

**Old
Broad Bay
Family History
Association**



**A Quarterly Review for Historians
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Front Cover: Addie Chapman on right and her sister. Addie married Joseph W. Smith of Bremen on Nov. 25, 1876 in Damariscotta. Their daughter Clementine was born in Boston May 21, 1881, and married Earle W. Drew Oct. 8, 1901. Addie is buried in the Hillside Cemetery, Damariscotta. There are no deeds at the registrars office that show that Joseph W. and Addie owned any property or sold any, a little odd in that Joseph W. and his father, uncles and grandfather were very active buying and selling property in the Muscongus area of Bremen. *Thanks to Charles Drew, for sending this picture of his ancestor. If anyone can assist Charles with info pertaining to deeds, etc., please contact him via email or I can forward a message to him. CDrew16232@aol.com*

Descendants of Robert Chapman

- 1 Robert Chapman
- 2 Edward Chapman - 1677/78
- +Mary Simonds - 1658
- 3 Simon Chapman
- 3 Mary Chapman
- 3 Samuel Chapman
- 3 John Chapman
- 3 Nathaniel Chapman 1 st 1645 -
- +Mary Wilborn
- 4 Michael Chapman
- 4 David Chapman
- 4 Nathaniel Chapman 2nd 1676 - 1762
- +Elizabeth Symonds
- 5 Robert Chapman
- 5 Anthony Chapman 1713 - 1800
- +Sarah Patch 1714 -
- 6 Nathaniel Chapman 5th. 1740 - 1817
- +Sarah Lincoln 1744 - 1842
- 7 Polly Chapman
- 7 Ruth Chapman
- 7 Nathaniel Chapman
- 7 Abigail Chapman
- 7 Jacob Chapman
- 7 Jesse Chapman
- 7 Isaac Chapman 1770 - 1778
- 7 Isaac Chapman 1780 -
- 6 Eleanor Chapman 1742 -
- +Stephen Hodgdon
- 6 Sarah Chapman 1744 -
- +Samuel Rollins 1740 - 1831
- 6 Lucy Chapman 1746 - 1822
- +Nathaniel Knowlton 1743 - 1831
- 6 Joseph Chapman 1749 -
- +Martha Rollins
- *2nd Wife of Joseph Chapman:
- +Rachel Avery
- 6 Dorcas Chapman 1751 -
- +John Rollins 1744 -
- 6 Thomas Chapman 1754 - 1829
- +Sally Hussey 1759 - 1829

.....7	Ephraim Chapman	1788 - 1842
.....	+Nancy Chapman	1797 - 1872
.....8	Nancy Chapman	
.....8	Jackson Chapman	1815 -
.....8	Robert Chapman	1817 - 1897
.....	+Harriett Linscott	1816 - 1904
.....9	Bella Chapman	1845 - 1941
.....	+Dr. Magee	
.....9	Mary Edna Chapman	1853 - 1932
.....9	Addie Chapman	1856 - 1895
.....	+Joseph Wilmont Smith	1857 -
.....10	Joseph Smith	
.....10	Clementine Smith	1881 - 1927
.....	+Earle Drew	1871 - 1918
.....	*2nd Husband of Clementine Smith:	
.....	+William M. Campbell	
.....8	Albert Chapman	1819 - 1894
.....8	Franklain Chapman	1820 -
.....8	Benjamin Chapman	1822 -
.....8	Betsey Chapman	1824 - 1849
.....8	Thomas Chapman	1826 - 1889
.....8	Leonard Chapman	1829 -
.....8	Ephraim B. Chapman	1831 -
.....8	Leander Chapman	1833 - 1892
.....	+Harriett Knowlton-Child	
.....8	Nelson Chapman	1835 -
.....8	Edward Chapman	1837 -
.....	+Harriett Hall	
.....5	Anthony Chapman	
.....5	Robert Chapman	
.....	*2nd Wife of Nathaniel Chapman 2nd:	
.....	+Ruth Davis	- 1712
.....5	Nathaniel Chapman 3rd	1703 -
.....	+Miriam Young	
.....5	Nathan Chapman 1st	1707 -
.....	+Priscilla Adams	
.....6	Sarah Chapman	
.....6	Martha Chapman	
.....6	Martha Chapman	
.....6	John A. Chapman	
.....6	Reuben Chapman	
.....6	Hannah Chapman	
.....6	Eunice Chapman	
.....6	Israel Chapman	
.....6	Priscilla Chapman	
.....6	Benjamin Chapman Sr.	1737 -
.....	+Elizabeth Gould	- 1812
.....7	Israel Chapman	
.....7	Benjamin Chapman Jr.	1760 - 1842
.....	+Zylpha Bryant	
.....8	Mary Chapman	
.....8	Nancy Chapman	
.....8	Benjamin Chapman 3rd.	
.....8	Elizabeth Chapman	
.....6	Nathan Chapman 2nd	1751 - 1824



FYI

From the Weekly Courier, Monday May 15, 1989 Vol. 3 issue 20

The official State of Maine seal was designed by a 16 year old Waldoboro girl, Bertha Smouse, in 1820. She was living in what is presently known as the "Reed Mansion", owned by her stepfather, Isaac Reed.

If that's a detail of Maine history which has previously escaped your attention, you probably aren't alone. Although confirmed by the state history archives in Augusta, little or no note is made of the fact in history books.

Marjorie Freeman, who lives in Waldoboro and is interested in the town's history, thinks that's a shame. "Waldoboro has a lot to be proud of," she says. "We ought to promote ourselves."

The story of the seal is just another one of the historical facts Freeman has uncovered in her research into Waldoboro's past. Is she a historian? "I read a lot, let's put it that way," she smiles. She mentions as sources from which she has drawn some of her facts Samuel L. Miller's "The History of the Town of Waldoboro" and Jasper Stahl's "History of Old Broad Bay."

"What intrigues me about the seal," she says, "is that it is so complete." She refers to the fact that the finished design incorporates so many symbols of what was important to people who lived in Maine then. The pine tree, moose, farmer and sailor, led by the north star, was "all that they needed at that time," says Freeman.

To put the story of the seal into historical perspective, Freeman discusses the period when Maine was becoming a state. At that time residents of the town of Waldoborough were not at all sure they wanted to separate from Massachusetts, which was still under the protection of the King of England. They were worried, says Freeman, about what would happen, and who would protect them, if the territory did become an independent state.

Townpeople, in fact, voted against separation, but sent three delegates to the convention in Portland which was working on forming a state constitution. They were Jacob Ludwig, Jr., Joshua Head and Col. Isaac Reed. "Separatists" were in a minority at the convention, says Freeman, even after the vote to create a new state.

Nonetheless, Reed and Colonel Vaughn of Nobleboro came back from the Portland convention after the vote for statehood with the instructions for creation of the seal.

It was then that Bertha Smouse became involved. With detailed instructions to work from, the girl created the state seal that is unchanged to this day. I think she probably did it in black and white on paper," says Freeman. "And it may have been with a quill."

The seal apparently was immediately adopted by those involved in the convention. Bertha Smouse later married Dr. John Brown, says Freeman, but "I suspect she didn't get much credit" for her work on the seal, which represents the state to this day.

The home itself has a history of interest both from its age and the fact that renowned architect Charles Bullfinch designed parts of it. The present owner William Reser, is working to restore the home and grounds. He has also purchased two adjoining properties and houses and will restore them. The seal is believed to have been designed in the "bow room." That room overlooks part of the town, and has an impressive view of the river.

Reed, who built the home, left a message which is still visible on a wall today. "I. G. Reed built this house," it reads in part, and concludes "he wishes health, prosperity and contented minds to all his successors."

Whether or not the wish has brought "contented minds" to those who have lived there since isn't known, but Marjorie Freeman thinks that the fact that the state seal was created there is something the town should boast about.

Symbols Were Important in Fashioning of Seal

When Bertha Smouse of Waldoboro designed the state seal in 1820, she had explicit directions from which to work. Historian Jasper Stahl, in his "History of Old Broad Bay," volume two, quotes the directions she was given by her stepfather, Isaac Reed, a representative to the Portland convention considering statehood. The following, writes Stahl, were her instructions: "A shield argent, charged with a Pine Tree, a Moose Deer at the foot of it recumbent. Supported on dexter side an husbandman, resting on a scythe; on sinister side a seaman resting on an anchor. In the foreground, representing land and sea, and under the shield, the name of the state, in large Roman Capitals, to wit: MAINE.

The whole surmounted by a crest--the north star. "Motto--In a label interposed between the shield and crest; in small Roman capitals, vix: Dirigo."

The seal, says Waldoboro resident Marjorie Freeman, had all the elements important to people living in the area at the time of its creation. The north star led both sailor and woods walker for direction, she says. the "moose deer" was an important source of food, because cows and other farm animals were not commonly killed for food, being too precious a commodity.

German immigrants who formed a part of the population of Waldoboro, were farmers, millers, blacksmiths, sailors and carpenters brought to the country by the English to help settle it because they had the necessary skills to survive. All of these were incorporated in the seal. "The symbols are so important," says Freeman.

See back cover of this issue

If you are into novels and how-to's of ships and sailing, there is a catalog entitled Sheridan House, Inc., Publishers, 145 Palisade Street, Dobbs Ferry, NY 10522 which specializes in sailing books of all kinds. www.sheridanhouse.com or call 1-888-743-7425



Waldoboro Shipbuilding

from Waldoboro Wanderings Column, The Lincoln County News, Damariscotta, Maine, issue of December 31, 1998. Reprinted here with permission of the author, Mark Biscoe.

Waldoboro was a major New England shipbuilding center from the late 1700s until the early 1900s. Although, as in many Maine communities, records are scarce, we can be sure that over 500 sailing vessels were built, mainly within one-half mile of the village.

The map [we are trying to locate a copy] indicates approximately where the various shipyards were located. (There are many yards we do not know as yet. Readers must understand that vessels were often built on the outskirts of an individual's property, and many yards were used over and over again by different people.)

The most common type of vessel built in Waldoboro was the schooner - two or three masts - "Coasters" - for bulk cargoes such as wood - to be exported from local parts to the large cities of the East Coast.

After 1850, wood was also imported to Maine, by ship from southern states for the industry. The May 15, 1874, Lincoln County News reported that 11 cargoes of lumber had arrived that week, with several of the vessels having to wait days before being able to unload at the Waldoboro wharves. Schooners operated like the trailer trucks of today - travelling back and forth, up and down the coast, rarely going out of sight of land and making many trips each year. Cargo of any kind - including animals and people - was their business. From 1820-1840 there were 12 schooners, 11 of which were built locally, which ran regularly between Waldoboro and Boston.

Variety of vessels built.

Other types of vessels built in Waldoboro were brigs, ships, barks, barkentines, and sloops.

Many of the largest of these - primarily the ships - were sold to prominent firms that used them in the trade to such far away places as Europe, Africa, Asia, and Australia. And, as the 19th century reached the second half, larger and larger craft were being produced. In 1841, Joseph Clark built Desdemona, 625 tons, which was the largest until he built Caroline and Mary Clark, 800 tons, in 1849. Then in 1854, B.B. Haskell & Co. launched the ship E. Wilder Farley of 1,300 tons. Clark's ship Joseph Clark in 1856 was measured at 1,308 tons, but this figure was outstripped in the same year by Storer & Comery's Hamilton Fish of 1,628 tons. Edwin O. Clark, Joseph's son, built the ship Mabel Clark of 1,661 tons in 1877. In 1884, A. R. Reed completed the George Curtis of 1,745 tons; she remained the largest of all until the famous Palmer schooner fleet of George Welt - Fannie Palmer, 2,075 tons, 1900, Baker Palmer, 2,240 tons, 1901, Paul Palmer, 1,763 tons, 1902, Dorothy Palmer, 2,315 tons, 1903, Singleton Palmer, 2,357 tons, 1904, and finally Harwood Palmer, 2,400 tons, 1904.

Peak years

The peak years for shipbuilding in Waldoboro were from 1840 to 1860 when 225 vessels were built. At that time, because of this

industry, the town enjoyed its height in population - 4,569. The following breakdown in the population figures is directly linked with the fortunes of shipbuilding: 1790 - 1,205; 1800 - 1,500; 1820 - 2,449; 1830 - 3,113; 1840 - 3,661; 1850 - 4,199; 1860 - 4,569; 1870 - 4,174; 1880 - 3,758; 1890 - 3,505; 1900 - 3,145.

Our records show that the most ships built in one year were: 21 in 1850, 23 in 1849, and 22 in 1848. In that period, those 66 vessels were built by the following firms: Thomas Gay, Reed & Welt, J.R. Groton, Wm. Fish, Vannah & Hall, Henry Kennedy, Genthner & Morse, Harriman, Samuel Nash, M.M. Rawson, Robert Miller, William Welt, Jacob Hahn, Joseph Clark, Edwin Achorn, George Sproul, Anthony Castner, Fred Creamer, John Levansaler, and Alfred Storer.

By 1853, Waldoboro had become the name place in a custom district that stretched from Bristol to Thomaston and produced 23 percent of the total tonnage - 40,453 - from the State of Maine and was second only to the district of Bath. This was far more than the districts of Portland, Belfast, and Wiscasset combined!

The Waldoboro village area itself was a busy thriving place with many stores, hotels, large homes, and a bustling waterfront. Vessels appeared from down river on a daily basis to drop off and pick up cargoes. Sounds from the shipyards such as the ping of the caulker's maul and irons could be clearly heard by the traveler entering the outskirts of the town.

Prosperity was to continue through the 1850s, suffer in the '60s somewhat from the the Civil War, and then gradually decline in the '70s, '80s, and '90s.

Full-rigged ships

Along with the small schooners being produced on a fairly regular basis, Waldoboro also was the birthplace to a number of large, full-rigged ships. The firms of Joseph Clark, Reed & Welt, Henry Kennedy, Alfred Storer, B.L. Harriman, Edwin Achorn (who built two of the three true clippers), Charles Comery, B.B. Haskell, James Hovey, and Edwin O. Clark were all responsible for vessels of over 700 tons. One marvels how vessels of such great size could ever be built and launched within the narrow confines of our village waterfront. However, as in many Maine towns, the financial rewards of building a vessel were so potentially high (often paying for itself in the first voyage) that many hardships could well be - and were - endured.

Toward the end of the 1800s and the early 1900s, the very large and famous schooners of Alfred and Levitt Storer and George Welt formed the last gasp of the wooden sailing ship industry here. In 1881, Levitt Storer built the Governor Ames, the first five master in Maine, and then from 1900 to 1904 Welt built for William Palmer of Boston the fleet of the Fannie Palmer, the Baker Palmer, the Paul Palmer, the Dorothy Palmer, the Singleton Palmer, and the Harwood Palmer.

Unhappily, the forces bringing wooden shipbuilding to a close were now firmly in control - costs of labor and materials and the onrushing, ever improving steamship. The industry was closing down completely and forever in Waldoboro. Prosperity of the kind enjoyed by much of the populace in the middling years of the 19th century was never to be enjoyed again.

CHAPTER XLV

SHIP BUILDING

"The building of a ship is both a symbol and instrument of man's social nature and need. It stands for outreaching interests beyond the narrow limits of the solitary self; it implies the recognition of relationship in human affairs, of reciprocal benefit in the ready interchange of all goods of heart or hand—the best product of each being given in return for the best of others, so all availing for the common good. This provision for intercourse is the most marked among the manifestations and means of that associated human effort out of which all civilization grows, and by which the whole world is made kin."

First Ship Built in Maine The first ship built by European hands on the American continent was "The Virginia of Sagadahock", launched from the banks of the Sagadahoc, now the Kennebec, River by the Popham colonists.

In the year 1631 John Winter established a shipyard on Richmond Island off Cape Elizabeth, Maine. Some time in December, Winter began to build there a ship for merchants in Plymouth, England. She was probably the first regular packet between England and America. She carried to the old country lumber, fish, oil and other colonial products, and brought back guns, ammunition and liquor. Other ships had been built in America by Europeans for European use, but Winter's work may be called the beginning of the American business of building ships for export.

First Ship Builders One of the earliest ship or boat builders was a man named John Bray, who came from Plymouth, England, about 1660, bringing with him his family, among whom was his daughter Margery, afterwards wife of William Pepperell. He settled at Kittery Point where he engaged in a profitable and flourishing business of building and repairing boats for the fishermen. The Pepperells, father and son, were large ship owners and builders. Master William Badger was a noted shipbuilder. He launched from a small island at Kittery, which now bears his name. He built a hundred ships during his life. Sir William Phips, born in Woolwich in 1651, farmer, blacksmith, shipbuilder and shipmaster, knighted by the English king and first governor of Massachusetts under the Provincial Charter, was one of a long line of mighty men who laid the foundations of Maine's prosperity.

The building and use of ships were employments which the founders of the American colonies and their descendants may be said to have adopted naturally, and from the middle of the seventeenth to the middle of the nineteenth century, shipping and ship building were two industries whose competition England especially dreaded. In fact, in 1650, the English Parliament felt it necessary to enact a statute for the purpose of protecting English shipping against her colonies of America and no less than twenty-nine other similar statutes were passed during the following one hundred and twenty years.

First Naval Salute to American Flag It was in the "Ranger"—a Kittery built ship—on the fourteenth of February, 1778, that John Paul Jones received the first formal recognition ever given by a foreign fleet to the United States of America in a salute to the American flag, and it was just seven months before, on July 4, 1777, that Captain Jones had hoisted on the "Ranger" the first Stars and Stripes that ever flew from the peak of an American man-of-war.

The "America", built under the direction of and placed under the command of John Paul Jones at Kittery in 1782, was at that time the largest vessel constructed in the colonies. She was later presented to the French government in payment for a French vessel which had been destroyed in Boston Harbor.

The Boxer Captured An encounter between the British brig "Boxer" and the American brig "Enterprise" took place September 5, 1813, in the vicinity of Portland. The action lasted only thirty-five minutes when the "Boxer" struck her colors, having lost forty-six men, killed and wounded, while the American ship lost fourteen. The "Boxer" had been a source of great annoyance to the coasting trade and the "Enterprise" was hailed with great joy when she arrived in Portland Harbor with her prize.

Caleb Cushing Destroyed On the night of June 29, 1863, the officers and crew of a Confederate privateer entered the harbor of Portland, captured the revenue-cutter, "Caleb Cushing" and fled to sea with her, sharply pursued by two steamers manned by armed volunteers. Finding they could not escape with the cutter, they blew her up, and, taking to their boats, were soon made prisoners.

Kearsarge Built in Maine On June 19, 1864, in the only sea fight of importance during the Civil War, the "Kearsarge"—built at Kittery, Maine,—sunk the Confederate privateer "Alabama" off the harbor of Cherbourg, France.

Three of the twenty-one ships of the United States Navy, built in Maine from 1797-1913, were in service and under fire during the Spanish-American War, in 1898:—the "Vicksburg" at Havana, May 7; the

"Machias" under fire off Cardenas, Cuba, May 11; and the "Castine" at Mariel, Cuba, July 6.

**First Ship
Destroyed in
World War**

1915.

And Maine offered the first American sacrifice to Prussian militarism on the high seas—the good ship "William P. Frye", built and owned by Arthur Sewall & Company, sunk by the German cruiser "Prinz Eitel Friedrich" January 28, 1915.

When the world war came to America it was found that coast patrol boats were needed at once, much more quickly than they could be secured through the usual department channels in Washington. In this emergency the State of Maine purchased a fleet of patrol boats of its own, turned them over to the government together with the boats used ordinarily by the state sea and shore fisheries department, and then secured, largely from wealthy summer residents of Maine, the offer to the government free of charge for the period of the war of about twice the number purchased. Thus an adequate fleet was promptly at the government's disposal and an efficient patrol of Maine's coast line was immediately installed. The extent of this service on the part of the state is unequalled in the country in proportion to resources and population.

**Period of
Prosperity**

In 1802 Maine built 14,248 tons of shipping. In ten years it had increased to over 40,000 tons, valued at more than \$1,000,000. This was equal to a third of all the tonnage of the United States. The next twenty-five years saw a great development in ship building. In the fifty coast towns of Maine this was the chief industry and supported 200,000 people. The panic of 1857 and the Civil War, lack of materials and steam ships of steel struck a fatal blow at ship building in Maine from which it has never recovered. However, American shipping has never forsaken its birthplace. Up to 1900 more than half the ocean vessels of the nation were built in Maine, but, whereas in 1826 American ships carried 92.5 per cent of our foreign commerce, in 1900 they carried but 9.3 per cent. In 1916 only about 10,000 tons of merchant shipping was launched in Maine.

**Reason
for Decline**

The World War of 1914 created an immediate demand for increased ship building. Maine ship builders were the first to respond to this call. At once many of the old yards were opened. The master builders and expert workmen, long since retired from the work of building, seeing the nation's need, returned to the yards. The result was that 1917 saw 40,000 tons completed and double that amount in 1918. The principal places of business under the present revival are Stockton, Belfast, Rockland, Camden, Thomaston, Wiscasset, Rath, South Portland, Biddeford, Freeport and Calais. The demand for new ships will undoubtedly continue for some time. The destruction of so

many ships by the submarines during the war and the outlook for a large foreign trade will probably lead to ship building in Maine. It also is evident that in the end this industry will not be very considerable in Maine, owing to the change to steel bottoms and the distance of Maine from raw materials used in their construction.

Wanted: Info on these Ancestors

Looking for information on **William Keene** of Waldoboro who married **Nancy Ann Edes** on March 23, 1826 at Warren, Knox, ME. On Feb 24, 1826, court records show William Keene of Waldoboro and Nancy Edes of Warren "intentions." No marriage return. Please send any info on these ancestors to me. Thanks, Sue Kissel, 3299 Rose Lane, Prescott, AZ 6305

After 2 summers of searching we finally found the private cemetery where **Paul Storer**, his wife, and 6 of his children are buried. It's in what I would call south Washington on the Waldoboro Rd. It is about 2.2 miles south of the intersection of Routes 17 and 220 on the west side of the road, about 50 yards from the highway at the edge of a wooded area.

If you are familiar with where Fred Carroll lives on Waldoboro Rd., the cemetery is just inside the tree line at the edge of the field that is south of Fred's house. There is a big pine tree that is easy to see that marks the cemetery; Paul's grave is at the base of this pine tree.

My father-in-law found the cemetery on Saturday, October 7, just after dusk. We explored a bit with flashlights and verified that this was the private Storer cemetery that we had been looking for the last 2 summers. We returned on Sunday to find a badly overgrown plot with 5 headstones (**Paul, Mary, son Paul, Lydia, and Jeremiah**) scattered about. We spent Sunday afternoon trying to clean up and straighten up the area and ended up finding 3 additional headstones (**Seth, John I, and Mary M.**) buried under the accumulated forest debris. All 8 gravesites had footstones in what appeared to be their original placement. We left with all 8 headstones standing in what we think is the correct locations although more work is needed to really get the plot ship-shape. It almost looked like someone or something had "had their way" with the cemetery at some point; some of the headstones were broken off at the base, Lydia's was leaning up against second pine tree, looked like more damage than just frost-heaves.

We took plenty of *before and after* pictures and will try to get uploaded to a site where you can see them. There were several interesting things we found:

- 1) the base of Paul's (father) headstone is approximately 1/3 overgrown with the roots of the pine tree mentioned above.
- 2) Mary's headstone was lying on the ground when we found it having either fell over or been pushed over at some time. A broken off piece of the headstone has been overgrown by the roots of the same pine tree.
- 3) The graves appear to be lined up, moving in from the field, from Paul (father) who died last to Mary M. (daughter) who died first in order of death.
- 4) of the six children buried there four died in 1825; two within a week of each other.

The final clue that led us to this cemetery was a reference to it in a book about Washington. This book placed the cemetery "in a field off North Waldoboro Road, right side of road, property now (1976) owned by Mrs. Virgil Morse. We knew where the Virgil Morse place was so we took one last look on Saturday as it was getting dark. On a fluke we saw a light on at a house (where we met Fred Carroll) and stopped to see if anyone knew of an old overgrown cemetery nearby. Fred thought he could remember one and pointed us towards the big pine tree across the field.

continued on next page

Norma Dodge has more info to add to Waldoboro Cemeteries called the **Christian Hoffses Cemetery** located off Route 220, a walk into the woods about 1/4 mile on the left just before the Goose River in South Waldoboro. Contact kdodge51@maine.edu for more info.



Wanted: continued

It's interesting to note that in the Washington book, published in 1976, there are references to Paul (son), Paul (father), Mary (wife), and Lydia but no mention of Mary M., Seth, or Jeremiah. From this we concluded that the stones for Mary M., Seth and John I, must have been buried since at least 1976. The Washington book does note "markers for three children, no dates, J. I.," ?

I wanted to share our find with you folks. Mark Hank, Reading, MA
Editor's note: Can anyone help in cleaning up the cemetery?

Looking for info on **Leon Atwell Achorn**, B 7 July 1892, m. **Grethel Ludwig** in Waldoboro 22 Oct, 1923, and d. 9 April 1977 in Boston, Suffolk, MA. Parents possibly **Clenham J. Achorn** and **Sadie Moody**, but need documentation and further ancestry.

Searching for documentation of parents of **Gorham Achorn**, b 12 Jan 1805, m. **Elizabeth Creamer** 2 June 1827, and d. 9 Feb 1885 all in Waldoboro, Lincoln, ME. Parents possibly **John Achorn** and **Charlotte Kuhn**. Contact: Fred Snell fsnell@mediaone.net

I am particularly interested in finding **Hans George Vogler** who disappeared from the Broadbay area in about 1760, according to Moravian records kept during this period. Hans George is an ancestor of mine through my deceased mother, **Hattie Belle Vogler**, a direct descendant of Hans George. [Edward Cooper eygdc_1999@yahoo.com](mailto:EdwardCooperEygdc_1999@yahoo.com)

This from Janet Flynn: JFLynn1111@aol.com

I was just blessed with a copy of a very old document written by my 4th g-grandfather, **Joseph W. Hilton** (born in Newcastle, ME) about his father, **Rev. Daniel Hilton**, born 1778 in Bristol, Lincoln County, ME). He married **Martha Wellman**, daughter of Joseph and Molly (Gilbert) Wellman. It is 22 pages long, mentions the **Hilton/Wellman/Gilbert/Poore** families, locations in Maine at the time, working at a saw mill and on a schooner and farming conditions in ME in the late 1700's and early 1800's. He describes the family's travels from ME to OH to IL where they settled; Daniel's becoming a Baptist preacher, their forming a Free Will Baptist church in "Marietti" OH and an anti-slavery branch of the Baptist church in IL. It is wonderful and full of information.

After two trips to Maine and innumerable hours researching my Hilton and Wellman line, I thought I had finally figured out who Daniel's parents were. WRONG! The document tells me he was born April 3, 1778, Lincoln County, ME "near the old town of Newcastle" (Daniel's obit says he was born 1779 in Bristol, ME). It states that he was an orphan "thrown on the charities of the relatives that surrounded him" and that he was raised by "Aunt Poor."

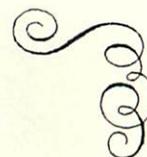
A check of the Gen Dictionary of ME & NH provides some scant info on the POORE family. I also checked the 1790 census for Lincoln County, ME and found several Poor/Poore families. James POORE was the only one in Bristol and he did have a male of the right age in his household. Do you have any information on this family? If I can figure out Aunt Poor's maiden name maybe I'll know Daniel's mother's maiden name too.

The document says he "has two or three half-brothers, those of his kinfolks lived in or near Danscotta, Province of Maine."

After Daniel and Martha (WELLMAN) Hilton married in 1801 in Nobleborough ME, it says "soon again we find them settled on a piece of land, some twenty miles from the old family mansion in the wide woods...bear and wolf kill and carry off...and sometimes to attack persons...and here they lived in this wilderness on what was then called Colomore's Ridge and there they struggled..." Do you know where Colomore's Ridge is in today's landscape? Does it still exist? I found Daniel Hilton in the 1810 ME census index in "Collemor."

I thought Joseph was Daniel and Martha's oldest son and was, thus, probably named after Daniel's father, in accordance with traditional English naming patterns. However, the document says their eldest children were twin boys who died, no names given. I am back to square one with no idea of Daniel's parents. Can you help me with the Hilton line?
Thanks. Janet Flynn

From Fred Ray, Asheville, NC slimray@cfspress.com



I am looking for information on my g-g grandfather, **John Means Patten** (April 12, 1799 died August 30, 1875. He was born in Topsham, the son of **Joseph Patten** who died in an accident in 1809. John appears to have been a boat builder who worked at Richmond, Gardiner, Waldoboro, and Charles Town (near Boston).

I can place him in Waldoboro definitely in 1850, when he appears on the census. He might have been there earlier since one of his sons is named **Issac Reed Patten** and was born in 1840. My guess is that he worked as a boatbuilder for Reed & Welt.

The family still has a silver medal won by John Patten's son, Jason, (my grandfather). It says "Prize for best shot: J.O. Patten by the W. L. J. July 4th 1853." In Stahl's History of Waldoboro he says that the 4th of July ceremonies in 1853 were celebrated in "an elaborate manner." **Any idea what W. L. J. could mean?**

Sometime prior to 1860 the family moved to Charles Town, Mass, and then to Mobile, AL. Jason Patten married a local girl and joined the Confederate army. He was killed in 1864. Our family is descended from him. His brother Issac enlisted in the Union army and was also killed in 1864.

John Patten died in 1875 at his brother's home in Topsham but I could not find a **burial site for him there. Perhaps he is in Waldoboro?**

I have the 1850 census and have read Stahl's History of Waldoboro. I would be especially **interested in seeing if he left a will or other records in Waldoboro.** I'd also like to find out **what happened to Nelson Patten, who is listed as a mariner.** He is supposed to have died April 9th, 1853 at the rather young age of 26, and I wonder if this might have been in a shipwreck. Any more info you can give me would be greatly appreciated. Fred Ray.

I have been researching my family tree for about a year now in Maine, mostly in Lincoln county, Jefferson, Whitefield area. I have a member of the **Weeks** family who married a **Mink**. Her name is **Amanda Cordelia Weeks** who married **John H. Mink** on July 3, 1871, Waldoboro, ME. Amanda Weeks was born about 1846 in Jefferson, ME. Her father was **Andrew C. Weeks**, mother, **Eliza Hisler Weeks** of Jefferson. Do you have any info on the Mink part of the family? I appreciate any info on John H. Mink and wife Amanda. GariLu Weeks kgallen@ctel.net

Need birthdate, place and parents of **LYDIA D. SIMPSON**, possibly b. at Alna, ME about 1851. She married 8 Aug. 1881 at Wiscasset, ME, **JOHN DEAN SIDELINGER**. Contact Bill Conary ConaryWmRb@aol.com

FOR SALE: Chelsea, Maine History, Vols. 1 & 2. There is literally a ton of info in these two volumes and if we can sell enough, we can entice the author to finish her third volume!!! Chelsea was formerly Farmingdale and the author has listed the 1790 census, 1800 census, 1810 census, 1860 census, marriage, birth and death lists, all 5400 people buried in Togus Cemetery...other cemeteries with people interred...**OVERWHELMING INFO.** Price \$110.00 includes shipping.

Mark Biscoe's book, No Pluckier Set of Men Anywhere, The Story of Ships and Men in Damariscotta, ME is still available for a limited time at \$25.00.

SEAL AND ARMS



DIRIGO

It's not her deep green pine trees against her cool blue sky,
It's not her ragged, rocky coast where ships at anchor lie,
It's not her slow, sweet springtime which tears your heart in twain,
It's not her mad, glad autumn with its windy, wild refrain,
It's not her lakes and forests or her quaint deserted farms,
It's not the scenery summer seekers count among her charms,
And all her lonesome loveliness of woodland, field, and shore
Is not what calls her children home and home again once more.

It's just the being born there; without her proud domain,
No matter what the radiancy of mountain, sea, or plain,
But let her name be whispered, with a passion almost pain,
Her sons, wet-eyed, rise up to cheer the sturdy State o' Maine.

Bernard Morse.