,

1870, the Lodge numbered 69 members, of these 50 resided in Lincolnville, nine in Northport, four in Belmont, two in Camden, one in Boston, one in New York, one in Belfast, and one in Islesboro. It consisted of farmers, master mariners, a seaman, merchants, house carpenters, a clergyman, a tanner, a physician, a pedler, a cooper, a millman, a blacksmith, a shoemaker, a dentist, and an insurance agent.

In 1949, the Lodge observed its 100th anniversary. The program consisted of an open house at the Masonic Hall, a lobster dinner at the Beach Inn, and a program at the Bayshore Union Church. There was also the ceremony of packing and sealing a box which is not to be opened until 2049, There was a speech by W. M. Granville C. Gray, Most Worshipful Grand Master of the Grand Lodge of Maine. The following officers took part: Frederick Amborn W. M.; Raymond Welch, S. W.; Harry Frohock, J. W.; Laurence Rankin, Treas.; Bertrand Eugley, Sec.; Warren Pitcher, Chap.; Harold Dean, Marshal; Douglas Frohock, S. D.; William R. Munroe, J. D.; C. Elmer Rose, S. S.; Warren Colwell, J. S.; and Donald Macrae, Tyler.

In 1965 a central heating plant was purchased and installed. Since the 100th anniversary of the Lodge, an annual Easter Breakfast has been held each year.

Masonic Emblem at end of article.

Bottom right-hand of page 53: Advertisement.

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~ Page 54 ~

Top of Page 54: Photo of Lincolnville Band captioned:

LEFT TO RIGHT ~ George Manning, Austin Marriner, Charles McKinney, Fred Miller, Arthur Young, Randall Wadsworth, Charles Heal, Amasa Heal, Allen Miller, Michael Heal, Amos Milliken, Lincoln Young, Bert Wadsworth, Doctor B. F. Young, David Heal, and Will Heal.... circa 1882 or earlier... Do you know?

***The Singing Lincolnville Band ~***

Benjamin Franklin Young, always called Dr. Young, was the sole move in starting the Lincolnville Band, in this way. He was selling organs for Albert Smith of Rockland. Smith happened to get hold of four old band instruments, a cornet, alto horn, tenor horn, and bass. One day Dr. brought them home with him.

At that time my brother David and I were going to school, which was near Dr. Young's

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house. We were very much enthused over those brass horns. I will have to admit that our interest was greater there than at the schoolhouse.

Dr. Young took the cornet, Link Young took the tenor horn, Dave Heal took the bass, and I took the alto. Dr. would play some simple piece, and the rest of us would make up a part and play to suit ourselves. Well, it wasn't long before people began to pick up their ears and listen. Some real music was coming out of those old horns. This was in 1870.

From this time on we progressed slowly, as we could get more instruments and add new members. In the meantime Dr. Young was having singing schools in the school houses around town where we learned to read music and sing, which later became a part of our musical programs.

When we had eight or nine members we commenced to take jobs of playing at political rallies etc., and earning a little money. Later commenced hiring halls and having dances, hiring steamboats and having excursions to Rockland, Vinalhaven, Bar Harbor, Stonington, Verona Park, and Bangor; always mixing singing with playing, and thus became known as the Singing Lincolnville Band. We did not have any organization of the band until Sept. 3, 1879, when I was chosen to write a constitution and by-laws to govern the band.

These were signed by the following members: A. S. Heal, B. F. Young, B. F. Young, James F. Heal, A. L. Young, D. H. Heal, W. R. Heal, J. F. Heal, Alphonso Manning, Frank Parker, Joseph N. Young, W. L. Hall, Dellis Wadsworth, George W. Heal, Michael Heal, Edgar Manning. Officers elected: B. F. Young, leader, A. S. Heal, secretary, A. L. Young, treasurer.

During the next few years some changes were made in the personnel of the band, so that the long standing personnel were as follows:

Dr. Young, Link Young, David Heal, James Heal, Charles Heal, Mike Heal, Amos Milliken, Bert Wadsworth, Arthur Young, Charles McKinney, George Manning, Austin Marriner, Willard Calderwood.

As the first playing we ever did was without music [printed], that taught us to learn our music, so that when we bought a piece of music and commenced practicing it preparatory to playing in public, we had it in our minds so we did not need the music any more. We could play any piece we had in the dark as well as in the light.

We demonstrated that to good advantage at the celebration in Bangor of the election of President Cleveland. The parade was in the evening. All Republican sections were dark [which was most of the way]. Other bands that were there would commence to play where it was light, and stop when it became dark. We played right along, dark or light.

The band never had a donation of any kind. It has always been self-supporting, and earned a little money for its members.

On April 20, 1880, I was chosen leader, which position I held as long as I lived in Lincolnville.

On June 1, 1886, the band voted to build a dance floor for summer use, which was done immediately, and we held our first dance on July 4. The place proved so popular and profitable we decided to build a building over it before winter, which was done, and the Band Hall was completed during the next summer.

The greatest hit the Singing Lincolnville Band ever made was when we headed a delegation of Grand Army men from Penobscot and Waldo Counties in the Grand Army Encampment in Boston [I think in 1890].

When I knew we were going I wrote parts for the instruments that needed them, of some of the old war songs. We would play them, then sing them on the march, and the applause we received pepped us up so we kept it going. The line of march was long and they occasionally stopped for a little rest. It so happened that we stopped in front of the President's stand where we sang "The Vacant Chair", and what an ovation we did get!

There were 80 bands there. Some of them had 60 or 70 members, while our band had only 17. No other band did any singing, so we stole the show, got the praise through all the Boston papers. For several days people kept sending to the papers articles about the Singing Band.

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*Amasa S. Heal, Leader, and only known member living, at the time this piece was written.*

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~ Page 55 ~

Top one-half of page: a 5x7 photo, captioned:
“1920” **LINCOLNVILLE BAND** ~ Don Heal Sr., bass drum; J. Russell Heald, snare drum; Willard Calderwood, bass; Ben Young, corinet; Herbert Heald, trombone; Austin Rankin, Dave Heald, baritone; Kenneth Calderwood, E flat alto horn; Link Young, clarinet ... [Austin Rankin of Camden and Kenneth Calderwood of Lincolnville are the only living members today...]

Bottom left of page 55, photo captioned: **LINCOLNVILLE BAND** ~

Bottom right of page 55: Advertisement.

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~ Page 56 and 57 ~

## ***Lincolnville***

---

When the hills, vales and forests of the state of Maine  
Were a part of proud of Massachusetts's domain;  
When Boston unwillingly harbored her foe,  
And gave that tea party in the dim long ago,  
And old King George the third, with a lack of good sense,  
Sought to punish your city for that little offense,  
He found your brave sons could resist, undismayed  
By the strange lack of wisdom, which he displayed  
In presuming to think, in this land of the free,  
He could force them to drink of his old English tea;  
For tea as a beverage they'd been taught to think  
Was only fit for Chinese and old women to drink;  
While the great fighting fluid of New England's brave men  
Is something quite different, just as it was then.

So the Colonists resolved to make common the cause  
Against the injustice of King George and his laws  
And shoulder to shoulder, they stood in the fray  
Of that glorious sturggle in our ancestors' day  
And their valor at Lexington and old Bunker Hill  
Even now, makes the heart of the patriot thrill  
As he thinks of the daring of that brave little band  
Which drove British invaders from Freedom's proud land  
So our sons and daughters of the Old Pine Tree State  
Are proud of your heroes from our old Mother State  
And again we've assembled at your classic Hub  
To welcome our friends of the Lincolnville Club  
And to give you this toast; Here's to the health  
Of each son and daughter of your proud Commonwealth,  
And here's to our club, may it ever defend

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Everyone who can claim to be Lincolnville's friend.

Dear neighbors and friends of our earlier days  
Who have won in Life's battle the fair meed of praise,  
You who have sought for Fame's glittering star  
And in your search have wandered long weary and far  
While you have triumphed in the long, weary strife  
And have won some achievements and glory in life,  
We feel no success, no wealth, no renown  
Has changed your devotion to your fair native town;  
That each hill and lake and each grand mountain view  
Have ne'er been forgotten and are still dear to you;  
That our fair fertile valleys, each village and glen,  
The home of fair women, and of brave sturdy men;  
The forest crowned slope, the stream, brook and rill  
Those scenes of your childhood so dear to you still;  
Proclaim there's no spot on the face of the earth  
So dear to your hearts as the land of your birth.

Now lest we forget to give the honor that's due,  
Let me give a brief sketch of our people to you  
Of the true sturdy men, and the women whom Fate,  
Opportunity, environment have decreed should be great;  
Great in achievement and that conquering zeal  
And which the heroes, reformers and patriots feel  
And which has emblazoned on the fair scroll of fame  
From old Lincolnville's borders, full many a name,  
Since the earliest settler, brave old Nathan Knight,  
With privations and Indians and bears had to fight,  
Encountering danger and hardship that few  
Of succeeding generations encountered or knew.

Our hardy forefathers, those old pioneers,  
Won meager return for the hard toil of years  
Except in that wealth that can scarce be appraised,  
The strong sons and fair daughters that our ancestors raised;  
While peace and contentment and the pleasures of health.  
Were blessings possessed that were greater than wealth  
As with that injunction to increase they complied  
With no thought of transgression and no race suicide  
Thus a few generations in peace passed away  
Till Time in his flight brought that dark fearful day  
When the struggle of war, and our great civil strife  
Claimed its full toll of blood, treasure and life.

It claimed from our firesides our bravest and best  
And many of our heroes have found honored rest  
Neath far Southern skies, on the fierce battle field  
Where devotion to country, with their life blood was sealed.  
Brave Capt. George Bragg, there gave his young life  
Like a soldier of honor amid carnage and strife;  
And young Lindley Coleman at old Arlington Height  
Went down to his death for the cause he deemed right;



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While gallant John Fletcher at old Port Hudson fell  
Mid the booming of cannon and the screaming of shell.  
Sam Levenseller, Frank Samson, Fred Norton, all dead  
On the field of their fam, where they life blood was shed.

Ed Mathews, Ed Rankin, Mike Heal, and still more,  
Have never returned from that far Southern shore.  
Lieutenant Fletcher, John Tabor, Frank Smith, Robert Heal,  
Captain Wadsworth, Israel Cross with true courage and zeal,  
S. Coose, B. Crooker, Carver, Innis and Dean,  
Am Spaulding, William Knight and Ed Lunt were all seen  
On the red field of battle, stern soldiers and true  
All fighting like heroes for the red, white and blue.  
There were Heals there and Youngs, Duntons, Manning, Monroe,  
Thomas, Tower and Norton all were facing the foe,  
McKusick, Moody, Del Knight and many more still  
On that proud roll of honor from Linconville.  
For that great civil war emblazoned many a name  
On the roll call of honor, and the proud scroll of fame.

But Peace has her trophies with laurels as briight  
As those gained by War in the fierce bloody fight  
And her victories in life, love, lore and law  
Are no less renowned than the victories of war;  
For the conquerors of evil, passion and strife  
Are heroes of honor in the battle of life.  
Let me recall some who have honored our town  
Who, at home and abroad, have fame and renown.  
Among many who respond unto Memory's call  
Are those schoolmates of yore, Henry B. and Board Hall.  
Though Boston may shre in their fame and renown,  
We proudly claim both for our club and our town.

Judge Kelly of Rockland, he's a time honored guest,  
Who comes to our town each summer to rest  
On his fair little island, his home fair to view  
Where we welcome the Judge and his family too.  
There's another with a cottage and a summer home there,  
Cyrus H. Curtis, our one lone millionaire,  
Who is using his wealth, and it seems a wise plan,  
For the good ot the world and his own fellow man.  
The Crehore brothers, Joseph, Minot and Harry  
Are men whom we honor, where ever they tarry.  
If Peabody claims them, or where ever they dwell  
They belong to this club, and the old town as well.

J. Warren Lamb of Hartford, and of old Harvard fame  
Is a lineal descendant of a time honored name  
And his grandfather's name, you may learn if you search  
Is renowned as the builder of our famous Old Church.  
Like Joshua of old, who stayed the course of the sun,  
He sleeps with his fathers, his life work is done;  
But the Old Meeting House still stands to proclaim

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That Joshua Lamb's a time honored name.  
Joseph Mullin, our poet, and our humorist too  
Is a gentleman well known to many of you.  
It is said, there are many mid the great human swarm  
Who are *not men*, though they wear human form,  
But Mullin is not one of that low selfish clan,  
But one of God's noblest, and every inch of him Man.

But lest we forget our fair daughters of Eve  
Who are striving, our failures and faults, to retrieve  
We hasten to say, that in goodness and worth,  
They're the hope of the world and "the salt of the earth".  
Accomplished and modest in her wisdom and knowledge  
Stands Miss Helen Bragg, of old Maine's Colby College,  
Leading onward and upward for truth and reforms  
In the pathway of life mid its struggles and storms.  
Ellen Saywood, Lilly Barker and Clara McWain  
Edna Dunton, Jary Young, ~ but we must refrain  
For there's so many women who are noble and true  
So deserving of honors and of compliments too,  
That suffice it to say, that in beauty and worth  
Our Lincolnville women, are the best upon earth.

Reverend E. Frohock, Camden's eloquent preacher,  
And J. Frank Thomas, her musical teacher,  
We are pleased to know, stand the Lincolnville test  
And receive the glad welcome accorded each guest.  
Knight, Miller and Ross, in our state legislation  
Have striven in the state as have some in the nation  
To give to our people that inalienable right  
For which our forefathers, had to struggle and fight;  
And we honor those statesmen who truly can heed  
The voice of the people and as patriots lead,  
Like Fessenden, Hamlin, Tom Reed and Jim Blaine,  
Our Plaisted and Johnson and Gardner of Maine.  
Our poets and scholars and great men of state  
Show Maine's proud men ever rank with the great.

Though the great men of earth, in thought, action or deed  
Are confined to no state, no race and no creed,  
But abide in each country, each village and glen,  
Broad as that decree of 'Good Will unto Men';  
And as wide and as grand, as creations great plan  
That included the whole race of our own brother man.  
In all our conceptions of life's fairest ideal,  
In all our endeavors to make those visions real,  
Let us strive for the goal, that our labors may give  
To the millions who are yet on this old earth to live  
That clearer perception of achievements sublime  
To be won in the future, with the swift flight of Time.

The suppression of evil, of crime, sin and strife,  
The follies and weakness that mar human life,

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To the triumph of justice, love, honor and truth,  
To the visions made real, that were dreams of our youth,  
Are reforms to achieve ere the victory's won  
And we share in that praise, 'Faithful servant, well done'.  
For each human longing, each hope, doubt and fear;  
For each grand aspiration, and our homes ever dear;  
For old scenes and old friends, and the land of our birth;  
For all we hold sacred while we tarry on earth;  
For *these* may we strive till our hearts cease to thrill  
With devotion to all and to old Lincolnville,  
ARNO W. KNIGHT.

~~~~~

~ Page 58 ~

Still Writing Poems At The AGE of 90 ~ Joe Mullin
One of Our Town's Most Active Citizens

Mr. Joseph Mullin lived for many years in Lincolnville, at Willow Farm, then later at the present home of Fred Milliken. He died at the ripe old age of 95 1/2, possessor of the Boston Post Gold Headed Cane, as the oldest resident of Lincolnville. Parts from an old clipping from the *Portland Press Herald* read as follows: By Franklin P. Lincoln:

Oldsters down Camden way have been trying to remember back to the first automobile in town. They don't seem to have quite nailed it down yet but in looking back they recall experiences which made the recent week-end jaunt of the Maine Obsolete Automobile League through Southwestern Maine seem just what it was ~ a picnic.

Of course, those autos in the MOAL cavalcade weren't real old-timers. The oldest was an Apperson Jack Rabbit, vintage 1916. Joseph S. Mullin, Lincolnville, remembers John Berry's Sears Roebuck's 1903 model, E. E. Boynton's Atlas, S. J. Rittenbush's Autocar, G. H. Talbot's Standard Dayton. He writes in *The Camden Herald*:

"I think one of the earliest autos in Camden was owned by E. S. Freeman of Central Falls, R. I., who had a cottage at Lake City, and the owner received many calldowns for bringing such a contraption into our civilized community and frightening people and horses."

Mr. Mullin himself had the first car in Lincolnville "and it was a lulu, a 1907, three-cylinder, two-cycle Elmore, sparked by six dry cells and with gas headlights. And would it go!

"Frequently, on a level striaht-away, my speedometer indicated 18 m. p. h. Very few horses overtook me and passed me on the road, partly because most of the roads were too narrow to allow one vehicle to pass another.

"I believe the next owner in this town was Virgil Hall, with a Stanley Steamer, soon to be followed by Allen Annis with another Steamer. And if memory serves me, Thomas E. Gushee came along with a model T Ford and so the epidemic spread and now I am about the only man in town who owns no vehicle except a wheelbarrow."

Lincolnville, Me. Jan. 9, 1953

Dear Cousins,

A man isn't old when he's ninety
If his heart and his "gizzard" are right,
If he eats three square meals in the daytime
And sleeps like a babe thru the night.

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A man isn't old when he's ninety
If his appetite's on the alert
And he chants: "What's cooking for dinner?"
And "What do we have for dessert?"

A man is not old when he's ninety
If he throws on the shelf a good book
And says, "Let's have a game of backgammon,
Or shall it be rummy or rook?"

A man is not old when he's ninety
If his vision and optics are bright,
If he reads all the news in the papers
And rythmical nonesense can write.

A man is not old when he's ninety
With two able girls undertaking
To care for his physical comfort
Inclusive of washing and baking.

A man is not old when he's ninety
If, up at the break of the day
He exudes happy thots and gives pleasure
To all who are going his way.

A man must be far beyond ninety
With a background quite foreign to mine
If he would be classed as an antique,
With a license to grumble and whine.

*Yours truly,
Cousin Joe.*

~ Material loaned by Mrs. Clarence E. Stoneham

Bottom of page 58: Photo of Joe Mullin in old car with three ladies.

~ ~ ~ ~ ~

~ Page 59 ~

Top of page 59: Hand-drawn photo captioned:
EXECUTED WITH PEN BY FRED O. YOUNG 1878 ~

***Fred O. Young, the One-eyed and One-armed
Champion of the World***

Mr. F. O. Young, the California representative at the Sharpshooters' Union, Newark, N. J., is a Lincolnville, Maine man, with one eye and one hand. His father accidentally chopped off his right hand when he was a small boy and his mother knocked his right eye out whipping him for getting inside his grandfather's clock. He never travelled on a railroad without an accident of some kind happening. He has been mauled by wildcats, hugged by bears, bitten by rattlesnakes, thrown from broncho ponies a hundred times, frozen so often that he has become accustomed to it. He was struck

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by lighening and had both feet shattered, and has been gored by a Durham bull. Mr. Young, in modestly relating his experiences, said, "he was beginning to be afraid that something serious might happen to him some day". Mr. Young was one of the successful competitors and won a gold and silver medall and numerous other prizes. He is the finest pistol shot on the Pacific Coast, and is also recognized as the champion left-handed penman of the world.

In this first paragraph is a clipping from a newspaper article about Fred O. Young.

To find the complete story of a man's life is impossible, but sometimes the bits and pieces bring out the character and life of the man. Fred O. Young was told from the time he was a small boy, having lost his hand and eye, that he would never be worth anything. As the years went by, Fred O. Young became one of the most accomplished men in his lifetime. Marksman, penman, violin maker, he was a man of many talents, doing each with precision.

Relatives and friends have had some of his works and memorabilia passed down to them: a handmade violin, "Centennial 1876: written on the back, a gold watch and medals won by his marksmanship, a huge sketch, and two charcoal drawings, showing his fine handwork, and his pistol ~ which brought him such fame.

Some articles and works are on display at the Farnsworth Museum in Rockland until July 15. A great man, a braggart maybe, but having the limitations that he did, maybe he had a right to brag, brag that life can be fulfilled despite being crippled.

The Lincolnville Historical Society hopes to start a collection of his works, to be owned or loaned by the Society for future exhibits in future years.

Bottom left of page 59: Photo of F. O. Young and a line strung with seven violins,
captioned: **FRED YOUNG WITH HIS HOMEMADE VIOLINS ~**

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~ Pages 60 and 61 ~

Top left-hand of page 60: Photo with man squirting cow's milk to a waiting cat, captioned: **MILKING TIME AND LUNCH TIME ~**  
Top right-hand of page 60: Photo with hand-written 'Grandpa Lermond',  
captioned: **AUSTIN MARRINER**  
[The photo is actually of George W. Lermond.]

*AN ACTUAL OCCURANCE*

*A stray cat made friends with a cow, one day,  
And begged her some milk to give,  
Said the cow, "If you'll get the man's consent  
You can have it as sure as you live."*

*The man was willing to milk the cow,  
The stream to the cat's mouth flew,  
And the cat was grateful for such a feast  
Of warm milk so sweet and new.*

*"Come again" said the man to the cat,  
"Thank you, I'll come twice a day."  
And for months scarce a milking was missed  
Being served in this very same way.*

*At six in the morning and six at night  
On the stool she'd take her place,*

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*And never flinch the least little mite  
If the stream sturck her square in the face.  
Dec. 1904 ~ S. L. Morse*

~~~~~

Right side of page 60:

Aunt Ellen Remembers ~

[Note. In 1931, an old lady folks called "Aunt Ellen", whose second husband died while repairing Pond Bridge in 1915, told me some things that she remembered. Herein are a few of them:]

"The 1870's were happy years while my three children were growing up; but grief came to me in 1880, when my youngest, Bertha, died. I had only Dana left. This town was different back then, when my three played on the ledges up the Hope Road between the blacksmith shop and the old lime kiln. Many young-uns in this end of the village played ball and house-keeping there. Those ledges were a mean part of the carriage road until they were blasted to make it wide enough for two buggies to pass."

"Many of these houses are old. The one you are living in [on the corner on the right-hand side of Petunia Pump] has been used for lots of things. A store, rooming house, speak-easy, and finally the upstairs was built over for a dance hall. I've danced there. Once, when a fight broke out ~ a man from Wiley's Corner was looking for a fella. He caught him, too, but first he threw several men downstairs. All those Wiley men were good scrappers; not bullies, mind you, for a scrapper doesn't have to bull his way around. Funny thing ~ some old man once became desperate and kicked the daylights out of one of the Wileys". Two sources said that it was a fair fight; but that the old man was advised not to brag about his victory!

There was another dance hall in town later. "Right out in back of my house on the Adalade Mahoney place. Mr. Mahoney was a 49er, you know. The building is gone now, but it was a busy place indeed on Saturday nights! Fights were common there. I saw one in front of my house in the street. One man beat another until he was senseless; then, as if that wasn't enough he kept driving the other fella's face into the wagon tracks. The old Grange Hall was another place for fighting, and men from different towns often came here to settle their disputes. There was one night that the dance stopped altogether, and a grudge-brawl became a free-for-all for everybody."

There were gossips then, also. "Gossiping was a sort of game with old biddies who didn't have anything better to do. If one of their yarns proved to be true, then they'd tell another one to ridicule the first. Most of 'em went to church too."

Aunt Ellen played games when she was a little girl. "I jumped rope, rolled a hoop, ran myself silly playing tag. London Bridge was a game my mother taught me back out on Heal's Neck, down on this end of Megunticook Lake. Later games my young-uns played were drop the handkerchief, hiding and seeking, new versions of tag and lots of new guessing games. Blind man's bluff was old in my time, so were stilts for the boys. Playing ball and pirate, skating and swimming were fun for young-uns, but the older women thought it was taboo."

"Take the place where Dana Proctor lives; that and the so-called Haskell place were once all one farm. One summer enough wheat was raised on it for a ship-load to England. Before Dane came back to settle there, he'd been out West three times ~ and he claims to have seen seven men shot in a gun fight! For me, I'm staying right here in Lincolnville ~ where it's safe."

Back in Aunt Ellen's time, every person who wished could make something of himself with a town industry. Saw mills, stave and shingle mills, lime-burning, coopering lime casks, and Aunt Ellen had seen her share of coopering for the Camden-Rockport Lime Co. "Farmers all around here coopered, and drove big hayriacks piled high with lime casks, all hustling to be first at the wharfs.:

Some farmers had built their own kilns and burned small amounts of lime as time permitted. "Farm products were hauled to Camden and shipped by boat to Boston ~ even hens and cases of eggs." Why, one man even got a wife by boat from Boston, after correspondence....

There were good times and house-to-house fun; small dances, card parties, quilting bees, sings ~ house warmings and barn raisings, barn dances and picnics. Some feuds existed from time to

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time. "One family built its house without windows on one side ~ so's they wouldn't have to see their enemy-neighbors."

"The fire engine you see in front of my house ~ the Marmon car, Mr. [Virgil] Hall built over ~ might not have been voted for if some boy up in town meeting hadn't jumped up to make himself heard. As families moved into this town and more houses are built, we're going to need more than one machine. A girl named Minnie used to scare people by showing how fire could wipe out Main Street. Kerosene is dangerous; I remember a house that went up in no time when a kerosene lamp was dropped on a bed. The lady of the house tried to douse it with a bedroom pot." Aunt Ellen lived way past the 81 she was then, and to see a stronger fire department grow.

By Lesley E. Hall

[Note by I.M.M.: 'Aunt Ellen' was Ellen Hannah Heal, born 19 March 1850, died 10 March 1939, aged 88 years, 11 months, and 21 days. She is buried in the Lower Cemetery in Lincolnville Centre. She married 1) 18 Jan. 1868 to Charles M. Fletcher, who died in 1882. She married 2) 21 Feb. 1893 to Allen M. Moody, who died in 1915. Dana, whom she mentioned, was her son, who was born in Feb. 1878. She had a son Ernest who died at age 1 year, a daughter, Ava Ethel, who died in 1892, aged 21 years, and Bertha E., who died in 1885, aged 13 years. 'Aunt Ellen' was the daughter of Emery and Patience Sarah (Fernald) Heal.]

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Center page 61, photo with horse and wagon loaded with ladies and gentlemen  
captioned: ***AN OLD FASHIONED HAYRIDE!***

Bottom of page 61, 5x7 photo of man, boy, horse and team of oxen,  
with insert of young boy, captioned:  
***THE WAY IT WAS ~***

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~ Pages 62 ~

Top of page 62: Photo of two boats near a shore.

BICENTENNIAL CONTEST WINNERS 1976 ~

ANDREW YOUNG: GRADE 7 ~

"MEGUNTICOOK LAKE" ~ Megunticook is the name of an Indian chief of a tribe I do not know.

Megunticook is also the name of a mountain and lake in Camden and Lincolnville.

Megunticook Lake with its deepest depth of 64 feet and 5 major islands and a numerous number of small islands.

Early settlers to the Megunticook area are the Wadsworths, Youngs and Smiths.

Early ships on the lake were built by the Wadsworths on the slope of Megunticook Mt. and hauled across the lake and carried to Camden to be launched. Also the Fernalds built a 28-ton "fisherman" and hauled to Camden the same way as above.

Sometime around the Mid 1800's a Naptha Launch, a type of boat, called the 'Tit Willow', carried tourist barge called the "micado". The boat ran from Barret Cove to the Lake House, a boarding house somewhere around George Winslow's house.

The Fernalds also built a steamer called the 'Steamer Ray' which was launched on Fernalds Neck.

Businesses of the Megunticook area in early time included granite quarrying, a little ways up from the lake, in the woods back of Jerry Chalmers house, which was owned by the Fernalds before it was sold to the Bodwell Granite company in 1906.

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Another business was lime quarrying which was also run by the Fernalds and is now under the lake because when they dammed up the lake they were close to shore so they were flooded by the water.

Another also run by the Fernalds was a lumber company out on Fernalds Neck. It was not very big and did not last long.

Another business was the Lake House operated by a Miss Polly Fields.

Tourist Attractions include Maiden's Cliff, State Park, Lands End picnic area which is on the furthest end of Fernalds Neck and Balance Rock.

Balance Rock was left by glaciers of the ice-age. Sometimes called "Haystack", it began in the early days of the town when the tax collectors came around one winter evening to a Mr. Farr who was short of money. So he told them that they could have his big haystack. They thought that it was hay so they said okay. When they came again they found out that it was a rock! After that it became known as the "Haystack".

The area round Megunticook is very beautiful and the lake provides good swimming in the summer and snowmobiling and skating in the winter, and fishing all year long.

~~~~~

**CHRIS FEENER: GRADE 5 ~**  
**Lincolnville's First Fire Engine ~**

When my great grandfather [Virgil Hall] was ten years old, he saw smoke coming up from behind a hill. He went to investigate and met a school chum on his way. She said she saw a fire in the ditch up by the old Lovett place [Crosby Pearse, now McLaughlin place]. The Thurlow boys and the Martin boys joined him on the way. When they got there the little sheep barn was in flames, and the wind was blowing toward the big barn. With the use of ropes and ladders grampa was able to reach the peak of the barn. With the help of the boys passing up pails of water he was able to put out several fires and save the big barn.

This was his first experience of fighting fire. Then in 1928 grampa bought a 1924 Marmon and made it into a fire engine, the first for Lincolnville. The townspeople raised money to buy equipment by having box socials and card parties. The first piece of equipment was an Evinrude portable pumper. It is at the fire station today.

On the back of the Marmon he put two 50 gallon chemical tanks [soda-acid] and hoses.

The next truck he made over was a Premier, used mostly for brush fires. The last truck was a 1928 Pierce Arrow. [a newspaper clipping tells, 1928 Pierce Arrow with a 400 gallon per minute centrifugal pump on front and 1,400 feet of hose in back along with ten Indian tanks and other miscellaneous equipment has served the 30-man Lincolnville Fire Department as a battlewagon for the last seven years. Virgil Hall at the wheel, who built it, says it has gone only 39,000 miles and works "real good". Starrett Photo]

As years passed the town of Lincolnville bought a new fire engine. Grampa was made honorary fire chief and Bert Eugley was made Chief. The End.

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RICKY JACKSON: GRADE 6 ~
BICENTENNIAL DATELINE ~

- 1770. Lincolnville was named "Canaan Plantation"
- 1770. Lincolnville Beach was named "Ducktrap Plantation"
- 1770. First family in "Canaan Plantation" was Nathan Knight Sr.'s family.
- 1773. Second family in "Canaan Plantation": was Joseph Thomas' family.

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- 1776. On November 24, the first male child in "Canaan Plantation" was Nathan Knight, Jr.
- 1776. John Norton, Sr. was "Left Lieutenant" in the Revolutionary War.
- 1776. Captain Milliken in Revolutionary War.
- 1780's. "Canaan Plantation's" Norton's Pond is named after "John Norton".
- 1790. First Census of towns.
- 1801. At Ducktrap Stream: High Tide-people practiced to wade across.
Low Tide-people went across by row boat.
- 1802. "Canaan Plantation: became "LINCOLNVILLE", "DUCKTRAP PLANTATION"
became "LINCOLNVILLE BEACH."
- 1802. First Town Clerk. Jacob Ulmer.
- 1802. First Town meeting was held at the cabin of John Calderwood.
- 1802. First Selectmen, William Parkman, Abner Heal, and Samuel Miller.
- 1802. George Ulmer, Abner Milliken, Philip Ulmer were named to a committee to frame a code of law for the town.
- 1802. Surveyors of Lumber were Philip Ulmer, and Charles Mathews.
- 1802. Build bridge across "Ducktrap Stream"; 3 cents for foot passengers,
10 cents for horse.
- 1821. Lincolnville Center Church, built by Joshua Lamb, was one of the first churches in Maine.
- 1824. Dr. Michael Gordon, first doctor in Lincolnville Center.
- 1825. Captain Samuel Whitney, built first ship in Ducktrap, a three masted square-rigger at Lincolnville Beach.
- 1825. Dr. William Ludwig was the first doctor of Lincolnville Beach.
- 1832. The "California House" [by the store] had a Dance Hall and a bar in the cellar.
- 1868-1882. At the California House, suppers were 3 cents per person.
- 1868-1882. Mrs. Avans Piper raised money for sidewalk in Lincolnville Center.
- 1902. First car in Lincolnville was owned by Miller Ross.
- 1904. Tamson Scruton was the first telephone operator of Lincolnville.
- 1904. Four people had telephones at that time.
- 1918. Everett Scruton, first full time telephone lineman.

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**MARY LYNCH: GRADE 6 ~**  
**POST OFFICES, LINCOLNVILLE CENTER ~**

- 1. 1929 ~ Post Office ~ R. S. Knight's Red-front store.
- 2. 1932 ~ A. M. Ross Store [temporary]
- 3. 1934 ~ Hugh Ross had a store at Walley Pynn's place [store now torn down].
- 4. Post Office moved to Dean and Eugley's Garage.
- 5. Next it went to Bertram Eugley ~ who lived in Ellen Moody's house,  
now Priscilla Lacombe.
- 6. Then Alice Heal was accepted and the post-office was moved to A. Mahoney "Mansion"  
now Tom Flynn's house.
- 7. When Mrs. Heal moved it went with her to where she still lives. The Keenith house.  
Mrs. Heal was postmaster for 30 years.
- 8. When Mrs. M. Flagg became postmaster in 1972 she built and moved into the new  
post office, where it is now.

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DINA BRODIS: GRADE EIGHT ~
HOPE AND LINCOLNVILLE ~

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CHURCHES:

1, The first church in the town of Hope was built around 1785 on the land owned by Elisha Philbrick, beyond Hatchet Mountain on the North west side. A building was built that was used for both a church and town meetings. In 1795 the first church was organized with a Baptist with eleven members. In 1820 a new meeting house was built on the present sight of Hope Corner Church which was taken down and rebuilt in 1860 and 8161. In 1820 when the church was useable the event was celebrated by an address given by Reverend Jason Marriner of Lincolnville. When the new church was completed in June 1861, the officating ministers were Rev. Amory Battles, Universalist of Bangor and assisted by Rev. George P. Mathews, Baptist of Thomaston. There have been four churches in the southern part of Hope, but they may or may not have been active at the same time.

POST OFFICE:

2. True's General Store was started in 1832 by Edward True. A record is available wher son LaForest P. True received two appointments as postmaster first 1889, the second in 1900, whcih he held until 1940. Other post offices have been David S. Hall at North Hope; E. N. Hobbs & Wilford Hobbs at the Corner in Hope and at South Hope Evelyn Vining and Nina Taylor. The only private homes where these offices were conducted have all burned except the Vining house now owned by Ralph Mank and the Hobbs house was only partly burned and now is occupied by Wayne Smith. There might have been other stage routes, run through Hope from Camden to places unknown. There was one from South Hope from Rockland to Washington and two mails were received rural route, from Union as early as 1905. Henry Ames was the carrier and a few years later a carrier from Camden [Mrs. Hopkins], was on what is now the Camden R. F. D. route. The first trip was Jan. 2, 1906. Other Union carrier have been Edward Alden, John Howard, Willard Howard, and Gary Anderson.

GRANGE & LINCOLNVILLE HIGH SCHOOL:

3. Hope Grange No. 299 organized in March 1888 with 30 members held in True's Hall over the general store. South Hope has a grange but I don't know its history.

4. The Lincolnville High School was in operation in the early 1890's. My Greatgrandmother went to school there and had a picture of the School. Names of Hope Schools in operation all at one time were the South Hope, Head-of-the-lake, Payson's Hope Corner and North Hope. Others at one time "Mansfield" cross from where Roy Hobbs now lives and "The Alford" on the flat near the corner of the Hackebarnum road. [All discontinued.] "South Hope" still stands, "Head-of-the-lake" taken down and the lot sold and a house built near the school house site not on it. "Mansfiedl" left to rot down, "Alford Lake" was made over into a summer cottage then left to rot, burned a few years ago, "Payson" moved to Wiley hill for Elsie Peabody to live in for a few years then taken down, "Hope Corner" was taken down as required when govnenement funds were used to help build the present Hope School. "North Hope: converted into a home. Hope Corner school house relocated when rebuilt and at South Hope a building has been converted into a church and Church school where some of the Hope children attend.

POPULATION:

5. In 1850 the population of Hope was 1180. In 1970 it decreased to 455. Charles Barrett was the original proprietor and the town was first called Barrettstown but was changed to Hope when it was incorporated.

6. Report of Ctr. Lincolnville Telephone Co. of the year 1907 says six new liens were added, a new switch board installed and 36 new telephones purchased also 270 cedar polls. They also say their contract with N. E. T & T Co. has been modified so that they may own all their apparatus and it was thought they would do so within the next few months. They had 57 miles of pole lines and about 115 miles of metallic circuit line with 157 telephones installed.

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Pages 64 through 69: Advertisements.
Inside back cover: Advertisement.

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