

A detailed topographic map of the Cranberry Isles and surrounding regions, including Tremont, S.W. Harbor, and Bar Harbor. The map features contour lines, numerous place names, and a title overlay in a white box with a black border. The title reads "The Stanleys of Cranberry Isles ...and Other Colorful Characters" by Ralph Warren Stanley. The map shows the coastline, various islands, and the names of many residents and landmarks.

The Stanleys of Cranberry Isles

...and *Other Colorful Characters*

By
Ralph Warren Stanley

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of Cranberry Isles

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By Ralph Warren Stanley

Edited by Charlotte R. Morrill

Southwest Harbor Public Library
338 Main Street
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Southwest Harbor, Maine 04679-0157

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Dedicated to my grandmother,
Celestia Gertrude (Dix) Robinson

who instilled in me interest in the lives and accomplishments of my ancestors,
relatives and others that I knew, how-be-it, noble, tragic or humorous.

My father once told me that a man could never have had a better mother-in law
and I can say that a boy could never have had a better grandmother.

Introduction

Albie Neilson, knowing that I knew a lot about the Stanley family, really inspired me to write this story. Albie was intrigued by the difference in the way of life he experienced growing up as a child at home as opposed to the way of life at Mount Desert Island and Cranberry Island. It was two different cultures coming together and today both are fast disappearing. My father, Chester Stanley, and his uncle, Lewis Stanley, who sailed the boats for the Neilson family and taught them ways of the sea and how to sail, greatly influenced Albie's life as well as his brothers and no doubt a lot of other summer children around the Rock End Dock.

As a child, I was interested in history and genealogy and through the years I had gathered a lot of stories. Out for an afternoon sail with Mrs. Montgomery on NILIRAGA, sometimes until the middle of October, often times just the two of us, I would tell her some of these stories. She would say, "Ralph! You must write all this down." Eventually I did write much about the early history of Mount Desert Island, shipbuilding history, other historical facts and stories of relatives and people whom I knew.

Albie and I discussed how to go about recording the story of the Stanley family and I suggested that we talk with Bill Bunting (William H. Bunting). We started by asking Bill to read all that I had written over the years. His response was, "You are a wonderful story-teller when describing people, you know. As a youngster and as a young man you had an unusually sharp eye, sharp ear, and sensitive appreciation and understanding of the human comedy, all the while realizing that comedy and tragedy are often intertwined. You show that one can be insightful without being judgmental."

He goes on to say that I have material for three books, a genealogy, a history and stories about people that I knew or were told about. Genealogy and history would only be of interest to genealogists or historians, but I really wanted to combine all three. So, with this advice I sat down to the computer, rearranged, cut and pasted until I have the story of the Stanley family and those whose lives crossed, often with mutual respect and trust.

After reading what I finally came up with, Bill writes, "I enjoyed the whole of it. If the casual reader doesn't worry about trying to keep track of exactly who is related to whom, but just slides from one nice little story or aside to the next, the genealogy is surprisingly painless, while, to someone with a reason to be interested, it will be priceless"

Acknowledgements

Lynne Birlem	Lynne spent long hours perfecting the biographical citations.
Peter P. Blanchard III	Peter read the manuscript and gave helpful advice when needed.
William H. and Jennifer Bunting	Bill and Jennifer read several early manuscripts and helped set the pattern for how to do the book.
Rebecca Cole-Will	Rebecca provided important photographs.
Jennifer Dunkle	Jennifer provided valuable photographs of Uncle Robert Stanley and his family.
Ruth Celestia Holmes	My sister Ruth worked on the Stanley family genealogy all her life.
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Louise Libby	Louise shared many papers from her father, Professor William Otis Sawtelle's genealogical collection.
Mrs. Sibyl Mahoney	Sibyl gave me her father, Leslie Victor Stanley's, family genealogical papers, Stanley family photographs, and stories about the family.
Nancy Brown Martinez	Nancy kindly provided information from the Wheelwright Museum.
Vittoria McLenny	Vittoria provided her mother's, Maria Gulia (Senni) Vitelli's photograph albums.
Mrs. Phoebe Milliken	Mrs. Milliken, a friend for over sixty years, read the first manuscript several years ago and encouraged me from the beginning.
Mrs. Florence Montgomery	I used to tell Mrs. Montgomery stories while I sailed for her on NILIRAGA. She would always say, "Ralph, you must write this."

Charlotte R. Morrill	Charlotte read the manuscript, asked questions, listened, and designed the book.
Mary Mosier	Mary helped by obtaining Navy records for Uncle Robert Stanley.
Patti and James Murphy	Patti and James were enthusiastic and helped with lots of pictures.
Albert P. Neilson	Albie, a friend for some eighty-five years, knew my father and Uncle Lew, and respected the Stanley family. Albie said that I was a walking history book. He pushed me to write this book so what I knew would not be lost.
Mrs. Leslie Stanley Olson	Leslie provided valuable photographs and records pertaining to Great Uncle Alfred Gilley Stanley's family in the state of Washington.
Robert Pyle	Robert gave me valuable pictures and told me stories about Cranberry Isles.
Edward Warren Stanley	My son, Edward, kept my computer alive and running.
Kenneth Stanley	Cousin Kenneth told me stories about Uncle Robert Stanley and retrieved his father's service record, which is only available to the next of kin.
Leslie and Helen Stanley	Uncle Leslie saved many old family letters, some of them from the first half of the 19 th Century. He did a lot of work on the Stanley family genealogy and told me stories.
Marion Linscott Stanley	Marion put up with the project.
Robert "Buzz" Stanley	Buzz supplied more information about Uncle Robert Stanley.
Kelly Willis	Kelly did leg work in Portland searching for family information.

A Note from the Editor

Historian, Genealogist, Musician, Boat Builder, Author, Raconteur - there is only one Ralph Stanley. Ralph bears many titles and awards, but for the Southwest Harbor Public Library he is, most of all, a friend.

Ralph started using the library as a child and continued as an adult, graduated to Trustee, to President of the Trustees, and, in 2013, became our first Trustee Emeritus. During the past twelve years he has spent hundreds of hours patiently identifying people, places and vessels in the Digital Archive. He gave the library his vast collection of photographs, The Ralph Warren Stanley Collection, in 2014.

For years he has told us stories of his family, friends and adventures on Mount Desert Island. Archivists have written down almost every word and fact – a treasure for the collection and for the community.

And now he has written his chef d'oeuvre, *The Stanleys of Cranberry Isles...and Other Colorful Characters*. This book is Ralph's own story, based on his own research and in his own words. The editor has helped by asking questions, coordinating the biographies, inserting the links and assembling the digital format, but has left the text alone. The only footprints here are those of this unique and very dear octogenarian who loves the land of his forbearers.

Charlotte R. Morrill
June 16, 2017

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Ralph may write more about his family and friends. Archivists at the Southwest Harbor Public Library will add more photographs, maps and information to the database and will update the book when these additions illustrate the book. And, of course, readers may send us corrections of facts to be added. Only Ralph will make story additions.

For these reasons, page numbers in the Table of Contents may change from time to time.

The sub-headings listed below are in the order as they appear in the chapter.

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The biographical citations were inserted after the manuscript was written, using later and more sophisticated research. Differences between the text and citations sometimes occur. The citations should be considered more accurate while archivists reconcile differences and they disappear.

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Women are listed by their maiden surnames.

Person

[Neilson - Albert Pancoast Neilson \(1930-\)](#) aka Albie

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

[Clement - Chester Eben Clement \(1881-1937\)](#)

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

Child Of

Neilson - Harry Rosengarten Neilson (1893-1949)

Stanley - Arno Preston Stanley (1865-1937)

Clement - Eben Leslie Clement (1862-1932)

Stanley - Enoch Boyngton Stanley (1820-1903)

“They Came for Fish”

by
Albert P. Neilson

Rarely in my life have I been asked what it was like to come to Mt. Desert Island and to Northeast Harbor as a “summer child”. The month of June marks the return of the summer people, those who come back each year. They include many, those who may own boats or cottages, or who rent them, and those who come to camp for a week or several, and those who come for a day or two in their automobiles, and those who arrive on huge cruise ships. All told this constitutes a very significant economic boost to the MDI people and to some year-round residents on the smaller nearby islands. The question then arises, what brings them or what draws them to MDI? What is it that in some cases leads them to drive hundreds of miles in an automobile to get to this Island? To help answer this question we now turn to the way I, as a child, experienced returning each year to Mt. Desert Island, to Northeast Harbor and the nearby islands. Basically, the Mount Desert Island area made a tremendous impression on me, very much influencing my future life.

The journey to Mount Desert Island was something that as a child I considered the absolute high point of each year. I had a number of friends who enjoyed coming to Northeast Harbor and Mount Desert Island, but they had not the depth of feeling that I had in my heart and mind every year when June rolled around. To make it clear why these feelings were so strong one needs only to look at what my brother (two years older) and I did as soon as we arrived at our summer cottage in Northeast Harbor. We took off our travel clothes, put on our play clothes and raced to the Rock End Dock. The Rock End Dock in the Thirties was the dock for the Rock End Hotel and provided launch service for those people staying in the hotel to see the beauties of the Island from the water. Many of those launches were operated by people from Cranberry Island who knew well the waters and who were competent boatmen. The service of providing launches to the summer community continued right up to the beginning of World War II. The hotel burned down on March 4, 1942. We did not want to visit the boats or boatmen who operated the transient launch service provided by Elmer Spurling. Elmer was someone we liked, but Chester Stanley was somebody whom we adored. Chet was the captain of the LEADER, the LEADER being a launch built by Chester Clement and rented by my grandmother from Chester Stanley’s Uncle Jimmy. Chet was her captain, and no one knew at the time how incredibly important he would become in our lives. We were not often received as warmly or as joyously as we were by Chet. Not only in the way he greeted and welcomed us with warmth, but also in the entire new world that

Person

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#)

[Stanley - Ralph Warren Stanley \(1929-\)](#)

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Chester Warren Stanley (1900-1971)

skillfully and quite naturally opened up to us. It was the world of the sea and its creatures and the way those creatures, the lobsters, the clams, the many different types of fish which were harvested and cleaned and brought to the dining room table for us to eat. There was a remarkable wholeness and meaning to the ocean and its tides, the high running tides and low running tides, the fog and wind, the waves and ledges. All of this was totally new to my brother and me. All of it was explained and revealed to us by Chet's warmth and what we always thought was a considerable expertise. We wanted to be like him, we wanted to do what he did and whenever he suggested anything, we immediately tried to take it up with interest and joy. Many of the people who were friends of my parents and grandparents had children and grandchildren who were friends of mine and my brother, but they never had, in my judgment, the depth of feeling my older brother and years later, my younger brother and I had for Chester Stanley. Later, as it will become clear in this little essay, the affection and high feeling for the Stanley family grew with the arrival of Uncle Lew Stanley and with Ralph Stanley, who built boats, one of which he built for me.

So begins the story of my personal interest in the Stanley family and my general interest in the extraordinary area of Mount Desert Island and its surrounding bays, harbors, and islands. Almost everybody who comes from away comes in the summer to appreciate the cooler days and cooler nights. Even though that is changing with global warming, thousands still come for the extraordinary natural beauty of Mount Desert Island and for its boating, hiking, rock climbing, kayaking on lakes and ocean, its general beauty, and for its wonderful national park, Acadia. As a child, all of these beautiful features formed a wonderful backdrop to everything else that I experienced. But the main activity was to be with Chester Stanley and Uncle Lew. To illustrate this, I must go to the words of my father who always described the Mount Desert Island area of Northeast Harbor, Southwest Harbor, and the Cranberry Islands as the "sacred land." Later when the Second World War came, and Chester Stanley wanted to fish and help the war effort by providing food, we did not run to the Rock End Dock to see him. Rather we went to the Rock End Dock to get in a rowboat and row to Southwest Harbor to the Manset Fish Wharf. The Manset Fish Wharf no longer exists, but my memories of it are very strong. There we would find Chester Stanley and often Ralph baiting trawls for the next day's fishing expedition offshore. My father nicknamed the Manset Fish Wharf as the "Holy of Holies" because of our efforts to row over there and to visit with Chet.

Now, to step back a bit, still in the Thirties, and when I was about five years old, a new face and a new Stanley appeared on the scene to teach both my father and mother and my brother and me how to sail. This person was later called Uncle Lew although in those days we called him Captain Lew. Lew Stanley had been taught to sail himself by

Person

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

[Neilson - Harry Rosengarten Neilson Jr. \(1928-1994\)](#)

[Neilson - Albert Pancoast Neilson \(1930-\)](#)

Child Of

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Neilson - Harry Rosengarten Neilson (1893-1949)

Neilson - Harry Rosengarten Neilson (1893-1949)

his brothers and father, Enoch B. Stanley of Cranberry Island before the internal combustion engine was invented. So, he knew the basics, the absolute basics of sailing and taught many from the summer colony how to do that sailing and do it well so they could race their sailboats and so they could be taught safety procedures. Uncle Lew could not swim a stroke, but he knew the importance of safety measures and how to manage storms and squalls in sailboats. Chet always said when it came to sailing that we should ask our questions to Uncle Lew because Chet knew that Uncle Lew knew how to sail to perfection. Chet, however, grew up with the internal combustion engines, and he knew all about how to manage them, even the old make and brake, the putt, putt, putt engines, which in the Thirties were still very much around.

Uncle Lew conveyed to me my brother and I all of the mysteries of sailing and of coastal and fishing schooners, which he called vessels. As a boy of seven years, I went off and spent the night with Uncle Lew on one of the 28-footer racing sailboats that had a little cabin. Another thing that was of great interest to me growing up with the Stanleys was Uncle Lew's boathouse on Cranberry Island in the "Pool". The Pool was a tidal pool that had the Deep Hole with moorings in it. The boats could be launched at high water, then taken off to be put on moorings until their summer owners claimed them. The hauling, painting, and general maintenance of these boats was done in Uncle Lew's boatyard. For me it was fascinating, another marvelous experience brought to me from the Mount Desert-Cranberry Island area through the Stanley family. Another feature that Uncle Lew and Chet brought to my brother and I was the telling of sea stories. These were for the most part normal sea stories, perhaps colored up a bit, but the basics being true. The basics were often historical and consequently opened the door to how people lived and survived on Cranberry Island with none of the modern conveniences that now exist on that Island. This was another dimension of the Mount Desert Island experience for me to which most people were not privy. After Uncle Lew's death in 1957, it was not long before the boatyard began to go downhill rapidly. The men who worked in the boatyard, other members of the Stanley family and other families on Cranberry Island, began to move away, and summer people began to move into that domain. But all of this marvelous tradition received a new birth in the heritage that was passed on. The person who inherited all of it was Ralph W. Stanley, and he inherited it with tremendous energy and interest. Ralph is a natural historian and a lover of tales and stories. It is through him that my interest in the Stanley family began to develop further.

The Stanleys came for fish, not for mountains and lakes and boating. They came for fish to make a living, and in the Eighteenth Century, towards the end of the century, the Stanley family came regularly to the Cranberry Pool in the summer where they owned land and then they would return to winter in Marblehead, Massachusetts. Enoch

Person

[Stanley - Thomas Cobb Stanley Jr. \(1784-1876\)](#)

aka Skipper Tom

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Child Of

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Sans Stanley (1729-1791)

B. Stanley, the father of Uncle Lew and Uncle Jimmy and the grandfather of Chet and the great-grandfather of Ralph, was born at Cranberry Island in 1820. Enoch B. Stanley's father, Thomas Cobb Stanley, Jr. was born at Cranberry Island in 1798. His father, Thomas Cobb Stanley, Sr. was born at Marblehead and became a permanent year-round resident on Great Cranberry Island.

Enoch B. Stanley eventually owned seven schooners and had a big fishing business. The importance of those fishing vessels and the fishing business will become clear, I think, to the readers of this second of Ralph Stanley's books which is about his own family and their role to the Mount Desert Island area.

Person

Standley - John Standley (1735-1783)

Standley - Sans Standley III (1729-1791)

[Champlain - Samuel de Champlain \(1574-1635\)](#)

Smith - Captain John (1580-1631)

Child Of

Standley - Sans Standley Jr. (1702-1748)

Standley - Sans Standley Jr. (1702-1748)

Champlain - Antoine Champlain (Unknown)

Unknown

Early Settlers of Mount Desert and Cranberry Isles

John and Sans Standley, brothers from Marblehead, together with John Rich, ancestor of the Rich family of Mount Desert Island, were at Cranberry Island probably as early as 1755. They were Grand Banks fishermen and when the French at this time started seizing colonial fishing vessels on the Grand Banks, these fishermen undoubtedly shifted their fishing operations to the Maine coast during the summer, going back to Marblehead for the winter. It was not their intention to settle permanently but in time with the course of events it became inevitable. Not until the French and Indian wars were ended with the signing of the Treaty of Paris in 1763 did Mount Desert Island appear to be a good place to settle. The treaty gave the British undisputed claim to Mount Desert Island. By 1763 a number of permanent settlers were on the island.

It is a well-known fact that many Europeans visited Mount Desert Island before Champlain, but they left few written records. Champlain, however, wrote in 1606 an account of his 1604 exploration of the Maine coast and had this to say of Mount Desert Island, "It is very high and notched in places, so there is the appearance to one at sea of seven or eight mountains extending along each other. The summit of most of them is destitute of trees," This would seem to indicate the island had been through a forest fire. Fire ravaged the island in 1864 and again in 1947. The 1864 fire ruined the extensive lumbering operations that existed up to that time.

If Champlain approached from far out at sea, he first saw the top of Cadillac Mountain which looks like a dory upside down on the horizon. Champlain went on to say, "The woods consist of pine, fir and birches only." Perhaps Champlain did not know or care much about trees. There is a much greater variety than those he noted.

For nearly one hundred and fifty years after Champlain's visit, Mount Desert Island was disputed territory between the French and English, each discouraging settlement by the other. Captain Samuel Argall in the English ship *TREASURER* of Virginia broke up the French Jesuit settlement at Fernald's Point at the entrance of Somes Sound in 1614.

In 1617, John Smith, the English colonist and explorer, described the hills of Mount Desert Island as he explored the Maine coast. Some explorers were looking for the legendary golden city of Norumbega, but Smith recognized the true wealth of the

Person

Manning – George Manning Jr. (1655-1678/9)
Citation highly speculative, but possible

Cobette – Thomas Cobette Jr. or III
Citation speculative, but probable.

Andros - Gov. Edmund Andros (1637-1714)

Cadillac - Antoine Laumet de La Mothe, sieur de Cadillac
(1658-1730)

Child Of

Manning – George Manning Sr. (1630-1977)

Cobbet – Thomas Cobbet (1608-1685)

Unknown

Laumet - Jean Laumet (Unknown)

Maine coast in the bountiful supply of codfish and established a fishing station at Monhegan Island.

In 1675, George Manning, a colonial fur trader, made a deposition that, "When the trading shallop, PHILLIP, was riding at anchor off "Mt. DeZart," she was boarded by pirates who opened the hatches and took all my peltery." These pirates were probably French, or possibly Dutch, who took the position that Manning was infringing on their territory and the pelts were rightfully theirs.

In 1676, Thomas Cobette, Jr. of Ipswich was captured by Indians and brought to Mount Desert Island where he was forced to work for them for several months. At some point the Indians took Cobette to Castine, where the master of a passing vessel recognized him and paid the Indians ransom for his freedom. He gave the Indian leader a fine coat in exchange for Cobette.

In 1688 while taking a survey and census of the coast, Sir Edmund Andros, who, at this time, was governor of the short-lived Dominion of New England, found a Frenchman by the name of Cadillac and his wife living at Hull's Cove. Cadillac was therefor only a short time. Perhaps the presence of Andros' census takers hastened his departure from Mount Desert Island. They may have been perceived as a threat to his existence, this area being disputed territory between the French and English.

Antoine Laumet de La Mothe, sieur de Cadillac (1658-1730)

Born in France, named Antoine Laumet, Cadillac was the son of a small-town lawyer. On coming to New France, which was at that time controlled by France, he changed his name to LaMothe, a prominent and distinguished name of the time. He soon decided to give himself a title and since he had lived in France near a town called Cadillac, he conferred upon himself the title of Sieur de Cadillac along with a coat of arms. The governor of Canada was impressed with Cadillac and awarded him a part of eastern Maine including Mount Desert Island. He now added Seigneur de Douaquet des Monts Deserts to his self-awarded titles. From Mount Desert Cadillac went to Montreal where he was engaged in the fur trade. From there he went on to settle and found the city of Detroit. Eventually he became the governor of Louisiana.

The name of Green Mountain, the highest peak on Mount Desert Island was changed to Cadillac in 1919 after the National Park was founded. Cadillac's coat of arms is still displayed on Cadillac automobiles.

Person

La Mothe - Marie Therese (La Mothe) Cadillac de Gregoire (1745-1811)

Louis XIV of France (1638-1715)
aka Louis le Grand
aka Le Roi Soleil

de Gregoire - Bartélémy de Gregoire (-1810)

Moody – Samuel Moody (1675-1747) aka Rev. Moody

Child Of

Cadillac - Antoine Laumet de La Mothe Cadillac (1658-1730) - Grandfather

Louis XIII of France (1601-1643)
House of Bourbon

de Gregoire - Noble Bartélémy de Gregoire

Moody – Caleb Moody Sr. (1637-1698) aka Parson Moody

Cadillac's granddaughter, Marie Theresa de Gregoire, came to Boston in 1786 and laid claim to Cadillac's property as her inheritance. This was a fortunate time for her as the new United States government was grateful to France for their help during the American Revolution. On July 6, 1787, she was awarded an undivided half of Mount Desert Island, thus recognizing a portion of the old French grant made by Louis XIV in 1689. Madame de Gregoire and her husband, Bartolomy, came and lived at Hull's Cove, selling their land piece by piece to settlers. They both died there, he in 1810 and she in 1811. Both are buried in the village cemetery.

From 1692 to 1696 Mount Desert was a place of rendezvous for the French expeditions against New England and in 1704 Col. Church used Mount Desert as a place of rendezvous in his fifth expedition against the French and Indians. During this time Man o' War brook in Somes' Sound became known as a great place for passing ships to easily take on a supply of good water. Ships could tie up near the shore in deep water and with a wooden trough direct the stream right on the deck of the vessel. This was pretty handy compared to some other places where they had to get water.

According to legend, a vessel named GRAND DESIGN was wrecked about 1740 at Seawall on Mount Desert Island and it was some time before the survivors were rescued. However, researchers have never succeeded in finding any record of a vessel of that name. They did find a vessel named MARTHA AND ELIZA with Irish immigrants that was wrecked on the Maine coast, perhaps at Grand Manan Island. It seems unlikely a vessel wrecked at Mount Desert Island would not be quickly discovered as there were many vessels passing through those waters at that time.

In 1744-45 many colonial vessels carrying soldiers to Cape Breton to participate in the siege of Louisburg stopped off at Mount Desert Island. As a matter of fact, one vessel was wrecked here. Many of the soldiers saw the island for the first time and some later came back as settlers. The Battle of Louisburg had a religious aspect as a struggle of Protestant against Catholic. There was a great religious awakening in northern New England at that time and the Rev. Moody of York, with great religious fervor, commanded a group of men to the siege. When the city fell he took his hatchet and chopped up all the idols, so called, in the Catholic Church and preached a Protestant sermon to all those ruffians who had accompanied him to the siege of the city. After the siege of Louisburg during the three-year occupation of the city by the colonial forces, there was much suffering caused by sickness and starvation. The colonists resented the fact that after all their efforts, the British gave the city back to the French. The colonists hated the French for their part in instigating Indian raids against them during the French and Indian wars. Among the many causes of the American Revolution, it seemed to the New England colonists that the British Government cared little for their

Person

Bartlett - Christopher Bartlett (1732-1806)
Stanwood - Job Stanwood (1726/1727 - 1776)
Bunker - Benjamin Bunker (1710-1818)
Gilley - William Gilley (1750-1839)
Bunker - Eunice (Bunker) Gilley (1756-1843)
Bunker - John Bunker (1730-1829)
Robinson - John Smith Robinson (1732-1801)
Robinson - David Robinson (1770-1862)
Nickerson - Rebecca (Nickerson) Robinson (1774-)
Tinker - Jonathan Tinker (1779-1852)
Gott - Daniel Gott V (1739-1814)

Child Of

Bartlett - Noah Bartlett (1700-1732)
Stanwood - Philip Stanwood (1690-1756)
Bunker - James Bunker (1665-1722)
Unknown
Bunker - John Bunker (1730-1829)
Bunker - Benjamin Bunker (1710-1818)
Robinson - Stephen Robinson (1709-)
Robinson - John Smith Robinson (1732-1801)
Nickerson - Daniel Nickerson (1736-1801)
Unknown
Gott - Daniel Gott IV (1703-1785)

sacrifices and it has been said that in the minds of the those who participated in the siege that this was the real start of the Revolution.

Since travel at this time was mostly by sea it stands to reason that the outer islands were settled before the inland areas. Abraham Somes was at Somesville by 1762 and Christopher Bartlett was at Bartlett's Island. Job Stanwood was at Little Cranberry Island where he lived a few years, later moving to Bar Harbor. Benjamin Bunker was at Cranberry Island where he lived a number of years and also lived at Duck Island for a time. He was appointed surveyor of roads at Mount Desert in 1777. Both Job Stanwood and Benjamin Bunker had served at Louisburg where Job Stanwood lost his arm. Benjamin Bunker eventually went back to Durham, New Hampshire where he died at the age of 108 and was buried in a cemetery across the road from Bunker's Garrison.

William Gilley, ancestor of the Gilley family, according to tradition, had jumped ship from a British Naval vessel that had stopped at Mount Desert Island sometime in the 1760s. He later married Eunice Bunker, daughter of John Bunker and granddaughter of Benjamin Bunker.

John Robinson was at Robinson's Island, now Tinker's Island, in Blue Hill Bay before the Revolutionary War, during which time he gained a reputation for harassing British shipping and piloting colonial vessels to safety. His efforts were successful enough for the British to put a price on his head. It is possible that John Robinson was one of the New Englanders who went to Nova Scotia to take advantage of the offer of land by the British authorities. It was British policy (the Great Expulsion of 1755 – 1763) to remove the French Acadians from Nova Scotia and populate the land with British subjects. Many of the New Englanders who took advantage of the offer were dissatisfied with the deal and thought they had been cheated. It is well known that John Robinson had no love for the British. John Robinson's son, David, married Rebecca Nickerson who was born in Nova Scotia and at the time of her marriage was from Litchfield, Maine. It is a fact that the Nickersons had been in Nova Scotia and removed to Litchfield. David may also have born in Nova Scotia.

Robinson's Island later became Tinker's Island. Jonathan Tinker had a shipyard there and during the 1840s at least ten vessels were built there, one being a brig of 190 tons. One of Enoch B. Stanley's schooners, the CARRESSA, was built there.

Many settlers were often related before they came. Three Gott sisters married three Richardson brothers, and all have descendants in the MDI area. Daniel Gott who settled Gott's Island was a brother to these three.

Person

Herrick - Andrew Herrick (1742-1812)
Legrow - Joseph Legrow (1751-1833)
Homan - Sarah (Homan) Legrow (1739-1825)
Homan - Margaret (Homan) Stanley (1731-1807)
Standley - Sans Standley III (1729-1791)
Spurling - Benjamin Spurling (1752-1836)
Guptil - Fannie (Guptil) Spurling (1760-1824)
Spurling - Sarah (Spurling) Newman (1780-1863)
Newman - Jonathan Newman (1781-1863)
[Newman - Samuel Spurling Newman \(1811-1902\)](#)
Newman - Enoch S. Newman (1814-1871)
Newman - Henry E. Newman (1818-1894)
Newman - William Spurling Newman (1825-1901)
Beecher – Harriet Elisabeth (Beecher) Stowe (1811-1896)

Child Of

Herrick - Samuel Herrick II (1705-1764)
Unknown
Homan - Peter Homan (1710-bef. 1766)
Homan - Peter Homan (1710-bef. 1766)
Standley - Sans Standley Jr. (1702-1748)
Spurling - Thomas Spurling (1732-1809)
Guptill - John Guptill (1726-1759)
Spurling - Benjamin Spurling (1752-1836)
Newman - Joseph Newman (1764-1820)
Newman - Jonathan Newman (1781-1863)
Beecher – Lyman Beecher (1775-1863)

Andrew Herrick, brother-in-law of Abraham Somes, was also at Cranberry Island. His grave is located at Great Cranberry Island near the shore west of the public dock.

Joseph and Sarah (Homan) Legrow, early settlers from Marblehead, are buried here. She was a sister of Margaret (Homan) Standley, wife of Sans. It is also the resting place of Benjamin Spurling, another early settler, who came from New Hampshire by way of Gouldsboro. I believe he was a shipbuilder. His wife was Fannie Guptill from Gouldsboro. Their daughter, Sarah, married Jonathan Newman from Gouldsboro, who I believe was also a shipbuilder. All four of their sons, Samuel, Enoch, Henry and William were well known shipbuilders and built many vessels at Cranberry Island, Tremont and Mount Desert as well as Ellsworth and Bucksport. Shipbuilding began on Mount Desert Island soon after the first settlers arrived in the 1760s and reached its peak between 1820 and 1830. Between 1850 and 1860 as many as ten thousand vessels a year passed through the waters of Mount Desert. Almost every young man went to sea, either shipping or fishing, and many spent their lives at sea. Their experiences at sea and in other lands did much to shape the way of life of the people on Mount Desert Island.

Harriet Beecher Stowe wrote after spending some time on the Maine Coast, "A ship building, a ship sailing community has an unconscious poetry underlying its existence. Exotic ideas from foreign lands relieve the trite monotony of life; the ship owner lives in communion with the whole world and is less likely to fall into the petty commonplace that infests the routine of inland life."

Prominent shipbuilders from the late 1840s through the 1870s were the Newman brothers, Henry, William, Samuel and Enoch. They were the sons of Jonathan and Sarah (Spurling) Newman. Henry Newman was master builder of the 195-ton schooner, GEORGE KILBORN in 1854, the 118-ton schooner, GEORGE B. SOMES in 1867, the 129-ton schooner, LIGHT OF THE EAST in 1869, the 117-ton schooner, SILVER HEELS in 1872, the 145-ton schooner, KATE NEWMAN in 1874 and the 283-ton schooner, CARRIE M. RICHARDSON in 1874. I think Samuel Newman or William Newman may have also worked on this vessel. Henry Newman was master builder of a schooner named ATAVILIA at Ellsworth and the steam tugboat LITTLE ROUND TOP used for years to tow vessels in and out of the Union River. He was also master builder of a brig JOHN A. BUCK built at Orland.

William Newman was master builder of the 114-ton schooner ANTELOPE in 1859, the 153-ton schooner ELLA FRANCES in 1872, the 31-ton schooner ELLA EUDORA in 1872, the 137-ton schooner FRED C. HOLDEN in 1872, the 54-ton schooner KATE CLARK in 1873, the 289-ton schooner JOSEPH WILDE in 1873 and the 154-ton schooner ABRAHAM RICHARDSON in 1874. Samuel Newman

Person

Newman - Enoch S. Newman (1814-1871)

Andrews - John Andrews (1618-1708)

Andros - Gov. Edmund Andros (1637-1714)

Candage - Rufus George Frederick Candage (1826-1912)

Child Of

Newman - Jonathan Newman (1781-1863)

Andrews - John Andrew (1597-1666)

Unknown

Candage - Samuel Roundy Candage (1781-1852)

was master builder of the 125-ton schooner J. TINKER built in 1851 at Seal Cove, the 166-ton schooner QUICKSTEP in 1856, the 139-ton schooner NORTHERN LIGHT in 1856, the 86-ton schooner MARY F. CUSHMAN and the 36-ton schooner H. W. CUSHMAN both built at Somesville in 1872.

Enoch Newman built the schooner MONTEZUMA in 1849 and I believe Enoch was also involved with his brother Samuel in building the 180-ton brig ABIGAIL AND MARIA at Cranberry Island in 1851. Enoch later moved to Orland and built vessels there and at Bucksport. He probably worked with Henry Newman building the brig JOHN A. BUCK. No doubt these Newman brothers were master builders of many of the other vessels built during this period.

Many of the early settlers could trace their ancestry back to John Andrews who was born in England in 1621. After coming to the colonies, he was quite active in politics and was fined and imprisoned for opposing Governor Edmund Andros' arbitrary measures in 1687.

Also, many of the early settlers were descendants of the "Mayflower" Pilgrims and of the Massachusetts Bay Puritans. Harriet Beecher Stowe writes in "Old Town Folks" in 1869:

"People have often supposed because the Puritans founded a society where there were no professed public amusements, that there was no fun going on in the ancient land of Israel, and that there were no cakes and ale, because they were virtuous. They were never more mistaken in their lives. There was an abundance of sober, well-considered merriment and the hinges of life were well oiled with that sort of secret humor, which to this day gives the raciness to real Yankee wit. Besides this we must remember that life itself is the greatest possible amusement to people who really believe that they can do so much with it, who have that intense sense of what can be brought to pass by human effort, that was characteristic of the New England colonies. To such it is not exactly proper to say that life is an amusement, but it certainly is an engrossing interest that takes the place of all amusements."

These words by Harriet Beecher Stowe could well reflect the character of the lives of the early settlers of the mid-Maine coast. They were descendants, for the most part, of the early New England colonists, whose beliefs and doctrines still had much influence on their lives. However, they were subject to all the virtues and frailties of humankind, yet the successes and failures of their lives were marked by a certain underlying sense of amusement.

Rufus Candage in compiling the early history of Blue Hill wrote: "The history of a town and of its people should ever have an interest for its citizens and for all who are

Person

Gilley - William Gilley (1750-1839)
Bunker - Eunice (Bunker) Gilley (1756-1843)
Bunker - John Bunker (1730-1829)
Bunker - Benjamin Bunker (1710-1818)
Manchester - John Manchester (1732-1790)
Bunker - Comfort (Bunker) Manchester (1736-1762)
Bunker - Mary (Bunker) Eaton (1754-1840)
Eaton – Eliakim Wardwell Eaton (1742-1799)
Eaton – William Eaton (1720-1800)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Lurvey – Hannah Boyington (Lurvey) Gilley (1782-1852)
[Gilley - William Gilley Jr. \(1782-1872\)](#)
Lurvey - Mary (Lurvey) Stanley (1788-1843)
[Stanley - Thomas Cobb Stanley Jr. \(1784-1876\)](#)
[Clark - Nathan Clark II \(1780-1845\)](#)
Clark - John Clark (1782-1857)
Clark - Lewis Clark (1778-1857)
Higgins - Mercy (Higgins) Clark (1787-1858)
Higgins - Israel Higgins (1742-1818)
Snow – Mary (Snow) Higgins (1744-1818)
Brewster – William Brewster (1568-1644)
aka Elder William Brewster
Hadlock - Samuel Hadlock (1770-1854)
Higgins - Israel Higgins III (1778-1823)

Child Of

Unknown
Bunker - John Bunker (1730-1829)
Bunker - Benjamin Bunker (1710-1818)
Bunker - James Bunker (1665-1722)
Manchester - Gershon Manchester (1687-1749)
Bunker - Benjamin Bunker (1710-1818)
Bunker - Benjamin Bunker (1710-1818)
Eaton - William Eaton (1720-1800)
Eaton – John Eaton Jr. (1685-1746) aka Daniel
Unknown
Lurvey - Jacob Lurvey Sr. (1761-1853)
Gilley - William Gilley (1750-1839)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Stanley - Thomas Cobb Stanley Sr. (1764-1843)
Clark - Thomas Clark (1736-1804)
Clark - Thomas Clark (1736-1804)
Clark - Thomas Clark (1736-1804)
Higgins - Israel Higgins (1742-1818)
Higgins - Zaccheus Higgins (1719-1785)
Snow – Joshua Snow (1701-)
Brewster – William Brewster (c.1534-1590)
aka William Brewster of Hatfield
Hadlock - Samuel Hadlock (1746-1790)
Higgins - Israel Higgins (1742-1818)

descended from those who shaped the course in education, in religion, and in civic and social morality. Such a history is a beacon light that points to wisdom's ways." He goes on to say that, "The town of Blue Hill was particularly fortunate in the character of the first settlers, in their regard for the welfare of themselves and their children and of matters pertaining to education, moral and religious training, and in the early establishment of church and schools. Let their story be often told and kept in perpetual remembrance; let their sacrifices and self-denials be themes for conversation and be celebrated in song for the edification and instruction of the future generations and let their names be emblazoned upon the local roles of fame." I think this could be said of many settlements along the coast and particularly of the settlements of Mount Desert and Cranberry.

During the Revolutionary War settlers were well established. William Gilley had married Eunice Bunker, daughter of John Bunker and granddaughter of Benjamin Bunker mentioned earlier. John Manchester was at Manchester's Point at Northeast Harbor, coming here first to Cranberry Island from Machias where he had lived since the 1760s and where some of his children were born. His wife was Comfort Bunker, daughter of Benjamin and sister of John Bunker. Another sister, Mary Bunker, married Eliakim Eaton, oldest son of William Eaton, who in 1762 was the first permanent settler of Deer Isle. The story goes that they were married after her brother caught her bundling in bed with Eaton.

Many settlers came to Mount Desert Island after the Revolution, including Jacob Lurvey, who, along with his wife and five daughters, came in 1791. They would in time have five more children, four boys and one more girl. Hannah, the oldest child, was ten years old when they came, and she later became the wife of William Gilley, Jr. They made their home on Baker Island. Hannah was my great-great-great grandmother. Mary Lurvey, the fourth child became the wife of Thomas Cobb Stanley, Jr. of Great Cranberry Island. Mary was my great-great grandmother.

Another settler at this time was Nathan Clark. He came to Mount Desert Island with his two brothers, John and Lewis. Nathan settled at Southwest Harbor, John settled at Beech Hill on Mount Desert Island and Lewis went on to Searsmont, Maine where many of his descendants are today. Nathan Clark married Mercy Higgins, daughter of Israel and Mary (Snow) Higgins of Bar Harbor, then the town of Eden. Mary was a descendent of William Brewster who is said to be the founder of the Pilgrims and organizer of the group that sailed on the "Mayflower". Israel Higgins was a shipbuilder and in 1808 built the schooner HAZARD for Samuel Hadlock of Cranberry Island. Israel Higgins' son, Israel, Jr. was master of this vessel. Israel Higgins, Jr. along with his son,

The line from
Ralph Warren Stanley
to his
Great-Great-Great-Grandparents
Nathan Clark II
and
Benjamin Ward Jr.

Chester Warren Stanley

- b: 28 September 1900 in Cranberry Isles, Hancock, Maine, USA
- m: 08 November 1926 in Southwest Harbor, Hancock, Maine, USA
- d: 20 March 1971 in Southwest Harbor, Hancock, Maine, USA

Ralph Warren Stanley

- b: 09 February 1929 in Southwest Harbor, Hancock, Maine, USA
- m: 22 September 1956 in Southwest Harbor, Hancock, Maine, USA
- d:

Bertha Emily Robinson

- b: 20 May 1901 in Tremont, Hancock, Maine, USA
- d: 02 April 1968 in Southwest Harbor, Hancock, Maine, USA

Arno P. Stanley

- b: 12 September 1865 in Cranberry Isles, Hancock, Maine, USA
- m: 03 November 1894 in Cranberry Isles, Hancock, Maine, USA
- d: 18 December 1937 in Cranberry Isles, Hancock, Maine, USA

Mabelle Estelle Stanley

- b: 06 November 1868 in Cranberry Isles, Hancock, Maine, USA
- d: 1955 in Cranberry Isles, Hancock, Maine, USA

Ralph Judson Robinson

- b: 1870 in Tremont, Hancock, Maine, USA
- m: 06 February 1900 in Tremont, Hancock, Maine, USA
- d: 24 January 1923 in Southwest Harbor, Hancock, Maine, USA

Celestia Gertrude Dix

- b: 11 November 1875 in Bartlett Island, Mount Desert, Hancock, Maine, USA
- d: 1961 in Southwest Harbor, Hancock, Maine, USA

Enoch Boynton Stanley

- b: 07 August 1820 in Cranberry Isles, Hancock, Maine, USA
- m: 13 October 1846
- d: 09 January 1903 in Cranberry Isles, Hancock, Maine, USA

Caroline Hall Guptill

- b: 24 December 1822 in Gouldsboro, Hancock, Maine, USA
- d: 06 May 1907 in Cranberry Isles, Hancock, Maine, USA

Robert S Stanley

- b: 29 April 1827 in Islesford, Hancock, Maine, USA
- m: 19 December 1862
- d: 29 November 1890 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Phebe Jane Gilley

- b: 11 January 1842 in Baker's Island, Cranberry Isles, Hancock, Maine, USA
- d: 24 November 1929 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Adoniram Judson Robinson

- b: 08 March 1834 in Tremont, Hancock, Maine, USA
- m: 17 February 1860
- d: 21 March 1912 in Southwest Harbor, Hancock, Maine, USA

Henrietta Clark

- b: 24 December 1840 in Tremont, Hancock, Maine, USA
- d: 20 July 1908 in Southwest Harbor, Hancock, Maine, USA

John Dix

- b: 08 April 1829 in Seaville, Hancock, Maine, USA
- m:
- d: 10 February 1910

Emily Mayo Bartlett

- b: 27 December 1838 in Bartlett Island, Mount Desert, Hancock, Maine, USA
- d: 12 February 1898 in Bartlett Island, Mount Desert, Hancock, Maine, USA

**Henrietta Clark**

b: 24 December 1840 in Tremont,
Hancock, Maine, USA
m: 17 February 1860
d: 20 July 1908 in Southwest
Harbor, Hancock, Maine, USA

Seth Higgins Clark

b: 1816 in Tremont, Hancock,
Maine, USA
m: 22 January 1839 in Eden,
Hancock, Maine, USA
d: 16 March 1896 in Tremont,
Hancock, Maine, USA

Lucy Ward

b: 22 July 1817 in Manset,
Hancock, Maine, USA
d: 19 August 1899

Nathan Clark II

b: 05 August 1780 in Sharon,
Norfolk, Massachusetts, USA
m: 1804
d: 21 March 1848 in Southwest
Harbor, Hancock, Maine, USA

Mercy Higgins

b: 26 April 1787 in Eden,
Hancock, Maine, USA
d: 02 December 1868 in
Southwest Harbor, Hancock,
Maine, USA

Benjamin Ward Jr.

b: 03 October 1792 in Mount
Desert, Hancock, Maine, USA
m:
d: 23 April 1866 in Manset,
Hancock, Maine, USA

Margaret Dolliver

b: 03 October 1798 in Tremont,
Hancock, Maine, USA
d: 23 December 1879 in Manset,
Hancock, Maine, USA

Person

Higgins - Seth Higgins (1810-1823)

[Clark - Nathan Clark II \(1780-1845\)](#)

Holmes - Leonard Holmes (1788-1869)

[Clark - Henry Higgins Clark \(1811-1897\)](#)

[Clark - Seth Higgins Clark \(1816-1896\)](#)

[Clark - Grace Darling \(Clark\) Pease \(1848-1917\)](#)

[Pease - Jesse H. Pease \(1836-1901\)](#)

[Gilley - William Gilley Jr. \(1782-1872\)](#)

Bunker - Benjamin Bunker (1710-1818)

Child Of

Higgins - Israel Higgins III (1778-1823)

Clark - Thomas Clark (1736-1804)

Holmes - Zebulon Holmes Jr. (1758-1869)

Clark - Nathan Clark (1780-1848)

Clark - Nathan Clark (1780-1848)

Clark - Seth Higgins Clark (1816-1896)

Pease - Seba Pease (1795-1864)

Gilley - William Gilley (1750-1839)

Bunker - James Bunker (1665-1722)

Seth, was eventually lost at sea on another vessel off Sandy Hook. Four of Samuel Hadlock's five sons were also lost or died at sea.

Nathan Clark (1780-1848)

Nathan Clark owned much woodland and was engaged in logging and lumbering with a lumber camp near Western Mountain. Logs were brought to the millpond at Norwood's Cove in the winter and left on the ice. In the spring when the ice melted the logs were floated to the sawmill and sawed into lumber. The mill was a tide mill and was operated by Nathan Clark and Leonard Holmes. It was also a gristmill.

Nathan Clark's sons were engaged in shipping, owning and operating many vessels and also operating a shipyard at Clark's Point. Deacon Henry H. Clark and Seth H. Clark built the steamboat wharf in the early 1850s and were instrumental in securing steamboat service to Southwest Harbor. Three generations of Clarks served as agents for the steamboat service until it was discontinued in 1934, the wharf being sold to the United States Coast Guard. The steamboats brought rusticators and the Clarks enlarged their homes to accommodate guests. Deacon Clark's home eventually became the Island House, a large summer hotel. Seth Clark's daughter Grace together with her husband, Jesse Pease, a retired sea captain, built the Claremont Hotel in 1896. The Claremont is still operating to this day.

The early settlers cleared land with vigor. Much land was burned to clear the trees and vegetation. The western half of Sutton's Island was once a large field and probably was cleared by burning. William Gilley Jr. cleared half of Baker Island by setting it on fire. In later years William Gilley's ownership of Baker Island was disputed and it was concluded that he took possession as a squatter when he built his home there. I have seen a copy of a document from the courthouse at Machias showing that Benjamin Bunker was in possession of land at Little Cranberry Island and the island connected to his land by a bar. This island was Baker Island. William Gilley was Benjamin's great grandson and it could be that the island had been passed down through the generations but never properly recorded. There was a camp on the island when William took possession, indicating that the island had been in use for some time before.

From the earliest days of settlement, fishing flourished with some vessels fishing as far as the Grand Banks. Maritime activity increased up until the time of the War of 1812. The battle of Norwood's Cove was successfully fought to protect vessels concealed in the millpond from being burned by the British.

After the War of 1812 many vessels were old and in poor condition and not fit for the Grand Banks fishery, where a vessel would be at sea for several months and safety depended on good gear and a sound vessel. The Labrador fishery became an alternative for vessels not fit for the Grand Banks. The codfish bounty was a contributing factor to fishing in Labrador. It would guarantee enough money to patch up one of these old vessels, enabling her to sail to Labrador during the summer months, anchor in a safe harbor, stow the sails and gear below, safe from wear and tear, and proceed to catch fish from small boats. When the vessel was loaded, sails would be bent on and the vessel would proceed home. This was much easier on an older vessel and the practice continued until about 1830 when it started to decline. Vessels ceased to go to Labrador by the time of the Civil War.

The line from
Ralph Warren Stanley
to his
Great-Great-Great-Great-Great-Grandparent
Sans Standley or Stanley (1702-1748)



Enoch Boynton Stanley

b: 07 August 1820 in Cranberry Isles, Hancock, Maine, USA
m: 13 October 1846
d: 09 January 1903 in Cranberry Isles, Hancock, Maine, USA

Caroline Hall Guptill

b: 24 December 1822 in Gouldsboro, Hancock, Maine, USA
d: 06 May 1907 in Cranberry Isles, Hancock, Maine, USA

Robert S Stanley

b: 29 April 1827 in Islesford, Hancock, Maine, USA
m: 19 December 1862
d: 29 November 1890 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Phebe Jane Gilley

b: 11 January 1842 in Baker's Island, Cranberry Isles, Hancock, Maine, USA
d: 24 November 1929 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Adoniram Judson Robinson

b: 08 March 1834 in Tremont, Hancock, Maine, USA
m: 17 February 1860
d: 21 March 1912 in Southwest Harbor, Hancock, Maine, USA

Henrietta Clark

b: 24 December 1840 in Tremont, Hancock, Maine, USA
d: 20 July 1908 in Southwest Harbor, Hancock, Maine, USA

John Dix

b: 08 April 1829 in Seaville, Hancock, Maine, USA
m:
d: 10 February 1910

Emily Mayo Bartlett

b: 27 December 1838 in Bartlett Island, Mount Desert, Hancock, Maine, USA
d: 12 February 1898 in Bartlett Island, Mount Desert, Hancock, Maine, USA

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Celestia Gertrude Dix

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Chester Warren Stanley

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d: 20 March 1971 in Southwest Harbor, Hancock, Maine, USA

Ralph Warren Stanley

b: 09 February 1929 in Southwest Harbor, Hancock, Maine, USA
m: 22 September 1956 in Southwest Harbor, Hancock, Maine, USA
d:

Bertha Emily Robinson

b: 20 May 1901 in Tremont, Hancock, Maine, USA
d: 02 April 1968 in Southwest Harbor, Hancock, Maine, USA

Sans Stanley

b: 14 September 1702 in Beverl...
m: 01 October 1724 in Marbleh...
d: Marblehead, Essex, Massac...

Mary Charder

b: 30 October 1706 in
Marblehead, Essex,
Massachusetts, USA
d: 1748

Name:

b:
m:
d:

Name:

b:
d:

Sans Stanley

b: 27 April 1729 in Marblehead,
Essex, Massachusetts, USA
m: 22 September 1747 in
Marblehead, Essex,
Massachusetts, USA
d: 1791 in Cranberry Isles,
Hancock, Maine, USA

Margaret Homan

b: 31 January 1731 in
Marblehead, Essex,
Massachusetts, USA
d: 13 September 1807 in
Cranberry Isles, Hancock,
Maine, USA

Thomas Cobb Stanley

b: 24 June 1764 in
Marblehead, Essex,
Massachusetts, USA
m: 1781
d: 27 February 1843 in
Cranberry Isles, Hancock,
Maine, USA

 **Enoch Boynton Stanley's Father**
Thomas Cobb Stanley Jr.

b: 29 March 1789 in Cranberry
Isles, Hancock, Maine, USA
m: 01 October 1810
d: 27 March 1876 in Cranberry
Isles, Hancock, Maine, USA

Hannah Manchester

b: 15 July 1763 in Windham,
Cumberland, Maine, USA
d: 14 April 1835

Person

Standley - George Standley (1635-1698)
Stanley - Freelan Oscar Stanley (1849-1940)
Stanley - Frances Edgar Stanley (1849-1918)
Stanley - Chansonetta (Stanley) Emmons (1858-1937)
Stanley – Carlton Fairfield Stanley (1871-1956)
Lovett - Bethia (Lovett) Standley (1652-1736)
Standley - Sans Standley (1676-1702)
Haskell - Abigail (Haskell) Standley (1683-1710)
Standley - Sans Standley (1702-1748)
Charder - Mary (Charder) Standley (1706-1748)

Stanley - John Stanley (1735-1783) aka John Standley
died at sea - married to
Milly dit La Croix - Marguerite (Milly dit Le Croix) Standley
(1733-c.1833)

Standley - Sans Standley III (1729-1791) – or Stanley

Child Of

Standley - John Standley (1603-1634)
Stanley - Solomon Liberty Stanley (1843-1889)
Stanley - Solomon Liberty Stanley (1843-1889)
Stanley - Solomon Liberty Stanley (1843-1889)
Stanley – Isaac Newton Stanley (1841-1910)
Lovett - John Lovett (1610-1686)
Standley - George Standley (1635-1698)
Haskell - Josiah Haskell (1659-1684)
Standley - Sans Standley (1676-1702)
Charder - Samuel Charder (1683-1715)
Stanley - Sans Stanley Jr. (1702-1748)

Standley - Sans Standley Jr. (1702-1748)

The Stanleys at Great Cranberry Island

It is interesting to note that about 1820 the Standley family of Cranberry Island dropped the "d" from its name.

George Standley was born about 1635 in England. It is believed that about the year 1660 he came to Beverly, Mass. possibly with his father, John Standley, born about 1615. Family tradition has it that the Standleys were deported from England for stealing sheep. This could be true, for the landowners in the mid-1660s were forcing the tenants off the land in order to raise sheep, a most valuable commodity at that time. The displaced tenants retaliated by stealing the sheep.

George Standley was probably related to another Standley family who came to Beverly earlier. Prominent descendants of the earlier Standley family were Freelan Oscar Stanley and his twin brother Francis Edgar Stanley of Kingfield, Maine, inventors and originators of the Stanley Steamer automobile.

Before developing the Stanley Steamer, Francis had a studio in Auburn, Maine where he specialized in large-scale photographic portraits. Not satisfied with the wet plate negative process, he invented a dry plate negative and with his brother formed the Stanley Dry Plate Company, which they later sold to George Eastman (Eastman Kodak). Their sister Chansonetta (Stanley) Emmons, although little known in her day, became one of the few women in the 19th century to establish a career in photography, capturing on film a rapidly changing America.

In addition to their automobiles the Stanley brothers also made a number of concert quality violins. Upon his retirement from the Stanley Motor Carriage Company, Francis, along with his nephew, Carlton Fairfield Stanley, set up a violin making shop in Newton, Massachusetts. It is said that they produced over two hundred instruments.

At Beverly, George Standley married Bethia Lovett in 1670. They were the progenitors of many branches of the Standley family. Some moved south to South Carolina, Georgia and, Alabama. George and Bethia's son named Sans (sometimes spelled Sands) married Abigail Haskell about 1701. He died, age 26, in Jamaica on April 26, 1702. Their only son, also named Sans, was born September 14, 1702 and married Mary Charder in 1724. Sans and Mary lived in Marblehead and were the parents of nine children including John and Sans Standley who were traditionally Grand Banks fishermen.

When French Warships started seizing Colonial fishing vessels on the Grand Banks in 1754, I believe that John and Sans shifted their fishing operations to the Maine

Person

Bowen - Ashley Bowen (1728-1813)

[Carroll - Nellie Rebecca \(Carroll\) Thornton \(1871-1958\)](#)

Standley - John Standley (1735-1783)

Milly dit La Croix - Marguerite (Milly dit Le Croix) Standley (1733-c.1833)

Henry IV of France (1553-1610)
aka Henri-Quatre
aka King of Navarre as Henry III
aka Good King Henry

Milly dit La Croix - Thomas Milly dit LaCroix (1694-1733)

Dupuis – Louise Marguerite (Dupuis) Milly dit La Croix Laborde (1705-)

Laborde – Jean Baptiste Laborde (1710-1781)

Stanley - John Stanley (1735-1783) aka John Standley
died at sea - married to

Milly dit La Croix - Marguerite (Milly dit Le Croix) Standley (1733-c.1833)

Child Of

Bowen - Nathan Bowen (1698-1776)

Carroll - Jacob William Carroll (1830-1899)

Standley - Sans Standley Jr. (1702-1748)

Milly dit LaCroix - Thomas Milly dit LaCroix (1694-1733)

Antoine of Navarre (1518-1562)
aka King of Navarre
House of Bourbon

Milly dit La Croix - Jean Milly dit La Croix (1658-1728)

Dupuis – Louis Dupuis dit Parisien (c.1658-bef.1724)

Laborde – Martin Laborde (Unknown)

Stanley - Sans Stanley Jr. (1702-1748)

coast and by the early 1760s, or possibly as early as 1755, they were using the Cranberry Isles as a fishing station, perhaps living aboard their vessels or camping ashore and then returning to Marblehead for the winter when the fishing season was over.

From the Journals of Ashley Bowen, a ship rigger of Marblehead, I find the following entries:

“Jan 25, 1768, Came in John Standley and N. Nance with their last fall fares. Wind easterly. Apr 16, 1770, - This day delivered a suit of rigging to Sans Standley.

July 20, 1774, - Fixed a jib stay for Mr. John Standley.” This would seem to indicate that John and Sans were at Marblehead at least part of the time.

According to Mrs. Seth Thornton in her book “Traditions and Records”, John Standley and his wife, Marguerite Milly dit LaCroix, were living on the west shore of Little Cranberry Island in 1769. In 1938 the cellar of their home was still visible. . It is certain that Marguerite introduced French customs to the island, among them the tradition of the May Pole festivities on May Pole Point that still retains the name at Little Cranberry Island. Marguerite was said by descendants who remembered her to be a very beautiful person, tall and slim, dignified and ladylike with dark complexion and black eyes.

Members of the LaCroix family were French Huguenots who fled to Newfoundland from France to escape persecution and loss of religious liberty after Louis XIV revoked the Edict of Nantes on October 18, 1685. The Edict of Nantes had been issued in 1598 by Henry IV, by which the Huguenots received almost complete religious freedom.

Marguerite’s father, Thomas Milly dit LaCroix, was born at Plaisance, Newfoundland in 1694. He was the son of Doctor Jean and Marie Madeliene (Aubert) Milly dit LaCroix born in La Rochelle, France. Thomas died in February 1732/33, shortly before Marguerite was born on July 13, 1733. Her four brothers and one sister were all born at Louisburg, Cape Breton but some records say Marguerite was born at Marblehead. Her mother, Louise Marguerite Dupuis was born at Plaisance, Newfoundland in 1704. She later married Jean Baptiste Laborde, while living at Marblehead.

John Standley at age 47 died at sea in 1783 and is buried at the Sand Beach cemetery on Little Cranberry Island. The Cadillac-Gregoire records show that in 1792 the estate of John Standley, deceased, was granted 100 acres on the west side of Little Cranberry Island. John Standley, son of John and Marguerite was granted 100 acres in

Person

Standley - John Standley (1735-1783)
Milly dit La Croix - Marguerite (Milly dit Le Croix) Standley (1733-c.1833)
Stanley – Margaret Homan (Stanley) Dolliver (1756-1820)
Homan - Margaret (Homan) Standley (1731-1807)
Standley - Sans Standley III (1729-1791)
[Dolliver – Peter Dolliver Jr. \(1755-1828\)](#)
Ward - Catherine (Ward) Newman (1825-1916)
Newman - Henry E. Newman (1818-1894)
Ward – Benjamin Ward Jr. (1792-1866)
Dolliver - Margaret (Dolliver) Ward (1794-1879)
Stanley - Thomas Cobb Stanley (1764-1843)
Stanley – William Stanley (1749-1833)
Homan - Peter Homan (1699 or 1710-bef. 1766)
Hoyle – Mary (Hoyle) Homan (1702-)
Homan - Sarah (Homan) Legrow (1739-1825)
Legrow - Joseph Legrow Jr. (1751-1833)

Child Of

Standley - Sans Standley Jr. (1702-1748)
Milly dit LaCroix - Thomas Milly dit LaCroix (1694-1733)
Stanley - John Stanley (1735-1783)
Homan - Peter Homan (1710-bef. 1766)
Standley - Sans Standley Jr. (1702-1748)
Dolliver – Peter Dolliver (1726-1807)
Ward - Benjamin Ward Jr. (1792-1866)
Newman - Jonathan Newman (1781-1863)
Ward – Benjamin Ward Sr. (1764-1849)
Dolliver - Peter Dolliver Jr. (1755-1828)
Stanley - Sans Stanley (1729-1791)
Standley - Sans Standley III (1729-1791)
Homan – William Homan
Hoyle – Samuel Hoyle
Homan - Peter Homan (1710-bef.1766)
Unknown

the middle of the island. Some time after the elder John Standley's death Marguerite went to live with and take care of her daughter, Margaret Homan (Standley) Dolliver, who lived at Southwest Harbor. Margaret was born in 1756 and named for Margaret Homan, wife of John's brother, Sans. Margaret Standley had married Peter Dolliver at Marblehead and later they came to live at Southwest Harbor. After having several children, Margaret was stricken with some sort of crippling disease. Catherine (Ward) Newman, wife of Henry Newman and daughter of Benjamin and Margaret (Dolliver) Ward, born in 1825 once said that when she was a very little girl she could remember Marguerite and her daughter, who was crippled, visiting her parents. When Margaret died it is thought that Marguerite went to live with a granddaughter at Mount Desert Narrows where she died about 1833. No one knows for sure where she is buried.

In 1788 Sans and his wife, Margaret Homan, along with their son Thomas Cobb Standley, moved from Marblehead and settled on Great Cranberry Island at the Fish Point at the entrance to the Pool where Sans carried on a fish business. I suspect they had been at the Fish Point seasonally for some time before 1788, perhaps as early as 1755. Sans died in 1791 and in 1792 Madam de Gregoire gave a deed to the "widow Margaret Standley" in consideration of five Spanish milled dollars for 100 acres of land at Great Cranberry Island including all of Fish Point and half of Deadman's Point.

Sometime after San's death, Margaret Standley moved back to Marblehead where she died September 13th, 1804. Her grave is located at the old burying hill cemetery at Marblehead. Her oldest son, William who died in 1833, was buried by her side. Margaret was the daughter of Peter and Mary (Hoyle) Homan. The Homans were a prominent Marblehead family. Margaret's sister Sarah also came and lived at Great Cranberry Island with her husband Joseph Legrow, Jr. They are buried in the old cemetery near the shore of Spurling's Cove not far from the public dock.

The line from
Ralph Warren Stanley
to his
Great-Great-Great-Grandparents
Thomas Cobb Stanley Sr.
and
Jacob Lurvey Sr.



Chester Warren Stanley

- b: 28 September 1900 in Cranberry Isles, Hancock, Maine, USA
- m: 08 November 1926 in Southwest Harbor, Hancock, Maine, USA
- d: 20 March 1971 in Southwest Harbor, Hancock, Maine, USA

Ralph Warren Stanley

- b: 09 February 1929 in Southwest Harbor, Hancock, Maine, USA
- m: 22 September 1956 in Southwest Harbor, Hancock, Maine, USA
- d:

Bertha Emily Robinson

- b: 20 May 1901 in Tremont, Hancock, Maine, USA
- d: 02 April 1968 in Southwest Harbor, Hancock, Maine, USA

Arno P. Stanley

- b: 12 September 1865 in Cranberry Isles, Hancock, Maine, USA
- m: 03 November 1894 in Cranberry Isles, Hancock, Maine, USA
- d: 18 December 1937 in Cranberry Isles, Hancock, Maine, USA

Mabelle Estelle Stanley

- b: 06 November 1868 in Cranberry Isles, Hancock, Maine, USA
- d: 1955 in Cranberry Isles, Hancock, Maine, USA

Ralph Judson Robinson

- b: 1870 in Tremont, Hancock, Maine, USA
- m: 06 February 1900 in Tremont, Hancock, Maine, USA
- d: 24 January 1923 in Southwest Harbor, Hancock, Maine, USA

Celestia Gertrude Dix

- b: 11 November 1875 in Bartlett Island, Mount Desert, Hancock, Maine, USA
- d: 1961 in Southwest Harbor, Hancock, Maine, USA

Enoch Boynton Stanley

- b: 07 August 1820 in Cranberry Isles, Hancock, Maine, USA
- m: 13 October 1846
- d: 09 January 1903 in Cranberry Isles, Hancock, Maine, USA

Caroline Hall Guptill

- b: 24 December 1822 in Gouldsboro, Hancock, Maine, USA
- d: 06 May 1907 in Cranberry Isles, Hancock, Maine, USA

Robert S Stanley

- b: 29 April 1827 in Islesford, Hancock, Maine, USA
- m: 19 December 1862
- d: 29 November 1890 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Phebe Jane Gilley

- b: 11 January 1842 in Baker's Island, Cranberry Isles, Hancock, Maine, USA
- d: 24 November 1929 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Adoniram Judson Robinson

- b: 08 March 1834 in Tremont, Hancock, Maine, USA
- m: 17 February 1860
- d: 21 March 1912 in Southwest Harbor, Hancock, Maine, USA

Henrietta Clark

- b: 24 December 1840 in Tremont, Hancock, Maine, USA
- d: 20 July 1908 in Southwest Harbor, Hancock, Maine, USA

John Dix

- b: 08 April 1829 in Seaville, Hancock, Maine, USA
- m:
- d: 10 February 1910

Emily Mayo Bartlett

- b: 27 December 1838 in Bartlett Island, Mount Desert, Hancock, Maine, USA
- d: 12 February 1898 in Bartlett Island, Mount Desert, Hancock, Maine, USA

Thomas Cobb Stanley

b: 24 June 1764 in
Marblehead, Essex,
Massachusetts, USA
m: 1781
d: 27 February 1843 in
Cranberry Isles, Hancock,
Maine, USA

Thomas Cobb Stanley Jr.

b: 29 March 1789 in Cranberry
Isles, Hancock, Maine, USA
m: 01 October 1810
d: 27 March 1876 in Cranberry
Isles, Hancock, Maine, USA

Hannah Manchester

b: 15 July 1763 in Windham,
Cumberland, Maine, USA
d: 14 April 1835



Enoch Boynton Stanley

b: 07 August 1820 in Cranberry
Isles, Hancock, Maine, USA
m: 13 October 1846
d: 09 January 1903 in
Cranberry Isles, Hancock,
Maine, USA

Jacob Lurvey

b: 24 October 1761 in
Gloucester, Essex,
Massachusetts, USA
m: 26 February 1782 in
Newbury, Essex,
Massachusetts, USA
d: 11 September 1853 in
Southwest Harbor, Hancock,
Maine, USA

Mary D. Lurvey

b: 16 November 1788 in
Gloucester, Essex,
Massachusetts, USA
d: 14 January 1843 in
Cranberry Isles, Hancock,
Maine, USA

Hannah Boynton

b: 01 September 1757 in
Gloucester, Essex,
Massachusetts, USA
d: 01 April 1839 in Southwest
Harbor, Hancock, Maine, USA

Person

[Stanley - Enoch Boynton Stanley Sr. \(1820-1903\)](#)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Manchester - Hannah (Manchester) Stanley (1763-1835)

Manchester - John Manchester (1732-1790)

Bunker - Comfort (Bunker) Manchester (1736-1762)

Kingsbury - Ellis Kingsbury (1790-1825)

Stanley - Comfort (Stanley) Kingsbury (1790-1829)

Stanley - Joseph Stanley (1793-1889)

Stevens - Stevens Samuel (1804-1829)

Stanley - Abigail (Stanley) Stevens (1802-1884)

Hadlock - Samuel Hadlock Jr. (1792-1829)

Ober - Joseph Monroe Ober Jr. (1805-1829)

Chillcott - Andrew Chillcott - Unknown

Hadlock - Samuel Tyler Hadlock (1814-1829)

Child Of

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Standley - Sans Standley (1729-1791)

Manchester - John Manchester (1732-1790)

Manchester - Gershon Manchester (1687-1749)

Bunker - Benjamin Bunker (1710-1818)

Kingsbury - Joseph Kingsbury (1751-1820)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stevens - Samuel Stevens (1770-1842)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Hadlock - Samuel Hadlock (1770-1854)

Ober - Joseph Monroe Ober (1772-1840)

Unknown

Hadlock - Samuel Hadlock (1770-1854)

Enoch Boynton Stanley (1820-1903)

Thomas Cobb Standley, Sr. was to become the first permanent settler of Great Cranberry Island. About 1784 he married Hannah Manchester, the daughter of John and Comfort (Bunker) Manchester. It has been said that Hannah (Manchester) Stanley was a midwife and many of the babies of parents living on Cranberry Isles were born at her home at the Fish Point.

In addition to being a fisherman Thomas Cobb Standley, Sr. continued in Sans Standley's fish business at the Fish Point. He also ran a store with his son-in-law, Ellis Kingsbury, husband of his daughter, Comfort Stanley. Comfort's brother, Joseph Stanley, Ellis Kingsbury and another son-in-law, Samuel Stevens, husband of Abigail Stanley were eventually, I believe, lost at sea along with Samuel Hadlock and the entire crew (19 local men) of the schooner MINERVA on a sealing trip to Labrador in 1829. Samuel Hadlock Jr. was a nephew of Thomas Cobb Stanley, Sr., being the son of his wife's sister Sarah (Manchester) Hadlock

The following I believe were in the crew of the MINERVA:

Samuel Hadlock, Jr. of Little Cranberry Island, son of Samuel Hadlock and Sarah Manchester.

Joseph Monroe Ober, Jr. of Tremont, son of Joseph Monroe Ober and Elizabeth Black

Andrew Chillcott of Ironbound Island, Probably son of George Chillcott and Elizabeth Allen.

Samuel Tyler Hadlock of Little Cranberry Island, son of Samuel Hadlock and Ama Richardson.

Joseph Stanley of Great Cranberry Island, son of Thomas Cobb Stanley and Hannah Manchester.

Samuel Stevens of Great Cranberry Island, son of Samuel D. Stevens and Sally Hill of Steuben, Maine.

Person

Kingsbury - Ellis Kingsbury (1790-1825)

Author's note:

Ellis Kingsbury is always listed as having died in 1825 but local history strongly suggests he died on MINERVA in 1829.

Gilley - William Gilley (1806-1829)

Everett - Henry Everett (1791-1829)

Clark - Stephen Clark (1805-1829)

Clark - Obed Clark (1807-1829)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

[Stanley - Thomas Cobb Stanley Jr. \(1784-1876\)](#)

aka Skipper Tom

Stanley - Margaret (Stanley) Cox (1760-1835)

Cox - James Cox (1758-1804)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Lurvey - Mary (Lurvey) Stanley (1788-1843)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Child Of

Kingsbury - Joseph Kingsbury (1751-1820)

Gilley - John Gilley (1775-1817)

Everett - John Everett (1773-1865)

Clark - Stephen Clark (1767-1825)

Clark - Stephen Clark (1767-1825)

Stanley - Sans Stanley (1729-1791)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Sans Stanley (1729-1791)

Cox - Samuel Cox (Unknown)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Unknown

Ellis Kingsbury of Great Cranberry Island, husband of Comfort Stanley.

William Gilley of Eden, son of John Gilley and Mary Freelove Woods.

Henry Everett of Gouldsboro, son of John Everett and Sabrina Allen.

Stephen Clark of Gouldsboro, son of Stephen Clark and Lydia Delano.

Obed Clark of Gouldsboro, son of Stephen Clark and Lydia Delano.

When Thomas, Sr. died in 1834 without leaving a will, he had not received title to the estate on Great Cranberry Island left by his mother, Margaret. Thus, the Sans and Margaret Stanley estate was inherited by their children and grand-children. Thomas Cobb Stanley, Jr., known as Skipper Tom, had lived at the home place at the Fish Point and had taken care of his father but since his father did not have title to the homestead, Thomas, Jr. was obliged to purchase four undivided fifth parts of 100 acres from his father's sister, Margaret (Stanley) Cox, widow of James Cox, and the children of his father's deceased brothers, William and Joseph of Marblehead, a total of eleven individuals.

1820 was the year Maine became a state and marked an era of great growth and prosperity for the Stanley family and related families of Cranberry Island. Enoch Boynton Stanley was born August 7th, 1820, the fourth child of ten, to Thomas Cobb Stanley, Jr. and his wife Mary Lurvey. Mary's ancestors came from Archangel, Russia where they had lived in the 1500s. A lot of tall straight trees grew there, and the British wanted those trees as masts for their naval ships but the British and the Russians were unable to deal with each other. Jewish people came to Archangel where they bought the trees from the Russians and in turn sold them to the British. The British had a special fleet of vessels, long and narrow, equipped with bow ports to transport these long logs. In order to get to Archangel, the vessels had to sail north of Norway to the White Sea where the port was free of ice only during the month of August.

When the trees were finally gone the Lurvey family who spelled their name at that time Loewe migrated across Europe to Spain where to this day there is a famous fashion house dating back to 1846 owned by members of the Loewe family who remained in Spain. For a time, their store had a branch in New York City. Others of the family went on to England where it was said that they changed their name to Lord to avoid persecution. Two Lurvey brothers came to America about 1640 or 60. Mary (Lurvey) Stanley's father Jacob was listed in the Revolutionary War records as Jacob Loewe.

Person

Boynton - Enoch Boynton (1727-1805)
Boynton - William Boynton (1580-1615)
Jackson - Elizabeth (Jackson) Boynton (1581-)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Rogers – Ezekiel Rogers (1590-1660)
Le Mercier – André Le Mercier (1692-1764)
aka Rev. Andrew Le Mercier
Washington – George Washington (1732-1799)

Child Of

Boynton - Joshua Boynton (1679-1770)
Unknown
Unknown
Unknown
Rogers – Richard Rogers (c.1550-1618)
Unknown
Washington – Augustine Washington (1664-1743)

According to notes by Mrs. Nellie (Carroll) Thornton, Jacob Lurvey was born the son of Samuel and Mary (Graham) Lurvey at Gloucester, Massachusetts on October 24th, 1761. His father died leaving his mother with no means of support whereby she bound Jacob out to Enoch Boynton, a wealthy farmer of Byfield, Massachusetts. The Articles of Indenture were formally signed April 5th, 1768. On this document Jacob is described as Jacob Lurvey alias Grimes, son of Hannah Hadlock. Sometimes the name Graham and Grimes were used interchangeably. When Hannah married William Hadlock she is listed as the widow of Mangell Rall. William Hadlock and wife eventually moved to Mount Desert Island where she was known by the name Mary. No further information has been found thus far about Samuel Lurvey. Jacob Lurvey always said that he was bound out to Enoch Boynton at the age of five. Perhaps the formal papers were not signed until about two years later.

Enoch Boynton's great grandparents, William and Elizabeth (Jackson) Boynton were from East Yorkshire, England. In December 1638 members of twenty families including William and Elizabeth came over on the ship JOHN of London with their minister, Ezekiel Rogers. Early in the spring of 1639 after biding some time at Salem most of the families moved on and settled in the town of Rowley.

Enoch Boynton owned a farm in Byfield and had become fairly wealthy. As a young man, he had led an adventurous life, having taken part in the siege of Louisburg. Later he was shipwrecked on Sable Island where he subsisted on meat from the wild horses that were introduced to the island by a Boston clergyman, Reverend Andrew Le Mercier, as early as 1737.

Jacob Lurvey Sr. (1761-1853)

On January 1st, 1776 Jacob Lurvey at the age of fifteen, and Enoch Boynton, who from his Louisburg experience undoubtedly had no great love for the British, enlisted in Washington's army. Jacob could not enlist without an adult because of his age so Enoch Boynton went with him. He served thirteen and a half months and was honorably discharged the last of February 1777. While in the army, he crossed the Delaware with Washington and surprised the British and Hessians at Trenton, New Jersey. He returned to Massachusetts with Captain Nathaniel Ward's company. For his enlistment service, he was relieved of his indenture and became a free man. The story has persisted down through the Lurvey family that Jacob Lurvey was the young soldier at Valley Forge with the frost bitten and bleeding feet to whom George Washington gave his boots.

At one point during the Revolution, Jacob was impressed as a British seaman. The ship sailed to South America. While anchored for shelter near St. Lucia (one of the

Person

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Cyrus H. Lurvey 1830-1901)

[Clark - Clarence Clark \(1852-1940\)](#)

[Lawler - Sarah Louise \(Lawler\) Smallidge \(1859-1940\)](#)

[Carroll - Nellie Rebecca \(Carroll\) Thornton \(1871-1958\)](#)

Boynton - Hannah (Boynton) Lurvey (1757-1839)

Boynton - Enoch Boynton (1727-1805)

Lurvey - Hannah (Lurvey) Gilley (1782-1852)

Lurvey - Susanna (Lurvey) Brown (1784-1816)

Lurvey - Sarah (Lurvey) Ladd (1786-1816)

Lurvey - Mary (Lurvey) Stanley (1788-1843)

[Lurvey - Rachel Foster \(Lurvey\) Carroll \(1791-1881\)](#)

Foster - Rachel (Foster) Boynton (1716-1784)

[Gilley - William Gilley Jr. \(1782-1872\)](#)

Lurvey - Enoch B. Lurvey (1797-1879)

Child Of

Unknown

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Clark - Seth Higgins Clark (1816-1896)

Lawler - William Lawler (1817-1892)

Carroll - Jacob William Carroll (1830-1899)

Boynton - Enoch Boynton (1727-1805)

Boynton - Joshua Boynton (1679-1770)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Foster - Benjamin Foster (1720-)

Gilley - William Gilley (1750-1839)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Windward Islands) Jacob and four other young American men jumped overboard at night, armed with knives to defend themselves against sharks, and swam ashore (more than a mile). They had agreed to stop on a great rock to rest, half way to shore, but one of the men never made it. On shore, they found a small boat, which they paddled to Martinique, a French Island. They dared not to appeal for help at St. Lucia, which was English.

As a free man Jacob Lurvey shipped on a fishing vessel and with the season's catch went to Spain. Each man had a venture, that is part of the cargo to trade on his own. They arrived at Bilboa and sold their fish and ventures, then sailed to the West Indies where they loaded rum and logwood. On sailing for home, they encountered a hurricane, losing their masts along with most of their provisions and water casks. They drifted into the Sargasso Sea and caught some rainwater in canvas but had to be careful not to drink too much. They tried to catch fish and finally caught lots of liver fish. After a time, they were sighted by a brig and taken off the wreck. When the brig arrived off Cape Cod they were given a small boat with sails, oars and provisions. They made their way into Massachusetts Bay where they landed, having been given up for lost.

Cyrus Lurvey told this story to Clarence Clark while on a voyage to the West Indies, their vessel being anchored at St. Lucia. Cyrus Lurvey, who was Jacob Lurvey's grandson, was first mate and Clarence Clark was second mate of the vessel. Clarence Clark in turn told this story to Louise Smallidge and Nellie Thornton.

On February 26th, 1782 at Newburyport Jacob Lurvey married Hannah Boynton, Enoch Boynton's youngest daughter. After coming to Maine on fishing trips for several seasons, Jacob bought land in 1789 at Norwood's Cove in Southwest Harbor on Mount Desert Island. After building a small vessel at Gloucester he sailed in the spring of 1791 to his land at Norwood's Cove. Here he built a log cabin while his wife and family raised supplies in preparation for the winter. Jacob and his family consisting of himself, his wife and five daughters: Hannah, Susanna, Sarah, Mary and five months old Rachel, along with their provisions, sailed to their new home in November. Enoch Boynton's wife had died sometime previously, and he came with them to help them out that first winter. At Norwood's Cove William Gilley and family were their neighbors, and the first night the Lurveys stayed with them. Jacob's log cabin was on the shore of Norwood's Cove near where the Tyssowski cottage is located today and he lived there a few years until the cabin wore out. Log cabins were not very durable structures and were only meant to be temporary dwellings. His next cabin was on the high ridge of fertile land where the Smuggler's Den Campground is now located. About 1820 he built a large frame house of Colonial design where he lived for many years. Jacob's youngest son, Enoch inherited the place and spent his life there. The house burned in 1900.

Person

Lurvey - Jacob Lurvey Sr. (1761-1853)
Boynton - Hannah (Boynton) Lurvey (1757-1839)
Lurvey - Enoch B. Lurvey (1797-1879)
Lurvey - Rhoda (Lurvey) Bunker (1800-1854)
Bunker - Daniel Bunker (1796-1852)
[Lurvey - Rachel Foster \(Lurvey\) Carroll \(1791-1881\)](#)
[Carroll – John Carroll \(1790-1867\)](#)
Foster - Rachel (Foster) Boynton (1716-1784)
Foster - Benjamin Foster (1720-)
Andrews – Susanna (Andrews) Foster (1687-)
Boynton - Enoch Boynton (1727-1805)
Lurvey - Hannah (Lurvey) Gilley (1782-1852)
Gilley - William Gilley Jr. (1782-1872)
Bunker - Eunice (Bunker) Gilley (1756-1843)

Child Of

Unknown
Boynton - Enoch Boynton (1727-1805)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Bunker - Isaac Bunker (1773-1850)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Carroll - William Carroll (1767-1814)
Foster - Benjamin Foster (1720-)
Foster – Reginald Foster (1700-)
Andrews – Joseph Andrews (1657-1724)
Boynton - Joshua Boynton (1679-1770)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Gilley - William Gilley (1750-1839)
Bunker - John Bunker (1730-1829)

Both Jacob and Hannah joined the Congregational church, but Hannah ultimately declined to attend services. A committee called upon her, but she said her sympathies were much more in tune with the Universalist church.

She died April 3rd, 1839 sitting in her chair at breakfast. She and Jacob had deeded the property to their son, Enoch, for their care for the rest of their lives.

She is said to have been tall, had dark hair and eyes; had attended Dummer Academy in Byfield and instilled a love of learning and books in her children. She was a quiet woman, whose judgment was sought often. Some people being unable to read brought her their letters to be read. After she died Jacob went to Sullivan for a while and lived with his daughter Rhoda and her husband Daniel Bunker. Not liking it there he returned and settled in with his daughter Rachel and her husband, John Carroll, where he died September 11th, 1850 at the age of ninety.

When he visited his children in his old age, Jacob had a small iron kettle with three legs in which "Grandsir" liked to have his porridge made, over the open fire rather than on a stove. A thin slab of black slate-stone marks Jacob Lurvey's grave under the tall pine trees in the shadow of Beech Mountain. Engraving on the stone reads; "Kings and Princes may pass away but the memory of this man shall not perish."

Rachel Foster, daughter of Benjamin and Susanna (Andrews) Foster, was born May 3rd, 1716 and married Enoch Boynton in January 1747. Their daughter Hannah Boynton married Jacob Lurvey on February 26th, 1782. Their daughter Rachel Foster Lurvey, who as a child of five months came to Southwest Harbor on her father's small vessel in 1791, married John Carroll, who was born in Borrisleigh, Ireland. They built the Mountain House and moved in on Thanksgiving Day 1825. They lived there all their days.

Nell Thornton said, "Those of us who can remember our grandmother, Rachel (Lurvey) Carroll, recollect her as a woman of quiet dignity with a remarkable memory and an even, unruffled disposition."

Jacob's eldest daughter, Hannah was born at Byfield on December 8th, 1782 and married William Gilley, son of William and Eunice (Bunker) Gilley. After living at Norwood's Cove, they moved to Baker Island with their first three children. At Baker Island nine more children were added to the family. After the lighthouse was built in 1828 William was appointed keeper, a position he held until 1849 when the Whig party came into power. It was said that if he was willing to change political parties he could keep the job, but he told them that he would not change parties for all the lighthouses in the United States. In 1837 William had bought Duck Island intending to raise

Person

Bartlett - John Matthews Bartlett (1789-)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

Lurvey - Mary (Lurvey) Stanley (1788-1843)

[Stanley - Thomas Cobb Stanley Jr. \(1784-1876\)](#)

aka Skipper Tom

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Gilley – Matilda Gilley (1817-)

[Gilley - William Gilley Jr. \(1782-1872\)](#)

Lurvey – Hannah Boyington (Lurvey) Gilley (1782-1852)

Freeman - Mary Dodge (Freeman) Stanley (1805-1885)

Stanley - Martha Ann (Stanley) (1895-1929)

Stanley - Thomas Freeman Stanley (1850-1916)

Manchester - Hannah (Manchester) Stanley (1763-1835)

Manchester - John Manchester (1732-1790)

Bunker - Comfort (Bunker) Manchester (1736-1762)

Manchester – Gershom Manchester (1687-1749)

Farrow – Mary (Farrow) Manchester (1710-)

Manchester - Stephen Manchester (1717-1807)

Fenner – Anna (Fenner) Manchester (1687-1731)

Polin – Chief Polin of the Rockameecook (-1756)

aka Sachem of the Pigwacket band of the

Abenaki-Pennacook People

Child Of

Unknown

Gilley - Joseph Warren Gilley (1813-1894)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Gilley - William Gilley Jr. (1782-1872)

Gilley - William Gilley (1750-1839)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Freeman - Reuben Freeman (1771-1850)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Manchester - John Manchester (1732-1790)

Manchester - Gershom Manchester (1687-1749)

Bunker - Benjamin Bunker (1710-1818)

Manchester - Stephen Manchester (1661-1719)

Unknown

Manchester - Gershom Manchester (1687-1748)

Unknown

Unknown

The soil was very fertile having been fertilized by thousands of seagulls over the years and the farm proved to be very productive. William would hire a family to live there and run the farm for him. About 1840 John Bartlett and family from Bartlett's Island were living there and working the farm. Shortly after losing his job as light keeper William went there to live at age sixty-three and ran the farm until he was nearly eighty. Hannah would not go out there to live saying it was too lonely. My great grandmother, Phoebe Jane Gilley, as a teenage girl, spent one summer keeping house for him. She went to get the cows home one evening but the cows came home without her. William went to look for her and found she had fallen in the bog and was up to her chin in the water. The more she struggled the deeper she sank. They were both exhausted when he finally got her out.

Jacob Lurvey's fourth daughter, Mary, was born at Byfield November 16th, 1788 and married Thomas Cobb Stanley, Jr. They lived at Great Cranberry Island and were the parents of ten children, Enoch Boynton Stanley being their fourth child. In 1843 Mary (Lurvey) Stanley at age fifty-three became sick with typhoid fever. Her eldest daughter also became sick with the disease. Mary's niece, Matilda Gilley, daughter of William and Hannah of Baker Island came to help, and she was also stricken. All three died within two weeks of each other. Thomas Cobb Stanley then married Mary Dodge Freeman of Southwest Harbor and with her had two more children, Martha Ann Stanley and Thomas Freeman Stanley.

Hannah (Manchester) Standley, mother of Thomas Cobb Stanley, Jr. was the daughter of John Manchester, born 1732 and his wife, Comfort Bunker, born 1736. John and Comfort were living at Machias in 1763, where he was engaged in the lumber industry. John Manchester had lived previously at New Marblehead, now the town of Windham, where he had been involved in lumbering. When in 1761 a drought and forest fires destroyed much of the woodland around New Marblehead, John Manchester followed the lumber trade and moved to Machias.

John was the son of Gershom Manchester and his second wife Mary Farrow. The Manchesters were among the earliest settlers of New Marblehead having come from Tiverton, Rhode Island. From the start of the settlement the settlers were greatly harassed by the Indians of the area. Their crops were destroyed, and they had to live much of the time in the stockade. John's older half-brother, Stephen, son of Gershom and his first wife Anna Fenner, was the Indian fighter who on May 14, 1756 shot and killed Chief Polin of the Rockameecook tribe. Chief Polin was bent on destroying the settlement and in the skirmish, had already killed two of the settlers. After Chief Polin's death the settlers were bothered no more by the Indians.

Person

Manchester - John Manchester (1732-1790)

Bunker - Comfort (Bunker) Manchester (1736-1762)

Bunker - Benjamin Bunker (1710-1818)

Graves - Samuel Graves (1713-1787)
aka Admiral Graves

Bunker - John Bunker (1730-1829)

Child Of

Manchester - Gershom Manchester (1687-1749)

Bunker - Benjamin Bunker (1710-1818)

Bunker - James Bunker (1665-1722)

Graves - Samuel Graves (Unknown)

Bunker - Benjamin Bunker (1710-1818)

Later John Manchester lived at Cranberry Island and by 1775 he owned land and lived at Manchester's Point at Northeast Harbor. He no doubt still had ties to Machias. Comfort Bunker was the daughter of Benjamin Bunker, who had participated in the siege of Louisburg. Benjamin, who came from Durham, New Hampshire was descended from the Bunkers who owned Bunker's Hill in Boston. About 1763 he owned land and lived at Duck Island and Cranberry Isles. He was probably on one of the ships carrying troops that stopped at Mount Desert on the way to Louisburg. Eventually Benjamin went back to Durham where he died at the age of 108. He is buried in a cemetery across the road from Bunker's Garrison. Like many of those who had participated in the siege of Louisburg he never forgave the British for giving the city back to the French after all their hardship and sacrifice.

In the winter of 1775 Admiral Graves at Boston sent a vessel named the HALIFAX to patrol the Maine Coast in hopes to intercept smugglers. In February 1775, the HALIFAX left Cranberry Island with a local pilot to cruise Down East. At Englishman's Bay the pilot probably intentionally ran her on ledges at Sheep Island, now called Halifax Island. It is quite likely that the pilot was John Bunker, son of Benjamin and brother of Comfort Manchester. The pilot escaped, and the vessel soon broke up. The British then sent a chartered Marblehead schooner, the MARGUERITTA, to salvage the four four-pound cannon from the HALIFAX and to ensure that Ichabod Jones would deliver as promised firewood along with lumber from Machias to Boston to build barracks to house British soldiers. By delivering the lumber and firewood Jones was allowed to bring flour and pork to Machias. Disputes about this agreement led up to the battle of Machias. Jones' vessel the UNITY along with a Nova Scotia schooner named the FALMOUTH PACKET was confiscated by the rebels and took part in the battle. The FALMOUTH PACKET was later returned to her Nova Scotia owners.

John Manchester according to family tradition took part in that battle. In October of 1775 a crew from a British vessel raided John Manchester's home at Manchester's Point probably in retaliation for his part in the Machias affair. John Manchester was away from home at the time. If he had been there, he no doubt would have been taken prisoner. The British took all their provisions and killed their livestock leaving the family destitute with winter coming on. In early November 1775, John Bunker, John Manchester's brother-in-law with another man paddled in an Indian canoe to Wiscasset where they knew a vessel loaded with supplies for the British was anchored in the Sheepscot River. This vessel was the FALMOUTH PACKET, the same vessel that took part in the battle at Machias. They found the crew ashore and under cover of darkness cut her loose and drifted down the river where they got her under sail, heading to Norwood's Cove at Southwest Harbor where they unloaded the supplies. The vessel was taken Down East and again returned to her owners.

Person

Bunker - John Bunker (1730-1829)

Young - Abigail Ruth (Young) Bunker (1720-1785)

Bunker - Eunice (Bunker) Gilley (1756-1843)

Stanley - William Stanley (1826-1903)

Child Of

Bunker - Benjamin Bunker (1710-1818)

Young - Beniah Young (1692-1779)

Bunker - John Bunker (1730-1829)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

John Bunker had a privateering operation out of Bunker's Cove at Roque Island. It is not known if this was a legal operation. Some folks called him a pirate. A lot of this, I think, was business as usual. A cargo might be consigned from Nova Scotia to Boston but would be taken at sea by parties unknown while somehow the vessel might be returned in some way to her owners, maybe abandoned or found adrift without cargo. Many people in New Brunswick and Nova Scotia were not favorable to the British cause. They were hurting from the lack of trade. It really amounted to smuggling and smuggling mostly essential commodities at the time on the Maine Coast was big business.

John Bunker went on to do a lucrative business out of Bunker's Cove at Roque Island. In 1779 he was named pilot of the armed ship *RENOWN* that accompanied the vessels on the ill-fated Penobscot expedition as far as Penobscot Bay and then the vessel went Down East on another assignment.

John Bunker and his wife, Abigail Young had a daughter, Eunice who married William Gilley. William Gilley is said to have deserted from a British naval vessel that stopped at Southwest Harbor. Eunice may have been the incentive for him to jump ship. The vessel never returned for him. The William and Eunice Gilley family are those that Jacob Lurvey's family spent the first night with when they arrived at Norwood's Cove.

These are the ancestors of the Enoch B. Stanley family. With this heritage, it is no wonder that it has been said that individuals of the Stanley family (meaning the Enoch B. Stanley family) were the most progressive people on Cranberry Island. Some might call it a family trait of stubbornness or the ability of achievement. Perhaps it is rugged individualism.

One time I was on a boat at Port Clyde and as I climbed a ladder onto the wharf, a fellow, who obviously knew the Stanleys from Monhegan Island, was sitting on a box against a building, looked me up and down. Maybe he could see a family resemblance in the way I looked or the way I carried myself. He asked, "What's your name, sonny?" I replied, "Ralph Stanley" to which he asked, "Are you as ornery as the rest of 'em?" The Stanleys of Monhegan are descended from Enoch B. Stanley's brother, William, who went there to keep the light.

Person

Gilley - Mary E. (Gilley) Stanley (1867-) aka May Gene

Stanley - Eugene Parker Stanley (1858-1904)
– May Gene's husband

Holmes - Mary Higgins (Holmes) Stanley (1843-1927)
aka May Tom

Stanley - Thomas Manchester Stanley (1828-1913)
– May Tom's husband

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Child Of

Gilley - John Gilley (1822-1896)

Stanley - Abram Cobb Stanley (1824-1887)

Holmes - Leonard Holmes Jr. (1814-1894)

Stanley - Johnathan R. Stanley (1803-1895)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

The Fisheries of Cranberry Island

The community of Cranberry Island was more or less isolated and the old ways of living and customs of the early settlers were retained without much change for several generations. When I was a young boy I can remember hearing the old men speaking and I could not understand what they were saying. They were speaking English, but it was foreign to my ears. These old men were born before the Civil War and I believe they were speaking the old dialect that their great grandparents had brought with them when they came from Marblehead to Cranberry Island. Another custom that was retained from Marblehead was the way of distinguishing people with the same name. There were two women with the name, May Stanley. One was called May Gene while the other was called May Tom. Their husband's name was affixed to their first name to tell them apart. Men of the same name usually had nicknames, Big Dick as opposed to Little Dick, Long Tom to Skipper Tom. I have found this custom dating to colonial times at Salem, Ipswich and Essex and the custom no doubt persisted in many nearby towns in Massachusetts as well as Marblehead.

My great grandfather, Enoch Boynton Stanley, fourth generation of the Stanley family at Cranberry Island, continued catching and curing codfish the same way that his forefathers had done back in Marblehead over one hundred and fifty years before; and possibly even curing them better. Fishermen on his vessels were almost all related to each other. They were capable men and any one of them could do most anything that had to be done aboard a fishing vessel. The crew could keep the vessel in repair eliminating the need to take the vessel to a shipyard except for major repairs, which were few as the vessels were themselves cured with the salt used to salt the fish in the hold over the years. Codfish were caught with hook and line and thereby only the best fish were selected for curing. There was no need to catch a lot of fish and get them to market as quickly as possible. The emphasis was on quality rather than quantity.

I think over the years at the fishing ports of Boston or Gloucester, fishing vessels became bigger and faster, the methods of fishing changed, fishermen employed on these vessels had an indifferent attitude and did nothing but catch fish. Additionally, costs to keep a vessel engaged in fishing were greater and there was pressure to land more fish. Consequently, the quality of the salt codfish had declined. It is no wonder that Enoch B. Stanley's salt cod fish was in great demand at Boston and brought a premium price.

Person

Grant - Thomas Baldwin Grant (1813-1891)

Ober - Pauline Tolpy (Ober) Grant (1818-1900)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Child Of

Grant - Francis Grant (1783-1873)

Ober - Samuel Ober (1778-1869)

Stanley - Enoch Boynton Stanley (1820-1903)

Enoch B. Stanley followed the family tradition of fishing and eventually became owner and master of seven fishing schooners; CARRESSA, WATER WITCH, ROZELLA, SEA BIRD, WILLOW, RELIEF, and S. L. FOSTER.

Enoch acquired ownership of the schooner ROZELLA, Thomas Grant, Master, from Paulina Grant of Surry in 1861. In the period from 1861 to 1865 Enoch B. Stanley in the ROZELLA was the high line fisherman of all the fishermen on the Cranberry Isles and was second highest in the whole Frenchman Bay district. In January of 1885, an article in the "Maine Mining and Industrial Journal" states that the schooner ROZELLA arrived at Portland with a cargo of 110,000 frozen herring from Grand Manan.

ROZELLA was built at Essex, Massachusetts in 1840. The best description of the ROZELLA that I have found appeared in the Bar Harbor Record of January 13th, 1909, "The Boston Globe said recently – To encounter, on the fishing grounds off the Maine Coast, the ancient fishing schooner, ROZELLA, might well cause the beholder to wonder if he hadn't somehow stepped back half a century, or to expect the FLYING DUTCHMAN to heave in sight ahead. And indeed, this oldest of Maine fisherman with her bluff bow, stumpy bowsprit, and square heavy stern with its cumbrous davits, yet able and long legged, does annually cause much wonderment.

Built of sturdy New England white oak at Essex, Mass. in 1840 the ROZELLA was practically the only fishing schooner of the period, which was not, years ago, converted to a coaster. Capt. Stanley (Enoch B. Stanley, Jr., oldest son and second child of Enoch B. Stanley, Sr.) of Cranberry Island, her owner, couldn't see why she shouldn't be a fish killer then as well as 69 years ago, and the advent of the Gloucester clipper schooner has reduced the old banker's fares not a particle. Each summer she lands at Southwest Harbor wharves, hand-line trips as heavy as in her palmy days out of Cape Ann.

Every fall, for upwards of 20 years, at least, when most of her sister craft had been hauled up, the ROZELLA has loaded cargoes of dry fish for Gloucester, after which, she went to Portsmouth and made her return trips of apples and vegetables. The ROZELLA regularly made two or three trips a season in the hardest weather, and it would occasion little surprise if her doughty skipper someday squared away for the West Indies with a cargo, after the manner of the Lunenburg schooners.

Notwithstanding her 69 years the ROZELLA was in as good shape as many of the modern fisherman, and it was very seldom that recourse was made used to the pumps. Those who know the stout little schooner best fully expect her to reach the century mark. She was 36 gross and 22 net tonnage, 54.3 feet long, 16.4 feet wide and 6.8 feet deep."

Person

Stanley - Charles Everett Stanley (1883-1964) - Pink
Stanley - Edward Jordan Stanley (1851-1927)
Moore - Mary (Moore) Stanley (1855-1913)
[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)
Stanley - Albion Moore Stanley (1862-1924)
[Stanley - Lewis Gilley Stanley \(1869-1957\)](#)
[Stanley - Arno Preston Stanley \(1865-1937\)](#)
Stanley - George Stillman Stanley (1855-1929)
Richardson - Minnie Martha (Richardson) Stanley (1864-1957)
Stanley - Roger Merrill Stanley (1916-1975)
Thorpe - Joseph Gilbert Thorpe (1852-1931)
Longfellow - Anne Allegra (Longfellow) Thorpe (1856-1934)
Longfellow - Henry Wadsworth Longfellow (1807-1882)
[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

Child Of

Stanley - Edward Jordan Stanley (1851-1927)
Stanley - Enoch Boynton Stanley (1820-1903)
Moore - Albion Thomas Moore (1829-1863)
Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Stanley - Enoch Boynton Stanley (1820-1903)
Richardson - Elon F. Richardson (1839-1929)

Stanley - Merrill Elmer Stanley (1894-1970)
Thorpe - Joseph Thorpe (1810-1895)
Longfellow - Henry Wadsworth Longfellow (1807-1882)
Longfellow – Stephen Longfellow (1776-1849)
Stanley - Enoch Boynton Stanley (1820-1903)

It has been said that when the ROZELLA was built at Essex it was necessary to dig a trench in order to get water deep enough to float her away from the building site.

All the people on Cranberry Island always knew the schooner ROZELLA as the OLD ROZELLE. Charles Everett Stanley, (His nickname was "Pink"), son of Edward Jordan and Mary (Moore) Stanley and grandson of Enoch B. Sr., who had sailed on the OLD ROZELLE, told me that she would butt up against a big sea three times and then fall off and sail around it. Edward Jordan Stanley was the second son of Enoch B, Sr.

From the description of the ROZELLA (although built in 1840) it seems that she was similar to earlier models of Marblehead schooners from about 1785. At one time Enoch Stanley took the ROZELLA to Boothbay to have her rebuilt. The shipyard told him they could build him a new vessel for less money than the cost of rebuilding the old vessel. He said, "No, I want to save the model."

The OLD ROZELLE sailed from Cranberry Island on fishing voyages and most of Enoch Stanley's sons served as crew or master. Albion Moore Stanley, the sixth son of Enoch B. Sr., had command of the schooner ROZELLA in June of 1895. Lewis Gilley Stanley, the eighth and youngest son, I believe at times commanded the schooner SEA BIRD. Arno Preston Stanley, the seventh son, owned the small schooner BERTIE, which he bought from his brother, George, in October of 1893 but later traded back for a house and some land on Great Cranberry. George Stillman Stanley, the third son of Enoch B. Sr., was master and, I believe, owner of the schooner FAIRY FOREST in 1886 engaged in shore fishing. About 1920 Albion Moore Stanley, with his wife, Minnie (Richardson) Stanley and grandson, Roger lived on Greening's Island summers where he worked as a gardener. I am not sure if he worked for the Colton family or the Thorpe family or how long before 1920 that he worked there. It is possible that he sailed a sloop boat named the WILD ROSE for the Joseph G. Thorpe family at Greening's Island perhaps soon after the Thorpe cottage was built in 1896. Mrs. Thorpe was Anne Allegra Longfellow, the daughter of Henry Wadsworth Longfellow. I believe the Thorpe family was instrumental in forming a corporation to purchase a plot of land on Baker Island where the dance floor ledges are located to protect the site. When the tremendous sea during a violent storm moved and tipped the large flat rocks out of place a crew of men was sent out to jack them back level

William Doane Stanley (1855-1950)

William Doane Stanley, born October 27th, 1855, the fifth son, went to a few terms of school at Cranberry Island and at the age of nine made his first fishing trip to the Bay of Fundy as a member of the crew in the ROZELLA. They fished all summer and carried their fish to Boston in the fall. At age seventeen he had command of the

Person

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

[Stanley - William Doane Stanley \(1855-1950\)](#)

aka Jimmy

aka Pa Jim

Stanley - John Stanley (1832-1894)

Child Of

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

schooner S. L. FOSTER with twelve men in the crew and in all, during his lifetime, he skippered five different fishing schooners. When fishing was poor in the Bay of Fundy, he fished on the Grand Banks. He told of seeing over 100 dories at one time on the Grand Banks. In the 1880s about 25 vessels from Cranberry Island were fishing the Bay of Fundy and the Grand Banks. They fished five months out of the year, anchored their vessels in the Pool and took it easy during the winter and everyone made a good living.

The Pool at Great Cranberry Island, sometimes referred to as the “Crick”, is a large landlocked body of water entered by way of a channel at high tide. At low tide many ledges, boulders and mudflats are exposed but there is quite a large area of very protected deep water where the vessels were anchored. The channel into the Pool is between the gravel Point called the Fish Point and a ledge called the Big Ledge and is very narrow. The channel could only be navigated at high tide but to make matters worse a large boulder was located directly in mid channel. Consequently, great care had to be taken in bringing vessels in and out of the Pool. This boulder was called the Boiler because with the tide going in and out made the water appear to boil around it.

One time a vessel got her forefoot caught on the Boiler. Enoch B. Stanley, Sr. told them to pull her around and she would slide off, but they were afraid the aft end of the keel would get caught on the Fish Point. While they were arguing about it the tide changed. The vessel started to swing around, and she cleared the Point and slid off the rock with no damage.

William D. Stanley, along with some of his brothers and possibly others decided that the Boiler had been there long enough, so they decided to move it. For a couple years or more they would go out on low drain tides and dig around that rock in order to break the suction. They drilled a hole in the top of the rock and inserted a split eyebolt with an iron wedge in the split so that when the eye bolt was pounded with a heavy iron maul the wedge would bring up on the bottom and tighten the bolt in the hole.

When they finally got ready, with the tide coming at the right point, they put a heavy pole across two dories and lashed it to the eyebolt. The tide came, and the Boiler never moved. Both dories filled with water. Next, they tried with four dories and finally lifted the rock. It was all the four dories would lift.

The following account is from the Bar Harbor Record of February 23, 1900:

“William D Stanley and others have at last accomplished their long-cherished wish to remove the rock designated as “the Boiler” from the channel near the Fish Point. After much hard labor, they succeeded, with the help of four dories in raising, floating and dragging it across the flats, owned by the late Capt. John Stanley, when it struck a

Person

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

Spurling - Edwin Hadlock Spurling (1862-1895)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

[Gilley - Nancy \(Gilley\) Stanley \(1854-1932\)](#) aka Nan

[Gilley - Charles Adelbert Gilley \(1847-1914\)](#)

Rice - George M. Rice (1828-1912)

[Stanley - John Lenzy Stanley \(1841-1922\)](#)

Pierrepoint - John Jay Pierrepoint (1849-1913)

Pierrepoint - Anna Jay Pierrepoint (1861-1940)

Pierrepoint - Julia Jay Pierrepoint (1857-1937)

Child Of

Stanley - Enoch Boyngton Stanley (1820-1903)

Spurling - Robert Spurling Jr (1815-1881)

Stanley - Enoch Boynton Stanley (1820-1903)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Joseph Warren Gilley (1813-1894)

Unknown

Stanley - Peter S. Stanley (1808-1892)

Pierrepoint - Henry Evelyn Pierrepoint (1808-1888)

Pierrepoint - Henry Evelyn Pierrepoint (1808-1888)

Pierrepoint - Henry Evelyn Pierrepoint (1808-1888)

rock and in hauling on it caused the welted iron to pull out and “the Boiler” was anchored somewhat sooner than had been bargained for, but as it is now safely landed it will probably be allowed to remain where it is. It is very doubtful if any further attempt will be made to change its position, and as it is estimated to weigh eleven tons, it will be the cause of much comment for generations to come. William D. Stanley is very elated that he with a few others, should have accomplished the fact of removing the rock, which during the last 140 years has been in the way, and a menace to all boats coming in and going out from all parts of the creek, and they are to be congratulated for having removed the dangerous obstruction.”

“Creek” refers to the body of water at Great Cranberry Island called the Pool.

When the eyebolt pulled out of the rock the dories popped right out of water.

William D. Stanley owned the schooner MARGARET, which he purchased in Gloucester and sailed with his brother Enoch B. Jr., from Gloucester to Cranberry Island in January of 1889. The MARGARET had the reputation of being the dullest sailer in the entire Cranberry fleet. However, according to the Bar Harbor Record, in November of 1892, “Captain Edwin Hadlock Spurling in the schooner MARGARET made a trip to Boston and discharged a cargo of fish and back home in ten days, as quick a trip as has ever been made from Cranberry Island. Either the reputation of the vessel must be refuted or else it must be admitted that Edwin is the smartest captain.”

In December of 1893 Capt. E. B. Stanley, Jr. and Edwin Spurling took the schooner MARGARET to Boston to be sold there. It must have been about the time that William D. Stanley retired as skipper of fishing schooners. In April of 1894 he closed his home at Cranberry and with his wife, Aunt Nan, went to Baker Island to work for his brother-in-law, Charles Gilley. Aunt Nan and William D. were married in 1882. They never had children of their own, but they always had a house full of other people’s children. He was always affectionately called “Pa Jim or Uncle Jimmy” and Aunt Nan was “Aunt Nan” to a lot of children.

In 1897 the Bar Harbor Record reported that “William D. Stanley was building a hennery and was going into the poultry business.” In 1899 William D. Stanley had a new yacht boat, named the ALERT, built by George M. Rice and Son of East Boothbay and for the next forty years made his living sailing parties in the summer, first with the ALERT and then later with his motorboat, in addition to operating a fish business for J. L. Stanley and Sons of Manset from their wharf on Manchester’s Point at the entrance to the Cranberry Pool. I believe he sailed for the Pierrepont family (John J. Anna J. and Julia J.) who summered at Northeast Harbor. In September of 1917 he spent ten days in New York. I don’t know what the occasion was or whether Aunt Nan went with him or

Person

Stanley - Charles H. Stanley (1859-1871)
Spurling - Edwin Hadlock Spurling (1862-1895)
Spurling - Robert Spurling Jr. (1815-1881)
Young - Lucy Ann (Young) Spurling (1827-1872)
Harwood - Charles Elliot Harwood (1842-1897)
Stanley – Mary (Stanley) Spurling (1781-1841)
Spurling – Robert Spurling Sr. (1782-1844)
[Stanley - Thomas Cobb Stanley Jr. \(1784-1876\)](#)
Benson - Peter Theodore Benson (1862-bef 1910)
aka Portagee Pete

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)
Spurling - Robert Spurling Jr (1815-1881)
Spurling - Robert Spurling (1782-1844)
Young - Josiah Young (1789-1864)
Harwood - Abel Harwood (1792-1849)
Stanley - Thomas Cobb Stanley Sr. (1764-1843)
Spurling - Benjamin Spurling (1752-1836)
Stanley - Thomas Cobb Stanley Sr. (1764-1843)
Unknown

not. About 1926 he moved from Cranberry Island to Southwest Harbor because Aunt Nan worried about his health. It seems that he had some kind of a spell and passed out in his boat and she thought he should be nearer to a doctor.

William D. was a great swimmer. One time when his vessel was in Portland, he swam from Peake's Island to Portland. Another time at the age of eighty he fell overboard between his motorboat and his scow that was tied to his wharf at Southwest Harbor. When he came up the boat and the scow had come together so he could not get up between them. He swam under the boat and climbed out on the other side and in the process his hat never came off his head.

In August of 1871 he tried but was unsuccessful in saving his brother, Charles, who had fallen from a small boat a short distance from their father's wharf in the Cranberry Pool. Charles was twelve years old and could not swim. William D. was sixteen years old. I don't know the circumstances but although being an excellent swimmer perhaps he couldn't get to him in time. Their mother seeing Charles fall overboard rushed out in the water and had to be brought back to shore. Charles H. Stanley was the seventh child of Enoch B. Stanley, Sr. born November 14th, 1859.

Many other men at Cranberry Island also served as Master of The ROZELLA on occasion. The Bar Harbor Record tells the story of one skipper of the ROZELLA: June 19th, 1895. Very sad and sudden was the death of Capt. Edwin H. Spurling last Thursday, aged about 34 years. Schooner ROZELLA arrived in Spurling's Cove early last Thursday bringing the body of the captain who had died off Baker's Island an hour or two before. The body was taken ashore and conveyed to the home where he had left his wife and only child, a boy of 10 years, the previous Saturday in the full strength of manhood and full of hope of success in his business. He kept about his work until a few hours before he died. He was the child of the late Robert and Lucy Ann Spurling, Jr. He leaves his brother and three sisters to mourn his loss. Rev. E. C. Harwood preached his funeral sermon to the largest congregation assembled in the old church for many years.

Edwin Spurling's grandmother was Mary Stanley, wife of Robert Spurling, Sr. and a sister of Enoch B. Stanley's father, Thomas Cobb Stanley, Jr.

One of the later skippers of the ROZELLA was Peter T. Benson of Southwest Harbor. His nickname was Portagee Pete, but I believe he was of Scandinavian descent. In 1901 Peter Benson in the ROZELLA brought in about 30000 lbs. of salt fish for the season stocking about 1500 dollars. In the last week of June 1901, Peter Benson landed 12000 lbs. of dressed fish and 1700 lbs. of halibut.

Person

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Guptil - Caroline Hall (Guptil) Stanley (1822-1907)

Guptil - Stilman Guptil (1797-1889) aka Stillman

Sargent – Elmira (Sargent) Guptil (1805-1825)

Child Of

Stanley - Sans Stanley (1729-1791)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Guptil - Stilman Guptil (1797-1889)

Guptil – Nahum Guptil (1767-1849)

Sargent – Benjamin Sargent (Unknown)

Decline of the Fisheries

Many of Thomas Cobb Standley's descendants, Stanleys, Spurlings, Bunkers, Fernalds, Bulgers and Gilleys, all followed the sea primarily engaged in the fishing industry. When Enoch B. Stanley was born fishing was for the most part done from the deck of a vessel anchored on the fishing grounds. The crew fished with hand lines to catch codfish, which was then salted in the hold of the vessel and later cured for market. Salt codfish was a long-time staple of the New England diet and was much favored by George Washington. During Enoch B. Stanley's working life fish were plentiful and when about 1872, purse seines came into use, it became quite profitable to catch mackerel. Several large fast schooners were built and owned at Cranberry Isles and skippered by descendants of Thomas Cobb Standley. Previous to the use of the seine, mackerel were caught by the use of jigs by fishermen from the deck of a vessel. Pinky schooners were much favored for catching mackerel with jigs for their ability to sail to windward. It seems that schools of mackerel always swam to windward.

I believe that Enoch B. Stanley also purse seined for mackerel with his schooner, the S.L. FOSTER. About 1890 the mackerel that had been so plentiful suddenly for some reason disappeared from the coastal waters. The demand for salt codfish gradually dropped off due mostly to the availability of fresh fish. The steamboats and railroads and improvements in refrigeration made possible the delivery of fresh fish packed in ice to the cities and other markets that had previously been impossible. The mackerel schooners and the schooners of Cranberry Island that had fished the Bay of Fundy and the Grand Banks were gradually sold off while the fishermen turned mostly to day fishing for the fresh fish market and to the sailing of rusticators during the summer season.

On October 13th, 1846 Enoch Boynton Stanley married Caroline Hall Guptill of Winter Harbor in the town of Gouldsboro. She was born December 24, 1822, the daughter of Stillman and Elmira (Sargent) Guptill and had come to Cranberry Island to teach school. In 1847 Enoch bought land on the shore of the Cranberry Pool from Lewis Gilley, who at the time was building a clipper bark of 198 tons named CANTON on the shore, the bowsprit of the vessel extending over the roof of the house. I think Lewis Gilley had over extended himself in building the vessel and sold the property for need of money. The vessel was sold soon after launching to parties in New Bedford and became a whaler.

Person

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Guptil - Caroline Hall (Guptil) Stanley (1822-1907)

[Stanley - Arno Preston Stanley \(1865-1937\)](#)

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

[Carroll – Jacob William Carroll \(1830-1899\)](#)

[Carroll – John Carroll \(1790-1867\)](#)

[Lurvey - Rachel Foster \(Lurvey\) Carroll \(1791-1881\)](#)

[Whitmore - Rebecca \(Whitmore\) Lurvey Carroll \(1844-1916\)](#)

[Lurvey - Enoch Boynton Lurvey Jr. \(1835-1868\)](#)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Higgins - Rebecca (Higgins) Lurvey (1809-1888)

Johnson - George O. Johnson (1848-1916)

Hamor - Adelma (Hamor) Johnson (1857-1877)

Hamor - George Rinaldo Hamor (1832-1913)

Bulger - Mary Etta (Bulger) Hamor (1838-1921)

Johnson – Frank Adelle Johnson (1877-1949)

Stanley - John Stanley (1832-1894)

Stanley - Lucinda Gott (Stanley) Stanley (1833-1925)

Child Of

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Guptil - Stilman Guptil (1797-1889)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Enoch Boynton Stanley (1820-1903)

Carroll - John Carroll (1790-1867)

Carroll - William Carroll (1767-1814)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Whitmore - Isaac Stanley Whitmore (1820-1906)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Higgins - Reuben Higgins (1774-1840)

Unknown

Hamor - George Rinaldo Hamor (1832-1913)

Hamor - John Hamor (1789-1880)

Bulger - Michael Bulger (1799-1859)

Johnson - George O. Johnson (1848-1916)

Stanley - Thomas Cobb Stanley (1764-1834)

Stanley - Jonathan Stanley (1803-1895)

There on this property Enoch built wharves with buildings on the shore where he stored his fishing gear and conducted his fish business. He soon built a larger house further back from the shore and the old dwelling house was demolished.

The whole family was more or less involved with their father's business in taking care of the wharf, the boats and the catching and curing of the fish. They had a horse to work around the yard when more than manpower was needed. Perhaps taking care of the horse fell to Arno. I seem to remember it being said that he worked with horses more than his brothers. They also had a carriage that Mrs. Stanley would drive around the island. One time Mrs. Stanley had baked some biscuits and set them out to cool on the back of the stove. The horse was out in the yard beside the house, smelled the biscuits, came into the kitchen, ate the biscuits and would not leave. Mrs. Stanley had to get the men to come up from the shore to get the horse out of the kitchen. One winter Uncle Lew and his brother Enoch B., Jr. were at work on their lobster traps in the building on the wharf. Their mother said, "It is too cold to work out there." She made them bring their traps into the kitchen where it was warm.

Enoch B. Stanley's home was always open for any who needed a place to stay. His cousin, Jacob Carroll, son of John and Rachel (Lurvey) Carroll, often came to Cranberry Island to do mason work around the island and always stayed with the Stanleys. Jacob had followed the sea in his younger days having sailed around the world in the vessels, ALBERT GALLATIN and LOUISA HATCH. Later he had command of a coasting schooner named the HELEN but gave up the sea and took up mason work. His wife Rebecca (Whitmore) (Lurvey) Carroll had lost one husband to the sea in 1868 and now with a large family of children did not want to lose another. Her first husband was Enoch Lurvey, Jr., son of Enoch and Rebecca (Higgins) Lurvey, and a cousin of Jacob Carroll and Enoch B. Stanley.

George O. Johnson, born in Norway, was a cook on sailing vessels when he came to Cranberry Island and married Adelma Hamor, the daughter of George Rinaldo and Marietta (Bulger) Hamor in 1876. Their son, Frank, was born in 1877 and Adelma died a few weeks later. George Johnson was away on vessels much of the time and Frank lived with and was cared for by Enoch B. Stanley's brother and his wife, John and Lucinda (Gott) Stanley. Consequently, Frank Johnson was much like a cousin to the Stanley children and spent much time at their home. One time, as young boys, Uncle Lew and Frank Johnson were sent out aboard the S. L. FOSTER to dry the sails. They got the sails up and there was a slight breeze, so they decided to get the anchor up and sail around the pool. This caused quite some concern by those on shore, as there are a lot of obstacles around the pool. After sailing around a bit, they safely anchored her back

Person

Johnson – Frank Adelle Johnson (1877-1949)
Cabot - Elizabeth (Cabot) Lyman (1880-1982)
Stanley - Ernest Gilman Stanley (1890-1979)
Stanley - John Stanley (1832-1894)
Stanley - Lucinda Gott (Stanley) Stanley (1833-1925)
Gilley - Charles Montriville Gilley (1924-2006) aka Charlie
Johnson - George O. Johnson (1848-1916)
[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew
Richardson - Charles Emery Boynton Richardson
(1885-1971) - aka Peter
Curley - Nellie G. (Curley) Richardson (1884-1957)
Sanford - Samuel Clark Sanford (1852-1933)

Child Of

Johnson - George O. Johnson (1848-1916)
Cabot - Samuel Cabot (1850-1910)
Stanley - John Gilman Stanley (1864-1941)
Stanley - Thomas Cobb Stanley (1764-1834)
Stanley - Jonathan Stanley (1803-1895)
Gilley - Harvey Florian Gilley (1894-1950)
Unknown
Stanley - Enoch Boynton Stanley (1820-1903)
Richardson - Meltiah Jordan Richardson
(1828-1901) – aka Peter
Unknown
Sanford - George E. Sanford (1812-1873)

she was. When they got ashore they were reprimanded. Uncle Lew said, "Oh thunder! We thought we knew what we were doing!"

Frank went fishing and sailed summer people, eventually moving to Southwest Harbor. During World War II Frank worked as night watchman at Southwest Boat where they were building boats for the War Department. After the war he had a boat built at Southwest Boat and sailed Mrs. Lyman at Sutton's Island. When he could no longer work Ernest Stanley, grandson of John and Lucinda (Gott) Stanley, sailed Mrs. Lyman in a boat named the FROLIC. When he gave up the job I got Charlie Gilley to sail her in the first motorboat that I had built, a lobster boat of 28 feet in length. Charlie worked for her until she could no longer come to Sutton's Island.

George Johnson in his later years, I believe, worked as cook at the Kimball House at Northeast Harbor. Frank owned some land at Northeast Harbor and the town wanted to widen the road, so they claimed some of Frank's land by eminent domain and sent him a check for what they considered it worth. Frank was not satisfied saying the land was worth much more. The town asked him what the land was worth and promptly wrote him a check, no question, for what he claimed it to be worth. When he got his tax bill the following year, his taxes had risen considerably. The land was now valued for exactly what he claimed it to be.

Anyone coming to Enoch B. Stanley's home was always welcome and after Uncle Lew inherited the property the same held true. One time Nellie Richardson's relatives arranged to come and visit with Peter and Nellie. On the day that they were to arrive Peter got Nellie drunk. They were shocked to find both Peter and Nellie roaring drunk. Realizing they could not stay there they went to Uncle Lew and stayed overnight leaving the next day.

When a young fellow was turned out of his home by his father Uncle Lew took him in and I think he stayed most all winter. I don't know how many others Uncle Lew helped like that when in need.

One summer a lady came to Cranberry Island from New York City. She had rented Sammy Sanford's cabin but found it completely unfurnished. Someone took her around the island to see if they could find anything not being used to get her by. She came to Uncle Lew's and he scurried around and found a cot bed with bedding and blankets and a few other things. From his concern for her I thought she might be some long-lost friend or relative. When she left I asked Uncle Lew who she was? He said, "Oh thunder! I don't know. I'll tell you Cranberry Island is filling up with Arabs."

Person

Wedge - Leslie Austin Wedge (1910-1972)
[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew
[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)
Preble – William Pitt Preble Jr. (1811-1905)
Doane – Elijah S. Doane (1817-1899)
Guptil - Caroline Hall (Guptil) Stanley (1822-1907)
[Stanley - Mary Catherine \(Stanley\) Richardson \(1847-1920\)](#)
aka Carrie
aka Caz
Stanley - Enoch Boynton Stanley Jr. (1849-1910)
Stanley - Edward Jordan Stanley (1851-1927)
Stanley - George Stillman Stanley (1855-1929)
[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy
Stanley – Ada C. Stanley (1857-1857)
Stanley - Charles H. Stanley (1859-1871)
Stanley - Albion Moore Stanley (1862-1924)
[Stanley - Arno Preston Stanley \(1865-1937\)](#)
[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew
Richardson - Meltiah Jordan Richardson (1828-1901)
aka Peter
Spurling - Sarah Hadlock (Spurling) Richardson (1835-1919)
Richardson - Abraham Richardson (1795-1851)
Lopaus - Nancy (Lopaus) Richardson (1799-1851)

Child Of

Wedge - Frank Edward Wedge (1887-1967)
Stanley - Enoch Boynton Stanley (1820-1903)
Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Preble – William Pitt Preble Sr. (1783-1857)
Unknown
Guptil - Stilman Guptil (1797-1889)
Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Enoch Boynton Stanley (1820-1903)
Stanley - Enoch Boynton Stanley (1820-1903)
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Stanley - Enoch Boynton Stanley (1820-1903)
Stanley - Enoch Boynton Stanley (1820-1903)
Richardson - Abraham Richardson (1795-1852)

Spurling - Samuel Hadlock Spurling (1795-1837)

Richardson - Thomas Richardson (1764-1855)
Lopaus - Samuel W. Lopaus (1776-1869)

This lady spent the summer distributing papers and documents for whoever would take them to read. During the summer, Les Wedge got quite friendly with her and he signed a lot of these papers. The lady went back to New York City in the fall and in the middle of the winter a couple FBI agents came to Cranberry Island looking for Les Wedge. It seems the lady had been rounded up with a bunch of communists and was under investigation. They soon figured out that Les was not a threat to national security. Someone told Uncle Lew, "You better watch out. When they round up the rest of those people they'll round you up along with them."

Enoch B. Stanley became highly regarded as a leading citizen of the Town of Cranberry Isles. In 1851 and again in 1852 he was elected and served as third selectman of the town of Cranberry Isles. William Pitt Preble served as first and Elijah S. Doane as second. In 1867, 1868, 1870, 1871 and 1874 he served as second selectman. In 1876 he was voted first selectman but was excused. In 1877, he was voted second selectman but again was excused, probably too busy fishing. 1879 was the last year he served on the board as second selectman.

Ten children were born to Enoch and Caroline; Mary Catherine, Enoch Boynton, Jr., Edward Jordan, George Stillman, William Doane, Ada C., Charles H., Albion Moore, Arno Preston, and Lewis Gilley.

Mary Catherine (Stanley) Richardson (1847-1920)

The first child, Mary Catherine was born November 3rd, 1847, mostly known as Carrie, but was nicknamed Caz by her brothers. She grew up and attended schools at Cranberry Island and as a young girl accompanied her father on his vessels making trips to Boston or Gloucester in the fall to deliver cured fish and bring back supplies. These trips gave her the opportunity to attend schools in Boston and she acquired more education than most of the people on Cranberry of her time. At age 23, on August 3rd, 1870, Caz married Capt. Meltiah Jordan Richardson, age 42, as his second wife. He had previously married Sarah Hadlock Spurling in 1853. Meltiah and Sarah had first lived on Sutton's Island and then at Falmouth, Maine. After having four children they were divorced.

Capt. Richardson was born June 22nd, 1828 at Tremont, the son of Abraham and Nancy (Lopaus) Richardson. He became a fairly successful master of coasting and ocean-going vessels. At one time he was master of a schooner named MONTEZUMA and another named QUICKSTEP, both built at Tremont, MONTEZUMA of 82 tons in 1849 and QUICKSTEP of 166 tons in 1856. After their marriage Caz went to sea with him and with her knowledge of mathematics she quickly picked up navigation. After Meltiah's death, Caz commanded and navigated the WILD ROSE to Boston more than once.

Person

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Newman - Henry E. Newman (1818-1894)

Richardson - Emery Willard Richardson (1873-1883)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Richardson - Charles Emery Boynton Richardson (1885-1971) - aka Peter

Morse - Wilbur A. Morse (1853-1949)

[Stanley - William Doane Stanley \(1855-1950\)](#) - aka Jimmy

Gardiner - Julia Thurston (Gardiner) Gayley (1864-1937)

Gayley - Florence (Gayley) Montgomery (1889-1975)

Gayley - Agnes (Gayley) Milliken (1887-1970)

Gayley - Mary Thurston (Gayley) Senni (1884-1971)

Milliken - Gerrish Hill Milliken (1877-1947)

Curley - Nellie G. (Curley) Richardson (1884-1957)

Child Of

Richardson - Abraham Richardson (1795-1852)

Newman - Jonathan Newman (1781-1863)

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Morse - Jonah Morse (1817-1860)

Stanley - Enoch Boynton Stanley (1820-1903)

Gardiner - Curtis C. Gardiner (1822-1908)

Gayley - James Gayley (1855-1920)

Gayley - James Gayley (1855-1920)

Gayley - James Gayley (1855-1920)

Milliken - Seth M. Milliken (1836-aft 1920)

Unknown

With Meltiah she helped him make quicker trips. Previously all of Capt. Richardson's navigation was done by dead reckoning.

In 1874 Capt. Richardson had a three-mast schooner of 283 tons built at Southwest Harbor by Henry E. Newman. This vessel was named CARRIE M. RICHARDSON. In May of 1883 Capt. Richardson sold his shares in this vessel and retired from the sea. He then went into a partnership with a grocer in Boston. In October of that same year, according to the Bar Harbor Record, their son, Emery Richardson, died quite suddenly of sore throat and fever, at the residence of his grandfather, Capt. Enoch Stanley of Cranberry Island. Both of his parents were absent and did not hear of his sickness until they got news of his death by telegraph. Emery Willard Richardson was born at Cranberry Island July 22nd, 1873 and died October 8th, 1883.

Charles Emery Boynton Richardson (1885-1971)

Meltiah and Caz had a second son, Charles Emery Boynton Richardson born January 14th, 1885, always known by his nickname "Peter". It seems that Meltiah's nickname was Peter and that is whereby Charles got his nickname. Peter was really very intelligent. He grew up on Cranberry Island and became a fisherman, as well as an expert navigator. He owned a twenty-six-foot Maine sloop boat (Friendship sloop) that he used for lobster fishing and sailing summer rusticators. This sloop was built at Friendship, Maine by Wilbur Morse in 1904. Peter had planned to name this sloop ALERT but his uncle (Uncle Jimmie) also had a larger sloop built that same year at East Boothbay which he had already named ALERT, so Peter change the name of his boat to LITTLE FLIRT. It was with this sloop that Peter sailed Mrs. Gayley and her three daughters when she stayed at the Harborside one summer. One day the girls, Florence age 15, Agnes age 17, and Mary age 20 asked Captain Richardson to take them to Blue Hill and back. Of course, Peter knew that it would be well into the night before they could get back, but he wouldn't tell them. He figured that he was hired to do as they asked, and he could see the irony of the situation because in those days it would be a scandal for three young girls to be out in the boat half the night with the captain. When they did not get back that evening Mrs. Gayley was frantic. Someone asked who the captain was, and she said, "Captain Richardson". She was assured that there would be nothing to be worried about and the girls would be all right. Agnes later on married Gerrish Milliken and the Milliken family summered in Blue Hill. I wonder if the motive of the sail to Blue Hill was to look up the Millikens.

Peter's wife, Nellie G. Curley, of Scot-Irish descent came to Northeast Harbor as a domestic servant for a summer family. In later life they both became addicted to strong drink.

Person

Curley - Nellie G. (Curley) Richardson (1884-1957)

[Rosengarten - Clara Augusta \(Rosengarten\) Neilson \(1871-1955\)](#)

[Neilson - Harry Rosengarten Neilson Jr. \(1928-1994\)](#)

Wedge - Oscar George Wedge (1887-1967)

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Herrick - Millard Herrick (1905-1969)

Child Of

Unknown

Rosengarten - Bennett Rosengarten (1837-1921)

Neilson - Harry Rosengarten Neilson (1893-1949)

Wedge - Edward Wedge (1854-1930)

Stanley - Enoch Boynton Stanley (1820-1903)

Herrick - William Edgar Herrick (1868-1949)

Nellie was a very good cook and worked for Mrs. Lewis Neilson every summer for years. I think it was in the early 1950s that Mrs. Neilson's maid, Miss Henry, found Nellie flat on her back and not moving on the kitchen floor. Miss Henry thought Nellie was dead. She called Mrs. Neilson's grandson, Hank, who came right over. Sure enough Nellie appeared lifeless but when Hank touched her shoulder with the toe of his shoe she came to life and started swearing a blue streak. She had sampled too much of the cooking wine. Miss Henry was crossing herself.

At one time when Peter was feeling pretty good he said, "I don't know much about those motor boats, but put me in a sailboat and I'll take no backwater from any of those young squirts with their white top caps and their rubber neckties." He was referring to his cousin, Ethel's husband, Oscar G. Wedge, who he always called "Cocky G. Wedge". I guess Peter thought that Oscar had a cocky disposition. Oscar always wore a white top captains hat and sometimes wore a bow tie that clipped under his collar with an elastic strap.

Drunk or sober Peter could handle his sloop perfectly. One time at Southwest Harbor he sailed by Beal's dock waving a rum bottle and singing, "Coming in on a Wing and a Prayer". People were waiting on the town dock to go sailing with him and with the wind blowing right on the dock Peter brought the sloop into the wind to a dead stop, dropped the tiller straight into the comb, got on the bow, backing the jib first to one side and then the other and backed the sloop alongside the dock. While some one held the boat there by the shroud they all piled aboard. Peter got back to the tiller, trimmed the sheets and sailed away. These people were probably from the Appalachian Mountain Club as they frequently hired Peter to take their group for a sail.

One time Peter was drunk and disorderly at Northeast Harbor. The police arrested him, taking him to Bar Harbor where he spent the night in jail. The hearing was scheduled the next morning in court at Bar Harbor where the charges were read in the name of Peter Richardson. Peter said, "Hold on! You've got the wrong man. My name is Charles Richardson and there is my Uncle there to prove it." Uncle Lew had gone to bail him out. That kind of threw the officers of the court off balance and the judge finally said, "Even though your name is actually Charles, will you concede that you are generally known as Peter and let the charges stand as read?" Peter allowed he would. He had made his point.

I believe that sometime in the 1950s Peter decided to have his house painted. Millard Herrick was doing some work for people on the Island, so Peter hired him to paint the house. Work progressed well, and the house was almost painted except for the peak on one end where there was a very large hornet's nest. Peter had read or

Person

Richardson - Charles Emery Boynton Richardson (1885-1971) - aka Peter

Herrick - Millard Herrick (1905-1969)

Rice - Leslie M. Rice (1883-1966) aka Les

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

[Stanley - Mary Catherine \(Stanley\) Richardson \(1847-1920\)](#)
aka Carrie
aka Caz

[Stanley - Enoch Boynton Stanley Sr. \(1820-1903\)](#)

[Stanley - Arno Preston Stanley \(1865-1937\)](#)

Child Of

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Herrick - William Edgar Herrick (1868-1949)

Rice - Wilbert A. Rice (1851-1930)

Richardson - Abraham Richardson (1795-1852)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Enoch Boynton Stanley (1820-1903)

somewhere that you could take a hornet's nest down after dark and the hornets would not come out. In the afternoon they rigged a ladder within reach of the nest and settled back to wait for darkness. Peter was going to take the nest down himself and in preparation of the event he fortified himself with a liberal amount of rum. As darkness approached Peter would ask, "Mr. Herrick, do you think it's dark enough yet?" After asking several times Peter could wait no longer. He climbed the ladder and thrust both hands in the nest and succeeded in knocking it down but the theory about the darkness did not work. The hornets swarmed all over Peter and he practically slid down the ladder. He took off on a dead run, with the hornets chasing, for his boathouse where he had a lot of tar which he slathered all over his face and neck. He said it would take the sting out. He had a month or so growth of whiskers and the tar stayed on for several weeks. I guess it worked for he seemed to have no ill effects from the ordeal.

Peter liked to tease and plague Les Rice who was the first selectman of Cranberry Island, calling him Mayor Rice, the Mayor of Cranberry Island. Many others bore the brunt of his taunts and suffered embarrassment, especially if he had whet his wit with several swigs of rum.

As much as Peter liked liquor he would never steal any. If he knew you had some liquor and knew where it was, he might throw some hints that you had it. If someone found it he would have no problem helping to dispose of it. You could leave him alone with your liquor and he would never touch it himself.

Meltiah Jordan Richardson (1828-1901)

Meltiah Richardson spent his retirement years at Cranberry where he and Caz lived in part of Enoch B. Stanley's house, while he crewed on various fishing schooners of Cranberry Island. In May of 1901, after a period of poor health, Meltiah committed suicide by drowning off the end of Enoch B. Stanley's wharf. The cod leads that he tied around his neck were still in the house in 1957. His obituary reads as follows:

"Cranberry Isles, May 29, 1901

Last Thursday morning about 6 o'clock as Arno P. Stanley was leaving the shore of E. B. Stanley, he was horrified to see floating in the water the body of a man who he recognized as Capt. M. J. Richardson. Further developments proved within a doubt that it was a case of suicide. A key was found on the body and access obtained to his trunk. Lying directly on the top lay his bankbook, from which protruded two pieces apparently placed so as to attract attention. The first read as follows – To the treasurer of the

Person

Richardson - Meltiah Jordan Richardson (1828-1901)
aka Peter

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Davie – Charles Nelson Davie (1860-1943)

Richardson - Emery Willard Richardson (1873-1883)

Clark - Sarah A. (Clark) Reed (1835-1917)

Spurling - Sarah Hadlock (Spurling) Richardson
(1835-1919)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Steele – Ida Frances (Steele) Stanley Harding (1867-1935)

Stanley - Ethel Marion (Stanley) Wedge Wells (1891-1995)

Stanley – Ruth Frances (Stanley) Peterson (1893-1983)

Wedge - Oscar George Wedge (1887-1967)

Wells – Leon Jessie Wells (1884-1978) aka Dr. Wells

Child Of

Richardson - Abraham Richardson (1795-1852)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Davie – Curtis Davie (1827-1899)

Richardson - Meltiah Jordan Richardson (1828-1901)
aka Peter

Clark - David Clark (1794-)

Spurling - Samuel Hadlock Spurling (1795-1837)

Stanley - Enoch Boynton Stanley (1820-1903)

Steele – John Billings Steele (1838-1903)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Wedge - Edward Wedge (1854-1930)

Wells – Willis M. Wells (1851-1912)

Portland Savings Bank, Pay to Mrs. Carrie M. Richardson on her order the full amount of deposit and interest on account of book No. 10136.

Signed, Meltiah J. Richardson”

The second read:

“Get Lewis to witness to my signature on the order. As neither of the notes bore any date, it is impossible to tell when they were written. “He had been miserable with the grippe for several weeks this spring, but got better and went out fishing in the schooner “Wild Rose”. Six years ago, while leaving the home of a neighbor, he suddenly fell, but was taken back to the house and soon regained consciousness. Since then he has complained dizziness and noise seemed to affect him very much. None remember that he made any direct allusion that he might have ever thought of taking his life, yet since his death many recalled expressions he made on different occasions, which form a chain of evidence that he may have contemplated such action for years.

Capt. Richardson was a man of many sterling qualities and a reliable and competent man to command a vessel. He had crossed the Atlantic many times and visited various foreign ports.

The funeral was attended by a large number of friends on Saturday afternoon, from the home of E. B. Stanley, conducted by Rev. C. N. Davie. The burial was in the Stanley burial ground beside his son Emery, who died nearly eighteen years ago. He leaves five children, one half-sister, Mrs. Sarah A. Reed and other more distant relatives living at Seal Cove.

He retired on that last night about nine o'clock apparently as well as usual, and it must have been between midnight and three o'clock on Thursday morning that he met his death. Capt. Richardson was born and lived at Goose Cove until he married Miss Sarah H. Spurling. He then lived on Sutton's Island for eight years and in 1862 he moved to Falmouth. In 1870 he moved back to this place, but was at sea for most of the time for the next fifteen years. He was nearly seventy-three years of age.”

Enoch Boynton Stanley Jr. (1849-1910)

The second child of Enoch and Caroline was Enoch Boynton Stanley, Jr. He grew up on Cranberry Island and was master of the ROZELLA at times and probably served as master of other vessels as well. He married Ida Frances Steele on November 27th, 1886. They had two daughters before he died on May 3rd, 1910. Ethel and Ruth. Ethel Marion Stanley married Oscar G. Wedge and after he died in 1967 she married Dr. Leon

Person

Wells – Leon Jessie Wells (1884-1978) aka Dr. Wells

Wedge - Oscar George Wedge (1887-1967)

McCormick - Vance C. McCormick (1872-1946)

Stanley – Ruth Frances (Stanley) Peterson Alley (1893-1983)

Peterson - Nils Gustaf Peterson (1891-1929)

Alley - Amazia Alley (1904-1989)

[Rich - Robert Farnsworth Rich \(1915-1981\)](#)

aka Bob or Bobby

Stanley - Edward Jordan Stanley (1851-1927)

Moore – Mary S. (Moore) Stanley (1855-1913)

Stanley - Alma May Stanley (1875-1886)

Child Of

Wells – Willis M. Wells (1851-1912)

Wedge - Edward Wedge (1854-1930)

McCormick - Henry McCormick (1831-1900)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Unknown

Alley - Joshua Warren Alley (1881-1954)

Rich - Clifton Melbourne Rich (1881-1970)

Stanley - Enoch Boynton Stanley (1820-1903)

Moore - Albion Thomas Moore (1829-1863)

Stanley - Edward Jordan Stanley (1851-1927)

J. Wells in 1972. Oscar worked for the Vance C. McCormick family at Northeast Harbor and was their captain for many years. Ruth Frances Stanley married Nils Gustaf Peterson, who died in 1929. She then married Amaziah Alley in 1931. Amaziah was born at Beal's Island and came to Cranberry Island with his parents. He always seemed a nervous sort of person and had a peculiar way of shuffling his feet. Uncle Lew once said to me, "Oh thunder, don't he put you in mind of a chicken the way he scratches the ground with his feet?" During World War II Amaziah operated the Cranberry Island mail boat and one day it being quite rough he took a sea over the bow and smashed the front of the cabin. Later Amaziah had a lobster boat built by Bob Rich. He had this boat about twenty years when he had her hauled out at Bass Harbor for the winter. In March he was thinking of getting her back in the water and noticed the garboard planks were starting off. He got me to try and refasten them, but everything was frozen, and the garboards would not go back. It was obvious that the galvanized fastenings had rusted away. I pried on the plank with a caulking iron and it came off enough to get my fingers under it and gave a yank. The garboard popped right off. I did the same with the other side. Amaziah said, "Judas Priest! I gave that boat an awful pounding last fall!" Amaziah and Ruth lived in later life at Southwest Harbor. He would walk to the shore in the morning to go out to traps but if the weather didn't look good he would walk back home. After a while Ruth would look out the window and say, "It looks like it has moderated." Amaziah would walk back to the shore but there the weather might not look so good. Sometimes he would go out to traps but more than likely he would go back home. Sometimes he would go back and forth three or four times. It seems that Ruth had to push him to go out to traps.

Edward Jordan Stanley (1851-1927)

The third child of Enoch and Caroline was Edward Jordan Stanley. He married Mary S. Moore of Sutton's Island. He lived on Cranberry and was engaged in fishing and other ventures. The Bar Harbor Record reports that on June 21st, 1883, Capt. E. J. Stanley of the fishing schooner ROZELLA, not knowing the exact whereabouts of his vessel in the dense fog, he set out in a dory with one of his crew to try and find out, and not returning it was feared they had got into the breakers and were lost. He got ashore, however, at Baker Island, where he passed the night and turned up all right the next morning, to the great joy of the crew. Again, the Record reports that on November 15th, 1905 as master of the ROZELLA he arrived from Portsmouth with a cargo of apples and garden produce which he then sold to the people in the vicinity.

Edward and Mary were the parents of four children. The first Alma May Stanley, born in 1875, died at age five in 1886.

Person

Stanley - Edward Adelbert Stanley (1877-1904)
Stanley - Elva Anna (Stanley) Stanley (1877-1971)
Stanley - Asa Doane Stanley (1832-1900)
Spurling - Ellen Maria (Spurling) Stanley (1842-1929)
Lagoutte - George Lagoutte (1875-1950)
[Stanley - Chester Warren Stanley \(1900-1971\)](#)
[Stanley - Enoch Arno Stanley \(1897-1977\)](#)
Stanley - Ralph Clifford Stanley (1897-1988) aka Clifford
Stanley - Charles Everett Stanley (1883-1964) aka Pink
Stanley - Eliza B. (Stanley) Stanley (1888-1967)
Stanley - John Edward Stanley (1863-1948)
Davis - Lillian A. (Davis) Stanley (1869-1940)

Child Of

Stanley - Edward Jordan Stanley (1851-1927)
Stanley - Asa Doane Stanley (1832-1900)
Stanley - John Stanley (1788-1864)
Spurling - Joseph S. Spurling (1817-1890)
Unknown
Stanley - Arno Preston Stanley (1865-1937)
Stanley - Arno Preston Stanley (1865-1937)
Stanley - Frank Leslie Stanley (1865-1945)
Stanley - Edward Jordan Stanley (1851-1927)
Stanley - John Edward Stanley (1863-1948)
Stanley - Edward J. Stanley (1825-1913)
Davis - Thomas Davis (1844-1911)

Edward Adelbert Stanley (1877-1904)

Their second child was Edward Adelbert Stanley, born March 1st, 1876. He married on September 24th, 1902 Elva Anna Stanley, the daughter of Asa Doane Stanley and Maria Ellen (Spurling) Stanley. Edward was drowned from his sloop while lobster fishing on Friday, November 4th, 1904 about four miles from the Life Saving Station at Little Cranberry Island. At about 2 o'clock on that day one of the station crew noticed a sloop sailing erratically, apparently not under control of anyone. They manned their lifeboat to investigate but another boat got there first. They found the sloop with the reef shaken out, but the sail not hauled up and no one aboard. It was common practice to reef the mainsail when hauling traps from a sloop. When done hauling, the reef would be shaken out to sail home. After the reef points had been untied the fisherman would stand on the stern deck while reaching out with a knife to cut the marlin that the leach had been lashed to the boom with. It was thought that while doing this the boom had knocked him overboard and he couldn't get back aboard.

His widow, Elva Anna Stanley on October 14th, 1911 married George Lagoutte in Bangor, Maine. George was born in Marenes, France in 1875 and was Captain of a gasoline tanker out of New York owned by the Tydol Company. A few young men from Cranberry Island were able to get work as crew on this vessel, among them was my father, Chester Stanley, and my uncle, Enoch A. Stanley and a cousin, Clifford Stanley. One time my father and I were talking about ads for gasoline expounding how much better one brand was than the other, my father said, "There's nothing to it. Gasoline is gasoline. When Tydol was out of gasoline we would go to Standard Oil and fill up."

Charles Everett Stanley (1883-1964)

The third child of Edward and Mary was Charles Everett Stanley. He was born May 23rd, 1883 and grew up on Cranberry Island, went fishing and worked at various jobs. He eventually worked as a rigger at the Charlestown Navy Yard in Boston. He told me he had to pass a test to get the job. Part of the test was to put in a splice in some heavy wire rope. They set him up at a bench with some older workers who were not supposed to help him. He struggled with the splice and didn't think it would pass but an old fellow at the bench quietly whispered, "Hammer hell out of it, sonny. It'll pass."

Charles' nickname was Pink, but I don't know how it came about. Pink married Eliza B. Stanley, the daughter of John Edward and Lillian A. "Davis" Stanley from Otter Creek. Pink once told me, "The first month I was married I loved the old lady so much I could've 'et 'er. After the first month I wished I had've 'et 'er. Eliza, like most of the women on Cranberry Island at that time, had quite an aversion to any kind of gambling.

Person

Stanley - Charles Everett Stanley (1883-1964) aka Pink

Stanley - Edward Jordan Stanley (1851-1927)

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Stanley - Richard Harvie Stanley (1884-1966)

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

Stanley - Boynton Stanley (1915-1969)

Teel - Wyman Sawtell Teel (1890-1967)

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

Stanley - Rebecca Jean (Stanley) Start (1914-1992)

Start - Frederick Wallace Start (1905-1976)

Stanley - Alma Caroline (Stanley) McInnes (1918-1970)

McInnis - Edward George McInnis (1922-1973)

Johnson - Bernard Forest Johnson (1930-1992)

Burden - William A. Burden (1906-1984)

Stanley - Velma May (Stanley) Teel (1891-1971)

Teel - Wyman Sawtell Teel (1890-1967)

Child Of

Stanley - Edward Jordan Stanley (1851-1927)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - George Stillman Stanley (1855-1929)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Lewis Gilley Stanley (1869-1957)

Teel - William Teel (1866-1926)

Peterson - Gustav Peterson (1891-1929)

Stanley - Charles Everett Stanley (1883-1964)

Start - William Franklin Start (1878-1938)

Stanley - Charles Everett Stanley (1883-1964)

Unknown

Johnson - Charles Johnson (Unknown}

Burden - William Burden (1877-1909)

Stanley - Edward Jordan Stanley (1851-1927)

Teel - William Teel (1866-1926)

It seems that Pink's father had a building where a pool table was set up. The men would gather and play pool and of course some gambling would be involved. One time Eliza and some other women barred the door, locking the men in and set fire to the building. They finally let them out and they got the fire out. Pink's father said, "Pink! Take her back to Otter Crik!" Another time Pink and some others would sneak away every evening to play penny-ante poker. They set up in an old outhouse in the woods behind an old abandoned house. Finally, the women figured out where they were and did the same thing. The men had to beg to be let out.

Another time at Uncle Lew's workshop on Enoch B. Stanley's old wharf, Pink along with his cousins Richie Stanley, Chester Stanley, Boynton Stanley, and I believe Sawtelle Teel, Neil Peterson and maybe others were all playing cards, most likely penny-ante poker. Boynton suddenly looked up and saw Eliza coming around the corner of the workshop saying, "Here comes Liza!" Pink jumped up leaving his money and cards and dashed out the back door just in time. This door went to the other part of the workshop, where the only other door was padlocked from the outside, so it seemed there was no way out. In that part of the building there was a single hole outhouse. The hole was in a cover on hinges over quite a large opening and luckily it was low tide. Pink lifted the cover making space enough to climb down onto the beach and sneak through the woods and get his truck that was parked across the brook where he owned property and then drive home.

Eliza came in with "thunder clouds" around her head, not a good mood, shouting, "Where is he? I know he's here!" She went right to the back door, but he was nowhere in sight. Before leaving she gave them all a lecture about gambling. When Eliza got home, Pink was reading the newspaper. She exclaimed, "Where have you been?" Pink says, "Jumpin Moses, went to get the mail." I don't think she believed him, but she couldn't prove it.

Pink and Eliza had two daughters. Jean married F. Wallace Start of Camden Alma Caroline married George Edward McInnis and second Bernard F. Johnson.

I think it was in the early 1950s or shortly before that Pink went to work for the Burden family at Northeast Harbor as captain of their boats.

Velma May (Stanley) Teel (1891-1971)

The fourth child of Edward and Mary was Velma May born February 10th, 1891. She became a schoolteacher and taught at least one year at Eagle Island in East Penobscot Bay. She married Wyman Sawtelle Teel who was born at Frenchboro (Outer

Person

Teel - Mary Alma (Teel) Pratt (1913-1998)
Pratt - Howard Hisler Pratt (1918-1991)
Stanley - George Stillman Stanley (1855-1929)
[Stanley - Arno Preston Stanley \(1865-1937\)](#)
Higgins - Eva Marie (Higgins) Stanley (1862-1896)
Higgins - Richard Higgins (1782-1869)
Campbell - Margaret Ann (Campbell) Higgins (1836-1912)
Stanley - Clarence George Stanley (1878-1965) aka Nick
Smallidge - Rebecca Somes (Smallidge) Stanley (1882-1956)

Child Of

Teel - Wyman Sawtell Teel (1890-1967)
Pratt - James L. Pratt (1889-1963)
Stanley - Enoch Boynton Stanley (1820-1903)
Stanley - Enoch Boynton Stanley (1820-1903)
Higgins - Richard Higgins (1782-1869)
Higgins - Levi Higgins (1713-1825)
Campbell - John Campbell (1800-1861)
Stanley - George Stillman Stanley (1855-1929)
Smallidge - Proctor Smallidge (1847-1925)

Long Island) on August 3rd, 1890. He was always called by his middle name, Sawtelle, and was a fisherman. Before WWII, he sailed E.S. Burke at Southwest Harbor. I believe that during World War II he served in the merchant marine. After the war he was a lobster fisherman. They had one daughter, Mary, who married on December 11th, 1946 Harvard G. Pratt of Weeks Mills, Maine.

George Stillman Stanley (1855-1929)

The fourth child of Enoch and Caroline was George Stillman Stanley, born August 23rd, 1853. He was mostly known as Stillman Stanley. The Bar Harbor Record newspaper of April 23rd, 1886 reported that Stillman Stanley, who has been to Portland and returned in the schooner FAIRY FOREST, intended to go shore fishing. Rumor has it, that he had a minister as one of the crew. In October of 1893 the paper reported that Arno Stanley had bought the schooner BERTIE from his brother, Stillman, of Northeast Harbor. A year later on November 14th, 1894 the paper reported that Arno P. Stanley had bought the house formally owned by Stillman Stanley and sold him the schooner BERTIE.

Stillman Stanley married Eva Marie Higgins, daughter of Richard and Margaret Ann (Campbell) Higgins of Eden. I think, as a young child, she lived with or was adopted by a Bunker family at Cranberry Island and sometimes she is referred to as Eva Bunker.

Clarence George Stanley (1878-1965)

They had five children. Clarence George Stanley, known as Nick, was born December 13th 1878 at Cranberry Island. He married Rebecca Somes Smallidge of Northeast Harbor and operated a fish market there for many years. One morning a summer resident lady bought some lobsters, charging them to her account, in preparation for a picnic on one of the islands. It was a foggy day on the water, but was a hot day on the land. The fog never lifted so her picnic was canceled. After carrying the lobsters in the trunk of her car for several hours, she asked Nick if he would take them back and he said, "Yes. He would." He didn't say he would credit her charge account, only he would take the lobsters back. More than likely the lady ran a tab with Nick and paid at the end of summer or maybe her tab would lay dormant all winter and be paid at the beginning of the next summer. A man who had observed the transaction said, "Nick, how can you do that? Those lobsters are nearly dead." Nick replied, "She'll pay for 'em but she won't know it." Probably Nick cooked them right up and sold them to a restaurant and got paid for them twice, thereby he got paid for waiting for his pay.

Person

Stanley - Caroline Mary (Stanley) Turner (1880-1971)
Turner - George Edward Turner (1875-1962)
Stanley - Myra Evelyn Stanley (1882-1952)
Stanley - Richard Harvie Stanley (1884-1966) aka Richie
Bulger - Alice Marion (Bulger) Stanley (1890-1970)
Bulger - Enoch Joseph Bulger (1849-1927)
Spurling - Hannah Emaline (Spurling) Bulger (1853-1941)
Morse - Charles Albert Morse (1860-)
[Stanley - John Lenzy Stanley \(1841-1922\)](#)
Bridges - Fred E. Bridges (1862-1940)
Stanley - Charles Everett Stanley (1883-1964) aka Pink
Stanley - Ernest Gilman Stanley (1890-1979)
Bunker - Henry A. Bunker (1872-1941)

Child Of

Stanley - George Stillman Stanley (1855-1929)
Turner - Edward E. Turner (1837-1966)
Stanley - George Stillman Stanley (1855-1929)
Stanley - George Stillman Stanley (1855-1929)
Bulger - Enoch Joseph Bulger (1849-1927)
Bulger - Michael Bulger (1799-1859)
Spurling - George Newman Spurling (1818-1901)
Morse - Jonah Morse (1817-1860)
Stanley - Peter S. Stanley (1808-1892)
Bridges - Benjamin Bridges (1832-1890)
Stanley - Edward Jordan Stanley (1851-1927)
Stanley - John Gilman Stanley (1864-1941)
Bunker - William Bunker (1829-1894)

Caroline Mary Stanley was born November 11th, 1880 at Cranberry Island. She married on October 6th, 1902 George E. Turner of Cambridge , Massachusetts.

Myra Evelyn Stanley was born June 11th, 1882 and married a man named Milward Cassidy Overly in May of 1907 at Pensacola, Florida. I know nothing more about her.

Richard Harvie Stanley (1884-1966)

Richard Harvie Stanley, called Richie, was born at Cranberry Island on November 5th, 1884. On November 19th, 1913 Richie married Alice Marion Bulger, daughter of Enoch Joseph and Hannah Emaline (Spurling) Bulger and lived at Cranberry Island. Richie, as a young man, was not awfully strong and his health was delicate, being plagued by bouts of pneumonia but he, no doubt, started fishing on his grandfather's schooners. In June of 1907 Richie took the yacht BRIGAND to Marion, Massachusetts to sail her owner there. This must have been about the time Richie had a new sloop named the ALICE MARION built by Charles Morse at Friendship, Maine. This sloop was about 36 feet in length with a round bow as opposed to a clipper bow.

He had not had the sloop very long when she parted her mooring line and was seriously damaged going ashore in a storm. In March of 1908 the Bar Harbor paper reported that Chester Clement and Les Rice were at work making repairs to the sloop on the beach near where she went ashore. In the meantime, Richie secured the use of the little twelve-ton schooner MARY A. DOWNS owned by J. L. Stanley and Sons of Manset to continue fishing. The MARY A. DOWNS was built at Kittery in 1868. She was rebuilt at Goose Cove, Tremont by Fred Bridges, who sold her to J. L. Stanley. It was in this vessel that Richie misjudged her maneuverability and wedged her between two pilings on the wharf at Manset. She was stuck so tight they had to rig tackles to pull her clear. In 1908 Richie along with Charles (Pink) Stanley, Ernest Stanley and Henry Bunker went to Machias Bay trawling in the MARY A. DOWNS on account of bait there being in large quantity.

Pink Stanley told me that he, along with Richie and Ernest would go off in the ALICE MARION for several days trawling. They set the trawls from the sloop under sail but towed a dory with which to haul them. Ernest was the cook and Pink did most of the hauling. Sometimes they would be out of sight of land and when they got ready to sail home they would set her on a course, trim the sails, drop the tiller in the comb and let her sail herself. When they got everything set they would go below and play cards, looking out now and then to make sure they were on course with nothing in the way.

Person

Stanley - Richard Harvie Stanley (1884-1966) aka Richie

Stanley - George Stillman Stanley (1855-1929)

Stanley - Maurice Elton Stanley (1895-1911)

Child Of

Stanley - George Stillman Stanley (1855-1929)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - George Stillman Stanley (1855-1929)

Richie loved to play cards. If he was painting halfway down the side of a boat and someone said let's take a half hour and play a game, he would lay his brush on the boat's cradle. When he came back he would resume painting and you wouldn't see a lap in the paint at all. I don't know how he did it. I would have a hard job painting as fast as I could without leaving a lap.

In 1911 George Stillman Stanley's youngest son, Maurice Elton Stanley, age 16, was killed on board a sloop while out fishing when he fell in the cabin hitting his head on the flywheel of the engine.

At this time in the early 1900s Cranberry Island fishermen generally started fishing in March on the day after Town Meeting Day when they would sail their sloops to Bois Bubert Island at Petit Manan where the men there would have a good supply of clams on hand for bait. These fishing trips of course would last for several days until they got the boat loaded or their bait was used up. Sometimes they iced their fish to keep them fresh longer. Early in the spring a dory load of ice free for the taking could easily be obtained from the high cliff ledges on the northerly side of Sutton's Island where water running down over the rocks would freeze into huge icicles. Ice would also be available from Stanley Fisheries at Manset but that would cost money.

Person

[Clark - Henry Higgins Clark \(1811-1897\)](#)

[Clark - Seth Higgins Clark \(1816-1896\)](#)

Curtis - Joseph Henry Curtis (1841-1928)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Guptil - Caroline Hall (Guptil) Stanley (1822-1907)

Moffette - George Moffette, Jr. (1844-1913)

Child Of

Clark - Nathan Clark (1780-1848)

Clark - Nathan Clark (1780-1848)

Curtis - Joseph Curtis (1805-1841)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Guptil - Stilman Guptil (1797-1889)

Moffette - George F. Moffette (Unknown)

Arrival of the Rusticators

Even before the Civil War a number of artists and other travelers discovered the beauty of Mount Desert Island and experienced the tranquility and serenity of life at this place. At Southwest Harbor Deacon Henry Clark and his brother Seth built the steamboat wharf in 1853 and soon enlarged their houses to accommodate their guests. After the Civil War the steamboats and later the railroads made the Island accessible to the wealthy people and provided a means to escape the oppressive summer atmosphere of the big cities Deacon Clark's home became the Island House and Seth Clark's daughter, Grace (Clark) Pease, built the Claremont Hotel in 1896. Southwest Harbor also had four more summer hotels, the Dirigo Hotel on the High Road, the Ocean House and the Stanley House at Manset along with another summer hotel at Seawall. Northeast Harbor had four hotels while Seal Harbor had one. The hotels hired local people to provide activities such as boating, buckboard rides and other recreational activities for their guests.

All this came at a fortunate time for the economy of the Island. The offshore fishing activity that had been thriving up through the 1880s, by 1890 was in sharp decline. During this time Mount Desert Island was becoming a haven for rusticators. Bar Harbor was becoming a center of high formal and social activity. However, there were people who shunned the formal gatherings and protocol of high society. They were seeking rest and relaxation and to and simply enjoy the beauty of nature. These people tended to be professional people, teachers, college professors and members of the clergy. Many bought land and had cottages built, thereby giving work to the builders and others in tending to their needs: Fishermen sailed and cared for their boats, and others cared for their cottages.

Joseph Henry Curtis (1841-1928)

One of the first to come and buy land was Joseph Henry Curtis who bought the old Thomas Wasgatt house on the East side of Northeast Harbor in 1880, which he renovated as a summer home. Interestingly, Enoch B. Stanley had also contemplated in purchasing this property but did not as Mrs. Stanley would not leave Cranberry Island.

Mr. Curtis, born in 1841, described himself as a landscape gardener and landscape engineer. His business was based in Boston but much of his work was done in Maine on Mount Desert Island and vicinity, most notably his own estate, Thuya Lodge. In 1912 the third structure to be used by Curtis on the property was designed by architect George

Person

Moffette - George Moffette, Jr. (1844-1913)

Savage - Charles Kenneth (1903-1979)

[Eliot - Charles William Eliot 1834-1926](#)

Eliot - Andrew Eliot (1627-1704)

Peabody - Ellen Derby (Peabody) Eliot (1836-1869)

[Eliot - Charles William Eliot Jr. \(1859-1897\)](#)

Eliot - Samuel Atkins Eliot (1862-1950)

Hopkinson - Grace Mellen (Hopkinson) Eliot (1846-1924)

Savage - Augustus Chase (1832-1911)

[Donnell - Orrin A. Donnell \(1859-1947\)](#)

Gilley - Laura Almira (Gilley) Donnell (1862-1944)

[Gott - Lewis Freeman Gott \(1857-1926\)](#)

[Sawtelle - William Otis Sawtelle \(1874-1939\)](#)

Child Of

Moffette - George F. Moffette (Unknown)

Savage - George Augustus Savage (1873-1922)

Eliot - Samuel Atkins Eliot (1798-1862)

Eliot - William Eliot (1603-)

Peabody - Ephraim Peabody Jr. (1807-1856)

Eliot - Charles William Eliot (1834-1926)

Eliot - Charles William Eliot (1834-1926)

Hopkinson - Thomas (1804-1856)

Savage - John Savage (1801-1868)

Donnell - William Donnell (1818-1898)

Gilley - John Gilley (1822-1896)

Gott - Samuel M. Gott (1813-1895)

Sawtelle - William Henry Sawtelle (1838-1880)

Moffette for use as a winter home. In 1905 Curtis established a trust to maintain the estate as a public park. Upon Curtis' death in 1928, Charles K. Savage, owner of the Asticou Inn, was appointed sole trustee of the estate.

Charles William Eliot 1834-1926)

Charles William Eliot, president of Harvard College purchased land in 1880. The Eliot family of Boston is described as a bourgeois family that became wealthy and influential, especially within the educational system of New England and the United States. The Eliots descended from Andrew Eliot, who was born in 1627, and emigrated from England To Beverly, Massachusetts about 1670.

In 1869 Charles William Eliot's wife, Ellen Derby Peabody, had died leaving him with two young sons, Charles, age 9 and Samuel, age 7. In 1871 Eliot purchased a thirty-three-foot sloop named the JESSE and with his two young sons sailed from Boston to Mount Desert where he got permission to camp on an uninhabited Island in Frenchman's Bay called Calf Island. The next year he had the forty-three-foot yacht SUNSHINE built and with his sons along with other friends and relatives sailed to Frenchman's Bay to camp on Calf Island each summer of 1872, 1874, 1875, 1876 and 1878. In 1877 Eliot married Grace Mellen Hopkinson and apparently did not get to Calf Island that year.

In the summer of 1880, while his father traveled with his wife in Europe, Charles William Eliot, Jr., along with a group of students from Harvard College, formed the Champlain Society and camped on the shores of Somes Sound to do scientific exploration of the Island. Charles, Jr. was later to become a distinguished landscape architect. He told his father, that this area of the Island would be a good place to have a summer home. Eliot soon bought land from A. C. Savage at Northeast Harbor and built his house called "the Ancestral". Orrin A. Donnell, whose wife was Laura, daughter of John Gilley, came to work and sail the SUNSHINE for the Eliot family.

It seems that at some point Charles Eliot hired Lewis Freeman Gott of Bass Harbor to build a boat to Eliot's specifications. The next year the Bar Harbor newspaper reported that Lewis Freeman Gott was building another boat for Charles Eliot as the first one proved to be unsatisfactory. It sort of implied that Mr. Gott would build this one to his own specifications. In his dealings with the local people Eliot soon came to realize that they were worthy of much respect and admiration. This sentiment seems to manifest itself in Eliot's writing the "Life of John Gilley".

Prof. William Otis Sawtelle in his writing about the Gilley family quotes the following about Charles William Eliot:

Person

[Gilley - John Gilley \(1822-1896\)](#)

[Eliot - Charles William Eliot 1834-1926\)](#)

Inglis - Alexander James Inglis (1879-1924)

Merrill - John Douglas Merrill (1864-1940)

Hill - Adams Sherman Hill (1833-1910)

Rockefeller - John D. Rockefeller (1839-1937)

Gates - Frederick Taylor Gates (1853-1929)

Child Of

Gilley - William Gilley Jr. (1782-1872)

Eliot - Samuel Atkins Eliot (1798-1862)

Inglis - William Inglis (1854-)

Merrill - John T. Merrill (1856-)

Hill - Sherman G. Hill (1799-1838)

Rockefeller - William Avery Rockefeller (1810-1906)

Gates - Granville Gates (1828-1906)

“The Harvard Alumni Bulletin of November 10th, 1921 contains a reference to a small book, the “Life of John Gilley,” written many years ago by President Eliot. To the people of Mount Desert this book has long been known as the most remarkable delineation of the pioneer life on the coast of Maine that has ever been published. New interest in its pages has now been awakened, since Professor Alexander J. Inglis, in introducing President Eliot as one of the speakers at a reception given to the students of the Harvard Graduate School of Education, spoke of the book as containing “an educational gem.”

President Eliot, in the course of his remarks, told some interesting anecdotes concerning his “Life of John Gilley”, which should be made accessible to those interested in the family history of our Mount Desert Pioneers. For this reason, I have asked permission of the Harvard Bulletin to republish its report of that portion of President Eliot’s speech relative to the “Life of John Gilley” together with the editorial comment. This request has been courteously granted by the editor, Mr. John D. Merrill. Here is what President Eliot said about “John Gilley.”

“I remember that one of my classmates, Professor Adams Sherman Hill, who taught long here, told me one day that the best thing I had ever written, and the thing that would last longest as literature, was the “Life of John Gilley.” I also remember that the almoner for many years of John D. Rockefeller, Sr., Mr. Frederick Gates, took me home after a seven-hour meeting of the General Board of Education to his home in Montclair. I by no means wished to go, I wanted to go home but I had to accept his urgent invitation. We sat down at the table together, a family meeting of ten persons, and Mr. Gates sat in the middle of the long side and I sat on the other end, as far as possible from him. We got on very quietly at the table, talking mostly to our neighbors, of course, when suddenly my host, Mr. Gates, said:

‘Mr. Eliot, did you write the “Life of John Gilley” to get at the end your last paragraph? Did you really write that paragraph first and then concoct the sketch of John Gilley to precede it?’ I said that was exactly the opposite of what I did. First I wrote the life of John Gilley as accurately and as vividly as I could, the life of a farmer and fisherman and coastwise trader in his own vessel. And when I had finished his life, it seemed to me that it needed a moral, as at the end of any story worth telling you need a moral; and so I wrote that last paragraph.

“I have by no means forgotten that I wrote the life of John Gilley. And I am glad I did it, not only for the sake of John Gilley, who as a member of a family of a dozen children, all of whom grew up strong, vigorous, honest people, but I am glad to have put into words the moral of his life. It is a moral that applies to the entire American people.”

Person

Doane - William Crosswell Doane (1832-1913)

Kimball - Daniel Kimball (1802-1887)

Child Of

Doane - George Washington Doane (1799-1859)

Kimball - Aaron Kimball (1763-1814)

The Harvard Bulletin's editorial on President Eliot and John Gilley is given in full.

“Those who read President Eliot's remarks at the reception to members of the Graduate School of Education, which are printed in this issue of the Bulletin, will naturally wonder what it was about the final paragraph of his memoir of ‘John Gilley, Maine Farmer and Fisherman’ that so deeply impressed his host at Montclair, New Jersey. The paragraph itself provides the best answer:

This is the life of one of the forgotten millions. It contains no material for distinction, fame, or long remembrance; but it does contain the material and present the scene of a normal human development through mingled joy and sorrow, labor and rest, adversity and success, and through the tender loves of childhood, maturity and age. We cannot but believe that it is just for countless quiet simple lives like this that God made and upholds the earth.

If any reader will take the trouble to look at the little volume, which ends with these words we will find that it begins with a longer paragraph quite as striking, but needing the fulfillment, which the final paragraph separated from the first by the simple story of John Gilley's life, provides. Indeed, we can imagine a teacher of English pointing his pupils not only to one of these paragraphs but to both of them as capital illustrations of structure in composition. President Eliot, suddenly confronted at a dinner-table with the necessity of explaining a portion of this piece of writing, made a natural answer to a somewhat disconcerting question. At the moment he may have been unconscious of the art, which made this beginning and ending just what they were. It is the same art, which has marked with a singular unity and completeness the mural inscriptions, which have proceeded from the same hands.”

It is a happy, if fortuitous, circumstance that ‘John Gilley’ has been freshly brought forward in connection with the School of Education. Members of the teaching profession are among those who need most to realize that clear thinking is indispensable to clear expression, and besides, that the foremost figures of their profession pins his faith for the future of mankind on these sound and fundamental qualities of human nature which the Maine fisherman and farmer depicted so nobly embodied.”

William Crosswell Doane (1832-1913)

William Crosswell Doane, Bishop of Albany, bought land of Daniel Kimball on the west side of Northeast Harbor in the late 1870s and in 1881 or 1882 built his house called

“Magnum Donum”. Bishop Doane was born in Boston on March 2, 1832 but spent most of his early life in New Jersey. After graduating from college and studying theology he became a priest in the Episcopal faith and eventually became first Bishop of

Person

Doane - William Crosswell Doane (1832-1913)
Doane - John Doane (1591-1686)
Doane - Daniel Doane Jr. (1687-1712)
Doane - George Washington Doane (1799-1859)
Doane - George Hobart (1830-1875)
Kimball - Daniel Kimball (1802-1887)
Smallidge - Stephen Smallidge (1842-1908)
Doane - Margaret Harrison Doane (1858-1883)
Corning - Erastus Corning Jr. (1827-1897)
Famous as "the millionaire"

Child Of

Doane - George Washington Doane (1799-1859)
Unknown
Doane - Daniel Doane (1636-1712)
Doane - Jonathan Doane (1756-1818)
Doane - George Washington Doane (1799-1859)
Kimball - Aaron Kimball (1763-1814)
Smallidge - John Smallidge (1815-1875)
Doane - William Crosswell Doane (1832-1913)
Corning - Erastus Corning (1794-1872)

the new diocese of Albany in 1869.

Bishop Doane's immigrant ancestor, John Doane, was probably one of the Puritans who sought refuge in Leyden, Holland coming to Plymouth in 1630. John's grandson, Daniel, Jr., however, abandoned the religious teachings of his father and grandfather and took up with the Quakers, moving to Pennsylvania. The next several generations pretty much followed the teachings of the Society of Friends until Bishop Doane's father, George Washington Doane, after graduating from Union College in 1818 took up the study of theology and entered the priest-hood with the Episcopal Church in 1823. He was elected and consecrated second Bishop of the diocese of New Jersey in 1832.

William's brother, George Hobart Doane, after giving up the study of medicine studied for the ministry but strangely enough became a Roman Catholic priest.

Bishop Doane was instrumental in establishing the Episcopal Church at Northeast Harbor. The Bishop held services at Squire Daniel Kimball's and sometimes in his own home. Previous to this people traveled by boat to Manset to attend Church. The need for a Church building became apparent and a rustic slab Church, St. Mary's by the Sea, was built on land donated by Stephen Smallidge and Margaret Doane, Bishop Doane's daughter.

In a way Bishop Doane was responsible for the establishment of the Union Church. When the Bishop declared the slab Church, which was assumed to be non-denominational, to be the "one true church" (Episcopalian) some of the parishioners left, eventually building the Union Church in 1889 on land donated by Samuel Gilpatrick.

In 1899 Episcopalians felt the need for a larger building, which was completed in 1902. At this time, a Parish House and a Rectory was also built on land donated by Squire Daniel Kimball.

Erastus Corning Jr. (1827-1897)

Mr. Erastus Corning, Jr. of Albany probably acquired land along with Bishop Doane at Sargent's Point, Northeast Harbor. Mr. Corning had the reputation of being a philanthropist and I wonder if Mr. Corning put up the money for Bishop Doane to buy the land at Northeast Harbor. I believe it was about 1883 that Mr. Corning donated a substantial amount of money along with land in Albany for building the Cathedral of All Saints, dedicated by Bishop Doane on May 22, 1888.

Person

Corning – Samuel Corning (1616-1694)
aka Ensign Samuel Corning

Corning - Erastus Corning Sr. (1794-1872)

Corning - Erastus Corning Jr. (1827-1897)

Corning - Parker Corning (1874-1943)

Corning – Edwin E. Corning (1883-1934)

Maxwell - Louisa (Maxwell) Corning (1885-1976)
Mother of Erastus Corning II (1909-1983)
Mayor of Albany

Corning – Erastus Corning II (1909-1983)
aka Mayor of Albany

Corning – Edwin J. Corning (c.1910-)

Corning – Louise (Corning) Ransom (1911-1954)

Corning - Harriet (Corning) Sinkler Ewing (1916-1966)

Sinkler - Wharton Sinkler Jr. (1914-1953)
Married to Harriet Corning

Manchester - Russell Manchester (1895-1975)

Sinkler – Wharton Sinkler III

Child Of

Cornynge – John Cornynge (1582-1630)

Corning – Bliss Corning (1763-1846)

Corning - Erastus Corning Sr. (1794-1872)

Corning - Erasmus Corning Jr. (1827-1897)

Corning - Erasmus Corning Jr. (1827-1897)

Maxwell - Allen J. Maxwell (Unknown)

Corning – Edwin E. Corning (1883-1934)

Corning – Edwin E. Corning (1883-1934)

Corning - Edwin E. Corning (1883-1934)

Corning - Edwin E. Corning (1883-1934)

Sinkler – Wharton Sinkler Sr. (1885-1967)
Married to Louise Broomall Elkins

Manchester - Mason Manchester (1861-1932)

Sinkler - Wharton Sinkler Jr. (1914-1953)
Married to Harriet Corning

The Corning family, moved into their new cottage, “Stone Acre” in the summer of 1887. Erastus Corning’s immigrant ancestor, Samuel Corning, came from England to Beverly, Massachusetts about 1640. I wonder if he was one of the tenants driven off the land.

Erastus Corning, Sr., through his business as a banker, railroad developer and iron merchant, had amassed a 12-million-dollar fortune at the time of his death in 1872. Erastus, Jr., however lacked the incentive to increase the family wealth. Instead he went through the family fortune as a philanthropist and dallying with his favorite pastimes such as cultivating world-class orchids, breeding fast racehorses, rare breeds of cattle and collecting art and antiques. It is said that when he died in 1897 he was one hundred and twenty-five thousand dollars in debt. His sons, Parker and Edwin were able through business connections and politics to reestablish the family prosperity. Edwin married Louise Maxwell and they continued to spend summers at “Stone Acre” where they kept a twenty-foot open launch named MAYBE, a twenty-two-foot Chris Craft speedboat named BUZZ, a forty-foot motor cruiser and an A class sailboat named POLLY. It is said that Edwin was plagued by years of smoking, lack of exercise and alcoholism, which caused a heart attack and stroke in 1928. He also suffered greatly from diabetes, having had one leg amputated due to gangrene. He died on the operating table at Bar Harbor while having the other leg removed in 1934, age 51.

Edwin and Louise had two sons and two daughters. The sons were Erastus Corning, 2nd, who became mayor (for nine consecutive terms, mayor for life, 1941 to 1983) of Albany and Edwin, Jr. The daughters were Louise and Harriet. Harriet Corning married Whartie Sinkler in 1937.

Russell Manchester of Northeast Harbor was hired to care for the Corning boats and to be sort of a camp counselor for the children, teaching them the ways of the sea, how to sail and catch codfish and other salt water fish as well as take them on excursions to inland ponds for camping and trout fishing.

Mayor Corning once said, “My mother was a true aristocrat.” Wharton Sinkler, III describes his grandmother as commanding the household, the center of her domestic universe, from the upholstered antique sofa sipping an afternoon cocktail, rye whiskey and water on the rocks. She had a habit of just rattling the ice in her glass, when she finished, signaling the servant to bring another. She had that regal quality, where she didn’t have to ask, didn’t say a word. Just rattle the ice in her glass. But she always stopped after two drinks. She had that discipline and self-control, unlike her children who so sadly succumbed to alcoholism to varying degrees.

Person

Maxwell - Louisa (Maxwell) Corning (1885-1976)

[Rosengarten - Clara Augusta \(Rosengarten\) Neilson \(1871-1955\)](#)

Wheelwright - Andrew Cunningham Wheelwright (1827-1908)

Curtis - Joseph Henry Curtis (1841-1928)

Wheelwright - Josiah Wheelwright (1801-1826)

Blanchard - Caroline (Blanchard) Wheelwright (1802-1866)

Wheelwright – Lot Wheelwright (1770-1842)

Cabot - Sarah Perkins (Cabot) Wheelwright (1835-1917)

Wheelwright - Mary Cabot Wheelwright (1878-1958)

Cabot - Samuel Cabot Jr. (1784-1863)

Perkins - Elizabeth (Perkins) Cabot (1791-1885)

Perkins - Thomas Handasyd Perkins (1764-1854)

Child Of

Maxwell - Allen J. Maxwell (Unknown)

Rosengarten - Bennett Rosengarten (1837-1921)

Wheelwright - Josiah Wheelwright (1801-1826)

Curtis - Joseph Curtis (1805-1841)

Wheelwright – Lot Wheelwright (1770-1842)

Blanchard – Edward Blanchard (1789-)

Wheelwright – John Wheelwright (1719-1818)

Cabot - Samuel Cabot Jr. (1784-1863)

Wheelwright - Andrew Cunningham Wheelwright (1827-1908)

Cabot - Samuel Cabot (1759-1819)

Perkins - Thomas Perkins (1764-1854)

Perkins - James Perkins (1733-1773)

Mrs. Louise (Maxwell) Corning was frequently a guest out to watch the races on the LEADER with Mrs. Lewis Neilson.

Andrew Cunningham Wheelwright (1827-1908)

1880 is also the year that Andrew Cunningham Wheelwright discovered Northeast Harbor and was so enthralled with the place that on an impulse he bought a piece of land from Mr. Curtis. In 1884 he built his cottage called "Utherside".

Andrew, son of Josiah and Caroline (Blanchard) Wheelwright, was born at Boston on April 18th, 1827. His grandfather, Lot Wheelwright, had been a shipbuilder and ship owner at Cohasset, Mass. before moving to Boston where he continued as a ship owner and became involved with foreign commerce. Lot's son, Josiah, Andrew's father, continued the successful family business.

On September 27th, 1876 when 49 years of age Andrew married Sarah Perkins Cabot, age 41. Andrew was trained to be a lawyer but at the time of his marriage to Sarah Perkins Cabot he was said to be a non-practicing lawyer and was apparently in poor health. Their only daughter, Mary Cabot Wheelwright, born in 1878, states in her unpublished autobiography, "Journey Towards Understanding" that her mother, after her marriage, cured her husband of a bad cough by taking him on a camping trip to the Adirondacks, which at that time was not the usual cure for tuberculosis.

Sarah Perkins Cabot, daughter of Samuel Cabot and Elizabeth Perkins was a very wealthy lady. Her maternal grandfather, Thomas Handasyd Perkins, when a young man, went to Haiti and with his brother and another partner traded profitably in slaves, flour, horses and dried fish. When China opened the port of Canton to foreign business Perkins was one of the first Boston merchants to take up the risky but profitable China trade. His ships carried ginseng, cheese, lard, wine and iron to China in addition to cargos of furs from the Pacific Northwest Coast, returning with tea and cotton or anything for a profit. Perkins also maintained a Mediterranean office to buy Turkish opium for sale in China.

Perkins managed to make money during Jefferson's Embargo. He was able to empty his fully stocked warehouses in Boston at a great profit while at the same time, stocking his warehouses in China. When the embargo ended he had a vessel on its way with goods that were in great demand here to be sold at great profit. The China trade made Perkins a multi-millionaire.

Sarah Perkins Cabot's father, Samuel Cabot, followed family tradition, being involved in various partnerships engaged in foreign commerce. In 1817 Samuel Cabot

Person

Cabot - Samuel Cabot Jr. (1784-1863)

Perkins - Thomas Handasyd Perkins (1764-1854)

Perkins - James Perkins (1761-1822)

Wheelwright - Andrew Cunningham Wheelwright (1827-1908)

[Eliot - Charles William Eliot 1834-1926](#)

Savage - Frederick Lincoln Savage (1861-1924)

Stanley - Eugene Parker Stanley (1858-1904)

Hanna - William F. Hanna (1859-1936)

Stanley - Abram Cobb Stanley (1824-1887)

Fernald – Dorcas Ellen (Fernald) Stanley (1827-1877)

Child Of

Cabot - Samuel Cabot (1759-1819)

Perkins - James Perkins (1733-1773)

Perkins - James Perkins (1733-1773)

Wheelwright - Josiah Wheelwright (1801-1826)

Eliot - Samuel Atkins Eliot (1798-1862)

Savage - Augustus Chase Savage (1832-1911)

Stanley - Abram Cobb Stanley (1824-1887)

Hanna - William Hanna (1833-1916)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Fernald – Truxton Fernald (1806-1880)

formed a partnership with his brother-in-law, Thomas Handasyd Perkins, Jr. and James Perkins, Thomas' cousin. This firm of Samuel Cabot and James & T. H. Perkins' Sons & Company brought him great wealth from the China trade.

Andrew Wheelwright and Sarah maintained a home in Boston where they lived in a society with Victorian propriety. Along with others from Boston, including Charles W. Eliot, president of Harvard College, the Wheelwrights came each summer to their cottage at Northeast Harbor. This "cottage" called "Utherside" was an elegant shingle style design built in 1884 and designed by Fred Savage, a local architect of some renown. Mr. Savage designed many of the shingle style cottages popular in the 1880s and 90s that were built on Mount Desert Island for the wealthy rusticators.

In 1891 Andrew Wheelwright invested in a schooner of 72 tons under construction on Sutton's Island for Captain Eugene Parker Stanley, who was 33 years old. The Wheelwrights were to use the schooner as a yacht in the summer while they were at Northeast Harbor and Captain Stanley would take her coasting at other times but not to carry fish or any other objectionable cargo. The vessel, named FANNIE EARL, was launched on November 19th, 1891 before a large crowd that had gathered for the occasion.

All went well with this arrangement until December 3rd of 1900, when Captain Stanley and his crew, William Hanna of Tremont left Provincetown with a load of sand for Rockland, Maine. After stopping at Boston, they proceeded along the coast and encountered adverse weather with snow and heavy gales that blew away some of their sails. They struggled along as best they could sometimes making headway, then falling back, but after two weeks were blown off shore in a pretty helpless state. Drifting around in the North Atlantic in winter is no picnic and when sighted by a British steamer bound for England and their being pretty much exhausted from the ordeal they elected to be rescued by the steamer after scuttling the FANNIE EARL, so she would not be a menace to navigation. Once aboard the steamer, according to British protocol, Captain Stanley was given good quarters with the officers while Will Hanna had to bunk with the crew.

Eugene Parker Stanley (1858-1904)

Eugene Stanley, born August 31st, 1858, was the son of Abram Cobb and Dorcas Ellen (Fernald) Stanley. Abram's home was on Sutton's Island where he lived with his family. On November 19th, 1887 at age 64 when returning with his mail from Great Cranberry Island the wind capsized his small sailboat and he was drowned. About ten days later some fellows out shooting seabirds saw his body floating head and shoulders out of water with arms outstretched but being frightened by the sight made no effort to

Person

Stanley - Abram Cobb Stanley (1824-1887)
[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)
Stanley - William Stanley (1826-1903)
Stanley - Eugene Parker Stanley (1858-1904)
Gilley - Mary E. (Gilley) Stanley (1867-)
aka May Gene
[Gilley - John Gilley \(1822-1896\)](#)
[Wilkinson - Mary Jane \(Wilkinson\) Gilley \(1836-1917\)](#)
Gilley - William Gilley Jr. (1782-1872)
Lurvey - Hannah (Lurvey) Gilley (1782-1852)
[Eliot - Charles William Eliot 1834-1926](#)
Wheelwright - Andrew Cunningham Wheelwright
(1827-1908)
Lawler - Dennison J. Lawler (1824-1892)
Lawler - George William Lawler (1850-1913)
Jewett - Theodora Sarah Orne Jewett (1849-1909)
Jewett - Mary Rice Jewett (aft1847-1930)
Dresel - Louisa Loring Dresel (1864-1958)
Cabot - Sarah Perkins (Cabot) Wheelwright
(1835-1917)
Wheelwright - Mary Cabot Wheelwright (1878-1958)
Spurling - Francis G. Spurling (1854-1944) aka Frank

Child Of

Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Stanley - Abram Cobb Stanley (1824-1887)
Gilley - John Gilley (1822-1896)
Gilley - William Gilley Jr. (1782-1872)
Wilkinson - Joseph Wilkinson (1801-1852)
Gilley - William Gilley (1750-1839)
Lurvey - Jacob Lurvey Sr. (1761-1853)
Eliot - Samuel Atkins Eliot (1798-1862)
Wheelwright - Josiah Wheelwright (1801-1826)
Lawler - Joseph Lawler (Unknown)
Lawler - William (Unknown)
Jewett - Theodore Herman Jewett (1815-1878)
Jewett - Theodore Herman Jewett (1815-1878)
Dresel - Otto Dresel (1826-1890)
Cabot - Samuel Cabot Jr. (1784-1863)
Wheelwright - Andrew Cunningham Wheelwright
(1827-1908)
Spurling - Benjamin Spurling (1728-1887)

retrieve his body. Abram Cobb Stanley's brother, Enoch Boynton Stanley, was my great grandfather. Another brother William Stanley was a light keeper on Monhegan Island Light from 1883 to 1902.

Eugene Stanley married Mary Gilley, daughter of John and Mary Jane (Wilkinson) Gilley. John Gilley was born on Baker Island, son of William and Hannah (Lurvey) Gilley. He lived most of his adult life at Sutton's Island and was drowned at age 76 on October 12th, 1896 between Sutton's Island and Bear Island when his sailboat capsized in a strong breeze. Although great efforts were expended his body was never recovered.

Charles W. Eliot, President of Harvard College, personally knew and respected John Gilley. Like Eliot many of the Northeast Harbor summer colony, even though they were of totally different cultures had a certain appreciation and respect for the local folks. In many cases it was a mutual respect. Perhaps this feeling of respect was the inspiration for Eliot to write "John Gilley, One of the Forgotten Millions". First published in the Century Magazine in 1899, it was published in book form in 1904 by the American Unitarian Association and once more in 1989 by Acadia Publishing Company.

Andrew Wheelwright must have acquired the famous Boston Pilot Schooner HESPER for use as a yacht about 1899 or 1900 as there is a photo in the Northeast Harbor Library of a schooner at the Kimball dock, which I believe is the FANNIE EARL' with the HESPER anchored in the harbor. The HESPER, built in Chelsea, Mass. in 1886, was designed by Dennison Lawler and was owned by Captain George W. Lawler, one of the Boston pilots. It was said that at one time the HESPER sailed half way across the Atlantic to intercept a steamer bound for Boston, there being great competition to put a pilot aboard Boston bound steamers.

In the summer of 1907 Sarah Orne Jewett and her sister, Mary, visited Mary Cabot Wheelwright at "Utherside" in Northeast Harbor and enjoyed cruises on the Maine Coast aboard the Wheelwright yacht HESPER. She writes to Louisa Dresel that she likes Mary Wheelwright and the family yacht HESPER that sails like a swallow. She states, "I don't like to joggle on a steamboat half so well as to sail free."

After Andrew Wheelwright death in 1908 Sarah Wheelwright and Mary continued to summer at "Utherside" and sail on HESPER until the start of World War I. In 1912, according to the Bar Harbor Record, "Mary Wheelwright is sailing on the HESPER with a party of friends to Halifax, Nova Scotia." Francis G. (Frank) Spurling of Northeast Harbor and formally of Little Cranberry Island was Captain of the HESPER for the Wheelwrights. Sailing the HESPER must have been like a dream for Captain Spurling.

Person

Spurling - Francis G. Spurling (1854-1944) aka Frank

Stanley - Emma M. (Stanley) Spurling (1856-1950)

Stanley - Daniel Kimball Stanley (1835-1920)

Moore - Hannah S. (Moore) Stanley (1840-1856)

Corning - Erastus Corning Jr. (1827-1897)

Hanna - William F. Hanna (1859-1936)
aka Will

Wheelwright - Mary Cabot Wheelwright
(1878-1958)

Whitehill – Walter Muir Whitehill Jr. (1905-1978)

Wheelwright - Andrew Cunningham Wheelwright
(1827-1908)

Cabot - Sarah Perkins (Cabot) Wheelright
(1835-1917)

Ellis - Helen Elizabeth Ellis (1889-1978)

Jewett – Theodora Sarah Orne Jewett (1849-1909)

Morse - Charles Albert Morse (1860-)

Morse – Wilbur A. Morse (1853-1949)

Child Of

Spurling - Benjamin Spurling (1728-1887)

Stanley - Daniel Kimball Stanley (1835-1920)

Stanley – Peter Stanley (1800-1855)

Moore - Joseph L. Moore (1803-1863)

Corning - Erastus Corning (1794-1872)

Hanna - William Hanna (1833-1916)

Wheelwright - Andrew Cunningham Wheelwright
(1827-1908)

Whitehill – Walter Muir Whitehill Sr. (1881-1933)

Wheelwright - Josiah Wheelwright (1801-1826)

Cabot - Samuel Cabot Jr. (1784-1863)

Ellis - William Rogers Ellis (1847-1903)

Jewett - Theodore Herman Jewett (1815-1878)

Morse - Jonah Morse (1817-1860)

Morse - Jonah Morse (1817-1860)

He had been Captain of the EMMA, a fishing schooner of 81 tons that was built for him in 1883 at Bath, Maine by Deering and Donnell, shipbuilders. The vessel was named for his wife, Emma Stanley, daughter of Daniel and Hannah (Moore) Stanley of Little Cranberry Island. Hanson B. Joyce of Swan's Island was the principle owner of the EMMA and the vessel was primarily engaged in the mackerel fishery until the mackerel fishery collapsed about 1890. I don't know what year the EMMA was sold but the Bar Harbor Record, August 3rd, 1890, stated that Frank Spurling of Cranberry Isles is to sail Erastus Corning's yacht this coming season. This yacht was the centerboard sloop, HARRIET of eight tons, which was built at Islip, New York in 1879. The HARRIET was later a fishing boat out of Southwest Harbor.

There was a story about the shoal spot, known as beef bone shoal, on the eastern side of Northeast Harbor marked for years by a red buoy. The crew of the HESPER was said to have eaten so much roast beef and disposed of the bones overboard that it eventually built up the shoal. The shoal was really a ledge that was removed when the harbor was dredged.

In addition to Capt. Spurling, Will Hanna of Southwest Harbor served as mate.

For the Duration of World War I, HESPER was laid up in Northeast Harbor under a cover and the vessel deteriorated from lack of ventilation. Mrs. Wheelwright died December 14th, 1917 and the Wheelwright estate sold HESPER.

Mary Cabot Wheelwright (1878-1958)

Walter Whitehill writes of Mary Cabot Wheelwright in the "Dictionary of American Biography" that, "For forty years Wheelwright remained the dutiful Victorian daughter, devoting herself to good works, particularly a settlement-house music school in the South End of Boston. Since she was dyspeptic, gawky, and opinionated, she did not attract suitors, but, after her mother's death, she conquered her shyness and set out to see the world." Andrew and Sarah had prudently set Mary up with a family trust that guaranteed her a handsome income for life but no control over the capital. This was set up to protect her from fortune hunting suitors. Mary was not a particularly attractive lady and I don't know if she had any gentlemen suitors, but she seemed always to have a lot of lady friends. Miss Helen Ellis was a frequent visitor at "Utherside" as was Sarah Orne Jewett and others.

In 1921 Mary had her own schooner yacht built at Friendship, Maine by Morse Brothers. This vessel was about 80 feet in length and was named LIRIA. Frank Spurling and Will Hanna may have also sailed on the LIRIA. Mary sailed this vessel out of

Person

Klah - Hastiin Klah (1867-1937)

Stanley - Roger Merrill Stanley (1916-1975)

Pyle - Robert Pyle (1945-)

[Sawtelle - William Otis Sawtelle \(1874-1939\)](#)

Jarvis - Charles Stanley Jarvis (1873-1947)

Gayley - Florence (Gayley) Montgomery (1889-1975)

Wheelwright - Mary Cabot Wheelwright (1878-1958)

Stanley - Merrill Elmer Stanley (1894-1970)

aka Boots

aka Cappy by Mary Cabot Wheelwright

Carrott - Jane (Carrott) Boardman (1916-2002)

Child Of

Unknown

Stanley - Merrill Elmer Stanley (1894-1970)

Pyle - James Wesley Pyle (1915-2006)

Sawtelle - William Henry Sawtelle (1838-1880)

Jarvis - George S. Jarvis (1837-1913)

Gayley - James Gayley (1855-1920)

Wheelwright - Andrew Cunningham Wheelwright
(1827-1908)

Stanley - Albion Moore Stanley (1862-1924)

Carrott - Orville Browning Carrott (1879-1951)

Northeast Harbor each summer until she sold it in 1936. This was about the time that she established the Wheelwright Museum of the American Indian in New Mexico. With her limited income Mary was not able to provide as much money to the Museum as she would have liked so she gave up her yacht.

After her mother's death Mary had visited the Southwest and in 1923 she had bought a ranch in New Mexico and through her acquaintance with a Navaho medicine man, Hastin Klah, she had become interested in preserving Indian culture. Hastin Klah was said to be a true hermaphrodite and was regarded as having two spirits, and having special powers in the Navaho culture.

After she sold LIRIA Mary continued to return to Northeast Harbor and Sutton's Island each summer and Roger Stanley sailed her with his motorboat until World War II. I believe she sold "Utherside" about 1945 and lived each summer at her cottage at Sutton's Island named "The Little White Hen". Roger's father, Merrill Stanley, sailed her in his lobster boat from 1945 until she died in 1958. She always called each one of her captains "Cappy" so it was hard to tell which one she was referring to.

Robert Pyle, grandson of Prof. Sawtelle and former librarian of the Northeast Harbor Library once told me that Mary, in her younger days, had hired a boat to take her and her party to Black Island for a picnic. Charles Jarvis operated the boat and left them at the island. He returned at the appointed time, rowed ashore and proceeded up the beach. They were sun bathing and didn't hear him coming. He caught them in some state of undress and made some remark, whereupon Miss Wheelwright said, "Mr. Jarvis, I can see you're not a gentleman." Jarvis replied, Miss Wheelwright, I have seen enough of you to know you're not a gentleman either."

When I sailed as Captain on Mrs. Montgomery's schooner, NILIRAGA, Miss Wheelwright was sometimes a guest. One time she was given the vessel for a three-day cruise around Penobscot Bay, As I was captain, cook and crew, her Captain, Merrill Stanley who she called Cappy, was to go along to help out. Her friend, Mrs. Boardman, went along also. On the appointed day of departure, they stocked the boat with food, which I stowed below in the galley. However, I don't remember what we ate that day, Merrill and I had the crew's quarters forward while they had the main cabin. The next morning, we looked for some breakfast and found that they had brought only six eggs and six slices of bacon. I said, "Merrill, I guess we better go easy on the bacon and eggs." The boat was well stocked with canned food and I think we had canned hamburgers that first morning. It turned out the ladies shared one egg and one slice of bacon each morning.

Person

Wheelwright - Mary Cabot Wheelwright (1878-1958)

Stanley - Roger Merrill Stanley (1916-1975)

Curtis - Joseph Henry Curtis (1841-1928)

Doane - William Crosswell Doane (1832-1913)

Corning - Erastus Corning Jr. (1827-1897)

[Eliot - Charles William Eliot 1834-1926](#)

Wheelwright - Andrew Cunningham Wheelwright (1827-1908)

[Carroll - Anna Beatrice \(Carroll\) Kelley \(1887-1974\)](#)

Ala Bea

[Carroll - Jacob William Carroll \(1830-1899\)](#)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

[Whitmore - Rebecca \(Whitmore\) Lurvey Carroll \(1844-1916\)](#)

[Lurvey - Enoch Boynton Lurvey Jr. \(1835-1868\)](#)

Child Of

Wheelwright - Andrew Cunningham Wheelwright (1827-1908)

Stanley - Merrill Elmer Stanley (1894-1970)

Curtis - Joseph Curtis (1805-1841)

Doane - George Washington Doane (1799-1859)

Corning - Erastus Corning (1794-1872)

Eliot - Samuel Atkins Eliot (1798-1862)

Wheelwright - Josiah Wheelwright (1801-1826)

Carroll - Jacob William Carroll (1830-1899)

Carroll - John Carroll (1790-1867)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Whitmore - Isaac Stanley Whitmore (1820-1906)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

On the way through the Fox Island Thoroughfare, Miss Wheelwright had Merrill row her ashore at Cabotville on North Haven Island to visit some of her Cabot relatives while I sailed the schooner back and forth waiting for her return. I often wondered if they were as happy to see her

The last night we stayed at Buck's Harbor at the end of Eggemoggin Reach and the next morning was thick of fog. Miss Wheelwright asked if we could get underway as she had to get back. I said, "I don't know why not." We struck out under power, making all the buoys and got her back to Sutton's Island. She told someone later, "Ralph is a good Captain. He can navigate."

Before I became captain of NILIRAGA, Miss Wheelwright had been in the same situation with another captain who wouldn't move in the fog. Being a pretty determined lady used to giving orders and having them carried out, she got out the charts and plotted the courses and was about to order him to steer the course when the fog cleared, and they got under way.

These people, Curtis, Doane, Corning, Eliot and Wheelwright were pretty much the founders of the summer colony at Northeast Harbor. They belonged to what Oliver Wendell Holmes had characterized as the "Brahmin caste of Boston". "Their wealth obliged them to strive for personal achievement and social influence". These wealthy Yankee families of Boston and vicinity lived a highly discreet and inconspicuous lifestyle. They spoke with a distinctive Brahmin accent associated with Harvard College.

Many more wealthy rusticators with similar characteristics from Boston, New York, Pennsylvania and other places were to follow and build or rent cottages each summer at Northeast Harbor. This development fortunately coincided with the decline of the fisheries in that the rusticators could hire the fishermen of Cranberry Island to sail and care for their boats as well as hire locals to supply their other needs. The rusticators were highly intelligent people and also found the locals to be highly intelligent. Although of markedly different cultures, each had a mutual respect and appreciation for the other. In fact, some of these local people had sailed around the world and had seen much more of the world than many of the rusticators, although from a considerably different perspective.

Mrs. Carl E. Kelley later wrote that these people came here for peace and rest and to seek inspiration from the natural beauty of the sea and hills. Mrs. Kelley's father, Jacob Carroll was a first cousin of Enoch B. Stanley. Jacob Carroll as a young man had sailed around the world and had visited many foreign countries. Later he became Master of a coasting schooner but finally gave up the sea at his wife's urging. Rebecca (Whitmore) (Lurvey) Carroll had already lost one husband, Enoch Lurvey, at sea before their child

Person

[Lurvey - Enoch Boynton Lurvey Jr. \(1835-1868\)](#)

[Carroll – Jacob William Carroll \(1830-1899\)](#)

[Stanley - Enoch Boynton Stanley Sr. \(1820-1903\)](#)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Child Of

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Carroll - John Carroll (1790-1867)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Lurvey - Jacob Lurvey Sr. (1736-1790)

was born and now with a large family of children she didn't want to lose another. Enoch Lurvey and Jacob Carroll and Enoch Boynton Stanley, Sr. were first cousins, all three being grandsons of Jacob Lurvey, who brought his family to Norwood Cove at Southwest Harbor in November of 1791. I have often wondered what Jacob Lurvey's family thought when they first saw the hills of Mount Desert that would become their home and home of their future generations.

Person

Stanley - Richard Harvie Stanley (1884-1966) aka Richie
Madeira – Louis Childs Madeira (1853-1930)
Stanley - George Stillman Stanley (1855-1929)
Lawley - George Lawley (1823-1915)
Madeira – Louis Cephas Madeira Sr. (1819-1896)
Powell – Adeline Laura (Powell) Madeira (1825-1893)
Clark – Marion (Clark) Madeira (1868-1939)
Clark – Edward White Clark (1828-1904)
Sill – Mary Rosa Todhunter (Sill) Clark (1835-1908)
Madeira - Edward Walter Madeira (1892-1956)
Madeira - Crawford Clark Madeira (1894-1967)
Madeira – Elizabeth Madeira (1906-2001)
Madeira – Mary Madeira (1895-1895)
Alden - John Gale Alden (1884-1962)
Morse - Charles A. Morse (1860-)
Welles - Katrina (Welles) Van Alstyne (1935-2005)
aka Keppy
Welles - Edward Randolph Welles II (1907-1991)
aka Rt. Rev. Edward Randolph Welles
van Alstyne – Catharine Bedlow Fish (van Alstyne) Welles
(1906-1983)
Downs - Norton Thompson Downs III (1918-1985)

Child Of

Stanley - George Stillman Stanley (1855-1929)
Madeira – Louis Cephas Madeira Sr. (1819-1896)
Stanley - Enoch Boynton Stanley (1820-1903)
Lawley - Richard Lawley (Unknown)
Madeira – Isaac Benther Madeira (1790-1853)
Powell – John Powell (Unknown)
Clark – Edward White Clark (1828-1904)
Clark – Enoch White Clark (1802-1856)
Sill – Joseph Sill (1801-1854)
Madeira – Louis Childs Madeira (1853-1930)
Madeira - Louis Childs Madeira (1853-1930)
Madeira – Louis Childs Madeira (1853-1930)
Madeira – Louis Childs Madeira (1853-1930)
Alden – Charles L. Alden (1827-1912)
Unknown
Welles - Edward Randolph Welles (1907-1991)
Welles – Samuel Gardner Welles (1868-1939)
aka Canon Samuel Gardner Welles
van Alstyne – William Beekman van Alstyne
(1875-1975)
Downs - Norton T. Downs Jr. (1895-1918)
Madeira - Edward Walter Madeira (1892-1956) –
Step-father

Sailing the Rusticators

Richard Harvie Stanley eventually went to work sailing the Madeira family each summer at Northeast Harbor. Richie's father, George Stillman Stanley, had worked for Madeira family perhaps as early as 1910. I am not sure when Richie took over but he continued to work for the family until he died in 1966, a period spanning at least four if not five generations of the Madeira family.

I believe 1910 is the year Louis Childs Madeira acquired the knockabout rigged keel sloop yacht SAGAMORE, built in 1897 by George Lawley and Sons at South Boston. Louis Childs Madeira was the son of Louis Cephas and Adeline Laura (Powell) Madeira, born in Philadelphia in 1853. He married Marion Clark, daughter of Edward W. and Mary Todhunter (Sill) Clark. They had four children, Edward Walter Madeira, Crawford Clark Madeira, Elizabeth Madeira and Mary, their fourth child, who died in infancy.

The Madeira family sailed the sloop SAGAMORE until about 1924 when Edward Walter Madeira had the schooner SAGAMORE designed by John G. Alden and built at Thomaston, Maine by Charles A. Morse and Son. Schooner SAGAMORE was 43.9 feet overall, 11.3 breadth and 6.4 draft. SAGAMORE was entered in the 1926 Bermuda Race and of course Richie went along. It was said that he wore his long underwear during the entire trip and while at Bermuda he never got off the boat. After the Madeiras sold the SAGAMORE about 1948 Richie continued to sail the family in his 28-foot open motorboat with a canvas spray hood on the bow. Richie kept his rubber boots in the bow locker most generally with a bottle of rum in one of the boots.

Katrina (Keppy) Welles, daughter of Rt. Rev. Edward Randolph and Catherine Bedlow Fish (van Alstyne) Welles who had a summer home at Southwest Harbor, worked one summer for the Norton Downs, III family taking care of the children. Norton was the stepson of Edward W. Madeira, thereby part of the Madeira family. Keppy told me one time, that Richie would sometimes offer her a drink of rum from the bottle in his boot that he kept in the bow locker where he also kept a few old dirty paper cups for such occasions. I remember Keppy coming to Southwest Harbor on holidays with girlfriends while she was going to college. She would be tearing around in an old prewar Ford convertible coupe and at that time I thought she was pretty wild. I never dreamed that she would later become one of the first women Priests to be ordained in the Episcopal Church.

Person

[Rosengarten - Clara Augusta \(Rosengarten\) Neilson \(1871-1955\)](#)

Neilson – Lewis Neilson (1860-1952)

Neilson – Thomas Neilson (1826-1910)

Lewis - Sarah Claypoole (Lewis) Neilson (1829-1919)

Claypoole – James Claypoole III (1634-1687)

Penn – William Penn (1644-1718)

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

Bracy - Wesley Bracy (1906-2000)

[Clement - Chester Eben Clement \(1881-1937\)](#)

Pepper - George Wharton Pepper (1867-1961)

[Pepper - Frances Wharton \(Pepper\) Scott \(1869-1942\)](#)

[Scott - Joseph Alison Scott \(1865-1909\)](#)

Scott - Frances (Scott) Lucas (1897-1969)

Lucas - Albert H. Lucas (1893-1973)

Lucas - George Rodman Lucas (1928-)

Gates - Thomas Sovereign Gates, Jr. (1906-1983)

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

Neilson - Harry Rosengarten Neilson (1893-1949)

Child Of

Rosengarten - Bennett Rosengarten (1837-1921)

Neilson – Thomas Neilson (1826-1910)

Neilson - Robert Neilson (1781-1867)

Lewis - William David Lewis (1792-1881)

Claypoole – Sir John Claypoole (1595-1660)

William Penn (1621-1670)

aka Sir William Penn

Stanley - Enoch Boyngton Stanley (1820-1903)

Stanley - Arno Preston Stanley (1865-1937)

Bracy - Charles Bracy (1865-1946) aka Dud

Clement - Eben Leslie Clement (1862-1932)

Pepper - George Pepper (1841-1872)

Pepper - George Pepper (1841-1872)

Scott - Joseph M. Scott (1825-1907)

Scott - Joseph Alison Scott (1865-1909)

Lucas - Albert Lucas (1863-1906)

Lucas - Albert H. Lucas (1893-1973)

Gates - Thomas Sovereign (1873-1948)

Bunker - Henry A. Bunker (1872-1941)

Neilson - Lewis Neilson (1860-1952)

Clara Augusta (Rosengarten) Neilson (1871-1955)

On January 19th, 1918 Crawford Clark Madeira married Sarah Claypoole Neilson, the daughter of Lewis and Clara Augusta (Rosengarten) Neilson. At this time, the Neilson family summered at York, Maine, which was a favorite summer resort for the wealthy of Philadelphia. The first year that I can find the Lewis Neilson family in Northeast Harbor is 1923 when the family appears in the Redbook, the cottage directory listing the summer residents. They are living in the Falt cottage that Mrs. Neilson rented each summer until her death in 1955. The family paid dockage using the Rock End Dock for access to their boats as it was handiest to their cottage.

Clara Augusta (Rosengarten) Neilson, born in 1871, was the daughter of Harry Bennett and Clara Johanna (Knorr) Rosengarten and granddaughter of George David and Elizabeth (Bennet) Rosengarten. George was born in Germany in 1801 and came to the United States at the age of 18. In 1822 he was hired to keep books for the firm of Seitler and Zeitler, chemical manufacturers. He was fluent in French and German as well as English and sometimes mediated for the two. One being French and the other being German, each had trouble communicating with the other. They were so impressed with him they made him a partner and within a year he was sole owner of the company which later became George D. Rosengarten and Sons. The company manufactured, along with other chemicals, quinine sulphate, which was especially important for the treatment of malaria during the Civil War. In 1904 Rosengarten's firm merged with William Weightman and became Powers-Weightman-Rosengarten Co. In 1927 that firm merged with Merck & Co.

Lewis Neilson, born in 1860, was Secretary of the Pennsylvania Railroad and spent much of his time in Philadelphia. It seems he considered the weather at Northeast Harbor too cold referring to it as "pneumonia cove." Sometimes in the summer the fog will set in for several days and it seems that the wind is coming off an iceberg. Even on a good sunny day out sailing with the warm wind blowing off the land, at a certain point the wind will suddenly change direction and be cold, blowing off the fog bank that always seems to be laying just offshore waiting for the right conditions to settle in over the land.

Lewis Neilson's grandfather was Robert Neilson born in Ireland about 1782. He married Emily Davis who was born in England about 1795. They settled in Trinidad where he became a successful merchant. Seven of their eight children were born at

Person

[Rosengarten - Clara Augusta \(Rosengarten\) Neilson \(1871-1955\)](#)

Madeira - Crawford Clark Madeira (1894-1967)

Neilson - Sarah Claypoole (Neilson) (1897-1992)

Neilson – Lewis Neilaon (1860-1952)

Rosengarten - Henry Bennett Rosengarten (1837-1921)

Knorr - Clara Johanna (Knorr) Rosengarten (1844-1922)

Neilson - Robert Neilson (1781-1867)

Davis - Emma (Davis) Neilson (1795-) aka Emily

Lewis - Sarah Claypoole (Lewis) Neilson (1829-1919)

Claypoole – James Claypoole III (1634-1687)

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

Bracy - Wesley Bracy (1906-2000)

[Clement - Chester Eben Clement \(1881-1937\)](#)

Pepper - George Wharton Pepper (1867-1961)

[Pepper - Frances Wharton \(Pepper\) Scott \(1869-1942\)](#)

[Scott - Joseph Alison Scott \(1865-1909\)](#)

Scott - Frances (Scott) Lucas (1897-1969)

Lucas - Albert H. Lucas (1893-1973)

Lucas - George Rodman Lucas (1928-)

Gates - Thomas Sovereign Gates, Jr. (1906-1983)

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

Neilson - Harry Rosengarten Neilson (1893-1949)

Child Of

Rosengarten - Bennett Rosengarten (1837-1921)

Madeira - Louis Childs Madeira (1853-1930)

Neilson - Lewis Neilson (1860-1952)

Neilson – Thomas Neilson (1826 or 1830-1910)

Rosengarten - George David Rosengarten (1801-1890)

Knorr - G. Frederic Knorr (Unknown)

Unknown

Unknown

Lewis - William David Lewis (1792-1881)

Claypoole – Sir John Claypoole (1595-1660)

Stanley - Enoch Boyngton Stanley (1820-1903)

Stanley - Arno Preston Stanley (1865-1937)

Bracy - Charles Bracy (1865-1946) aka Dud

Clement - Eben Leslie Clement (1862-1932)

Pepper - George Pepper (1841-1872)

Pepper - George Pepper (1841-1872)

Scott - Joseph M. Scott (1825-1907)

Scott - Joseph Alison Scott (1865-1909)

Lucas - Albert Lucas (1863-1906)

Lucas - Albert H. Lucas (1893-1973)

Gates - Thomas Sovereign (1873-1948)

Bunker - Henry A. Bunker (1872-1941)

Neilson - Lewis Neilson (1860-1952)

Trinidad and sometime after 1834 they moved to Philadelphia where their eighth child was born in 1839.

Lewis' father, Thomas, the fourth child born in 1826 at Trinidad became president of the Elmira and Williamsport Railroad. He married Sarah Claypoole Lewis, born in 1828 in Pennsylvania. She was a descendant of Sir James Claypoole, financial representative of William Penn.

I think it was about 1930 or 1931 that Mrs. Neilson first rented the LEADER, a thirty-one-foot open launch from "Uncle Jimmy" and hired my father, Chester Stanley, as her captain. Previously she had hired Wesley Bracy in a new boat that his father, Charles (Dud) Bracy had built for him. Chester Stanley worked for the Neilson family each summer until his death in 1971. The LEADER had been built in 1926 by Chester Clement at Southwest Harbor and previously rented along with my father as captain to Senator George Wharton Pepper, who summered at Northeast Harbor. George Pepper's sister Frances married Joseph Alison Scott. Their daughter, Frances Scott, married Albert Lucas and was taught to sail and race the family A boat by Uncle Lew Stanley. The Lucas family also had a motorboat, 28 feet in length, that was built by Chester Clement named ADEQUATE. Rod Lucas, the son of Frances and Albert, now owns a powerboat, 35 feet in length, built originally for Thomas Gates by Raymond Bunker. This boat, first named JERICHO is now, in 2017, named ADEQUATE after the old family motorboat. Rod Lucas also told me that Harry R. Neilson, Sr. was an usher at his parent's wedding.

Person

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

[Stanley - Arno Preston Stanley \(1865-1937\)](#)

[Stanley - Mabel Estelle \(Stanley\) Stanley \(1868-1955\)](#)

[Stanley - Enoch Boynton Stanley Sr. \(1820-1903\)](#)

[Stanley - Robert S. Stanley \(1827-1890\)](#)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

Stanley - John Stanley (1788-1864)

Dupuis – Louise Marguerite (Dupuis) Milly dit La Croix Laborde (1705- ?)

[Stanley - Esther Mabelle \(Stanley\) Spurling \(1895-1984\)](#)

[Stanley - Enoch Arno Stanley \(1897-1977\)](#)

Stanley - Robert Elliot Stanley (1898-1978)

[Stanley - Leslie Victor Stanley \(1902-1995\)](#)

Stanley - John Theodore Stanley (1905-1979)

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

[Gilley - Nancy \(Gilley\) Stanley \(1854-1932\)](#) aka Nan

[Spurling _ Francis Milton Spurling \(1896-1958\)](#)

Spurling - Stephen Stanley Spurling (1921-)

Milliken - Gerrish Hill Milliken (1877-1947)

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Child Of

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Robert S. Stanley (1827-1890)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - John Stanley (1788-1864)

Gilley - Joseph Warren Gilley (1813-1894)

Stanley – John Stanley (1765-1847)
aka John Standley

Dupuis – Louis Dupuis dit Parisien (c.1658-bef.1724)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Enoch Boynton Stanley (1820-1903)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Spurling – George W. Spurling (1869-1933)

Spurling - Francis Spurling (1896-1958)

Milliken - Seth Mellen Milliken (1836-aft 1920)

Sinkler – Wharton Sinkler (1845-1910)

Married to Ella Brock

Chester Warren Stanley (1900-1971) and His Siblings

My father, Chester Stanley, was the son of Arno Preston and Mabel Estelle (Stanley) Stanley. Arno was the next to youngest son of Enoch B., Sr. Mabel was the daughter of Robert S. and Phoebe Jane (Gilley) Stanley, born at Baker's Island. Robert S. Stanley was a great grandson of John and Marguerite (Milly dit LaCroix) Stanley. As a young man, Arno, no doubt, crewed on his father's fishing vessels. In the 1890s he had a fish market located on a scow at the dock in Northeast Harbor. In later life I believe that he did much work on the roads at Cranberry Island. At some point in his life Arno developed a mental problem. He became so mean that Mabel had to take her children and move back with her mother at Baker Island where the house was small. Consequently, the children, Esther Mabelle, Enoch Arno, Robert Elliott, Chester Warren, Leslie Victor, and John Theodore were more or less spread out among relatives. I believe they all at times lived with Uncle Jimmie and Aunt Nan who had no children of their own but always had a houseful of other people's children. I believe they all had fond memories of their time living on Baker's Island. I know my father, Chester, did. When Uncle Les visited the old house when he was nearly ninety years old he found the same old horsehair mattress still being used that he slept on when he was a boy. It must have been hard times for them all but often the most difficult times seem to bring out the fondest memories!

Esther Mabelle (Stanley) Spurling (1895-1984)

Aunt Esther married Francis Spurling and had four children, one son and three daughters. Their son, Stephen, served in the army during World War II and went through the African Campaign and the invasion of Sicily and Italy ending up in Germany by the end of the war. After the war Steve worked at Southwest Boat and later became Captain for the Milliken family.

Francis Milton Spurling (1896-1958)

I am not sure what year Francis Spurling went to work sailing the Wharton Sinkler family, possibly sometime in the 1920s but for sure he worked for them in the 1930s with his motorboat, TRAILAWAY. The Sinklers owned a twin-screw cabin cruiser, fifty-two feet in length, named EUTAW built at Orillia, Ontario, Canada in 1926. A hired man named Vernon, called "Vermin" by the Sinkler children, who apparently doubled as

Person

[Spurling - Francis Milton Spurling \(1896-1958\)](#)

Sinkler - Wharton Sinkler Jr. (1914-1953) aka Wharty
Married to Harriet Corning

[Sinkler - William Lukens Elkins Sinkler \(1919-1964\)](#)

aka Bill

Married to Nina (Knowles) Sinkler Steel (1921-2006)

Sinkler - Louise Elkins (Sinkler) Hoffman

Elkins - Louise Broomall (Elkins) Sinkler (1890-1977)

Child Of

Spurling – George W. Spurling (1869-1933)

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Elkins – George Washington Elkins (1858-1919)

mate of the EUTAW and as the family chauffeur lived aboard and took care of her. I think they also owned an International One Design sailboat. With a family of two young sons, Wharton and William, and a daughter, Louise, I believe they hired Francis with his local knowledge to care for their boats and to teach the family sailing and the ways of the sea.

Following is an excerpt from her book "Leaves Turned Down" by Mrs. Louise Elkins Sinkler, mother of Wharton, Bill and Louise. It best describes the relationship between Francis Spurling and the Sinkler family.

She writes: "It took two whole summers to build a boat in our own "back yard" in Maine. It was Bill's boat and he and Francis, our captain, did all of the planning and most of the work, but every member of the family, every casual guest, the gardener, the chauffeur and mate on our little cruiser (the aforementioned Vermin) were all dragged into help. Occasionally, for a difficult problem, or if we did not have the proper tool, a carpenter came up from the village to lend a hand, or a mechanic came from the boatyard across the Sound, but Francis was really an expert, and was not prone to listen to suggestions either at that or any other time. He had built boats before and was very ingenious, for instance, in contriving a steam box made of old gasoline tins, in which to soften timbers for the ribs so they could be shaped to form the hull and things like that. A shed having been previously built and equipped with electricity for lighting as well as for driving the power-saw. Work could proceed on dull, rainy days, and even long after dark.

As the little vessel neared completion, a sturdy track was built down which to slide her to the water thirty feet below. She was twenty-six feet long, and I was chosen to christen her COLUMBIA after a frigate on which an early Sinkler had sailed around the world. The day she was ready for launching the tide was high at dawn, and we were all assembled, including the baby, shivering in the early morning wind as the September sun rose behind the dark trees. I was equipped with a bottle of ginger-ale wrapped up in a dustcloth, but at the critical moment, when all backs were straining to hold her from sliding until the exact instant, I missed the easy target of her broad bow, the bottle flew embarrassingly into the wet bushes which clothed the bank, and backs continued to strain until it could be retrieved.

Once in the brightening water and off the cradle, she rocked prettily on an even keel. I was secretly surprised. I had expected her to capsize, or at least be lop-sided, but she looked as neat and seaworthy as though built by professionals.

It was nearly mid-day by the time everyone who had worked on her had been taken for a spin and she had been photographed from every angle. When the noon whistle

Person

[Spurling - Francis Milton Spurling \(1896-1958\)](#)

[Sinkler - William Lukens Elkins Sinkler \(1919-1964\)](#)

aka Bill

Married to Nina (Knowles) Sinkler Steel (1921-2006)

Child Of

Spurling – George W. Spurling (1869-1933)

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

blew the self-satisfied little company broke up, each member went his different way for lunch. The heavenly quiet which spread over the cove lasted almost an hour, and then was suddenly shattered by Francis' voice bawling loudly, "Man overboard!" Instantly, it seemed, the air was filled with the thud of racing feet, pounding down the bank and along the bridge leading to the float.

Nobody knew who was overboard. I thought it must be Bill, but he was a good swimmer and unless injured could easily save himself. Baby Louise was asleep in her crib. Who then?

The captain standing up in the dingy, rowing frantically, had almost reached the cruiser, moored quite far out in the cove and as we watched in horror, he reached down under the water, and with almost superhuman strength dragged the inert body of "Vermin" over the gunwale of the rowboat.

One of us ran to call the doctor; others to get blankets and hot water bottles while the poor victim was brought to the float and stretched out face down, apparently as dead as a doornail. Francis, astride of him, began to give artificial respiration, while the rest of us loosened his clothing and rubbed his poor limp arms and legs, refusing to believe this dreadful blue cadaver, who no longer resembled the gentle man we were all so fond of, was really gone beyond our amateurish help. After a long half hour, the doctor came and gave him a shot of caffeine, or something, in the arm, and our anxious eyes saw a tinge of color come into his lips. The men lifted him and carried him up to the house and put him to bed in the spare room, where he remained for two days under the watchful eye of a trained nurse.

We learned later that he had been scraping a frying-pan over the stern rail of the cruiser, after cooking the mid-day meal, had lost his balance and had clung desperately to the heavy pan, which took him straight to the bottom and kept him there until unconsciousness, I suppose, relaxed his grip, and the small amount of air left in his body brought him near enough to the surface for Francis to reach. Years later, when "Vermin" died, Francis said wistfully. "It feels awful funny to watch a man die when you once saved his life." It was not the only life saved by his ability to do the right thing at the right moment. We were present to help him rescue another man in a desperate situation.

We had been following the races in our power cruiser on one of those wild days when many yachts came to grief. In fact, we had friends aboard whose children's boat was one of those unaccounted for, and we had gone to the head of the harbor to see if, by any chance, she had reached her mooring without our having seen her. She was there, but with her mast broken off just above the cabin. It was still blowing great guns

Person

[Spurling - Francis Milton Spurling \(1896-1958\)](#)

Child Of

Spurling – George W. Spurling (1869-1933)

and there was a nasty chop as we headed out of the harbor and saw a Thirty Square Meter, under her jib alone, speeding out to sea like a frightened deer, with one old man at the tiller, and a second old man dragging along astern, the main-sheet wrapped around his body. I thought how quickly a true denizen of the deep would drown under similar circumstances, as I watched the gray hair appear now above water for an instant and now lost in a smother of flying spray. As we drew near, both boats were moving fast side by side, one helpless and the other filled with, well, not exactly landlubbers, perhaps – but not with able bodied seamen. Francis leapt here and there like a cat and his booming penetrated the din as he roared orders, which we all did our best to obey. It took nice judgment and a lot of maneuvering to get the exhausted man inboard without strangling him or squashing him between the two boats. In this case the ladies of the party were useful, perching on the heaving bulwark with outstretched legs and feet, fending off the sailboat – quite a nerve-wracking proceeding considering the rate at which we were dashing through the angry waves.

Francis taught us all everything we ever knew about the sea. He was an extraordinary man, even for a Maine Coast seaman, that hardy, independent breed so difficult to match anywhere in the world. He could swear like twenty troopers, and was noisy and bossy besides, often shouting orders to Wharton and me as if he were the employer and we the hired hands, but he had a most sweet and gentle side and an inbred courtesy that was very endearing. He loved all children and made the naughtiest obey him instantly and without question. He was never too tired or too busy to untangle fishing lines, or to bait hooks, or go rowing or sailing, to hunt for firewood for the numberless picnic fires, or to cook the endless picnic lunches. He knew which beaches on the faraway islands would yield sand-dollars, where the herds of seals might be found lolling on the sunny ledges, and where perhaps the wrecks of previous winter storms might be seen. The treacherous underwater rocks and shoals were as well known to him as the furniture in his own house, and he could find his way through all the channels, edging close up to the most malevolent looking scraggs to watch enormous numbers of cormorants and gulls roosting on these isolated outcroppings.

I won't go so far as to say he was happy as a clam in the fog, although it seemed to us he could smell his course from mark to mark, for no true seaman with a grain of sense ever underrates the sea or any of its concomitants. In his category there four degrees of fog (or snow): "Fog," "Thick-a-fog," "Dungeon thick," and "Dungeon thick-a-fog."

For the children, particularly, he possessed further amenities; he could play both the accordion and the fiddle; he had a tame crow and a big Newfoundland dog, and "rosy bushes" in his garden; he had lobster pots and buoys, guns and decoys.

Person

[Spurling - Francis Milton Spurling \(1896-1958\)](#)

Spurling - Millard Scott Spurling (1877-1967)

[Neilson - Henry Rosengarten Neilson Jr. \(1928-1994\)](#)

aka Hank

[Neilson - Albert Pancoast Neilson \(1930-\)](#) aka Albie

Sinkler - Wharton Sinkler Jr. (1914-1953) aka Wharty

Married to Harriet Corning

[Sinkler - William Lukens Elkins Sinkler \(1919-1964\)](#)

aka Bill

Married to Nina (Knowles) Sinkler Steel (1921-2006)

[Stanley - Enoch Arno Stanley \(1897-1977\)](#)

Bunker - Emma Beatrice (Bunker) Stanley (1895-1937)

Wilder – Milo West Wilder Jr. (1879-1955)

Child Of

Spurling – George W. Spurling (1869-1933)

Spurling - Josiah Y. Spurling (1844-1915)

Neilson - Henry Rosengarten Neilson (1893-1949)

Neilson - Henry Rosengarten Neilson (1893-1949)

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Stanley - Arno Preston Stanley (1865-1937)

Bunker - Leander Bunker (1873-1928)

Wilder – Milo West Wilder Sr. (1840-?)

His language could be very picturesque, I told him one morning I was sorry he'd been ill the night before. "Dear," he said (he often called me "Dear" to the astonishment of my friends), "I had enough gas on my stumick last night to take the Queen Mary all the way to Southampton and back." He meant to be funny that time, but such was not always the case, and it was hard not to laugh at some of his remarks. "You think I'm homesick," he said, "I aint no more homesick than I aint nuthin' at all." And upon returning from a few days cruise with our two boys he announced, "Those two fellahs was so polite to each other, you'd never think they was brothers."

We telephoned him from Philadelphia early one spring to discuss some paint job or other for the sailboat, and when that was finished, we asked, "What's the news up there?" "Well, let me see," he drawled, "The tide's comin'."

Millard Spurling told me one time that Francis hired him to help the Sinkler boys build that little boat.

One can sense the excitement and anticipation that the Sinkler boys must have felt in coming to Northeast Harbor each summer, similar to the experience of Hank and Albie Neilson.

At the outset of World War II, Whartie Sinkler, now a full-fledged surgeon, was commissioned as a Lieutenant in the Navy Medical Corps and Bill enlisted in the Coast Guard. Their cruiser EUTAW was offered to the Government. Francis Spurling took her to Charleston where the Army used her to ferry officers to the troop transport vessels for deployment overseas. The Army employed Francis as a boatman until the war was over. The little COLUMBIA was taken over by the Navy and used for harbor patrol.

Enoch Arno Stanley (1897-1977)

Uncle Enoch married Beatrice Bunker and lived at Cranberry Island where they had the Post Office for a time. Uncle Enoch was chosen many times as moderator at town meeting. When an article passed he would pound the gavel and say, "The article has passage and that's the way it's gonna be." He worked at various jobs on the island and later moved to Southwest Harbor where he worked summers for the Wilder family sailing their boats.

Person

Stanley - Robert Elliot Stanley (1898-1978)

Stanley - Earle A. Stanley (1889-1987)

Taylor – Henry Clay Taylor (1845-1904)
aka Rear Admiral Henry Taylor

Child Of

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Eugene P. Stanley (1858-1904)

Taylor – Franck Taylor (1811-1873)

Robert Elliot Stanley (1898-1978)

Uncle Robert attended grammar school at Cranberry Island and it is thought he attended High School at Portland, Maine but I am unable to find any record that he did. We know that Earl Stanley, a relative who lived in Friendship, Maine, formerly of Sutton's Island, got him a job at Bath Iron Works in the fall of 1917. During 1918 Bath Iron Works built four steam-powered Wickes-class destroyers for the U. S. Navy. He enlisted in the Navy at Portland on February 1st, 1919. If he did, indeed, work at Bath Iron Works until he enlisted, he, no doubt, met and knew many Navy personnel who may have influenced him to join the Navy.

He received his training at Newport, Rhode Island and was assigned to the USS TAYLOR, a Wickes-class destroyer built at San Francisco using detailed designs drawn up by Bath Iron Works and named for Rear Admiral Henry Taylor. The TAYLOR mostly cruised in the Atlantic and was eventually placed in reduced commission but still cruised the Atlantic coast.

On May 17th, 1920 Uncle Robert was transferred to the USS FOX, a new Clemson-class destroyer, built at the New York Shipbuilding Company and launched on June 12th, 1919. He served on her for two months until July 26th, 1920 while the vessel was fitting out for service in the eastern Mediterranean and the Black Sea. Leaving the Fox, he was immediately assigned to the USS OVERTON, a new Clemson-class destroyer built by New York Shipbuilding Corporation. The Captain declared that he was training a new crew, only three of which had ever been on a destroyer before. Uncle Robert must have been one of the three.

While serving on the OVERTON at Constantinople, his enlistment ran out on December 19th, 1922. The next day, December 20th, 1922, he re-enlisted as Machinist Mate First Class. It seems that while still in the Mediterranean and Black Sea area, Uncle Robert served on the USS LAWRENCE, the USS CHILDS and the USS BAINBRIDGE, all three, Clemson-Class destroyers built at New York Shipbuilding Corporation in the early 1920s. At some point, he served on The USS FLORIDA, a dreadnought battleship, built at the New York Navy Yard in 1910. Perhaps this was when the USS FLORIDA was on duty in the Caribbean.

The USS FLORIDA made stopovers at the Naval Operating Base at Guantanamo Bay, Cuba. The base was characterized as having extensive protected anchorage with ready access to open water. It was probably on a stopover that he won a couple pennants from his crews' winning lifeboat races. It is not clear whether the lifeboat races involved the USS FLORIDA or the USS CHILDS or both

Person

Stanley - Robert Elliot Stanley (1898-1978)

[MacKinnon - Marcella Katherine \(MacKinnon\) Stanley \(1904-1986\)](#)

MacKinnon - Kenneth MacKinnon (1859-1931)

MacDonald - Rachel MacDonald MacKinnon (1866-1934)

Stanley - Kenneth Elliot Stanley (1932-)

Stanley - Robert Lewis Stanley (1935-) aka Buzz

Johnson - Howard Cooper Johnson Jr. (1909-1984)

[Clement - Chester Eben Clement \(1881-1937\)](#)

William Earl Clark Jr. (1879-1969)

Johnson - George Kaighn Johnson III (1913-1995)

Saltzman – James A. Saltzman Jr. (1917-2004)

Chapman – Marion C. Chapman

Child Of

Stanley - Arno Preston Stanley (1865-1937)

MacKinnon - Kenneth MacKinnon (1859-1931)

MacKinnon – John Malcom MacKinnon (1822-1885)

MacDonald – Ronald MacDonald (1815-1904)

Stanley - Robert Elliott Stanley (1898-1978)

Stanley - Robert Elliott Stanley (1898-1978)

Johnson - Howard Cooper Johnson (1876-1957)

Clement - Eben Leslie Clement (1862-1932)

Clark – William Earl Clark Sr. (1848-1933)

Johnson - Howard Cooper Johnson (1876-1957)

Unknown

Unknown

Another ship that that I know Uncle Robert served on was The USS MILWAUKEE, an Omaha-class light cruiser launched in 1921 at Tacoma, Washington and commissioned in 1923. On the ship's shakedown cruise, she visited Sydney, Australia. This was during the Pan-Pacific Scientific Congress, which opened on August 23rd, 1923. The MILWAUKEE had been fitted with new depth-sounding equipment and during this voyage, surveyed the floor of the Pacific en route.

On January 4th, 1928 The MILWAUKEE sailed from New York, going through the Panama Canal to various places in Asia, returning to New York on January 4th, 1929. I believe this was the cruise where Uncle Robert served on the MILWAUKEE.

Uncle Robert was discharged from the Navy on December 8th, 1929. He apparently signed up again and was assigned to the Naval Proving Ground at Dahlgren, Virginia. On October 6th, 1930 Uncle Robert married Marcella Katherine Mackinnon at King George County in Virginia. He met her in Boston where she, reportedly, worked in an office. The 1930 census has her listed as a maid. She was from Cape North, Cape Breton Island, Canada, the daughter of Kenneth and Rachel (MacDonald) MacKinnon. Marcella was born February 9th, 1904 at Cape North.

In 1932, Uncle Robert was assigned to the Naval Shipyard at Long Beach, California. Robert, Marcella with their infant son, Kenneth traveled aboard the SS CALIFORNIA, a commercial liner, through the Panama Canal to San Pedro, California. While at Long Beach, California, their second son, Robert (Buzz) was born. Uncle Robert went from active duty to the Fleet Reserve on October 5th, 1935. His son, Kenneth, remembers the family living at Southwest Harbor in 1938 and his father lobster fishing. I remember Uncle Robert working as a yacht captain for the Howard Cooper Johnson family, a summer family at Southwest Harbor. They had a forty-seven-foot cutter named VALKYRIE and a thirty-seven-foot cabin cruiser named PRINCESS ANNE which was built by Chester Clement.

In July of 1939 VALKYRIE cruised to Newfoundland. Those in the crew were:

Howard Cooper Johnson, Jr. - Skipper

Dr. William Earl Clark Jr.

George Kaighn Johnson III – Howard Johnson's brother.

Robert Elliot Stanley

James E. Saltzman

Marion C. Chapman

Person

Stanley - Robert Elliot Stanley (1898-1978)

Gilpatric - Roswell Leavitt Gilpatric (1906-1996)

Gilpatric – Walter Hodges Gilpatric (1877-1955)

Leavitt – Charlotte Elizabeth (Leavitt) Gilpatric (1880-1972)

Kurtz - Margaret Fulton (Kurtz) Gilpatric (1912-1986)

Child Of

Stanley - Arno Preston Stanley (1865-1937)

Gilpatric – Walter Hodges Gilpatric (1877-1955)

Gilpatric – George W. Gilpatric (1855-1926)

Leavitt – Horace Hall Leavitt (1846-1920)

Kurtz - William Fulton Kurtz (1887-1969)

Roswell Leavitt Gilpatric – Keeper of the Log - Son of Walter Hodges and Charlotte Elizabeth (Leavitt) Gilpatric. Roswell later became Secretary of Defense under President Kennedy. The Gilpatrics had a summer home at Somesville.

Margaret Fulton (Kurtz) Gilpatric - Second wife of Roswell L. Gilpatric. Margaret was the daughter of William Fulton and Anita (Downing) Kurtz. She was the only female on board.

After that summer Uncle Robert and his family lived at Stamford, Connecticut, still sailing for the Johnsons in Long Island Sound. On November 16th, 1939 he was either recalled, or volunteered, back in the Navy to help in moving lend-lease destroyers from Galveston, Texas to Halifax, Nova Scotia to be loaned to the British. I believe the USS MCCOOK, a Clemson-class destroyer was one of these vessels that he helped deliver. His service record states that he was assistant engineer from December 18th, 1939 to September 28th, 1940. The MCCOOK arrived at Halifax on September 20th, 1940 and was transferred to Great Britain on the 24th but was immediately re-transferred to the Royal Canadian Navy and commissioned as HMCS ST. CROIX (181). On September 20th, 1943, the ST. CROIX was torpedoed by a German U-boat and sank in the Bay of Biscay.

After finishing that assignment, he was at the US Naval Air Station with his family, at San Juan, Puerto Rico. Here he was Officer in Charge of a sixty-three-foot Naval Air Station Crash Boat and also a crane barge, named MARY ANN, used to pick up crashed planes from the ocean floor.

On December 31, 1941, Marcella and the two boys were evacuated from San Juan on the liner COAMO. All the portholes were blacked out and the liner took a zig-zag course to New York. After arriving at New York on January 4th, 1941, a member of the crew on the liner reported, that during the journey, a torpedo had just missed the ship.

Eventually the family found a house at Daytona Beach, Florida, while Uncle Robert remained in Puerto Rico. Uncle Robert spent two weeks leave here at Daytona Beach until September 1st, 1942. Sometime later he was assigned to pier 91, a Naval Depot in Seattle, Washington. The family all traveled by train from Florida to Seattle but had to stop in Chicago for a couple days while Uncle Robert recovered from the measles. The Naval Depot stored and delivered ammunition to ships during World War II, Here, he served only a few months. From Seattle, he was reassigned to Manicani Island, East Samar, Philippines. Manciani was transformed by the US Navy into a major naval repair facility to carry out maintenance and repair to any of the ships in the fleet.

Person

Stanley - Robert Elliot Stanley (1898-1978)

Stanley - Kenneth Elliot Stanley (1932-)

Child Of

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Robert Elliott Stanley (1898-1978)

There was housing for 10,000 people, a mess hall, shops, administration buildings and an outdoor movie theater. Also, an Advance Base Section Dock was brought to Manciani until the war ended, arriving home at Kirkland, Washington on August 5th, 1946.

Cousin Kenneth, Robert's son, writes, "While there I believe he was promoted to Lt. Commander and headed up an 800-1000-man machine shop. As an early arrival on the island when they only had tents for living quarters and, as it was extremely hot, Dad came up with the idea of placing a second tent cover a few inches above the first tent. This provided an air gap and extra insulation against the hot sun. I believe he could be considered the original inventor of that idea. I believe some camping equipment is made that way today. After the war, he returned to the US and was assigned to the Kirkland, Washington, area where demobilized mine sweepers were positioned side by side in Lake Washington to be sold as war surplus. Many of these were fully equipped. I believe, as I remember, if you had \$5000.00, you might be able to buy one. He was the CO for that facility. However, during his tour in the Philippines, he had contracted a coral infection from a reef, which formed an ulcer on his leg, which wasn't healing. So, consequently, he was then transferred to the Bremerton Naval Hospital in Bremerton, Washington, for treatment where he received penicillin shots almost hourly. It took several months for the ulcer to completely heal. Upon leaving the hospital, he retired from the Navy as Lieutenant Commander. In my opinion, that's a pretty good feat for someone who never finished high school, and who came up through the ratings into the officer ranks, commonly known as a "Mustang" officer."

According to Uncle Robert's service record another light cruiser that he served on was the USS TRENTON, but I don't know when or how long. The USS TRENTON was commissioned on November 3rd, 1923.

The USS SAN FRANCISCO is also mentioned in his service record. This ship was a heavy cruiser, built at Mare Island Navy Yard, Vallejo, California and launched on March 9th, 1933. The SAN FRANCISCO survived the attack on Pearl Harbor and went on to be one of the most decorated ships in US service during World War II. There again, I don't know the details of his service on this ship.

After retirement Uncle Robert and Aunt Marcella made their home in Bremerton, Washington, where, for a time he worked at construction and later operated several Mobile Service Stations. He died at his home in Bremerton on August 19th, 1976. Aunt Marcella died July 18th, 1986 at Vienna, Virginia.

Person

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

[Stanley - William Doane Stanley \(1855-1950\)](#)

aka Jimmy

aka Pa Jim

[Gilley - Nancy \(Gilley\) Stanley \(1854-1932\)](#) aka Nan

Stanley - Derby Stanley (1886-1947)

Harding - Clarence E. Harding (1895-1993)

[Stanley - Leslie Victor Stanley \(1902-1995\)](#)

Hanna - William F. Hanna (1859-1936) aka Will

Robbins - Nellie Bernice (Robbins) Hanna (1870-1941)

Child Of

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Enoch Boynton Stanley (1820-1903)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Stanley - William Frances Stanley (1854-1909)

Harding - William Harding (1857-1925)

Stanley - Arno Preston Stanley (1865-1937)

Hanna - William Hanna (1833-1916)

Robbins - Pearl S. Robbins (1840-1915)

Chester Warren Stanley (1900-1971)

My father, Chester, went to school at Cranberry Island but I am not sure he completed grammar school. As a young man he worked at fishing with Joseph Elwood Spurling and also with others and for a time in the crew of a Tydol tanker. At Manset he lived with Uncle Jimmie and Aunt Nan and for a time went fishing with Derby Stanley. Derby was a high line fisherman and a notorious rumrunner. Derby asked him to go with him on rum running trips and make some big money, but he declined thinking it was too risky. It was probably about the mid-twenties that my father bought a twenty-five-foot double ender that had been built at Cranberry Island in 1915. It was in this boat that he went adrift in January of 1934.

The generator on the engine had failed and ran the battery down. The engine stopped when he was about to run in through the gut at Cranberry Island. The wind had been calm all day, but it started to breeze up and blew a gale. The temperature went down to five below zero. The boat drifted off so fast that his anchor with all the rode would not reach bottom. He lit flares by lighting gasoline soaked rags in a metal bucket. The lifesaving station at Islesford could see them but their motor lifeboat was out of service. They tried to go out in a lighthouse tender, but she would ice up so bad they had to turn back. He drifted all night and his anchor finally fetched up on a shoal called the No'the'n Peak just inside of Mount Desert Rock. He had drifted nearly twenty miles during the night. The Life Saving Station could see his flares, then Duck Island Light and finally Mount Desert Rock light throughout the night. When my mother found about midnight that the lifesaving station had no boat she called the captain of the KICKAPOO, a steam powered icebreaker that was stationed in Rockland to break ice in the Penobscot River. He said that he would get under way in about four hours as soon as he could get up steam. The KICKAPOO just came in sight the next morning when a lobster fisherman, Clarence Harding, from Bass Harbor was about to take him in tow. It was so rough that Harding had to attach a life preserver to the towline, so my father could pick it up. Harding got close enough first to toss him a dinner-pail with a hot thermos. Clarence towed him most of the way in when a boat from Cranberry Island towed him to Spurling's Cove as it was the closest place to get him warmed up.

Leslie Victor Stanley (1902-1995)

After Uncle Les completed school on Cranberry Island my father told him that if he would go to High School at Southwest Harbor he would pay his room and board which amounted to five dollars a month. He boarded with Will and Nellie Hanna. Will

Person

[Stanley - Leslie Victor Stanley \(1902-1995\)](#)

Leach - Helen Knox Leach (1906-2009)

Stanley - Durmont Neal Stanley

Stanley - Sibyl (Stanley) Mahoney

Richardson - William Pitt Preble Richardson (1859-1954)
aka Preb

Stanley - Robert Elliot Stanley (1898-1978)

Stanley - John Theodore Stanley (1905-1979)

Richardson - Meltiah Jordan Richardson (1828-1901)
aka Peter

Spurling - Sarah Hadlock (Spurling) Richardson (1835-1919)

Hamor - Geneva A. (Hamor) Richardson (1864-aft. 1947)

Hamor - George Rinaldo Hamor (1832-1913)

Bulger - Mary Etta (Bulger) Hamor (1838-1921)

[Stanley - Mary Catherine \(Stanley\) Richardson \(1847-1920\)](#)

aka Carrie

aka Caz

Stanley - John Theodore Stanley (1905-1979)

Powers - Helena Linnel (Powers) Stanley (1906-2003)

Stanley - Helena Frances (Stanley) Trares (1936-2009)
aka Teddy

Stanley - John Theodore Stanley Jr. (1941-)

Stanley - Pierce Powers Stanley (1949-)

Child Of

Stanley - Arno Preston Stanley (1865-1937)

Leach - Leon Leach (1885-1950)

Stanley - Leslie Victor Stanley (1902-1995)

Stanley - Leslie Victor Stanley (1902-1995)

Richardson - Meltiah Jordan Richardson
(1828-1901) aka Peter

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Arno Preston Stanley (1865-1937)

Richardson - Abraham Richardson (1795-1852)

Spurling - Samuel Hadlock Spurling (1795-1837)

Hamor - George Rinaldo Hamor (1832-1913)

Hamor - John Hamor (1789-1880)

Bulger - Michael Bulger (1799-1859)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Arno Preston Stanley (1865-1937)

Powers - Pierce A. Powers (1877-1945)

Stanley - John Theodore Stanley (1905-1979)

Stanley - John Theodore Stanley (1905-1979)

Stanley - John Theodore Stanley (1905-1979)

was mate on the schooner HESPER and had been on the FANNIE EARL when she was lost. Uncle Les told me that while going to high school he sailed summers in the crew of a schooner yacht at Seal Harbor. Uncle Les went on to business school in Portland and worked all his life for Cook, Everett and Pennell, wholesale drug company in Portland.

He married Helen Knox Leach who came to Cranberry Island originally to work in a tea house but stayed on doing various jobs on the island. They had two children, Durmont and Sibyl.

William Pitt Preble Richardson (1859-1954)

Uncle Les and his family were great friends with the Preb Richardson family who lived in Portland. Preb helped Uncle Les financially when he bought his house in South Portland. I suspect that Preb Richardson greatly influenced Uncle Robert, Uncle Les and Uncle John in going to school in Portland. They may have even stayed with the Richardsons while going to school. After a time, Uncle Les rented a small apartment.

Preb Richardson was William Pitt Preble Richardson, son of Meltiah Jordan Richardson and his first wife, Sarah Hadlock Spurling. Preb married Geneva A. Hamor, daughter of George Rinaldo and Marietta (Bulger) Hamor. Meltiah's second wife was the Stanley brothers' Aunt Caz.

John Theodore Stanley (1905-1979)

Uncle John attended and graduated, in 1926, from Deering High School in Portland, Maine. Then my father took him fishing in order to make enough money for him to attend the University of Maine. Upon graduation he joined the Coast Guard. His first duties were aboard a vessel of the North Atlantic ice patrol. Their job was to locate and track icebergs and warn transatlantic shipping of the locations of the icebergs.

In 1933 Uncle John married Helena Linnel Powers. They had three children, Helena Frances Northrup Stanley, John Theodore Stanley, Jr. and Piece Powers Stanley.

During World War II Uncle John, then Lieutenant Commander John T. Stanley, was stationed at Staten Island in charge of the munitions detail supervising the loading of ships with ammunition at New York Harbor to be shipped overseas. On April 24th of 1943 a munitions ship, the EL ESTERO, fully loaded with 1365 tons of mixed munitions was preparing to leave the long finger pier of the Caven Point Army Depot off Bayonne, New Jersey when a flashback from the boiler started a fire on oily water in her bilge that quickly got out of control. It was Uncle John's first day on the job as commander of the

Person

Stanley - John Theodore Stanley Jr. (1941-)

Pfister - Arthur Frank Pfister (1893-1971)

Child Of

Stanley - John Theodore Stanley (1905-1979)

Unknown

munitions detail. He left his office and along with Lieutenant Commander Arthur F. Pfister who was in charge of Coast Guard fireboats raced in a fast boat to the scene. It was determined the only thing possible was to tow the burning freighter to a selected spot in Upper New York Bay. With twenty volunteers on board, two tugs towing and fireboats alongside pumping water they finally got her into shallow water where they continued to pump until she sank putting out the fire. As I remember they were pumping 32,000 gallons a minute. If the freighter had blown up at the dock two other vessels similarly loaded would also have blown. Much of Manhattan, Staten Island and parts of New Jersey would have been destroyed!

With a shroud of secrecy in place over the events surrounding the sinking of the EL ESTERO due in large part to the then classified mission of the Caven Point Depot, public knowledge of the near disaster remained low until 1944 when all involved got letters of citation. Uncle John was promoted to Commander and was awarded the Legion of Merit medal. Lieutenant Commander Pfister received the Navy and Marine Corps Medal.

Uncle John had a leave for 30 days and came to Southwest Harbor with his family. My mother had always wanted to take an airplane ride and she had flown from Bangor to Portland and back. She told Uncle John about how wonderful the flight was. He replied, "You won't get me up in one of those things." When he went back on duty he was assigned to be in charge of all the munitions in Europe. Ironically, he was flown across the Atlantic in an old World War II bomber. After the war, it was his job to get all the munitions out of Germany. He wrote the book on moving munitions for the Coast Guard.

At some point Uncle John with the rank of Commander was assigned to the Twelfth Coast Guard district at San Francisco. The Coast Guard Bulletin of October 1946 states: "Commander John T Stanley; Orders to Headquarters amended to Twelfth Coast Guard District for temporary duty pending assignment from Headquarters."

This may have been when he was in command of a 250-foot cutter out of San Francisco. One time he came home on leave and he was to have my father's lobster boat to go visiting on Cranberry Island. Uncle John made an awful mess of landing us at the dock at Northeast Harbor. My father said, "Here you are captain of a 250-foot cutter and you can't handle this little lobster boat." Uncle John said, "Well, I have someone to do it for me."

The Daily Independent Journal from San Rafael California of February 4, 1955 states: "The U.S. Coast Guard is conducting round the clock patrol outside the Golden

Person

Stanley - John Theodore Stanley Jr. (1941-)

Child Of

Stanley - John Theodore Stanley (1905-1979)

Gate to guard against ships that might smuggle A-bombs or H-bombs into the port of San Francisco. The Twelfth Coast Guard District disclosed yesterday that the patrol has been under way since last May. Three newly-built 95-foot cutters are rotating on 24-hour duty. These boats have instruments to detect radioactive materials aboardships, according to Capt. John T. Stanley.

From 1956 to 1958 Uncle John was in command of the 327-foot Secretary class cutter SPENCER patrolling the various weather "Ocean Stations", which were a designated 10-mile square of water located at various points in the ocean. The cutters were to remain for a sustainable length of time at or near this grid. The duties of the cutters were to provide weather observation, navigational assistance to transoceanic aircraft and be a ready search and rescue asset for ships and planes crossing the ocean.

Following are the assignments of the USCG Cutter "SPENCER" from 1956 through 1958:

16 March to 6 April 1956 – Ocean Station Echo

13 July to 30 July 1956 – Ocean Station Bravo

19 November to 11 December – Ocean Station Charlie

6 February to 26 February 1957 – Ocean Station Bravo

25 June to 16 July 1957 – Ocean Station Delta

20 August to 9 September 1957 – Ocean Station Charlie

5 January to 7 January 1958 – Escorted disabled motor vessel "SYDNEY BREEZE" to Bermuda.

4 March to 24 March 1958 – Ocean Station Delta

2 May to 24 May 1958 - Ocean Station Echo

14 June to 19 June 1958 - Patrolled the Newport Bermuda Race

14 July to 4 August 1958 – Ocean Station Bravo

8 September 1958 – Sank, as a hazard to navigation, the derelict Portuguese fishing vessel "ANNA MARIA" by gunfire.

Person

Stanley - John Theodore Stanley Jr. (1941-)

Child Of

Stanley - John Theodore Stanley (1905-1979)

9 September to 29 September 1958 - Ocean Station Delta

118 September 1958 - Provided medical assistance to USNS ROSE

29 November to 19 December 1958 - Ocean Station Echo

Uncle John retired in 1960 at St. George Coast Guard Base in New York after 30 years of service. He then moved to California where he died in 1979.

Person

Savage - Herman L. Savage (1855-1911)

Falt - Wilhelmina (Falt) Savage (1856-)

Spurling - Edwin Marion Spurling (1896-1977)
aka George Washington

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Manchester - Hannah (Manchester) Stanley (1763-1835)

Strawbridge - William Justice Strawbridge (1911-1995)

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Stanley - Boynton Stanley (1915-1969)

Child Of

Savage - Augustus Chase Savage (1832-1911)

Falt - James William Falt (1828-1910)

Spurling - Orrington Hamor Spurling (1855-1899)

Stanley - Sans Stanley (1729-1791)

Manchester - John Manchester (1732-1790)

Strawbridge - William Justice Strawbridge (1873-1911)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Lewis Gilley Stanley (1869-1957)

Rock End Dock

It was about the year 1883 that Herman L. Savage and his wife Wilhelmina Falt established the Rock End Hotel at Gilpatrick Cove in Northeast Harbor, one of four other hotels being built within a three-year period within the town. The hotel was enlarged and renovated many times until it burned on March 4, 1942.

A boat slip, the Rock End Dock, was maintained for the convenience of the guests furnishing "high grade" boats of every description to let by the hour, day, month or season with or without experienced boatmen. The Dock even had a building where the boatmen could stay and be on call, day or night, and employed a cook for their convenience. The boatmen were local fishermen, mostly from the Cranberry Isles. Many would clean up their boats and charter to a rusticator family for the season.

Edwin Marion Spurling (1896-1977)

One of the boatmen was Edwin Marion Spurling who was asked to go to the Claremont Hotel dock at Southwest Harbor to pick up one of the guests late one evening. It happened to be a dark night and dead low tide with thick fog. The boat was a little double ender with a two cycle make and break engine. On the way back from the Claremont Capt. Spurling was running for the black spar buoy off the northwest end of Greening's Island. He was right on course and the buoy, it being low tide, was flat on the water. He hit it dead center before he could see it and broke it right in two. He never stopped but after he landed the guest at Rock End they had to put the boat right on the beach. She was filling up fast.

Capt. Edwin Marion Spurling was the great-great grandson of Thomas Cobb and Hannah (Manchester) Standley. His nickname was George Washington, but I don't know why. In 1947 he was captain for William Strawbridge on his yacht ESCORT at Northeast Harbor. I believe that Uncle Lew's son, Boynton Stanley, was captain on the ESCORT before World War II. Later Capt. Spurling sailed for DeWitt Sage on his yacht SEA OTTER.

Person

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew
Gilpatrick - Abram Gilpatrick (1863-1943)
Stanley - George Stillman Stanley (1855-1929)
Stanley - Walter Fisher Stanley (1871-1930)
[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)
Young – Florence Vivian (Young) Stanley (1877-1945)
[Spurling - Warren Adelbert Spurling \(1871-1965\)](#) aka Bert
Spurling - Elmer Adelbert Spurling (1901-1984)
[Clement - Chester Eben Clement \(1881-1937\)](#)
Godfrey - Lincoln Godfrey, II (1890-1950)
Stanley - Enoch Boynton Stanley Jr. (1849-1910)
[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy
[Gott - Lewis Freeman Gott \(1857-1926\)](#)
Spurling - Ernest Wilbur Spurling (1880-1935)
Spurling - Henry E. Spurling (1871-1923)
Black - William Herman Black (1883-1957)
Spurling - Fred Ray Spurling (1868-1958)
Spurling - George Henry Spurling (1845-1936)
Joy - Arthur Joy (1877-1915)
Bulger - Harvey E. Bulger (1883-1964)
Stanley - Freeman E. Stanley (1876-1958)
[Birlem - Fred Albon Birlem \(1876-1950\)](#) aka Bert

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)
Gilpatrick - Samuel Nathan Gilpatrick (1824-1897)
Stanley - Enoch Boynton Stanley (1820-1903)
Stanley - Benjamin Stanley (1842-1917)
Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Young – Charles Lowell Young (Unknown)
Spurling - Joseph Wilbur Spurling (1848-1887)
Spurling - Warren Adelbert Spurling (1871-1965)
Clement - Eben Leslie Clement (1862-1932)
Godfrey - Lincoln Godfrey (1850-1918)
Stanley - Enoch Boynton Stanley (1820-1903)
Stanley - Enoch Boyngton Stanley (1820-1903)
Gott - Samuel M. Gott (1813-1895)
Spurling - Joseph S. Spurling (1817-1890)
Spurling - Benjamin Spurling IV (1828-1887)
Black - Charles P. Black (1845-1913)
Spurling - George Newman Spurling (1818-1901)
Spurling - George Newman Spurling (1818-1901)
Joy - Alden Joy (1851-1938)
Bulger - Enoch J. Bulger (1849-1927)
Stanley - Thomas Stanley (1850-1916)
Birlem – E. Augustus Birlem (1841-1918)

Lewis Gilley Stanley (1869-1957)

I believe that Abram Gilpatrick of Northeast Harbor was the first to have charge and operate the boat slip. In 1912 L&G Stanley had an advertisement in the Red Book, the cottage directory, as successors to Abram Gilpatrick at the Rock End Boat Slip. This was probably my Great Uncle Lewis Gilley Stanley (Uncle Lew - youngest son of Enoch B, Sr.) and his brother, George Stillman Stanley but by 1914 Walter Fisher Stanley and Lewis Gilley Stanley had the slip continuously through 1929. They also operated the boat yard on Lewis Stanley's property, formerly the Enoch B. Stanley property, at the Pool on Great Cranberry Island.

While at the Rock End Dock, Uncle Lew made the acquaintance of and was highly regarded by most all the summer people at Northeast Harbor. It has been said if Lew Stanley's name was mentioned in Philadelphia, it was certain someone there within the range of hearing would know who he was. When Walter died in January of 1930, Uncle Lew paid Walter's widow the sum of eight hundred dollars for Walter's share in the boatyard business and gave up the management of the Rock End Boat Slip, which was taken by Warren A. (Bert) Spurling and his son Elmer. Uncle Lew owned a motorboat, I believe named (REBEL), built by Chester Clement at Southwest Harbor. With this boat he sailed the Lincoln Godfrey family for several years. Uncle Lew once told me that he did not consider sailing summer people as work. It was more like he was being paid for what he enjoyed doing. Over the years Uncle Lew owned several Maine sloop boats and several motorboats. One of the sloops was named L'SPERENCE, which I believe that he bought at South Bristol, Maine. In order to get to South Bristol and bring the sloop home, Uncle Lew with his brother, Enoch, set out in a dory from Cranberry Island. They soon fell in with a schooner bound to the westward that took them nearly to South Bristol where they could easily row the rest of the way.

Each summer the rusticators at Northeast Harbor organized a sloop race offering cash prizes and pennants. In 1907 there were twelve sloops of two classes, eight large sloops over thirty feet and four small sloops under thirty feet. The sloops were ALERT, Capt. W. D. Stanley, MERRY WINGS, Capt. Lewis Freeman Gott, LOUISE A, Capt. Ernest Spurling, COLUMBIA, Capt. Henry Spurling, L'SPERENCE, owned by Lewis Stanley and sailed by Will Black, NELLIE FRANCES, Capt. Fred Spurling, MARY ALICE, Capt. George Henry Spurling, HELEN. Capt. Arthur Joy, ROVER'S BRIDE, Capt. Harvey Bulger, DEFENDER, Capt. Freeman Stanley, SEA GULL, Capt. Fred A. Birlem. There was one more sloop that I cannot identify. Of the eleven captains mentioned only Lewis Freeman Gott, Arthur Joy, Will Black, Harvey Bulger and Fred A.

Person

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Rice - Leslie M. Rice (1883-1966) aka Les

Rice - Seth H. Rice (1872-1951)

Bulger - Ralph P. Bulger (1892-1981)

Neilson - Henry Rosengarten Neilson (1893-1949)

Sawyer - Leah Jeanette (Sawyer) Stanley (1874-1944)

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

[Robinson - Bertha \(Robinson\) Stanley \(1901-1968\)](#)

Sawyer – Lewis F. Sawyer (1842-1919)

Dix – Vienna (Dix) Sawyer (1848-1903)

Dix - John Dix (1829-1910) aka Captain John Dix [-](#)

[Celestia Gertrude \(Dix\) Robinson \(1875-1961\)](#)

[Stanley - Arno Preston Stanley \(1865-1937\)](#)

Torrey - Clyde Torrey (1898-1974)

Milliken - Gerrish Hill Milliken (1877-1947)

Black - William Herman Black (1883-1957) aka Will

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)

Rice - Wilbert A. Rice (1851-1930)

Rice - Wiliam R. Rice (1816-1889)

Bulger - George Bulger (1854-1920)

Neilson - Lewis Neilson (1860-1952)

Sawyer - Lewis F. Sawyer (1842-1919)

Stanley - Arno Preston Stanley (1865-1937)

Robinson - Ralph Judson Robinson (1870-1923)

Sawyer – Jacob Sawyer (1913-1897)

Dix – Jonathan Dix (1796-1885)

Dix – Jonathan Dix (1796-1885)

Dix - John Dix (1829-1910)

Stanley - Enoch Boynton Stanley (1820-1903)

Torrey - Arthur N. Torrey (1862-1944)

Milliken - Seth Mellen Milliken (1836-aft 1920)

Black - Charles P. Black (1845-1913)

Birlem are not Stanley descendants. Of those five, Arthur Joy, Harvey Bulger and Fred A. Birlem are married to Stanley descendants.

One winter Uncle Lew contracted for Les and Seth Rice to build him a twenty-eight-foot double ended launch with a make and break engine just like the one then being built at the time for Ralph Bulger. Bulger's boat, when completed, turned out to be two inches short of twenty-eight feet so Bulger refused to take it. Les Rice asked Uncle Lew if he would take the shorter boat and they would build Bulger a boat exactly twenty-eight feet. Uncle Lew said he would. This shorter boat although built on the same molds turned out to be a much better boat of the two

About 1935 Uncle Lew went to work for the Harry Neilson family to teach them how to sail their A-class knockabout NEVIS to win the races held by the Northeast Harbor Fleet. Uncle Lew had grown up with sail before engines when the wind was the only way to get around and he knew all the local tricks of the wind and tide and how to get the most out of a sailboat. I am not sure how many summers Uncle Lew worked for the Neilson family but he must have quit before World War II. Uncle Lew's wife, Leah, was in poor health and Uncle Lew rented houses at Southwest Harbor during the winters of 1941-42 and 1942-43. Uncle Lew and Aunt Leah had Thanksgiving dinner with my parents, Chester and Bertha Stanley, and family in 1941 and again in 1942. Leah died in September 1944.

Leah was the daughter of Lewis and Vienna (Dix) Sawyer. Vienna was a sister of my maternal great grandfather, Captain John Dix, of Bartlett's Island. My grandmother, Celestia (Dix) Robinson and Leah were first cousins. Lewis Sawyer was light keeper of Bear Island Light and Uncle Lew and Leah were married in the light keeper's house at Bear Island on December 27, 1909. Uncle Lew's father had died in 1903 and his mother died in 1907. The property at the Pool now belonged to the heirs. Since Uncle Lew, the youngest son now being 38 years of age, had taken care of his parents all the heirs except his brother, Arno, signed their rights over to Uncle Lew. This left Uncle Lew with an unclear title owning all but two thirds of one eighth. The title was never cleared up until after Uncle Lew died in 1957.

After Aunt Leah died Uncle Lew was quite despondent. He sold his motorboat just before or soon after Aunt Leah died to Clyde Torrey of Swan's Island and I guess he thought he was about done. However, after World War II Uncle Lew went to work for the Gerrish Milliken family at Northeast Harbor. The Millikens had acquired the Gardiner cottage, "The Haven" about 1920. They had a motor yacht named ROMP and Will Black was their captain. I don't know when they sold ROMP but at the time Uncle Lew started work they had an A-class knockabout named KIPPER and an open

Person

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Gayley - Agnes (Gayley) Milliken (1887-1970)
aka Mrs. Milliken

Milliken - Roger Milliken (1915-2010)

Milliken - Gerrish Hill Milliken Jr. (1917-2015)

Milliken - Anne (Milliken) Franchetti (1919-)

Milliken - Joan (Milliken) Stroud (1922-1985)

Gayley - Florence (Gayley) Montgomery (1889-1975)
aka Folly
aka Mrs. Montgomery

Montgomery - Sylvia (Montgomery) Erhart (1922-)

Montgomery - Julia (Montgomery) Seymour (1921-2007)

Senni - Maria Giulia (Senni) Vitelli (1913-2009)
aka Mrs. Vitelli

Franchetti - Mario Franchetti (1919-1976)

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)

Gayley - James Gayley (1855-1920)

Milliken – Gerrish Hill Milliken (1877-1947)

Gayley - James Gayley (1855-1920)

Montgomery - Henry Eglinton Montgomery
(1878-1941)

Montgomery - Henry Eglinton Montgomery
(1878-1941)

Senni - Guilio Senni (1877-1949)

Unknown

motorboat of 28 feet in length that had been built about 1920 by Lewis Candage of Brooklin, Maine. This boat had a canvas spray hood on the bow and was used to watch races and for picnics. Really the boat was getting old. The iron fastenings were deteriorating and the boat was not in the best condition.

In 1950, Uncle Lew being in his eighties, Mrs. Milliken asked him to see if he could find some young person to help him with the boats for the next season. She realized that the Milliken family was growing. The family consisted of her two sons, Roger and Gerrish Milliken, Jr., and her two daughters, Anne Franchetti and Joan Stroud, all with growing families and all staying at "The Haven". I believe that twenty-seven people were employed as household help that year. Also, Mrs. Montgomery, Mrs. Milliken's sister, with her two daughters, Sylvia Erhart and Julia Seymour with their children, were part of the family, staying each summer at the "Playhouse" on the Milliken property. After a time, Mrs. Milliken's niece, Mrs. Vitelli and family came from

Roger Milliken and Joan Stroud each bought L 16 sailboats to race with the Northeast Harbor Fleet. Roger's boat was named ROMP and Joan's was the FROLIC. In 1946 the Fleet members had acquired twenty-three of these boats to start a new racing class. These boats, lightly built of molded plywood, were looked at as a great improvement over the old A-Class gaff rigged knockabouts but actually proved to be much slower. Uncle Lew did not like the L 16s, thinking they were too light and not prudently rigged with shrouds and stays not strong enough. He was right, as a lot of masts went over the side. This happened once to Joan Stroud, as the shrouds parted when the boats were pressed hard or sometimes the booms broke. Uncle Lew called them "Lucas" boats as they reminded him of a boat he didn't like that was once owned by the Lucas family. The L 16s were later fitted with overlapping Genoa jibs to increase their speed. Needless to say, Uncle Lew did not approve of the Genoas thinking they were too much sail for the boats. He called them "genuine" jibs.

Mario Franchetti could not speak English very well and he had a hard time trying to make Uncle Lew understand what he was saying. He would try to say something and the way he waved his hands and the words seeming unintelligible, Uncle Lew thought he was deaf. Uncle Lew said one day, "Oh thunder! Anne married that poor fella that can't talk". Uncle Lew also had trouble pronouncing the name Stroud. He said to Joan Stroud, "Oh thunder Mrs. Shroud, I can't remember how to say your name. I'll just have to call you Jones".

Person

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

Gayley - Agnes (Gayley) Milliken (1887-1970)

Milliken - Anne (Milliken) Franchetti (1919-)

Milliken - Joan (Milliken) Stroud (1922-1985)

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

Spurling - Stephen Stanley Spurling (1921-)

[Spurling - Francis Milton Spurling \(1896-1958\)](#)

[Clement - Chester Eben Clement \(1881-1937\)](#)

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Corning - Erastus Corning Jr. (1827-1897)

Famous as “the millionaire”

Sinkler - Wharton Sinkler Jr. (1914-1953) aka Wharty

Married to Harriet Corning

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Manchester - Hannah (Manchester) Stanley (1763-1835)

[Gilley - Elisha Bunker Gilley \(1807-1901\)](#)

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)

Dunn - Nathaniel Gano Dunn (1845-)

Gayley - James Gayley (1855-1920)

Milliken - Gerrish Hill Milliken (1877-1947)

Milliken - Gerrish Hill Milliken (1877-1947)

Bunker - Henry A. Bunker (1872-1941)

Spurling - Francis Milton Spurling (1896-1958)

Spurling – George W. Spurling (1869-1933)

Clement - Eben Leslie Clement (1862-1932)

Sinkler – Wharton Sinkler (1845-1910)

Married to Ella Brock

Corning - Erastus Corning Sr. (1794-1872)

Sinkler – Wharton Sinkler Sr. (1885-1967)

Married to Louise Broomall Elkins

Stanley - Sans Stanley (1729-1791)

Manchester - John Manchester (1732-1790)

Gilley - William Gilley Jr. (1782-1872)

Having worked for Mrs. Milliken's stepfather, Mr. Dunn, I knew the Milliken family, so I applied for the job to help Uncle Lew. However, for some reason, Mr. Dunn and others, thought that Uncle Lew could do all that was needed.

When Mrs. Milliken and family arrived at Northeast Harbor in June of 1951, Uncle Lew had been sick and was not able to get there with the boat. Anne and Joan were there with their husbands and the men wanted to go fishing. They called Uncle Lew, but he didn't feel well enough, so he said he would send me with the boat. I took them out around Baker Island where we caught some fish and they had a good day. Several days later Mrs. Milliken sent word for me to come see her, which I did and was hired for the summer. That fall they decided to have Raymond Bunker build them a new cabin launch, thirty-five feet in length. This boat was named GAMBOL. Uncle Lew and I operated that boat for two summers until I got sick and found I had a lung abscess that had turned to tuberculosis. It took me an operation and a year to get well. My cousin, Stephen Spurling, was hired to work for the Millikens and Uncle Lew retired.

Steven's father, Francis Spurling had a boat named TRAILAWAY built by Chester Clement in 1931 and sailed the Sinkler family who would eventually have ties to the Erastus Corning family. One of the Sinkler sons, Whartie, married one of the Corning daughters. Francis was the great-great-great-grandson of Thomas Cobb and Hannah (Manchester) Stanley and also the great-grandson of Elisha Gilley of Baker Island.

Person

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

Alden - John Gale Alden (1884-1962)

Edison – Thomas Alva or Alvah Edison (1847-1931)

Dunn - Nathaniel Gano Dunn (1845-1892)
aka General Dunn

Sillick – Amelia (Sillick) Dunn (c.1846-?)

Dunn – Nathaniel Dunn Jr. (1800-1889)

Rogers – Judith Elizabeth (Rogers) Dunn (c.1805-1869)

Tweed - William Magear Tweed (1845-1902)

Robins – Maria G. Robins (Unknown)

Child Of

Dunn - Nathaniel Gano Dunn (1845-1892)
aka General Dunn

Peterson - Gustav Peterson (1891-1929)

Alden – Charles L. Alden (1827-1912)

Edison – Samuel Ogden Edison Jr. (1804-1896)

Dunn – Nathaniel Dunn Jr. (1800-1889)

Unknown

Dunn – Nathaniel Dunn (1770-1831)

Unknown

Unknown

Unknown

Gano Sillek Dunn (1870-1953) & Niliraga

It was in 1947 when I first went to work on the centerboard schooner yacht NILIRAGA as cook and crew. Neil Peterson was captain. NILIRAGA was forty-three feet in length on deck, and owned by Gano Sillick Dunn who had her built at East Boothbay in 1928 by Goudy and Stevens from a design by John G. Alden. Mr. Dunn was president of the J. G. White Engineering Corp. from 1913 until his death on April 10th, 1953, with an office at 80 Broad Street in New York City overlooking New York Harbor and the Statue of Liberty. Mr. Dunn had attended City College of New York and one time had the opportunity to visit with Thomas A. Edison. At the conclusion of the visit Edison offered Dunn a job but he refused. Later Edison said that Mr. Dunn had done the right thing to continue his education.

Gano Sillick Dunn was the son of Nathaniel Gano and Amelia (Sillick) Dunn. Nathaniel Gano Dunn was born at Hempstead, Long Island, New York about 1844, the son of Professor Nathaniel Dunn, Jr. and his wife, Judith Elizabeth Rogers. Professor Nathaniel Dunn was a classmate of Henry Wadsworth Longfellow at Bowdoin College. When sixteen years of age Nathaniel Gano Dunn enlisted in the army during the Civil War and served with the eighth regiment, New York National Guards. He continued with the regiment and in 1869 became colonel. After studying law at Columbia Law, graduating with honors, he became a brilliant authority on military law. His practice grew steadily, and he became one of the best-known lawyers in New York City. After taking an active part in the overthrow of Boss Tweed he attained the rank of General in 1873, and a great future seemed a certainty.

General Dunn had been happily married early in life with two sons but at some point, after becoming involved with several women, began to neglect and abuse his wife, a situation which grew steadily worse. He began to drink to excess and ran away to Europe and remained for about two years with a woman, Maria G. Robins. The scandal came out in the settlement of a lawsuit over a deed to some land that General Dunn, through a devious transaction by threatening Mrs. Dunn, had transferred to Maria G. Robins. The property was eventually restored to Mrs. Dunn on November 12th, 1887. Shortly after this Mrs. Dunn filed for and was granted a divorce.

In 1892 at Denver, Colorado General Dunn shot himself in the head and died in the hospital. Some of his acquaintances thought that he was partly insane. General Dunn's grandfather, Nathaniel Dunn, Sr. was born at Jonesboro, Maine in 1770.

Person

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

Gardiner - Julia Thurston (Gardiner) Gayley Dunn (1864-1937)

Gayley - Mary Thurston (Gayley) Senni (1884-1971)

Gayley - Agnes (Gayley) Milliken (1887-1970)

Gayley - Florence (Gayley) Montgomery (1889-1975)

Senni - Giulio Senni (1877 -1949)

Wheelwright - Mary Cabot Wheelwright (1878-1958)

Thurston – Mary Parmelee (Thurston) Gardiner (1840-1936)

Gardiner - Curtis Crane Gardiner (1822-1908)

Thurston – Daniel Thurston (1631-1693)

Gayley - James Gayley (1855-1920)

Stanley – Harvey Sherman Stanley (1889-1942)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Stanley - Albion Moore Stanley (1862-1924)

Richardson - Minnie Martha (Richardson) Stanley (1864-1957)

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

Child Of

Dunn - Nathaniel Gano Dunn (1845-)

Gardiner - Curtis C. Gardiner (1822-1908)

Gayley - James Gayley (1855-1920)

Gayley - James Gayley (1855-1920)

Gayley - James Gayley (1855-1920)

Unknown

Wheelwright - Andrew Cunningham Wheelwright (1827-1908)

Thurston – Ariel Standish Thurston (1810-1894)
aka Honorable Ariel Standish Thurston

Gardiner - Lyman Gardiner (1798-1846)

Unknown

Gayley – Samuel Alexander Gayley (1822-1903)
aka Rev. Samuel Alexander Gayley

Stanley - Albion Moore Stanley (1862-1924)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Enoch Boynton Stanley (1820-1903)

Richardson - Elon F. Richardson (1839-1929)

Stanley - Enoch Boynton Stanley (1820-1903)

Peterson - Gustav Peterson (1891-1929)

I don't know when Mr. Dunn first came to Northeast Harbor or when or where he had met Mrs. Julia Thurston (Gardiner) Gayley, a divorcee, and her three daughters, Mary, Agnes and Florence, who summered at the Harborside at Northeast Harbor before the year 1907. The Harborside consisted of an inn and a number of cottages without kitchens or cooking facilities so that the guests would have to take all their meals at the inn. He must have met them, perhaps in New York City, some time before 1907 as that is the year Mary Gayley married Count Senni of Italy. It has been said that Mr. Dunn proposed marriage to all three daughters and was turned down by all three. He then later proposed to Mrs. Gayley and was accepted. Mr. Dunn was fifty and Mrs. Gayley was fifty-six at the time of their marriage in 1920. Mr. Dunn then rented a cottage called the Little White Hen on Sutton's Island each year until Mrs. Dunn's death in 1937. This was the cottage that Miss Mary Wheelwright had acquired along with nine acres of land on the island in 1919. Mrs. Dunn, through her grandmother, Mary Parmelee (Thurston) Gardiner, wife of Col. Curtiss Crane Gardiner, was descended from a Daniel Thurston born in England in 1631 as are all of the Thurston families of Deer Isle, Maine and Mount Desert Island, Maine.

Julia Thurston Gardiner married James Gayley in 1884 and they were divorced in 1910. James Gayley worked all his life in the steel industry and invented the dry air furnace improving the efficiency of the blast furnace in the making of steel. Mr. Gayley held the position of first vice president of U S Steel of Pittsburgh from 1901 until his retirement in 1909. After moving to New York City, he became president of the American Ore Reclamation Company and the Sheffield Iron Corporation until his death in 1920.

In 1921 Mr. Dunn had a Bar Harbor S class racing yacht built at Bristol, Rhode Island by Herreschoff. At this time Harvey Sherman Stanley, grandson of Enoch B. and son of Albion Moore and Minnie (Richardson) Stanley, was working as Mr. Dunn's captain. Mr. Dunn took delivery of the boat at Bristol and he and Harve sailed her to Northeast Harbor. When Mr. Dunn had NILIRAGA built he sold the S boat and kept Harve on as captain until Harve's death in 1942. During World War II NILIRAGA was laid up at Uncle Lew's boatyard and after the war Neil Peterson was hired as captain. When putting her back in commission they found that the masts had deteriorated so Neil along with Uncle Lew took NILIRAGA to East Boothbay for new masts.

Cooking for Mr. Dunn on NILIRAGA was quite an experience. Each morning I would peel an orange and serve the segments on a plate. Next was a three-minute egg served in an egg cup. The egg had to be boiled exactly three minutes. If it was five seconds over or under he could tell. Then he would have a bowl of corn flakes with milk and sugar. He had a special teapot that laid flat on its side to steep the tea, then, it

Person

Gayley - Agnes (Gayley) Milliken (1887-1970)_

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Finlay – Walter Stevenson Finlay Jr. (1882-1953)

Child Of

Gayley - James Gayley (1855-1920)

Peterson - Gustav Peterson (1891-1929)

Stanley - Enoch Boynton Stanley (1820-1903)

Finlay – Walter Stevenson Finlay Sr. (c.1853-?)

could be set upright. Along with the tea he always had Pilot crackers with honey. Pilot crackers were very important. You could not go to sea without Pilot crackers. I don't remember what we usually had for lunch, but I believe it was sandwiches with some sarsaparilla soda that I could get from Ober's market. Black raspberry jam from Ober's market was another favorite. At dinner if we were out on a cruise we usually had something hot and it had to be served on a heated plate. It was quite a feat to heat a plate on the three-burner kerosene stove along with cooking a hot meal.

If we were in Northeast Harbor Mr. Dunn took dinner at the "Haven" with the Milliken family. I would row him ashore to the float and he would walk up the path. He was quite blind and when he came back it would be after dark. The path had lights and when I saw the lights come on I knew that he would soon be at the float. He had a whistle he would blow to signal me to come and get him. Usually I would be right there when he blew the whistle. He always had a flashlight, but I worried about getting him aboard after dark in the rowboat as he was not very agile.

When Mr. Dunn was away I would cook lunch for Captain Peterson and myself. Uncle Lew, who sailed for the Milliken family, also took lunch with us aboard NILIRAGA. I always had boiled potato, some kind of meat, chicken, pork chops, beef steak, or fish along with a canned vegetable. Sometimes I would fry tinker mackerel that I got from Nick Stanley's fish market.

One time we had been on a cruise for about a week and our food supply was getting down. Mr. Dunn knew that Mr. Finlay and family (one of his business partners) were to arrive at their cottage at Goose Cove on that day. We were in Blue Hill Bay, so he decided that if we went into Goose Cove he would be invited to dinner with the Finlays. We anchored off the Finlay's cottage and rowed Mr. Dunn ashore. The Finlays were there but the house was in chaos. The caretakers had not opened the house, and nothing was ready. The stoves would not work, water had not been turned on and there was no electricity. Mr. Dunn said, "Oh! You must come aboard NILIRAGA for dinner." We had barely enough to feed ourselves let alone eight more people. We did have a lot of canned soup aboard and we had Pilot crackers. I went up to a little store nearby and bought fresh eggs and canned Spam. We didn't have enough dishes, so everyone had to wait their turn and of course the dishes had to be heated but eventually everyone got something to eat.

One other time after we had been sailing all day, Mr. Dunn was tired and at suppertime he said, "I'm not very hungry. I think I will have a bowl of corn flakes, some tea and Pilot crackers." He turned to Neil saying, "You can have whatever you want."

Person

Gayley - Florence (Gayley) Montgomery (1889-1975)

aka Folly

aka Mrs. Montgomery

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

Child Of

Gayley - James Gayley (1855-1920)

Peterson - Gustav Peterson (1891-1929)

I had some boiled potatoes and some bacon fat that I had saved on the ice, so I told Neil, "I can slice those potatoes in thin slices and fry them up for you." Neil said, "That sounds good." I set Mr. Dunn up with his corn flakes and tea. Then I carried in this big bowl of fried potatoes for Neil. Mr. Dunn saw them and said, "Oh! Oh! Oh! What's this?" Neil answered, "Ralph fried me some potatoes." Mr. Dunn asked while pushing his corn flakes aside, "Is there enough for me." Neil said, "There is plenty." After I got him a hot plate, Mr. Dunn took about two thirds of them. I think Neil thought he was

One morning we were anchored in Somes' Cove at Pretty Marsh on the west side of Mount Desert Island, when Mr. Dunn decided that he would invite some friends who had a place a short distance up the shore to go for a sail. Now, Mr. Dunn was a stickler for doing everything on the boat nautically correct. Everything had to be stowed away properly as if we were going on a long ocean voyage even though we might only go a short distance. We pulled the rowboat up on the Port side, turned it over and lashed it down, then got the sails up, hauled the anchor and properly stowed it away. After sailing up the shore about a quarter mile we got the anchor out and dropped it, let the sails down and furled them. We then got the rowboat over and rowed Mr. Dunn ashore only to find no person there. So back aboard, stow the rowboat, raise the sails, pull and stow the anchor, sail to another cottage and go through the same ritual only to find lunch cooking on the stove but no person in sight. I think they saw him coming and conveniently disappeared. He would often lecture his guests on NILIRAGA in great detail about subjects they were not particularly interested in. Gerrish Milliken once told me that Mr. Dunn could lecture for an hour and a half on the principles of a safety pin. You might go on an afternoon sail and get a lecture on Einstein's theory of relativity.

While at Northeast Harbor Mr. Dunn would often invite Mrs. Montgomery and others for an afternoon sail. One day we had been out the Eastern Way and were sailing before the wind very slowly in by the northwest side of Little Cranberry Island. The tide was low, and the day was really warm with a light easterly breeze. We had the sails winged out, but the breeze was barely enough to give us headway. Mr. Dunn was steering and conversing with the ladies sitting in the cockpit. The Northeast Harbor fleet boats were racing and in order to give them room, Mr. Dunn, whose eyesight was quite poor, was getting quite close to shore. Capt. Peterson and I were sitting on the taff-rail and we were both about half asleep. I happened to look over the side and saw ledges covered with white barnacles not very far under water. Just as I gave Capt. Peterson a nudge with my elbow we struck bottom. There was a little swell that picked us up several times until we finally fetched up solid. Mr. Dunn had Capt. Peterson start the engine

Person

Black - William Herman Black (1883-1957)

aka Will

aka Bill

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

Swift - Frank Edward Burns Swift (1902-1978)

Gray - Ray Charles Gray (1890-1963)

Hedquist - Anders Hedquist (1885-1967)

Child Of

Black - Charles P. Black (1845-1913)

Peterson - Gustav Peterson (1891-1929)

Swift - Frederick W. Swift (1869-1940)

Gray - Charles Richard Gray (1863-1935)

Unknown

sails down. He put the engine in reverse and tried to back off, but we were hard aground. Capt. Bill Black was nearby in a large motorboat with a party watching the race. He saw our predicament and towed us off. There was no harm to NILIRAGA.

One afternoon at Northeast Harbor, Captain Peterson was on an errand and left me with Mr. Dunn. Mr. Dunn decided that it would be a good time to clean the spark plugs in the engine. He had me take the engine box apart and remove the spark plugs. He had a special tool that he used for that purpose and while I cleaned the plugs he told me all about how the spark plugs were made and how they functioned. In fact, before we were done, Mr. Dunn explained in great detail the principles of an internal combustion engine.

This lecture came in handy when a couple years later I took an oral exam at the Portland Coast Guard headquarters to get a motorboat operator's license to sail passengers for hire. One of the questions was to explain the principles of an internal combustion engine. I had a good teacher.

I really liked sailing with Mr. Dunn. We sailed a lot about Blue Hill Bay and Penobscot Bay. Even though he could not see so well he knew all the buoys, ledges, islands, harbors and thoroughfares but sometimes he would get a bit confused. We were anchored at Burnt Coat Harbor at Swan's Island one time in thick fog. Mr. Dunn had us ring the ship's fog bell at a certain time as he said the steamboat would arrive at that hour. In reality, the steamboat had not been in service for years.

Every year he sailed into Rockland and took his felt hat up town to a Greek gentleman who blocked his hat. This man's only son, while attending Maine Maritime Academy was killed in an auto accident and Mr. Dunn was very sorry to hear that.

Another stop was at Camden where Mr. Dunn would visit Captain Frank Swift, who had a fleet of old coasting schooners taking passengers on weekly trips around Penobscot Bay. Then, on to Castine, where he always went to a drug store and bought chocolate ice cream sodas. Then we walked around looking at all the historic signs about the town. The next stop would be Buck's Harbor at South Brooksville to call on Mr. Ray C. Gray, the leading citizen of South Brooksville, at his dock to replenish our supply of ice and fill the gas tank. In every place we went we found people who knew Mr. Dunn and held him with great regard.

During World War II NILIRAGA was out of commission. He had offered her to the War Department, but it was determined that a vessel with a centerboard would not be suitable for their purposes. For the time that NILIRAGA was laid up Mr. Dunn spent his vacation with his valet, Mr. Hedquist at the Milliken camp at Somes' Cove. However,

Person

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

Morison - Samuel Eliot Morison (1887-1976)

Spurling - Edwin Marion Spurling (1896-1977)
aka George Washington

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

Gayley - Florence (Gayley) Montgomery (1889-1975)
aka Folly
aka Mrs. Montgomery

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Spurling - Stephen Stanley Spurling (1921-)

Child Of

Dunn - Nathaniel Gano Dunn (1845-)

Morison - John Holmes Morison (1856-1911)

Spurling - Orrington Hamor Spurling (1855-1899)

Peterson - Gustav Peterson (1891-1929)

Gayley - James Gayley (1855-1920)

Stanley - Enoch Boynton Stanley (1820-1903)

Spurling - Francis Milton Spurling (1896-1958)

Mr. Dunn missed sailing and at one point he had the opportunity to charter an old yawl named the SEVEN SEAS for a short time. Being used to sailing a schooner and trimming the mainsail in tight when coming up to the mooring he figured that little mizzen would have little effect so when coming up to the mooring he trimmed the main in tight. A puff of wind caught her and before he could slack the main he had sailed her right ashore. He found that on a yawl the main had to be slacked and the mizzen sheeted in tight.

The SEVEN SEAS was the same yawl that Samuel Eliot Morison chartered one time. He hired Edwin Marion Spurling (nickname George Washington) to sail as crew. One day Mr. Morison decided to bake some Johnny-cake in the little wood stove oven. On mixing the batter Mr. Morison mistook the box of Borax for the box of corn meal. When they took it out of the oven it was hard as a rock. Capt. Spurling said, "Land sakes alive! We had to take a screwdriver to pry it out of the pan."

Mr. Dunn owned the seven-acre Folly Island in Pretty Marsh Harbor where, during this time, Mr. Dunn made it a project to clear the island of trees and underbrush. Every day when it was suitable he and Mr. Headquist would row to the island and work on the project. One day he looked across at the island and thought, "Oh my! What have I done? The island looks so bare." In order to rectify the situation, he sent for some seedling trees to plant. One of the trees was a special pine tree. I believe it was not native to this area, but it was thriving and doing well. When we visited the island in 1947 the tree was about eight or ten feet tall. The year after that Mr. Dunn found that someone had cut his pine tree down. He wrote in his log book that, "Some vandal has murdered my poor little pine tree."

Each time Mr. Dunn visited Folly Island he would always get a drink of water from the natural spring. He kept a rusty tin can on a stake driven in the ground near the spring. There was a lot of green slimy looking vegetation growing in the spring and in order to dip up a can full of water Mr. Dunn would push it out of the way. He always said that if it was green the water was pure but if it was red don't drink it. Mr. Dunn always had a drink of water, but Capt. Peterson and I were never very thirsty.

Mr. Dunn died in the spring of 1953 and in his will, he left NILIRAGA to Mrs. Montgomery. She sometimes complained that Mr. Dunn left her the schooner but did not leave her any money to keep it up with. As I recall Mr. Dunn already had a captain and cook engaged for the summer of 1953, but I think NILIRAGA was laid up at Southwest Boat Corp in the fall of 1953 through the spring of 1955. I went to work as captain, cook and crew in the spring 1955 and continued for 19 years. In the fall of 1955 I hauled and maintained NILIRAGA at Uncle Lew's boatyard where Steve Spurling and I

Person

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) aka Lew

Jackson - Richard Benson Jackson (1893-1959)

Black - Sabrina May (Black) Fernald (1880-1972) aka Sadie

Richardson - Charles Emery Boynton Richardson
(1885-1971) - aka Peter

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)

Jackson - Thomas W. Jackson (1848-1919)

Black - Charles P. Black (1845-1913)

Richardson - Meltiah Jordan Richardson
(1828-1901) aka Peter

were operating the boat yard. During this time, I often stayed with Uncle Lew for several days at a time. Uncle Lew had been plagued for years with epileptic seizures. He could always tell in advance when one was coming on. The doctor had told him to get some whiskey and take a couple of teaspoons when he felt one coming as it might avert the attack and it did help. On coming from the doctor, he went to see Richard Jackson at Jackson's Market saying, "Oh thunder, Jackson. They tell me I have to start drinking. Can you get it for me with my grocery order?" When Uncle Lew called in his grocery order which usually consisted of the usual groceries along with a dozen of Sadie Fernald's donuts, two pounds of pork chops, "cut 'em thin", as Uncle Lew was very concerned about eating any under cooked pork, two pounds of stew meat for the cats and two more bottles of that cussed stuff. It seems that sometimes the cussed stuff (Four Roses whiskey) disappeared real quick. Certain individuals would know when the grocery order arrived and even though Uncle Lew would hide it the stuff would disappear before he could use it. I told Uncle Lew to fill a few small checkerberry and vanilla bottles that he had around, and he would always have some when he needed it. This worked out fine. The bottles easily fitted in his coat pocket and even lay in plain sight on the kitchen table. No one ever suspected what the bottles contained.

Peter Richardson would usually arrive at Uncle Lew's house just about every night after supper and spend a couple hours. Peter most always would be "about three sheets to the wind", having had a few drinks before he came. One night when I stayed the night with Uncle Lew, Peter came in and announced that he thought Uncle Lew should have a housekeeper. He had a lady in mind that lived at Hall Quarry and he thought she might be available. Of course, this lady was of dubious character and his motive was that if she was the housekeeper, she could help him drink up Uncle Lew's medicinal whiskey. Peter didn't know how to get in touch with her, but he decided to call someone at Hall Quarry and find out. In those days, you had to ring up the telephone operator with a little crank on the side of the phone box to get connected to whomever you wanted to call. Peter vigorously and everlastingly turned the crank for about a half-minute, then he returned and said, "Do you think she heard me?" The operator was right there, and Peter said, "I want to talk to one of them Grants at Hall Quarry." After some discussion, as to which one he wished to speak, the operator connected him to a Mr. Grant. Peter and Mr. Grant discussed the situation for some time, but Mr. Grant was reluctant to recommend this lady. Uncle Lew did not hire a housekeeper.

Uncle Lew always fried his pork chops to a crisp and cut the meat away from the bone. Then he would toast a piece of bread on top of the wood stove, place the toast on a plate, put the meat on the toast with several teaspoons of sugar on top and proceed to cut it all up in very little pieces with a very sharp knife before eating it. One time I asked Uncle Lew if he ever had dentures and he said, "Oh thunder! Yes. They're up in the

Person

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) – aka Lew

Gayley - Florence (Gayley) Montgomery (1889-1975)
aka Folly
aka Mrs. Montgomery

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

Child Of

Stanley - Enoch Boynton Stanley (1820-1903)

Gayley - James Gayley (1855-1920)

Stanley - Enoch Boynton Stanley (1820-1903)

Dunn - Nathaniel Gano Dunn (1845-)

cupboard.” Sometimes one of his cats would be curled around the plate but the cat would never touch the food.

The cats were big black and white cats, one male and one female, both neutered. When Uncle Lew went to bed, the cats would both crawl under the covers with him. The female would stay there but Old Tom, as Uncle Lew called him, wouldn't stay there long. He liked to be outside the covers. Uncle Lew had a wooden box that he used to cut up the stew meat for the cats. The cats would gather around in anticipation but once in a while Old Tom would reach up and grab a piece. Uncle Lew would say, “Oh thunder, Tom. Don't you know I despise a thief?” The other cat would patiently wait until Uncle Lew gave the meat to her.

Along with the cats came fleas. The house was full of them, but they never seemed to bother Uncle Lew. Whenever I stayed for a few days I slept in the room over the kitchen. Before going to bed I would roll the covers down and brush the fleas away. I probably did not get them all out of the bed, but I seldom got bit.

One time I made an apple pie. Uncle Lew said, “Use plenty of sugar. I don't like those sour things. When we worked at the Milliken's and took lunch there the cook always made the pies real tart and when Uncle Lew took a bite it would cramp his jaws and he would say, “Oh thunder! How can they make anything so cussed sour?” I guess my pie was a success. When it was done Uncle Lew and I sat down and between us we ate the whole pie.

After Uncle Lew died we gave up the boatyard and, in 1958, Mrs. Montgomery loaned me money to build a railway on my father's property at Southwest Harbor, which he had inherited from Uncle Jimmie. This enabled me to store and maintain NILIRAGA each year until she was eventually sold after Mrs. Montgomery's death. Later, after I inherited the property, I built boat shops where I stored, maintained and built boats.

When we went on cruises there was always enough people to help with the anchor and sails. However, Mrs. Montgomery would stay at Northeast Harbor until the middle of October and on good days just the two of us would be out sailing. She would say, “I should have asked Mrs.----- to go along, but I don't want her. She talks too much.” One time she told me, “Mr. Dunn used to ask me to go sailing and I dreaded it. I hated to go but I felt obliged and now here I am doing the same thing myself”. Often I would tell her stories about the history of the area and she would say, “Ralph, you must write all this down”.

Whenever there was just the two of us, we would leave the dock under power, go to where she could slowly steer up into the wind. I would get the mainsail up and sheet

Person

Gayley - Florence (Gayley) Montgomery (1889-1975)
aka Folly
aka Mrs. Montgomery

Milliken - Joan (Milliken) Stroud (1922-1985)

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

Gardiner - Julia Thurston (Gardiner) Gayley Dunn
(1864-1937)

[Lanman - Charles Rockwell Lanman \(1850-1941\)](#)

[Neilson - Harry Rosengarten Neilson Jr. \(1928-1994\)](#)
aka Hank

Senni - Maria Gulia (Senni) Vitelli (1913-2009)

Child Of

Gayley - James Gayley (1855-1920)

Milliken - Gerrish Milliken (1877-1976)

Dunn - Nathaniel Gano Dunn (1845-)

Gardiner - Curtis C. Gardiner (1822-1908)

Lanman - Peter Lanman IV (1835-1906)

Neilson - Harry Rosengarten Neilson (1893-1949)

Senni - Guilio Senni (1877-1949)

it down tight so that without power NILIRAGA would stay headed into the wind while I got the foresail and staysail up. Then we would sail away. Mrs. Montgomery never really learned to sail very well. NILIRAGA had a weather helm and she could never balance the wheel well enough and sometimes our course would be somewhat crooked. She would never know when it was time to come about and we had it worked out that when I picked up the leeward jib sheet she would know it was time to come about and say "Ready about. Hard a lee". One time her grandniece, Joanie Stroud said, "Aunt Folly, How is it that Ralph knows every time you want to come about"? Mrs. Montgomery replied, "Ralph and I have sailed together for a good many years. He knows what I am going to do."

Often times when sailing Mrs. Montgomery and the extended Milliken family and their guests the origin of the name NILIRAGA was discussed. I don't remember Mr. Dunn ever telling anyone about it. One suggestion was that it might be a combination of people's names, but no one could figure it out. Another was that it was the name of an Indian Princess but there again it was just speculation. The issue was never resolved.

When Mr. and Mrs. Dunn summered each year on Sutton's Island, Professor and Mrs. Charles Rockwell Lanman of Harvard also lived on Sutton's Island each summer. Charles Rockwell Lanman was the leading authority on the Sanskrit language. No doubt these two highly intellectual individuals often discussed their interests. In Sanskrit NILIRAGA (nIlIrAga) means "an affection as unchangeable as the color of indigo or having the color of indigo or constant in affection." Perhaps the name NILIRAGA represents Mr. Dunn's love of sailing and may explain the importance in getting the right shade of blue paint for the cabin sides and cockpit coaming. When I was cook with Mr. Dunn in 1947, I remember he was very emphatic about just the right shade of blue, but I don't remember his ever explaining why. Any blue paint you could buy was never the right color, always too bright, so after I started working for Mrs. Montgomery I got around this by mixing two quarts of blue with one quart of green to make it just right. The deck paint had the same problem, always too orange. I mixed two quarts of tan color with one quart of cream. Later I persuaded Kirby Paint Company of New Bedford to mix the color for me. They called it Stanley Tan.

One time I was steering NILIRAGA from Long Ledge gong buoy to the Western Way. We had the sails winged out before the wind with the centerboard up. Hank Neilson was ahead in his Hinckley Pilot and we were gaining on him. He noticed, and he would check his sails, but we kept gaining. I think I would have soon caught him, but Mrs. Vitelli wanted to take the wheel and our wake looked like a snake. She would give the wheel a couple spokes and have to compensate with a couple spokes the other way. That rudder wagging back and forth slowed us right down. I had the rudder balanced

Person

Enders - John Franklin Enders (1897-1985)

Paton - Richard Townley Paton (1901-1984)

Child Of

Enders - John Ostrom Enders (1869-1958)

Paton - Stewart Paton (1865-1942)

considering the weather helm so that barely moving the wheel would keep us on a straight course.

Dr. John Franklin Enders (1897-1985)

For several summers NILIRAGA was chartered out to some doctors and we most always cruised Down East. Three of the doctors I remember in particular, Dr. John Enders, Dr. Richard Townley Paton and Dr. Oliver Cope.

Dr. John Enders, born in 1897 was, as I remember, the oldest of the group. He was, along with two other doctors, a recipient of the Nobel Prize for Physiology or Medicine in 1954 for his work in cultivating the polio virus. On one trip we had been anchored in Bunker's Cove at Roque Island. It was foggy, and the strong southerly wind had been blowing all night, but we were well protected there. In the morning they wanted to get going so as to get to Sorrento in Frenchman's Bay to visit with some friends. I told them it would be pretty choppy with that southerly wind and ebb tide, but they thought by putting up the foresail to steady her and proceeding under power we would be all right. Dr. Enders was steering. I was on the bow on lookout and it was so rough I had to hold a rope to keep from being lifted off the deck. About the time we got off Moose Peak Light they were all looking a little green except Dr. Enders. One of them said, "I guess Ralph knew what he was talking about." We got to Sorrento all right.

Dr. Richard Townley Paton (1901-1984)

Dr. R. Townley Paton was a famous New York City ophthalmologist, noted for his early work in corneal transplants. In 1944 he founded the Eye-Bank for Slight Restoration in Manhattan, the first Eye-Bank to accept eyes from donors.

After cruising Down East for some reason the doctors decided to spend their last night at Mackerel Cove at Swan's Island. Early in the morning, Dr. Paton stepped out barefoot on deck, which was wet with dew. He had the misfortune to slip and fall against the cockpit coaming. He was badly hurt, breaking some ribs and puncturing his lung. They got him below in a bunk and we headed for Bass Harbor, the nearest place to get an ambulance. Going across Blue Hill Bay, the doctors made him comfortable and it was decided that he would be all right to get to Northeast Harbor where they had the ambulance waiting to transport him to the Maine Coast Memorial Hospital at Ellsworth. He recovered quite well from his injuries.

Person

Gayley - Florence (Gayley) Montgomery (1889-1975)

aka Folly

aka Mrs. Montgomery

Eliot - Ellen Peabody (Eliot) Paine (1894-1987)

Senni - Maria Gulia (Senni) Vitelli (1913-2009)

Coffin - Ernest L. Coffin (1905-1984)

Cope - Oliver Cope (1902-1994)

[Lamb - Aimée Lamb \(1893-1989\)](#)

Lamb - Rosamond Lamb (1898-1989)

Child Of

Gayley - James Gayley (1855-1920)

Eliot - Charles Eliot (1859-1897)

Senni - Giulio Senni (1877-1949)

Coffin - Silas A. Coffin Jr. (1875-1916)

Cope - Walter Cope (1860-1902)

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Horatio Appleton Lamb (1850-1926)

Mrs. Montgomery fell in the same way one morning. We had spent the night on a mooring at Mrs. Paine's cottage at Moose Island Bar on the west side of Mount Desert Island. I was up forward in the galley cooking breakfast when Mrs. Vitelli asked me to come aft and see Mrs. Montgomery, as she had fallen and hurt her wrist on the coaming. Mrs. Montgomery was white as a sheet, but she held her wrist up and shook her hand back and forth her, saying, "It's not broken. I can move it". I could see just by looking that the bone was broken and out of alignment. After giving her a cup of the strong coffee that I had just made she insisted that she would sail back to Northeast Harbor. I knew that she would be in a lot of pain if she did, so I convinced Mrs. Vitelli that we should get her to a doctor right away. Mrs. Vitelli borrowed Mrs. Paine's car and took her to the Southwest Harbor Clinic where they determined it was broken. They wanted her to go right to Ellsworth to have it set but she refused. When she got home the family insisted that she should call Dr. Coffin. He came to her house, took a look, gave her hand a yank, setting the bones back in place and put on a cast. It healed up perfectly.

Dr. Oliver Cope (1902-1994)

Dr. Oliver Cope was from the Massachusetts General Hospital. When I was picking them up at the Clifton Dock for the start of their cruise, he mentioned the two Lamb sisters, knowing that they stayed in the area, and asked if I knew them. I said, "Oh yes. When one says something the other repeats it in a little different tone of voice". Whereupon he replied, "I guess you know them all right". It seems that when he was going to Harvard Medical School there was a list of proper young ladies for the boys to date. The Miss Lambs were on the list, so he dated one of them, taking her out to dinner. He took her home at 9:30 but she said it was too late to ask him in. The next time he took her home at 8:30 but it was still too late to ask him in. The third time he took her home at 7:30 but it was still too late, so he gave up.

Years later the Massachusetts General Hospital was having a fund drive for something of great importance to the hospital and Dr. Cope was asked to go and solicit from a list of prospective donors. The Miss Lambs were on his list. He made an appointment and was ushered into their Victorian parlor where he explained his mission to both sisters. Presently one left the room while the other continued talking with him. Then she left while the other came back. This happened several times and finally they both came back with a check for seventy-five thousand dollars. I believe that happened in the late forties or early fifties when seventy-five thousand dollars was quite a sum of money.

Person

[Lamb - Aimée Lamb \(1893-1989\)](#)

Lamb - Rosamond Lamb (1898-1989)

Lamb - Horatio Appleton Lamb (1850-1926)

Rotch - Annie Lawrence (Rotch) Lamb (1857-1950)

Lamb - Benjamin Rotch Lamb (1895-1895)

Lamb - Annie Lawrence Lamb (1898-1899)

Lamb - Edith Duncan Lamb (1901-1928)

Richardson - Isaac Richardson (1791-1874)

Lamb - Thomas Lamb Jr. (1796-1887)

Eliot - Hannah Dawes (Eliot) Lamb (1809-1879)

Eliot - William Greenleaf Eliot (1781-1853)

Dawes - Margaret Greenleaf (Dawes) Eliot (1789-1875)

[Eliot - Charles William Eliot 1834-1926\)](#)

Dawes - William Dawes Jr. (1745-1799)

Revere - Paul Revere (1734-1818)

Milliken - Joan (Milliken) Stroud (1922-1985)

Child Of

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Thomas Lamb Jr. (1796-1887)

Rotch - Benjamin Smith Rotch (1817-1882)

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Horatio Appleton Lamb (1850-1926)

Richardson - Daniel G. Richardson (1756-1839)

Lamb - Thomas Lamb Sr. (1753-1813)

Eliot - William Greenleaf Eliot (1781-1853)

Eliot - Samuel Eliot (1748-1784)

Dawes - Thomas Dawes (1757-1825)

Eliot - Samuel Atkins Eliot (1798-1862)

Dawes - William Dawes (1719-1802)

Rivoire - Apollos Rivoire (-1754)

Milliken - Gerrish Milliken (1877-1976)

Aimée Lamb (1893-1989)

Rosamond Lamb (1898-1989)

The Miss Lambs, Aimée and Rosamond, were the daughters of Horatio Appleton and Annie Lawrence (Rotch) Lamb, two of six children. Their first child was Thomas, who, I have been told, was disowned by the family. I think he may have been alcoholic. Two children, Benjamin Lamb and Annie Lawrence Lamb died young. Edith Lamb, the youngest, born in 1901 contracted some sort of crippling disease (I believe polio) and died at age twenty-seven in their house at Sutton's Island. The room where she died was closed and never opened until years later. Everything in the room was left as it was including her medicine bottles that were still on the table beside the bed. The bed was left just as they took her out of it. Horatio Lamb had bought this property on the northwest corner of Sutton's Island and built the cottage in 1907. It was said at the time that the Lambs were the most frugal of the Northeast Harbor summer residents. In 1925 he bought more property increasing the size of his lot. Rosamond Lamb bought the Isaac Richardson house on Sutton's Island in 1922.

Horatio was the son of Thomas and Hannah Dawes (Eliot) Lamb. Hannah was the daughter of William Greenleaf and Margaret Greenleaf (Dawes) Eliot and thereby the Lamb sisters were Eliot descendants, distant cousins of Charles William Eliot. They were also descendants of William Dawes who along with Paul Revere rode to warn the Patriots along the way to Lexington and Concord that the British were coming.

The Lamb sisters were very generous with charities that they thought were worth-while but they were very frugal in the way they lived. Often, they were guests on NILIRAGA for an afternoon sail and one time while out sailing they were making dresses for themselves, sewing all the stitches by hand. One time when doing their weekly shopping one of them dropped and broke a quart bottle of milk. They considered it too extravagant to buy another and went without milk until the next week.

After World War II the Lamb's dock at Sutton's Island had deteriorated. The two stone abutments were there but the sisters felt they could only afford the walkway from the shore to the outer abutment and do without a float and ramp. They made do with a ladder at the outer abutment. They were very elated over their new dock and considered it quite an accomplishment. Mrs. Stroud was invited one afternoon to a tea party at the Lamb's house on Sutton's Island. The two Miss Lambs had made so much of their new dock that Mrs. Stroud thought they would be terribly offended if she didn't use it to land there. She had us in the boat land her in her party dress at the ladder while she climbed

Person

[Lamb - Aimée Lamb \(1893-1989\)](#)

Lamb - Rosamond Lamb (1898-1989)

Cabot - Elizabeth (Cabot) Lyman (1880-1982)

Wheelwright - Mary Cabot Wheelwright (1878-1958)

[Gilley - John Gilley \(1822-1896\)](#)

Cabot - Samuel Cabot (1850-1910)

Nichols - Helen Augusta (Nichols) Cabot (1857-1917)

Cabot - Samuel Cabot (1815-1885)

Jackson - Hannah Lowell (Jackson) Cabot (1812-1879)

Cabot - Samuel Cabot Jr. (1784-1863)

Perkins - Elizabeth (Perkins) Cabot (1791-1885)

Gayley - Florence (Gayley) Montgomery (1889-1975)

aka Folly

aka Mrs. Montgomery

Child Of

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Horatio Appleton Lamb (1850-1926)

Cabot - Samuel Cabot (1850-1910)

Wheelwright - Andrew Cunningham Wheelwright (1827-1908)

Gilley - William Gilley Jr. (1782-1872)

Cabot - Samuel Cabot (1815-1885)
aka Dr. Samuel Cabot

Nichols - David Nichols (1822-1895)

Cabot - Samuel Cabot (1784-1863)

Jackson - Patrick T. Jackson (1780-1847)

Cabot - Samuel Cabot (1759-1819)

Perkins - Thomas Perkins (1764-1854)

Gayley - James Gayley (1855-1920)

the ladder all covered with barnacles and rockweed. When the party was over, fortunately, the tide was too low to pick her up at the ladder, so she used Mrs. Lyman's

The Lamb's property on Sutton's Island adjoined Miss Wheelwright's property. There were two trees on the Lamb's property just over the line that were blocking Miss Wheelwright's view, so she had them cut down. The Miss Lambs were terribly distraught and greatly offended by Miss Wheelwright's trespassing and damage to their trees. They threatened to sue Miss Wheelwright, but Mrs. Lyman interceded and mediated a settlement. I guess Miss Wheelwright had to pay for the trees. Mrs. Lyman had bought the John Gilley house in 1924. Her property adjoined Miss Wheelwright's.

Elizabeth (Cabot) Lyman (1880-1982)

Mrs. Henry (Elizabeth Cabot) Lyman was the daughter of Samuel Cabot, born 1850 and his wife Helen Nichols. Samuel Cabot, born 1850 was the son of Samuel Cabot, born 1815 and his wife Hannah Lowell Jackson. Samuel, born 1815 was the son Samuel Cabot, born 1784 and his wife Elizabeth Perkins. Samuel and Elizabeth (Perkins) Cabot were Miss Wheelwright's grandparents and Mrs. Lyman's great grandparents.

One day Mrs. Montgomery asked me to take Mrs. Lyman, who was ninety years old and the Miss Lambs, who were probably in their late sixties, for a sail. Mrs. Montgomery could not go as she was obligated to attend a tea party at the Jordan Pond House. I took NILIRAGA to Sutton's Island and picked them up at Mrs. Lyman's dock. I got the sails up and they proposed to go out the Eastern Way around Baker Island and come in the Western Way. We had rounded Baker Island and were broad off the Gut between the two Cranberry Islands when dark clouds started to gather in the northwest. The ladies knew that a squall might be making up and asked if we should take in the sails and I said, "No. If it blows too hard I'll start the engine and luff up." We got in the Western Way before the wind and rain struck. I had the centerboard up, the engine going, and the sheets started, our best point of sailing. The rain came off the mainsail in a sheet filling the cockpit up over my ankles. The water would not run out the scuppers fast enough. The sea was dragging up astern level with the deck and I think NILIRAGA never sailed any faster. The ladies were down below looking out through the companionway and thoroughly enjoyed it. By the time we arrived at Sutton's Island the wind was calm, and the sun was out.

At Jordan Pond the tea party was set up outside and when the wind and rain suddenly struck, everything, card tables napkins and teacups, went flying. Mrs.

Montgomery thought, "My goodness, Ralph is out there all alone with those old ladies. What's he going to do?" If she had been aboard I would just have had another old lady in the cabin looking out the companionway.

The line from
Ralph Warren Stanley
to his
Great-Great-Great-Grandparents
William Gilley Jr.
and
Peter Dolliver IV

Chester Warren Stanley

b: 28 September 1900 in Cranberry Isles, Hancock, Maine, USA
m: 08 November 1926 in Southwest Harbor, Hancock, Maine, USA
d: 20 March 1971 in Southwest Harbor, Hancock, Maine, USA

Ralph Warren Stanley

b: 09 February 1929 in Southwest Harbor, Hancock, Maine, USA
m: 22 September 1956 in Southwest Harbor, Hancock, Maine, USA
d:

Bertha Emily Robinson

b: 20 May 1901 in Tremont, Hancock, Maine, USA
d: 02 April 1968 in Southwest Harbor, Hancock, Maine, USA

Arno P. Stanley

b: 12 September 1865 in Cranberry Isles, Hancock, Maine, USA
m: 03 November 1894 in Cranberry Isles, Hancock, Maine, USA
d: 18 December 1937 in Cranberry Isles, Hancock, Maine, USA

Mabelle Estelle Stanley

b: 06 November 1868 in Cranberry Isles, Hancock, Maine, USA
d: 1955 in Cranberry Isles, Hancock, Maine, USA

Ralph Judson Robinson

b: 1870 in Tremont, Hancock, Maine, USA
m: 06 February 1900 in Tremont, Hancock, Maine, USA
d: 24 January 1923 in Southwest Harbor, Hancock, Maine, USA

Celestia Gertrude Dix

b: 11 November 1875 in Bartlett Island, Mount Desert, Hancock, Maine, USA
d: 1961 in Southwest Harbor, Hancock, Maine, USA

Enoch Boynton Stanley

b: 07 August 1820 in Cranberry Isles, Hancock, Maine, USA
m: 13 October 1846
d: 09 January 1903 in Cranberry Isles, Hancock, Maine, USA

Caroline Hall Guptill

b: 24 December 1822 in Gouldsboro, Hancock, Maine, USA
d: 06 May 1907 in Cranberry Isles, Hancock, Maine, USA

Robert S Stanley

b: 29 April 1827 in Islesford, Hancock, Maine, USA
m: 19 December 1862
d: 29 November 1890 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Phebe Jane Gilley

b: 11 January 1842 in Baker's Island, Cranberry Isles, Hancock, Maine, USA
d: 24 November 1929 in Baker's Island, Cranberry Isles, Hancock, Maine, USA

Adoniram Judson Robinson

b: 08 March 1834 in Tremont, Hancock, Maine, USA
m: 17 February 1860
d: 21 March 1912 in Southwest Harbor, Hancock, Maine, USA

Henrietta Clark

b: 24 December 1840 in Tremont, Hancock, Maine, USA
d: 20 July 1908 in Southwest Harbor, Hancock, Maine, USA

John Dix

b: 08 April 1829 in Seaville, Hancock, Maine, USA
m:
d: 10 February 1910

Emily Mayo Bartlett

b: 27 December 1838 in Bartlett Island, Mount Desert, Hancock, Maine, USA
d: 12 February 1898 in Bartlett Island, Mount Desert, Hancock, Maine, USA



Phebe Jane Gilley

b: 11 January 1842 in Baker's
Island, Cranberry Isles,
Hancock, Maine, USA
m: 19 December 1862
d: 24 November 1929 in Baker's
Island, Cranberry Isles,
Hancock, Maine, USA

Joseph Warren Gilley

b: 19 May 1813 in Southwest
Harbor, Hancock, Maine, USA
m: 16 April 1837 in By Enoch
Spruling
d: 10 July 1894 in Baker's
Island, Cranberry Isles,
Hancock, Maine, USA

Adeline Dolliver

b: 27 July 1821 in Southwest
Harbor, Hancock, Maine, USA
d: 27 March 1876 in Baker's
Island, Cranberry Isles,
Hancock, Maine, USA

William Gilley Jr.

b: 11 September 1782 in Baker
Island, Cranberry Isles,
Hancock, Maine, USA
m: 30 November 1802 in Mount
Desert, Hancock, Maine, USA
d: 17 September 1872 in
Cranberry Isles, Hancock,
Maine, USA

Hannah Boyington Lurvey

b: 08 December 1782 in
Byfield, MA
d: 24 March 1852 in Southwest
Harbor, Hancock, Maine, USA

Peter Dolliver IV

b: 28 April 1798 in Marblehead,
Essex, Massachusetts, USA
m: 24 July 1819
d: 15 August 1871 in Tremont,
Hancock, Maine, USA

Phebe Jane Smallidge

b: 18 June 1800 in Mount
Desert, Hancock, Maine, USA
d: 18 August 1876 in
Southwest Harbor, Hancock,
Maine, USA

Person

Gilley - William Gilley Jr. (1782-1872)
Lurvey - Hannah (Lurvey) Gilley (1782-1852)
[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)
[Gilley - Elisha Bunker Gilley \(1807-1901\)](#)
[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)
Lurvey - Mary (Lurvey) Stanley (1788-1843)
Stanley - Margaret Stanley (1812-1843)
Gilley - Mary Gilley (1824-1863)
Gilley - Elmira Gilley (1826-1853)
Gilley - Francis Gilley (1810-1877)
Crane - Bathsheba (Crane) Gilley (1810-1894)
[Gilley - Wendell Holmes Gilley \(1904-1983\)](#)

Child Of

Gilley - William Gilley (1750-1839)
Lurvey - Jacob Lurvey Jr. (1761-1853)
Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Gilley - William Gilley Jr. (1782-1872)
Gilley - William Gilley Jr. (1782-1872)
Lurvey - Jacob Lurvey Jr. (1761-1853)
Stanley - Thomas Cobb Stanley Jr. (1789-1876)
Gilley - William Gilley Jr. (1782-1872)
Gilley - William Gilley Jr. (1782-1872)
Gilley - William Gilley Jr. (1782-1872)
Crane - John T. Crane (1763-1849)
Gilley - Frank L. Gilley (1880-1920)

The Gilley Cousins of Baker Island ...and a Few Stanleys

William Gilley Jr. (1782-1872)

William and Hannah (Lurvey) Gilley had established their home on Baker Island by the year 1806. At that time no one claimed ownership of the island and it has been said that William Gilley claimed possession as a squatter. However, William's great grandfather, Benjamin Bunker, had once owned land on Little Cranberry Island and the island connected to it by a bar. This island was Baker Island so perhaps William assumed that he had some right to the Island.

William and Hannah were the parents of twelve children, all first cousins of Enoch B. Stanley at Great Cranberry. Two of their sons, Elisha Bunker Gilley and Joseph Warren Gilley Sr., remained to live out their lives on Baker Island. Four married and lived on Little Cranberry and Sutton while others moved further away. Lucinda at age 24 contracted typhoid fever while caring for her Aunt Mary (Lurvey) Stanley and her Cousin Margaret at Great Cranberry. All three died in February 1843 within two weeks of each other. Mary Gilley, next to the youngest died unmarried at age 39 but I am not sure where. I believe she was working as a domestic in Malden, Massachusetts. The youngest, Elmira Gilley died unmarried at age 27 and again I don't know where. Francis Gilley, the fourth child of William and Hannah, married Bathsheba Crane and they lived in Tremont. They were the ancestors of Wendell Holmes Gilley, the bird carver, whose story I tell later.

The lighthouse was built on Baker Island in 1828 and William Gilley was appointed keeper. All went well until 1849 when William lost his job as light keeper. The administration changed, and the Whig party came in power. William could keep his job if he would change his political party, but he refused, saying he would not change parties for all the lighthouses in the United States. This irritated Elisha and Joseph and they consequently harassed the succeeding light keepers. The situation got so bad that the government threatened to send a Navy destroyer to forcibly remove the Gilley families from the island. The dispute was finally settled in court by granting a certain amount of land around the lighthouse and erecting a fence with a right of way to the boathouse on the shore.

Person

[Gilley - Elisha Bunker Gilley \(1807-1901\)](#)

Stanley - Hannah Manchester (Stanley) Gilley (1810-1880)

Gilley – Nancy Spurling Gilley (1834-1923)

Gilley – Elmira Gilley (1842-1928)

Gilley – Lucinda Gilley (1843-1931)

Gilley – Alfred H. Gilley (1832-1876)

Gilley - Emily (Gilley) Esterbrook (1840-1931)

Gilley - Clarissa (Gilley) Fisher Hale (1838-1907)

Gilley - Hannah (Gilley) Bunker (1836-1925)

Bunker - William Pung Bunker (1829-1894)

Gilley - Almenia (Gilley) Stanley (1846-1922)

Stanley - Benjamin Franklin Stanley (1842-1917)

Gilley - Samuel Bulger Gilley (1856-1927)

Manchester - Harriet Elizabeth (Manchester) Gilley (1856-1908)

Gilley - Leona Hannah Gilley (1890-1987)

Higgins - Nora Theresa (Higgins) Gilley (1874-1949)

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

Dolliver - Adeline (Dolliver) Gilley (1821-1876)

Gilley - Harriet Gilley (1838-1930)

Gilley - Matilda Allen Gilley (1840-1914)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

[Gilley - Charles Adelbert Gilley \(1847-1914\)](#)

[Gilley - Nancy \(Gilley\) Stanley \(1854-1932\)](#) aka Nan

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

[Gilley - Alice E. \(Gilley\) Gilley \(1856-1938\)](#)

[Gilley - Joseph Warren Gilley Jr. \(1859-1918\)](#)

[Stanley - Esther Mabelle \(Stanley\) Spurling \(1895-1984\)](#)

[Stanley - John Lenzy Stanley \(1841-1922\)](#)

Child Of

Gilley - William Gilley Jr. (1782-1872)

Stanley - John Stanley (1756-1847)

Gilley – Elisha Bunker Gilley (1807-1901)

Gilley – Elisha Bunker Gilley (1807-1901)

Gilley – Elisha Bunker Gilley (1807-1901)

Gilley - Elisha Bunker Gilley (1807-1901)

Gilley – Elisha Bunker Gilley (1807-1861)

Gilley – Elisha Bunker Gilley (1807-1861)

Gilley - Elisha Gilley (1807-1861)

Bunker - Beniah Bunker (1784-1866)

Gilley - Elisha Bunker Gilley (1807-1861)

Stanley - John Stanley (1788-1864)

Gilley – Elisha Bunker Gilley (1807-1861)

Manchester - Moses Manchester (1815-1894)

Gilley - Samuel Bulger Gilley (1856-1927)

Higgins - Edmund Higgins (Unknown)

Gilley - William Gilley Jr. (1782-1872)

Dolliver - Peter Dolliver IV (1798-1871)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Joseph Warren Gilley (1813-1894)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Stanley - Enoch Boyngton Stanley (1820-1903)

Gilley - Joseph Warren Gilley Sr, (1813-1894)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Peter S. Stanley (1808-1892)

Elisha Bunker Gilley (1807-1901)

Elisha Bunker Gilley married Harriet Manchester Stanley and they were the parents of nine children, two sons and seven daughters. Three of their daughters, Nancy, Elmira and Lucinda left the island, married and were among the pioneer settlers of Fremont, Nebraska. Their brother Alfred Gilley was killed in the Ashtabula train wreck on December 29th, 1876 while on his way to visit his sisters in Fremont. Two of Elisha's daughters, Emily and Clarissa, married and lived in Newton Upper Falls, Massachusetts. Hannah Gilley married William Pung Bunker and they were the parents of eleven children. Almira Gilley married Benjamin Franklin Stanley and they were the parents of eight children. Samuel Bulger Gilley married Harriet Elizabeth Manchester and lived his life on Baker Island. They had four children. Three children died young. The fourth Leona Hannah born in 1890 survived. After Harriet died in 1908 Sam married Nora Theresa Higgins in 1910.

Joseph Warren Gilley Sr. (1813-1894)

Joseph Warren Gilley Sr. married Adeline Dolliver and they had six children, Harriet Gilley, Matilda Allen Gilley, my great grandmother, Phoebe Jane Gilley, Charles Adelbert Gilley, Nancy Gilley, who married my Great Uncle William Doane Stanley, Alice E. Gilley, and Joseph Gilley Jr. All were born on Baker Island except Nancy who was born on Duck Island while the family worked there on William Gilley's farm.

Charles Adelbert Gilley (1847-1914)

Charles Adelbert Gilley, Phoebe Jane's brother had a centerboard boat about fifteen feet in length that he used in fishing. It was probably in this boat that he caught the large halibut, 268 lbs., right near the shore of Baker Island. One time my aunt, Esther (Stanley) Spurling, told me that when she was living with Aunt Nan and Pa Jim (William Doane Stanley and his wife Nancy Gilley Stanley) at the house on what used to be called Mayo's Point at Great Cranberry, Charles Gilley brought Phoebe Jane up to visit them in his boat. At that time, Pa Jim had a business of buying fish for J.L. Stanley and Sons of Manset at the wharf at the end of the Point. He bought fish from the local fishermen thereby saving the fishermen the trouble of each, individually, taking his catch to Manset. At the wharf, the fish would be dressed and taken in a larger boat to Manset

Person

[Gilley - Alice E. \(Gilley\) Gilley \(1856-1938\)](#)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

Dolliver - Adeline (Dolliver) Gilley (1821-1876)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Dunbar – Henry E. Dunbar (1914-1982)

Dunbar – John Edwin Dunbar (1911-1991)

Robinson – Richard Greenlaw Robinson (1914-1993)

Dorr – Cecil Edwin Dorr (1917-1995)

Child Of

Gilley - Joseph Warren Gilley Sr, (1813-1894)

Gilley - Joseph Warren Gilley (1813-1894)

Gilley - William Gilley Jr. (1782-1872)

Dolliver - Peter Dolliver IV (1798-1871)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Dunbar – Lewis Girrard Dunbar (1885-1951)

Dunbar – Lewis Girrard Dunbar (1885-1951)

Robinson – Arthur Leslie Robinson (1889-1959)

Dorr – Sylvester Warren Dorr (1888-1959)

where they would be packed in ice and shipped off on the steamboat. A lot of the codfish were split and dried at Manset before shipping. These fish were usually shipped off to Boston on a schooner.

Alice E. (Gilley) Gilley (1856-1938)

Aunt Alice Gilley, sister of my great grandmother Phoebe Jane (Gilley) Stanley, was my great-great aunt. She was the daughter of Joseph Warren Gilley Sr. and Adeline (Dolliver) Gilley. Joseph Warren Gilley Sr. was a first cousin of my great grandfather, Enoch Boynton Stanley.

When I was a little boy my father and mother would sometimes take me to visit Aunt Alice. I remember that my mother would feed me with cake and cookies to make sure I was not hungry when we went to visit. She thought that Aunt Alice was not very clean and that I might get sick if I ate anything that Aunt Alice had prepared. Sure enough, Aunt Alice would always offer me something, but I think I had also been cautioned not to take it.

Aunt Alice seemed to me to be a jolly old lady, wearing old fashion long dresses and sitting in her rocking chair by the window. She kept her TD pipe in the ashtray on the windowsill, but would never smoke it while anyone was there. She would sometimes offer me some little cigars about the size of a cigarette, but I would say, "I don't smoke." She would say, "Give them to your father." I suspect she smoked those in addition to her pipe.

She had a Victrola in the corner with a huge horn. I remember seeing the emblem on the horn with the dog looking into a horn and "His Master's Voice" printed under it. I never heard her play it.

She always had a lot of full rigged ship pictures hanging on the wall. I think they came from Columbian Rope calendars. After seeing those pictures, I would go home, draw ship pictures, color them with crayons, and take them to her next time we went to see her. I think they were still hanging on her wall when she died in 1938.

A lot of times when it was cold in the winter with the north wind blowing down the road, Aunt Alice would watch for the schoolboys, the Dunbar boys, Richard Robinson and maybe Cecil Dorr, all first cousins of each other and fourth cousins of mine, from Norwood's Cove, and maybe others on their way home. She would go to the door and say come on in boys and get warm. She would put some biscuits, real hearty biscuits made with lard, in the oven of her kitchen coal and wood stove, get them all browned up and crusty on the outside but inside they were soft and moist. She would

Person

[Gilley - Alice E. \(Gilley\) Gilley \(1856-1938\)](#)

Dunbar – Henry E. Dunbar (1914-1982)

Osborne – Patrick Osborne (Unknown)

Gilley – Charles Brown Gilley (1841-1901)

Gilley - William Gilley (1746-1839)

Bunker - Eunice (Bunker) Gilley (1756-1843)

[Gilley - William Gilley Jr. \(1782-1872\)](#)

[Brown – Charles Moulson Brown \(1794-1871\)](#)

aka Rev. Charles Brown

aka Rev. Charles Moulton Brown

aka Carnes Coffin Moulson-Brown

Higgins – Delphina H. (Higgins) Gilley (1841-1861)

Gilley – John Manchester Gilley (1819-1864)

Gilley - Stephen Manchester Gilley (1829-1910)

Lancaster – Caroline C. (Lancaster) Gilley (1851-1879)

aka Carrie

Child Of

Gilley - Joseph Warren Gilley Sr, (1813-1894)

Dunbar – Lewis Girrard Dunbar (1885-1951)

Unknown

Gilley - Benjamin Gilley (1797-1875)

Unknown

Bunker - John Bunker (1730-1829)

Gilley - William Gilley (1750-1839)

Brown – Joseph Brown Jr. (1762-1819)

Higgins – Reuben Higgins Jr. (1803-?)

Gilley - Benjamin Gilley (1797-1875)

Gilley - Benjamin Gilley (1797-1875)

Unknown

butter them with real butter and feed the boys hot biscuits. In later years Henry Dunbar was reminiscing saying, "Those biscuits were some good but when you stop and think about it, she was some nasty, but, you know, none of us ever got sick." That oven at 450 or 500 degrees would probably sterilize anything.

Aunt Alice had a boarder, an Irishman named Pat Osborne, who had room and board with her. He spoke with such an Irish brogue that I could not understand a word he said. I don't know how he happened to be in Southwest Harbor, but I suspect that he subsisted on some kind of pension. He worked each summer for the Village Improvement Association, going around town with a wooden wheelbarrow with VIA painted on each side in fancy letters, picking up waste paper and trash from the streets and sidewalks. That job surely did not pay enough to last all year.

Aunt Alice washed the dishes once a week. When they finished a meal, they would scrape the dishes out with a spoon, then wipe the plate with a piece of bread, eat the bread, then cover the plates and silverware on the table with a cloth. The table was all set for the next meal.

Aunt Alice was the third wife of Charles Brown Gilley. her first cousin once removed, as he was a grandson of William Gilley (1746-1839) and Eunice (Bunker) Gilley, parents of William Gilley Jr., and she was their great granddaughter They were married on November 13th, 1890 when she was about thirty-four years of age and he was forty-nine. Charles was born in 1841. That was the year that the Reverend Charles Brown came to minister to the Southwest Harbor church. He was highly regarded with much affection and esteem by his parishioners and I suspect that Charles Brown Gilley was named for him.

In 1860, Charles Brown Gilley married Delphinia M. Higgins, who died on August 16th, 1861 along with their infant son. Charles served in the Civil War where he suffered some injury to his eyesight that got progressively worse as time went on. Charles' brother, John Manchester Gilley, also served in the war, was wounded, captured and held prisoner until he died of his wounds on May 20th, 1864. Another brother of Charles and John, Stephen M. Gilley, also served in the war. He returned to Southwest harbor where he died in 1910.

In 1867, Charles Brown Gilley married Caroline C. Lancaster and in 1869 he became Light Keeper at Bass Harbor Head Light, a job he held until 1872. Caroline died in 1879, age 28. I don't know the circumstances of her death.

Person

[Gilley - Alice E. \(Gilley\) Gilley \(1856-1938\)](#)

[Carroll - Nellie Rebecca \(Carroll\) Thornton \(1871-1958\)](#)

[Robinson - Benjamin M. Robinson \(1826-1901\)](#)

Higgins - Seth Higgins (1810-1823)

[Holmes – Anson Irving Holmes \(1855-1929\)](#) aka Ans

[Eliot - Charles William Eliot 1834-1926\)](#)

Grandgent – Charles Hall Grandgent (1862-1939)

Child Of

Gilley - Joseph Warren Gilley Sr, (1813-1894)

Carroll - Jacob William Carroll (1830-1899)

Robinson - Smith P. Robinson (1793-1873)

Higgins - Israel Higgins III (1778-1823)

Holmes – William Thomas Holmes (1829-1910)

Eliot - Samuel Atkins Eliot (1798-1862)

Grandgent – Louis Hall Grandgent (1824-1891)

By the time he married Aunt Alice in 1890, I believe he was completely blind. I speculate that she came up from Baker's Island to keep house and take care of him and eventually they married. I was told that they had a child that was stillborn or died as an infant After his death in 1901 she inherited his house and got a widow's pension from his service in the Civil War. According to Mrs. Seth Thornton's book "Traditions and Records", Aunt Alice's house was originally built by Benjamin Robinson at the top of Long Hill on the road to Bass Harbor. Mr. Seth Higgins bought the house after it was partially destroyed by fire, whereupon he moved and rebuilt it at its present location on the Main Road where it later became the property of Mr. Gilley.

Aunt Alice was quite outspoken, and she spoke her mind no matter the consequences. Many of the proper ladies about town, at times, didn't quite know how to take her. One time there was a gathering of ladies and Aunt Alice attended. The conversation got around to the fact that a young single lady in town was pregnant. The ladies were finding a lot of fault with the girl. Aunt Alice stood it as long as she could and finally spoke up saying, "Don't run the poor girl down. The same thing could have happened to any one of you and you all know it." There was silence in the room for a moment and the conversation changed rather abruptly.

Ans Holmes' store in the center of Southwest Harbor was a typical general store where you could buy anything that you would ever want. One time Charles Elliot, President of Harvard, and Professor Grandgent came over from Northeast Harbor by boat and were walking up to town from the steamboat wharf. One made the remark to the other that you could buy anything you might want at Ans Holmes' store. One bet the other that you would not be able to buy an oak pulpit there. Upon arriving at the store, he asked for an oak pulpit. Mr. Holmes said, "Well, let me see." He went up in the attic looking for a while and finally came down with the oak pulpit. I don't know if they bought or not.

Aunt Alice one time bought a box of matches at Holmes' store. She took them home and had trouble making them light. The store was full of people when she took them back saying, "These matches are no good. They won't light." Now, storekeepers in those days wore blue serge suits. When their 'Sunday go to meeting' suits got too worn to be seen in church they were relegated to everyday use. These were wool cloth and didn't get cleaned very often, if at all. Consequently, they got a grimy, shiny, worn look from much wear. Such was Ans Holmes' suit. He took a match out of the box, lifted his foot off the floor and scratched the match on the seat of his pants. It lit perfectly. He took another with the same result and then a third saying, "There's nothing wrong with those matches." Aunt Alice replied, "Well! I didn't know I had to scratch 'em on my arse."

Person

[Gilley - Alice E. \(Gilley\) Gilley \(1856-1938\)](#)

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

[Stanley – Irene Mabel Stanley \(1933-2015\)](#)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

Stanley - Robert Elliot Stanley (1898-1978)

Gilley - Leona Hannah Gilley (1890-1987)

Gilley - Samuel Bulger Gilley (1856-1927)

Manchester - Harriet Elizabeth (Manchester) Gilley (1856-1908)

[Stanley - Albert Ernest Stanley \(1871-1949\)](#) aka Bert

Child Of

Gilley - Joseph Warren Gilley Sr, (1813-1894)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Chester Warren Stanley (1900-1971)

Gilley - Joseph Warren Gilley (1813-1894)

Stanley - Arno Preston Stanley (1865-1937)

Gilley - Samuel Bulger Gilley (1856-1927)

Gilley – Elisha Bunker Gilley (1807-1861)

Manchester - Moses Manchester (1815-1894)

Stanley - Robert S. Stanley (1827-1890)

One time my father, Chester Stanley, took my sister, Irene, and myself in his boat to spend the day at Baker Island. As a boy he lived on Great Cranberry Island, but he spent a lot of time on Baker Island where his Grandmother, Phoebe Jane (Gilley) Stanley lived and he had a lot of fond memories of those times. He had once walked the shore all the way around Baker Island and that day we walked the shore again, a distance of over three miles.

He told me that the original lighthouse built in 1828 was not in the spot where the present lighthouse is located. It was several hundred yards to the north of the present location and was not on the highest point of land. He pointed out where it stood but now I can't remember the exact spot. There is a pile of stone in that vicinity that is probably the remnants of the original tower. The tower was built of rubble stone with lime mortar that didn't last well. In 1832 the tower was re-pointed but by 1843 it was again found to be in disrepair. The present tower and keeper's house was built in 1855.

One time my father and his brother, Robert, when they were small boys, decided they would row from Great Cranberry to Baker Island and they set out in a rowboat. They didn't tell anyone where they were going but after a time they were missed. Someone had seen them in a rowboat and thought they might be heading for Baker Island. A phone call was made to the light keeper and sure enough they were nearly there. Everyone kept watch to make sure they got there all right. No doubt they got reprimanded.

The boys on the island, as young children, had a game they played to see who could urinate the highest on the side of the barn. Leona Gilley was the only girl on the island and my father said she could beat the boys any time. Leona was the daughter of Samuel Bulger and Harriet Elizabeth (Manchester) Gilley and it appears she was a regular tomboy of the island.

Life on Baker Island was pretty casual. No one was in much of a hurry. A lot of the work was done in consideration of the tides and weather. The men got out early before daylight to fish or tend the weir that was located east of the Bar and they went to bed early. When it got about four in the afternoon my great uncle, Bert Stanley, would say, "Well I guess it's about time to go home and pull the shades." Summer people going out there in the afternoon for a picnic, seeing all the men sitting around in the fish house whittling shavings and passing the time thought they were lazy but those men most likely had done a day's work before those people had got out of bed.

My father said that a big black sloop named the PANTOOSSET belonging to the Underwood's, a summer family at Southwest Harbor, would sail out by Baker Island

Person

[Stanley - William Doane Stanley \(1855-1950\)](#) – aka Jimmy

[Gilley - Nancy \(Gilley\) Stanley \(1854-1932\)](#) aka Nan

[Gilley - Charles Adelbert Gilley \(1847-1914\)](#)

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

Dolliver - Adeline (Dolliver) Gilley (1821-1876)

Gilley - William Gilley Jr. (1782-1872)

Bartlett - John Matthews Bartlett (1789-)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Higgins - Rebecca (Higgins) Lurvey (1809-1888)

Lurvey – Lemuel Lurvey (1839-1923)

Higgins – Reuben Higgins (1774-aft 1850)

Mayo - Joanne (Mayo) Higgins (1776-1840)

Candage - Rufus George Frederick Candage (1826-1912)

Child Of

Stanley - Enoch Boyngton Stanley (1820-1903)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - William Gilley Jr. (1782-1872)

Dolliver - Peter Dolliver IV (1798-1871)

Gilley - William Gilley (1750-1839)

Unknown

Lurvey - Jacob Lurvey Jr. (1761-1853)

Higgins - Reuben Higgins (1774-1840)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Higgins – David Higgins (1746-1812)

Mayo - Joshua Mayo (1735-1830)

Candage - Samuel Roundy Candage (1781-1852)

about every afternoon when the weather was good, then turn and sail back. Some one of the men sitting around would remark, "There goes the old PANTOOSSET."

The Gilleys and Duck Island

My great Uncle William Doane Stanley, who was more commonly known as "Uncle Jimmy" or "Pa Jim" married Nancy Gilley (Aunt Nan) and he lived at Baker Island for a time. While there he worked for his brother-in-law, Charles Adelbert Gilley, most likely on the weir. Nancy Gilley was born on Duck Island in 1854 when her parents, Joseph and Adeline (Dolliver) Gilley lived there for a while, working on his father's farm. William Gilley had bought Great Duck Island in 1837 and hired help to run the very productive farm. The soil proved to be very rich having been fertilized by thousands of gulls that existed there for many years. John Matthews Bartlett and his large family from Bartlett's Island were living there in the 1840s and working the farm for William Gilley. Enoch Boynton Lurvey Sr., brother-in-law of William Gilley Jr., along his wife Rebecca, and family were apparently living on Duck Island in 1839 where their son Lemuel was born. Rebecca was the daughter of Reuben and Joanna (Mayo) Higgins.

Rufus George Frederick Candage wrote in a letter to the Ellsworth American of June 11, 1891:

"R.F.G. Candage, Brookline, Mass., June 4, 1891---I read with much interest in the last issue of your paper and your correspondent's article upon Duck Island light and fog signal. It reminded me forcibly of the days of my boyhood fifty years ago and the incidents of a two-week sojourn upon the island in the spring of 1841. The Islands were then owned or claimed by a Mr. Gilley, who, at that time, was the light keeper on Baker Island. Upon the Great Duck Island was a house and barn upon the northern end, which supported a dozen or more head of cattle: the southern end was covered with a forest of stunted spruce and fir trees. The farm was quite productive in vegetables, hay, butter, cheese, eggs, fowls, etc. Upon Little Duck Island was a large flock of sheep, cutting their own fodder the year round, and finding shelter from the storms of autumn and winter under the thick and low-lying branches of the fir trees, with which the island was covered. But the poor creatures in spring showed signs of their hard fight against the elements and starvation during the winter: and as I contrasted their lean and thin bodies with the well fed, comfortably-housed and plump bodies of my father's flock. I felt a compassion for them that would have constrained me to become a member of the Prevention of Cruelty to Animals Society, had such a society then been in existence.

Person

Candage - Rufus George Frederick Candage (1826-1912)

Bartlett - John Matthews Bartlett (1789-)

Bartlett – George Gurley Bartlett (1827-?)

Bartlett – Frederick Augustus Bartlett (1830-?)

Bartlett – John Bushrod Bartlett (1834-?)

Bartlett – Hiram Hinckley Bartlett (1838-1913)

Child Of

Candage - Samuel Roundy Candage (1781-1852)

Unknown

Bartlett - John Matthews Bartlett (1789-)

During my two weeks upon the island my time was spent in roaming about its shores, watching the surf as it dashed against the rocks, fishing near its shores with trips to Little Duck Island, and once I visited Baker Island, and the lighthouse upon it, the first I had ever seen. I listened with a boy's interest to the story Mr. Gilley, the lighthouse keeper, told of the many wild fowls that dashed against the lantern at night, and the numbers he found dead at its base some mornings, killed by striking the iron railing around the lantern: and how they sometimes broke the thick glass by striking it in their rapid flight. A boy always has an appetite for stories of that kind, and after a long pull in a boat over the waters of old ocean, he has a good appetite for his supper. I was just in that condition when I was invited to take supper with the light keeper and his family that evening. They had among other things, flapjacks on the table, and it seems to me – even after the lapse of half a century, and the good things that have tickled my palate – that I never ate anything in my life that tasted as good as they did. We visited Bass Harbor and Gott's Island, and made the most of our time at our disposal.

The family then living on Duck Island was that of John Bartlett, consisting of himself, his wife, four daughters and five sons, the youngest an infant of a few weeks old, named for my grandfather. They were all very kind to me and interested to make my visit to their island a pleasant one, in which they succeeded very well, although at first I felt homesick. One day a southeast gale with misty rain set in, the sea rose and dashed with great fury against the rocky shores of the island causing a deafening roar and the very foundation to tremble. This was a new experience to me, and I wandered away alone to the south side of the island, to a secluded spot and seated myself where I could gaze unrestrained upon the surf as it dashed against the rocks and rose in sprays sixty or seventy feet into the air. These waves to me, "mountains high", dashed against the rocks with terrible force, moving great stones as big as cart-bodies, causing a deafening roar almost like thunder while the ground upon which I stood trembled and shook beneath my feet. The waves chased each other in mad succession, towering, leaping, and surging against the rock-bound coast: rose high in sprays in the air and fell back into the seething mass below, or were blown by the wind among the trees and upon the land. Such a scene of grandeur I had never before witnessed. I stood spell-bound watching it. How long I was there I know not, for I took no note of time; my whole being was absorbed in the awful majesty and sublimity of the picture, which presented itself to me.

After a time, I was aroused from my enchantment by shouts and someone calling my name. They came from the Bartlett boys who had been sent out by their parents to hunt for me. They having missed me and had become alarmed at my prolonged absence, fearing that I had ventured too near the shore and had been washed away and drowned in the surf. They burst in upon my meditations; said they had a long search to find me; that the whole family had turned out in great alarm to look for me, and that I must come

Person

Candage - Rufus George Frederick Candage (1826-1912)

Bartlett - John Matthews Bartlett (1789-)

Hale - Mary Hale (1790-)

Hale – Caroline Hale (1823-?)

Candage – James Candage Jr. (1753-1819)

Bartlett – James Candage Bartlett (1841-?)

Candage – Samuel Roundy Candage (1781-1852)

Parker – Phebe Weare (Parker) Candage (1788-1850)

Corey – Mary Elizabeth (Corey) Candage (1829-1871)

Candage – Charles Samuel Candage (1916-1998)
aka Charles S. Candage

Candage – Janet (Candage) Rourke (1933-2017)

Gilley - William Gilley Jr. (1782-1872)

Lurvey – Hannah Boyington (Lurvey) Gilley (1782-1852)

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

Dolliver - Adeline (Dolliver) Gilley (1821-1876)

Child Of

Candage - Samuel Roundy Candage (1781-1852)

Unknown

Unknown

Hale - Mary (Hale) Bartlett (c. 1790-c. 1889)
Father unknown

Candage – James Candage Sr. (1730-1788)

Bartlett - John Matthews Bartlett (1789-)

Candage – James Candage Jr. (1753-1819)

Parker – Simeon Parker (1765-1807)

Unknown

Candage – Samuel Jay Candage (1892-1993)

Candage – Candage – Linwood C. Candage
(abt. 1896-1977)

Gilley - William Gilley (1750-1839)

Lurvey - Jacob Lurvey Jr. (1761-1853)

Gilley - William Gilley Jr. (1782-1872)

Dolliver - Peter Dolliver IV (1798-1871)

back to the house at once, which I did, there was manifest joy in the household as they saw me return with the older boys, alive and well; but I received a lecture from good old Mrs. Bartlett on the wrong course I had taken in going away alone and staying away so long without telling any of the family where I was going. "You know", she said, "You are under our care, and if anything serious had happened to you, how could I excuse myself to your father and mother for my neglect. Don't do so again, will you! I readily promised not to, and I kept my promise to her.

Since then I have traversed the globe many times; have seen many mountainous waves dash against rocky headlands and roar with unbounded fury upon the ocean; but no experience in my life impressed itself more vividly upon my memory than that stormy day upon Duck Island."

John Bartlett's wife was Mary Hale. Her first child, Caroline Hale, was born out of wedlock in 1823. After her marriage to John Bartlett in 1826 she had eight more children. Mary, while expecting the birth of her eighth child was at the home of Rufus Candage's grandfather, James Candage, at Blue Hill Falls in 1841 while her last child, James Candage Bartlett was born. I suspect that she was a relative in some way of the Candage family. Rufus went for his two-week visit when Mary Bartlett took her new baby back home to Duck Island.

"Rufus George Frederick Candage was born in Blue Hill 28 July 1826, the son of Samuel Roundy and Phebe Ware/Weir (Parker) Candage, and died in Gleasondale, a part of the town of Stow, MA, 19 June 1912. He was the seventh child and the sixth son in the family and out lived his last surviving brother by a third of a century. His boyhood was spent on his father's farm where his opportunities were limited to a few months schooling in the summer and winter and two terms at Blue Hill Academy.

R.F.G. Candage's father, his mother's second husband, Samuel Roundy Candage, had been a sailor in his younger days. His mother's first husband was lost at sea, and his older brothers all took up a life upon the ocean, and it was natural for this son to follow in their footsteps. R.F.G. Candage went to sea at the age of sixteen on Coasting vessels and later captained clipper ships in the India and China trades. Upon the death of his first wife, Mary Elizabeth Corey, he went ashore, married and raised six children." - Excerpt from the book "The Descendants of James Candage/Cavendish of Blue Hill, Maine," Compiled by Charles S. Candage and Janet Candage Rourke.

William Gilley Jr. moved to Duck Island, after having been light keeper on Baker Island from 1828 to 1849, to live and work his farm. Hannah B. Lurvey, his wife, did not go with him saying it was too lonely out there. She went to live with one of her children at Little Cranberry Island and died there a few years later. Some of Joseph and Adeline's

Person

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)
[Dolliver - Adeline \(Dolliver\) Gilley \(1821-1876\)](#)
[Stanley - Robert S. Stanley \(1827-1890\)](#)
[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)
[Stanley - William Frederick Stanley \(1866-1950\)](#)
[Stanley - Mabel Estelle \(Stanley\) Stanley \(1868-1955\)](#)
[Stanley - Arno Preston Stanley \(1865-1937\)](#)
[Stanley - Albert Ernest Stanley \(1871-1949\)](#) aka Bert
[Stanley - Alfred Gilley Stanley \(1879-1950\)](#)
Ober – Caroline B. (Ober) Stanley (1862-1932)
Thompson – Grace E. (Thompson) Harrison Fernald Stanley (1864-1954)
Fernald – George Henry Fernald (1847-1932)
Harrison – Charles C. Harrison (1854-?)
Harrison - Stanley H. Harrison (1903-1921)
Thompson - Charles Thompson (1832-1913)
Gilley - Comfort Stanley (Gilley) Thompson (1832-1898)
Gilley – Benjamin Gilley (1797-1875)
Manchester – Abigail C. (Manchester) (1799-1881)
Gilley - William Gilley (1746-1839)
Bunker - Eunice (Bunker) Gilley (1756-1843)
[Gilley - William Gilley Jr. \(1782-1872\)](#)
[Stanley – Irene Mabel Stanley \(1933-2015\)](#)
[Stanley – Nancy Eleanor \(Stanley\) Robbins Stone](#)
[Robinson - Bertha \(Robinson\) Stanley \(1901-1968\)](#)
Lurvey - Samuel Allanson Lurvey (1881-1946)

Child Of

Gilley - William Gilley Jr. (1782-1872)
Dolliver - Peter Dolliver IV (1798-1871)
Stanley - John Stanley (1788-1864)
Gilley - Joseph Warren Gilley (1813-1894)
Stanley - Robert S. Stanley (1827-1890)
Stanley - Robert S. Stanley (1827-1890)
Stanley - Enoch Boynton Stanley (1820-1903)
Stanley - Robert S. Stanley (1827-1890)
Stanley - Robert S. Stanley (1827-1890)
Ober – William Ober Jr. (1822-1893)
Thompson - Charles Thompson (1832-1913)
Fernald – Henry Cobb Fernald (1815-1888)
Unknown
Harrison - Charles Harrison (1854-)
Thompson – Asa Thompson (Unknown)
Gilley - Benjamin Gilley (1797-1875)
Gilley - William Gilley (1746-1839)
Manchester – John Manchester Jr. (1763-1847)
Unknown
Bunker - John Bunker (1730-1829)
Gilley - William Gilley (1750-1839)
Stanley - Chester Warren Stanley (1900-1971)
Stanley - Chester Warren Stanley (1900-1971)
Robinson - Ralph Judson Robinson (1870-1923)
Lurvey - Seth W. Robinson Lurvey (1848-1922)

girls, living at Baker Island, would go to Duck Island in the summer to keep house for their grandfather when they were old enough. In 1859 Phoebe Jane Gilley, my great grandmother, at age seventeen years, was there in the summer. Late one afternoon she went to get the cows home and found them down near the bog. In trying to drive them home she slipped and fell in the bog. The cows eventually came home without her. William, who was at that time seventy-seven years old, went to look for her and found her stuck in the muck up to her chin in the water. The more she struggled to get out the more she would sink. He had to get planks and brush to make a solid platform to stand on. He had quite a struggle to get her out. I believe it was after dark and they were both exhausted from the exertion.

William Frederick Stanley (1866-1950)

Sometime about 1920 or possibly earlier, my great uncle, William Frederick Stanley, son of Robert S. and Phoebe Jane (Gilley) Stanley and brother of Mabel Estelle Stanley who married Arno Preston Stanley of Great Cranberry Island, my grandparents, moved away from Baker Island. I don't know why but perhaps it was because of his wife's health. He had one of the newest and best houses on the island. There were two more boys in the family, Albert Ernest Stanley, who never married and Alfred Gilley Stanley, who went as a young man to the state of Oregon and later to the state of Washington where he married and lived the rest of his life.

As a boy, I remember Uncle Will and his wife, Carrie (Ober) Stanley, living in the apartment above Freeman's Store at Southwest Harbor. When Carrie got old and sick, Mrs. Grace Fernald, widow of George Henry Fernald, came to help take care of her. Grace first married a man named Harrison, who I believe died. Their son Stanley Harrison, died at the age of seventeen in 1921 and is buried at Islesford. Grace was the daughter of Charles Thompson and his wife, Comfort Stanley Gilley. Grace was born in Milbridge, Maine. Comfort Stanley Gilley was the daughter of Benjamin and Abigail (Manchester) Gilley. Benjamin Gilley was the son of William and Eunice (Bunker) Gilley and a brother of William of Baker Island.

After Carrie died Uncle Will married Grace and they continued to live in the apartment over the store. My sisters, Irene and Nancy, would often visit Uncle Will and Grace and sit out on the small porch over the entrance to the store. Nancy writes, "We also played checkers frequently and Uncle Will would always win yelling, 'There! I skunked ya!' Irene decided she'd keep close watch playing and finally figured out the moves to beat him. He was a funny old man and I remember Mama didn't like having us alone with him. Mama also went often to Sam Lurvey's home to care for Grace after

Person

[Stanley - William Frederick Stanley \(1866-1950\)](#)

Thompson – Grace E. (Thompson) Harrison Fernald Stanley (1864-1954)

Lurvey - Samuel Allanson Lurvey (1881-1946)

Stanley - Philip E. Stanley (1903-1995)

[Stanley - Albert Ernest Stanley \(1871-1949\)](#) aka Bert

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

[Stanley - Mabel Estelle \(Stanley\) Stanley \(1868-1955\)](#)

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

[Stanley - Enoch Arno Stanley \(1897-1977\)](#)

[Stanley - Leslie Victor Stanley \(1902-1995\)](#)

Bunker - Arthur Henry Bunker (1938-2000)

Dwelley - Hugh Dwelley (1931-2014)

Dwelley - John N. Dwelley (1963-)

Fernald - Gerard F. Fernald (1937-) aka Jerry

Hadlock - Dale I. Hadlock (1935-)

[Stanley - Ralph Warren Stanley \(1929-\)](#)

Gilley - William Gilley (1746-1839)

Coulter - Gordon Lewis Coulter (1934-)

Coulter – Winfield Coulter (1905-?)

[Gilley - Harriet \(Gilley\) Taylor Coulter \(1838-1930\)](#)

Child Of

Stanley - Robert S. Stanley (1827-1890)

Thompson - Charles Thompson (1832-1913)

Lurvey - Seth W. Robinson Lurvey (1848-1922)

Stanley - William Frederick Stanley (1866-1950)

Stanley - Robert S. Stanley (1827-1890)

Gilley - Joseph Warren Gilley (1813-1894)

Stanley - Robert S. Stanley (1827-1890)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Arno Preston Stanley (1865-1937)

Bunker - Lyndon Bunker (1909-2000)

Fernald - Francis Fernald (1909-1995)

Dwelley - Hugh Dwelley (1931-2014)

Fernald - Francis Fernald (1909-1995)

Hadlock - William E. Hadlock (1913-1994)

Stanley - Chester Warren Stanley (1900-1971)

Unknown

Coulter – Winfield Coulter (1905-?)

Coulter – Charles H. Coulter (1870-1916)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

they moved.” Uncle Will and Grace went to live with Sam Lurvey at Norwood Cove after the store was sold. After Sam died they continued to live there and after Grace died, Uncle Will’s son, Philip, took him to live in Massachusetts and he died soon after.

Albert Ernest Stanley (1871-1949)

Uncle Bert lived on Baker Island with his mother, Phoebe Jane, who died in 1929. Then he went to great Cranberry to live with his sister, Mabel, in the winter, going back to live at Baker Island in the summer. When he got older he stayed at Cranberry year-round. He always said he didn’t really like living at Great Cranberry, there were too many people.

One morning in October of 1949 Uncle Bert got up early, walked the dock at Spurling’s Cove and caught the early boat to Southwest Harbor. There he got a taxi to take him to the hospital at Bar Harbor. He went in and told the receptionist that he needed to be in the hospital. They didn’t know what to do so they called Dr. Weymouth. Weymouth had never seen him before, but he told them to give him a bed and he would see him when he made his rounds that morning. They no sooner got him to bed and he just up and died. Somehow he knew his time had come and he didn’t want to be a burden to his sister by dying at home and he had the determination to last long enough to get to the hospital.

Uncle Bert’s funeral was in the church at Great Cranberry. The day before the funeral my father and Uncle Enoch A. Stanley had dug the grave at Baker Island alongside of his mother’s grave. After the funeral Uncle Enoch, Uncle Les, along with my father and a strong boy from Cranberry (Arthur Bunker), with my father’s lobster boat, took Uncle Bert in his casket to Baker Island, boated him ashore, lugged him to the cemetery and buried him. For years he had no gravestone and since all the others buried there had stones, I always thought it was a shame that he had no stone. Several years ago (2010) I collected some donations from interested individuals to purchase a stone to mark his grave. With the help of the Islesford Historical Society, we were able to hire Dunn’s of Ellsworth to secure a stone and also to renovate the cemetery, righting up fallen stones and patching broken stones. Those who helped that day were Hugh Dwelley, John Dwelley, Jerry Fernald, Dale Hadlock and myself, all descendants of William Gilley. The man and his wife who own the old schoolhouse were also a great help that day. Later in the fall, I took Gordon Coulter with his father’s ashes (Winfield Coulter) out to Baker Island to bury them in the cemetery. The next year he also had a stone. Win Coulter was a descendent of William Gilley. Harriet Gilley, a sister of

Person

[Gilley - Harriet \(Gilley\) Taylor Coulter \(1838-1930\)](#)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

Coulter – Winfield Coulter (1905-?)

Lurvey - Jacob Lurvey Jr. (1761-1853)

[Stanley - Alfred Gilley Stanley \(1879-1950\)](#)

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

[Stanley - Charles E. Stanley \(1844-1928\)](#)

[Moore - Mabel Florence \(Moore\) Stanley \(1888-1939\)](#)

[Robbins - Howard P. Robbins \(1837-1918\)](#)

Robbins - Clifford M. Robbins (1880-1967)

Tarr – Eliza Susan (Tarr) Robbins (1848-1928)

Mrs. Howard P. Robbins

Lovering - Pansy L. (Lovering) Robbins (1881-1967)

Child Of

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Joseph Warren Gilley (1813-1894)

Coulter – Charles H. Coulter (1870-1916)

Lurvey - Jacob Lurvey Sr. (1736-1790)

Stanley - Robert S. Stanley (1827-1890)

Gilley - William Gilley Jr. (1782-1872)

Stanley – Peter S. Stanley (1808-1892)

Moore - William J. Moore (1859-1928)

Robbins - Benjamin J. Robbins, III (1805-1876)

Robbins - Howard P. Robbins (1837-1918)

Tarr – Andrew Tarr II (1796-1875)

Lovering - Frank Lovering (1846-1927)

Phoebe Jane, was his grandmother. Win at one time owned land at Baker Island and as a boy spent some time there.

It is interesting to note that H. W. Dunn & Son of Ellsworth who supply gravestones are descendants of Jacob Lurvey as are all the Gilleys who are buried on Baker Island.

Alfred Gilley Stanley (1879-1950)

My great-uncle Alfred, a son of Phoebe Jane Gilley and grandson of Joseph Warren Gilley Sr., grew up on Baker Island and as a young man served in the crew of the coasting schooner, C.B. WOOD. Charles E. Stanley of Manset was master of the C.B. WOOD. One time Capt. Stanley said that he had sailed in by Boston Light 102 times.

In 1901 Alfred left the C.B. WOOD and was working in Little Falls, New York. I don't know if he ever got back home to Baker Island or not but in February 1905 he was living in Saco, Maine and working in Biddeford. By December 1905 he has crossed the country and is at Oregon City, Oregon. 1906 finds him at Spokane, Washington and in 1907 he is back in Oregon City and in 1908 at Portland, Oregon. By 1909 Uncle Alfred is living at Tacoma and in 1910 married Mabel Florence Moore, raising his family and spending the rest of his life there. He always wanted to get back home for a visit but, sadly, never did.

Howard P. Robbins (1837-1918) Clifford M. Robbins (1880-1967)

Howard Robbins was light keeper at Baker Island from 1888 to 1902. I don't think Howard's wife ever lived out there. In 1899 Howard's son, Clifford, was living with him at the light. Apparently, they were by themselves as Howard advertised for a housekeeper. A lady named Pansy Lovering of Concord, New Hampshire answered the ad and got the job. She was eighteen years of age and had been working as a domestic servant for a summer family at Southwest Harbor that summer. Pansy and Cliff soon hit it off and they were married at his mother's house at Norwood Cove on December 26th, 1899. It is said that he was married in his rubber boots and overalls. They rowed in a gale of wind to Baker Island the next day. It was pretty rough in Baker Island Cove as the wind was blowing right on shore. The men on the island saw them coming and were

Person

[Robbins - Howard P. Robbins \(1837-1918\)](#)

Robbins - Clifford M. Robbins (1880-1967)

Lovering - Pansy L. (Lovering) Robbins (1881-1967)

Sylvester - Salome (Sylvester) Sellers (1800-1909)
aka Aunt Salome Sellers

Frazer - Florence H. (Frazer) Underwood (1879-1969)

Thorpe - Joseph Gilbert Thorpe (1852-1931)

Longfellow - Anne Allegra (Longfellow) Thorpe
(1856-1934)

Longfellow - Henry Wadsworth Longfellow
(1807-1882)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

[Carroll - Mary Ann \(1835-1926\)](#)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

[Carroll - Nellie Rebecca \(Carroll\) Thornton \(1871-1958\)](#)

Child Of

Robbins - Benjamin J. Robbins, III (1805-1876)

Robbins - Howard P. Robbins (1837-1918)

Lovering - Frank Lovering (1846-1927)

Sylvester - Edward Sylvester 1762-1828)

Frazer - Rev. David R. Frazer (1837-1916)

Thorpe - Joseph Thorpe (1810-1895)

Longfellow - Henry Wadsworth Longfellow
(1807-1882)

Longfellow – Stephen Longfellow (1776-1849)

Gilley - Joseph Warren Gilley (1813-1894)

Carroll - John Carroll (1790-1867)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Carroll - Jacob William Carroll (1830-1899)

ready to grab the rowboat, getting them ashore before they upset. They lived there until Howard Robbins became light keeper at Rockland Breakwater, Cliff being assistant keeper.

While at Rockland Breakwater Light, Cliff had a Maine Sloop Boat that he used for fishing in his spare time, During the scallop season fishing for scallops was pretty good and Cliff wanted to go scalloping. In order to get permission from the lighthouse inspector to do this, Pansy had to demonstrate that she could start the engine that powered the fog signal. The engine was a stationary engine with two eight-foot flywheels. In order to start it a person would step on the spokes to get it turning and jump off just before it fired. She was a strong rugged woman and did just fine, however, one day while starting the engine her dress got caught in the spokes and flipped her head over heels, but she was not hurt.

Cliff told me that the Rockland scallop fleet, while dredging in the East Penobscot Bay, sometimes would spend the night in Southwest Harbor on Deer Isle. Whenever they were there a ritual to bring them good luck had to be performed. They had to call on Aunt Salome Sellers who was over one hundred years old. It must have been a sight to see all these rough fishermen who had been living aboard their fishing sloops for a week or more visiting this little frail old lady who always had some words of wisdom for them. She lived to be one hundred and nine years of age.

In 1927, Florence Underwood, Mrs. Ethan Rogers Underwood, bought much of the Gilley property on Baker Island including Uncle Will Stanley's house. Most of Baker Island is now under control of Acadia National Park except the lot of land adjoining the Dance Floor Ledges, which is owned by the Greening Island Corp. One time during a storm the tremendous seas tipped the flat ledges and a crew of men were hired to go out there and jack them back level. I believe the Thorpe family, summer residents of Greenings Island, was instrumental in forming the Greenings Island Corp. to preserve the Dance Floor Ledges. Mrs. Thorpe was the granddaughter of Henry Wadsworth Longfellow.

My Great Grandmother Phoebe Jane's house is privately owned, and the owners spend a few weeks there each summer. The schoolhouse is also privately owned and occupied by summer residents. Mary Ann Carroll, a cousin of the Gilley family on Baker Island, and also a cousin of Enoch B. Stanley, taught many terms of school on Baker Island. Her niece, Nellie Carroll, at age seventeen, taught her first term of school there in 1888.

Person

[Stanley - Enoch Boynton Stanley Sr. \(1820-1903\)](#)

[Walls - Franze Earl Walls \(1890-1964\)](#)

aka Earl
aka Wimpy

[Carroll - Hannah C. \(Carroll\) Lurvey \(1825-1888\)](#)

[Carroll - Mary Ann \(1835-1926\)](#)

[Lurvey - John Dodge Lurvey \(1823-1893\)](#)

Lurvey - Isaac Lurvey (1795-1876)

[Dodge - Abigail \(Dodge\) Lurvey \(1795-1887\)](#)

Lurvey - Elmira S. (Lurvey) Walls (1858-1906)

Walls - John Andrew Walls (1855-1935)

Donnell - Rena W. (Donnell) Walls (1891-1985)

Child Of

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Walls - John A. Walls (1855-1935)

Carroll - John Carroll (1790-1867)

Carroll - John Carroll (1790-1867)

Lurvey - Isaac Lurvey (1795-1876)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Dodge - Ezra H. Dodge (1765-1848)

Lurvey - John D. Lurvey (1823-1893)

Walls - Andrew Walls Jr. (1828-1879)

Donnell - Henry A. Donnell (1859-1935)

Other Notable Cousins of Enoch Boynton Stanley (1820-1903)

My great-grandfather, Enoch Boynton Stanley Sr., had sixty-five first cousins on his mother's side of the family and forty-one on his father's side, making a total of one hundred six first cousins. Of those one hundred six, I believe one hundred survived to adulthood. Some of the descendants of these first cousins I knew personally and can remember them as a young boy growing up in Southwest Harbor.

Franze Earl Walls (1890-1964)

Hannah Carroll, sister of the venerable schoolteacher, Mary Ann Carroll, married on March 15, 1849 her first cousin, John Dodge Lurvey, son of Isaac and Abigail (Dodge) Lurvey. John and Hannah were both first cousins of Enoch Boynton Stanley, Sr., Their daughter, Elmira married October 8, 1881 John Andrew Walls. They had one son, Franze Earl Walls, born April 22, 1890. He grew up in Southwest Harbor and was generally known by his middle name, Earl or by his nickname, Wimpy. It was said that as a boy if the other boys played a bit rough with him he would cringe and say, "Don't hurt me! Don't hurt me!" and act like a wimp. I always thought that he looked and acted like "Wimpy" in the "Popeye" comic strip with his cookie duster moustache and the way he would walk around with his hands in his jacket pockets.

I have been told that one summer, as a young man, Earl worked at Islesboro and while there became involved with a local girl and it was said that he was the father of her child, but her parents would not let them marry. At one point, he had a horse and wagon traveling around selling cook stoves. On the wagon was painted, "SUCH IS LIFE WITHOUT A WIFE AND A HOME WITHOUT A COOK STOVE".

He also worked in local stores as a clerk and went on to work for the A&P. In 1912, he married Rena W. Donnell of Franklin, Maine. They had no children but adopted a boy who later became mentally unbalanced and was committed to the Bangor State Hospital. Wimpy eventually became manager of the largest A&P store in New England at Presque Isle, Maine. This was one of the high points for Wimpy, whose life seemed to be marked with ups and downs. Business was booming and Wimpy was on top of the world. The store was full of customers, but A&P noticed receipts were falling off. One Saturday night A&P officials came, closed the store and took inventory all day

Person

[Walls – Franze Earl Walls \(1890-1964\)](#)

aka Earl

aka Wimpy

[White - Leslie Frank White Sr. \(1891-1967\)](#)

[Trundy - Alton Elwell Trundy \(1903-1978\)](#)

Child Of

Walls - John A. Walls (1855-1935)

White - Willis J. White (1868-1926)

Trundy - Henry A. Trundy (1878-1967)

Sunday. It seems Wimpy had stocked the store with his own goods and as this was during prohibition I suspect some of the goods were liquid.

Needless to say, he lost his job. I don't know whether he was prosecuted or not. At some point, Wimpy and his wife were divorced and later he had a job with a bakery, probably in Bangor, driving a bread delivery truck. The story goes that he got in a poker game and gambled away the proceeds of his route that he had been entrusted to collect. He didn't dare to show up without the money, so he abandoned the truck and disappeared. He eventually showed up and I don't know how he got out of that mess but probably his friend, Les White, bailed him out. Along about the mid-thirties he showed up in Southwest Harbor and worked for Les White who, along with Earl Gordon, operated the local Ford dealership. As a young boy, I can remember Wimpy driving a taxi for Gordon and White Garage. He seemed a likable fellow, but I had the vague idea from what I heard adults say that he was sort of a shady character. He was a snappy dresser and with his white mustache cut quite a figure, although his mustache was stained by nicotine from his cigarette smoking.

Wimpy was now single. He was quite a dancer and was taking in all the local dances. A lot of the young girls around town were riding to the dances with him. He was right in his glory with a car full of girls. Two girls from Great Cranberry Island went to Franklin with him one time and when the dance was over they found Wimpy dead drunk in the car. They pushed him over and drove the car back to Southwest Harbor where they parked in front of Trundy's Store. The temptation to play a joke was to just too good. They undressed him and left him there naked. I believe they hid his clothes. When Trundy came at 5:30 AM to open his store there was Wimpy still sleeping in his car stark naked. He called the deputy sheriff who in turn called the district nurse for some blankets to cover him. She kept things for emergencies in the nursing service office nearby. I guess they took him home and let him sleep it off. After all he was related to more than half the people in town, including Trundy and to one of the girls who left him there but today they would have carried him off to jail.

Wimpy was a pretty good painter and he worked at a number of jobs, painting houses and also painting boats during WW II at the boatyards, but still working for Les White from time to time doing various projects.

One time Les sent Wimpy to Bangor with a lot of auto registrations that had to be renewed. At that time, all registrations expired on December 31. The only way to get them renewed was to mail them along with a check or money order to the Secretary of State at Augusta and allow plenty of time, or to go in person to the nearest registration office in Bangor. Human nature being what it is, a lot of people put it off to the last

Person

[Walls – Franze Earl Walls \(1890-1964\)](#)

aka Earl

aka Wimpy

[White - Leslie Frank White Sr. \(1891-1967\)](#)

Perkins - F. Dwight Perkins (1902-1981)

Child Of

Walls - John A. Walls (1855-1935)

White - Willis J. White (1868-1926)

Perkins - George E. Perkins (1864-1945)

minute so Les, being an auto dealer, would collect a number of registrations and send a man to pick them up in Bangor. There would be a long line and they would only allow a person to get six registrations at a time and then go back to the end of the line. It might take all day to get thirty registrations. Here was Wimpy in Bangor with a lot of money. He knew of a poker game and decided to try and make a little money for himself before getting the registrations. Of course, he lost all the money and didn't dare come home. There were a lot of people in Southwest Harbor with expired auto registrations, Les had to have them all make out new applications and with his own money send someone else to get them. Wimpy eventually showed up and settled up his debt with Les. Some folks thought that Wimpy knew something about Les that Les didn't want known and that was why Les befriended him so often.

Another time Wimpy had been working steadily for some length of time. He had saved some money and had a nice car, He thought he would drive to Florida and spend the winter. When he left he was dressed in a nice suit with a nice overcoat and looked like a real prosperous gentleman. Along about the middle of the winter Les got a letter from Wimpy saying he was dying from cancer and he wanted to come home to die. Les took up a collection and sent it to him. It was a while before he finally showed up but when he got home he looked like he had been dragged through a knothole. His nice coat had three-cornered tears and his clothes were all dirty, but he was miraculously cured of cancer. He probably got drunk and got rolled or lost his money gambling. Maybe he got picked up by the police as a vagrant or for some other reason and spent some time in jail.

Wimpy once had a little house that Les let him move to a corner lot that he owned in back of Sawyer's Market. This was one of the high points in Wimpy's life. He was doing pretty well, and he would keep a good supply of liquor on hand. There was no state liquor store in town at that time. The nearest stores were in Bar Harbor or Ellsworth. It was illegal, but it was pretty handy for certain local people to buy a bottle from Wimpy at a premium price, of course. Business was good, so he decided he needed a live-in housekeeper. He advertised, and a lady answered the ad, was hired and soon settled in.

Now one of the local fishermen, who had a seining outfit, for the most part was sober and hard-working but once in a while would go on a bender for about two weeks. One afternoon he felt the urge, so he went to Wimpy's house. Wimpy wasn't home but the housekeeper was there so she sold him a bottle. Being a generous soul, he offered the housekeeper a drink. She was not averse to helping him drink it. In the meantime, the man's wife walked up town wondering why he didn't come home for supper. She walked by Wimpy's house and heard her husband talking with this woman, but she didn't dare to go in. She came down to Dwight Perkin's gas station where some men

Person

[Walls – Franze Earl Walls \(1890-1964\)](#)

aka Earl

aka Wimpy

[Stanley - Enoch Arno Stanley \(1897-1977\)](#)

[Lawler - John Dix Lawler \(1906-1997\)](#)

Mitchell - Julius E. White Mitchell (1875-1948) _

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) aka Lew

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

Stanley - Merrill Elmer Stanley, Jr. (1939-) aka Sonny Boots

Stanley - Merrill Elmer Stanley (1894-1970)

aka Boots

aka Cappy by Mary Cabot Wheelwright

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

Child Of

Walls - John A. Walls (1855-1935)

Stanley - Arno Preston Stanley (1865-1937)

Lawler - Edwin Albert Lawler (1856-1930)

Mitchell - Nathaniel Mitchell (1875-1948)

Stanley - Enoch Boynton Stanley (1820-1903)

Peterson - Gustav Peterson (1891-1929)

Dunn - Nathaniel Gano Dunn (1845-1892)

aka General Dunn

Stanley - Merrill Elmer Stanley (1894-1970)

aka Boots

Stanley - Albion Moore Stanley (1862-1924)

Stanley - Arno Preston Stanley (1865-1937)

out. She called my Uncle Enoch out and asked him to get her husband for her. Pretty soon, Ene came down around the corner with the errant husband, not too steady on his feet, hat on crooked and a big grin on his face. The lady was waiting in the shadows and when they got abreast the gas station she grabbed him and marched him home like a naughty little boy.

John Lawler and Julius Mitchell were at the gas station and took all this in. They thought there's going to be some fun when Wimpy arrives home and they decided to wait out back in their car to see what would happen. They said that Wimpy who was usually meek and mild was like a wild man. He found the housekeeper drunk and his booze gone. First, he threw her clothes, bags and all her belongings out the door on to the ground. Then he dragged her out through the door and bumpety bump down over the steps by her feet. I guess the local policeman had to come and take her home. That little episode pretty much put an end to Wimpy's bootlegging business. Shortly after that he bought a piece of land on the Seal Cove Road and moved his house there.

When I became Captain of NILIRAGA I hauled her out for the winter at Uncle Lew's boatyard at Cranberry Island. I would get Wimpy to help me paint her. One time after we got her painted I was bringing the boat to Southwest Harbor when Neil Peterson, who had been Captain when Mr. Dunn was the owner, came by in his boat. Wimpy was down in the cabin and about this time, Wimpy with his white head and mustache appeared out of the companionway. Neil got quite a start. He thought he was seeing Mr. Dunn's ghost.

I think it was this same time that Merrill E. Stanley, Jr. was on the boat with us. His nickname is Sonny Boots while his father's nickname was Boots. Boots was my father's cousin. Wimpy went to the side of the boat and blew his nose on his finger. He then slat his finger over the side of the boat and finally wiped his finger on his pants. Seeing the expression on Sonny Boots' face, he turned to Sonny saying, "What's the matter, Sonny?" Sonny replied, "You make me sick." Wimpy said, "Isn't that better than to blow it on a rag and put it in my pocket?"

Later Wimpy worked at the Hinckley Co. varnishing some of the prefabricated parts for the boats. After he had pretty much retired he spent quite a lot of time playing penny ante poker and cribbage with the fishermen in their spare time at the fish wharf.

It finally got so he couldn't live in his house, so he rented an apartment in the Harmon Block over Lawrence Robinson's Insurance Co. office. It was here that he was missed for several days and was found dead in the apartment in 1964.

Person

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)

aka Christopher Wendell Lawlor – Chris' preferred spelling

[Lawler - Allen Jacob Lawler \(1863-1933\)](#)

[Robinson - Caroline \(Robinson\) Lawler \(1865-1959\)](#)

aka Cad

[Lawler – William Lawler \(1817-1892\)](#)

[Carroll - Elizabeth Cook \(Carroll\) Lawler \(1823-1905\)](#)

[Carroll – John Carroll \(1790-1867\)](#)

[Lurvey - Rachel Foster \(Lurvey\) Carroll \(1791-1881\)](#)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Laborde – Jean Baptiste Laborde (1710-1781)

Milly dit La Croix - Marguerite (Milly dit Le Croix) Standley (1733-c.1833)

Stanley - John Stanley (1735-1783)

[Lawler - Mark Robinson Lawler \(1897-1977\)](#)

[Robinson – James E. Robinson \(1824-1881\)](#)

[Whitmore - Abigail \(Whitmore\) Robinson \(1829-1906\)](#)

[Robinson - Benjamin M. Robinson \(1826-1901\)](#)

Child Of

Lawler - Allen Jacob Lawler (1863-1933)

Lawler - William Lawler (1817-1892)

Robinson - James E. Robinson (1824-1881)

Lawler – James Lawler (?-1849)

Carroll - John Carroll (1790-1867)

Carroll - William Carroll (1767-1814)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Laborde – Martin Laborde (Unknown)

Milly dit LaCroix - Thomas Milly dit LaCroix (1694-1733)

Stanley - Sans Stanley Jr. (1702-1748)

Lawler - Allen J. Lawler (1863-1933)

Robinson - Smith P. Robinson (1793-1873)

Whitmore - James Whitmore (1796-1883)

Robinson - Smith P. Robinson (1793-1873)

Christopher Wendell Lawler (1893-1956)

Christopher Lawler, born October 12, 1893, was the son of Allen and Caroline (Robinson) Lawler. Allen Lawler was the son of William and Elizabeth (Carroll) Lawler. William was an Irishman who was put ashore from a passing vessel and was apparently sick with typhoid fever. The people here set him up in a camp at Manset, kept him isolated and tended to his needs as best they could. They passed him food in a basket on a long pole. He eventually recovered from his illness, found work here and married Elizabeth Cook Carroll who was the daughter of John and Rachel (Lurvey) Carroll and a first cousin to Enoch Boynton Stanley, Sr.

Christopher could also trace his ancestry through the Robinsons and Whitmores back to John and Marguerite (Milly dit Lacroix) Stanley, his great-great-great grandparents.

As boys going to school, Christopher and his brother, Mark were very smart. I believe on completing school at Southwest Harbor they were sent to Maine Central Institute where they both did well. Christopher's parents had visions of Chris studying medicine and becoming a doctor but on completing his studies at MCI, Chris came home leading a pair of horses and from that time on his life and work always involved horses. Mark Lawler went on to become a civil engineer and lived and worked in New Orleans on the levees of the Mississippi River.

Chris Lawler loved horses and as I was growing up he always had a team of workhorses, which he used to plow people's gardens, also to work in the woods, to cut hay in the fields and to do other chores. In July, he could often be seen with a horse hooked to a mowing machine or a hayrack full of hay going down the road. One time he moved a house with his horses. Another time he dug a cellar hole for a new house with a big scoop that the horses pulled along.

Christopher Lawler's mother, Caroline (Robinson) Lawler was the daughter of James and Abigail (Whitmore) Robinson. I can remember her well and always knew her by her nickname, "Cad". For many years she served as a schoolteacher. She really controlled and ran the family business consisting of the ice business and working Christopher's horses. She tried to keep a firm hand on Chris and at times she had her hands full. Christopher's great uncle, Benjamin Robinson, started the ice business when he dug out the ice pond and built the icehouse. Allen Lawler continued the business and passed it on to Christopher, but I suspect that Cad was really the owner. The stable for

Person

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)

aka Christopher Wendell Lawlor – Chris' preferred spelling

[Robinson - Caroline \(Robinson\) Lawler \(1865-1959\)](#)

aka Cad

Richardson - Artemas Jean Haines Richardson (1893-1958)

Child Of

Lawler - Allen Jacob Lawler (1863-1933)

Robinson - James E. Robinson (1824-1881)

Richardson - Eben Fernald Richardson (1862-1940)

the horses was attached to the upper end of the icehouse. Chris or one of his workers delivered ice around town using one of his horses to pull his ice wagon. As I remember the wagon was quite high and with a roof to keep the sun and rain off the ice. It was painted yellow with ICE painted in big black letters on the sides. Being so high and without any bracing it always had a slight list to one side. I suspect that during prohibition days some booze was delivered with the ice, but I am sure that Cad knew nothing of this part of the business.

Cad was quite fussy about not allowing the men who worked for Chris to smoke anywhere around or near the stable. Cad had cautioned one worker who smoked a pipe several times. He took it that she thought that he didn't have common sense enough not to smoke anywhere near that dry hay. He thought, "Well, I'll fix her." In the stable, there was a hole that the men used as a urinal. From Cad's house, she could see him going in and out of the stable with his pipe in his mouth, which was not lit, but she was sure it was. He saw her coming and went into the stable and was standing over the hole when she burst through the door shouting, "Are you smoking in here?" He whirled around exposing himself saying, "Wha'd ya say?" She let out a shriek and ran home. Later she was telling a neighbor lady about the incident. She said "Why, there he was with a foot and a half of that nastiness in his hands." She thought they were alone, but the ladies husband was in the other room and heard it all. He couldn't constrain his, "Haw, Haw, Haw" and she stormed out of there in embarrassment.

One time an English actor rented a place at West Tremont and called Chris for some ice. He had a heavy English accent and Chris thought it was his friend, Artemas Richardson playing a joke. Chris mocked the Englishman saying, "Pip, Pip, and all that Rot! When he hung up, Cad being on the same party line called Chris right back and chastised him for being so rude. Chris said it was that damned Artemas Richardson playing a joke. Cad replied, "It was not," and told Chris to deliver the ice and apologize. Chris thought, "How am I going to get out of this?" On delivering the ice he said, "Was that you who called? My boy answered the phone and he was joking around. I hope he didn't say anything to offend you." The Englishman replied, "Oh no, but I must say he has a jolly sense of humor."

In the early 1930s Chris had an automobile. Prohibition was in effect at this time. One winter day he had some business at Bass Harbor, so he traveled over in his auto. As it happened the WCTU was having a food sale in the Parish House at Southwest Harbor and at each house where Chris stopped the lady of the house would ask him to take a pie or cake to the food sale for her. One house had no food, but the lady sent fifty cents, which Chris put in his pocket. The last house had no lady of the house, but the man of the house had been making home brew. He gave Chris a bottle not for the food sale.

Person

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)

aka Christopher Wendell Lawlor – Chris' preferred spelling

Freeman - Katherine (Freeman) Walls (1873-1957)

aka Kathie

Carpenter - Byron S. Carpenter (1867-1956) aka Byde

Child Of

Lawler - Allen Jacob Lawler (1863-1933)

Freeman - John T. Freeman (1834-1916)

Carpenter - John Carpenter (1825-1873)

Chris put the bottle in the back pocket of his pants and pulled his sheepskin coat down over it. On the way back to Southwest Harbor it got quite warm in the car with the heater going. Chris parked in front of the Parish House and started to carry the cakes and pies in and was welcomed by the ladies. As he started to reach in his pocket for the fifty cents, the sheepskin coat rode up over the bottle of beer causing it to drop on the floor. When it hit the floor, the cap flew off with such force it put a dent in the metal ceiling. Beer went all over. I think Kathie Walls, president of the WCTU, never spoke to Chris again in her life.

Sometimes Chris would borrow a horse from Byde Carpenter and when he was done with the horse he would get me to lead the horse home. I was about eleven or twelve years old and one time the horse stepped on my foot. The horse had steel shoes with two caulks on each side of the shoe and my foot was right between those caulks. Caulks are a protrusion on the bottom of the shoe to give the horse more traction. I was wearing a sneaker and there was just enough pressure so that I couldn't get my foot out but not enough to hurt. I tried to lift the horse's foot with my hands, but he would lift every other foot. The horse would look back at me and I swear that horse was laughing. He finally lifted the foot and we went on our way. I am certain that horse did that on purpose and he knew just where those caulks were so as not to touch my foot with one. He knew just how much pressure to apply so I couldn't pull free. Horses are a lot smarter than people think.

Cad used to harvest the cranberries that grew when the ice pond was drained during the summer. Some of my sisters picked cranberries for her. In the winter, the pond was a great place to skate and generations of children skated there.

The ice business went out when the icehouse burned in the late forties along with the stable and three horses. Electric refrigerators had pretty well taken over by then anyway. The pond, now called, "Chris' Pond, is still maintained by the town for skaters.

The loss of the horses was a terrible blow to Chris. The fire was started allegedly by a couple of fellows that had gone there to drink beer or to look for beer that Chris might have stashed there. They were smoking and somehow got the hay on fire. It spread so fast they couldn't put it out. By the time someone noticed the flames there was nothing that could be done. Chris tried to get the horses out but couldn't. Someone noticed these two fellows standing around and from what was said it was concluded that they had started the fire. They were charged with arson and the trial was at Ellsworth. A lawyer was questioning Chris when one of the defendants decided it was time for a smoke and proceeded to put a long cigarette in his mouth. It was such a natural thing for this man to do that no one noticed until he struck the match under the table with a loud

scratch. The judge shouted, "Put that cigarette out!" Chris jumped up and said, "There, now he's trying to burn the court down!" The trial concluded with the defendants being acquitted as it could not be proven that they had set the fire.

Chris was devastated by the loss of his horses and that winter he went to work in the woods for the Great Northern Paper Co. At that time Great Northern maintained camps where woodsmen stayed all winter. In the spring Chris came home and soon had a new team of big gray horses that he had bought from Great Northern. French speaking woodsmen had worked these horses and the horses had to be spoken to in French. Chris was quite fluent in French, learned at Maine Central Institute, so that was no problem. He had served with the army working with horses in France during World War I and being able to speak French was a plus.

He set the horses up in a stable in back of a house that his mother owned not far from the stable that had burned and was back in business working his horses.

One job was to cut and get out quite a number of pilings for Southwest Boat Corp. One of his boys and another fellow were to drag these logs with the horses to the shore near Christopher's house at low tide where they would float so that the boatyard could get them. They got the logs all down on the beach and decided to go to the beer parlor for some refreshment. This was all well and good, but they had forgotten to tie the logs. The next morning Chris found all the logs strung out one after another clear down to King's Point on their way out of the harbor. I had just built my first motorboat and Chris came to me to help gather them up.

Another time Christopher came to me in the early evening to see if I could help him. It was winter and quite cold. He had been cutting logs at Long Hill and had a hovel there where he kept his horses. It seems that his son and another man were sent to yard out some logs with the horses so that a truck could take them to the sawmill the next morning. They got a few out and mid-afternoon decided to take a break. They left the horses there in the harness intending to get right back. One thing led to another at the beer parlor and they didn't get back. It was crisp and cold when we got to where the horses were standing. They had gone to sleep, and Chris spoke to them in French and woke them up. They stomped their feet and snorted some, not wanting to move but after a while they woke up. We took them up to where the logs were to be piled. Chris said to me, "I'll go up and hook the chain on the logs. The horses will drag them down. You stand here and unhook the chain. I asked, "How will I stop the horses?" He answered, "Oh! They'll stop. They know where to stop." I was kind of uneasy about doing this. I thought it would be a good chance to get hurt. Soon I heard the horses coming and when they got to where I was standing they stopped and backed up to slack the chain. I very

carefully got the chain clear and the horses seemed to know that it was clear. They immediately took off to get more. They did this a number of times and all went well. I thought I have to be awful careful if I should fumble that chain when my fingers are under it, the horses will think it is clear and take off with my fingers caught in the chain. Finally, one set of logs came down with the chain covered with ice and snow. I had to work really hard at it to get it clear. I was scared that they might think it was clear and take off at any minute, but they never moved. The minute I did get the chain clear, the horses seemed to know and took off. Those horses really liked to pull those logs and you could sense that they enjoyed what they were doing. It was like a dog chasing a stick and retrieving it. After we got the logs out Chris put the horses to bed in the hovel and we went back to the stable where I left him. I took my truck home and was to meet him back at the stable in half an hour. I can't remember why I was to do this but perhaps it was to be paid. I walked down, and we walked back up the road together and by that time the moon had come up. Chris said, "Ralph, don't you just love this kind of winter weather with the moonlight and cold clear air? Don't you like to hear the snow crunch under your feet?" It was real pleasant and in the winter on a moonlight night when the snow crunches under my feet I always remember that night.

Another time Chris got me to tow his sled with my pickup truck as I had chains on my truck. We took it from his stable up to Marshall's Brook where he was getting out wood. Many times, I did errands like this for Chris.

Chris enjoyed taking young people on hayrides. You could see him coming down the road with his hoses and hayrack lit with lanterns after dark on a moonlight night with a load of young folks singing songs and thoroughly enjoying the outing. Of course, in those days there were not so many automobiles dashing around at fifty or sixty miles an hour on the roads.

Sometimes Chris raised pigs. He had a man working for him who picked up garbage with the horses and wagon. He had places through the woods back of the ice pond where he dumped the cans and other debris, but food scraps all went to feed the pigs. I am sure the restaurants, hotels and others kept their garbage separate.

Chris was a great storyteller. He had a vivid imagination and could make up a story as fast as he could talk. Most every night after supper, men would gather at some place around town and talk about old times. Chris could tell some wild tales. He chewed tobacco and often had to tip his head back to keep the tobacco juice from running out the corners of his mouth. He wasn't always successful, but it only added to the color of his stories.

Person

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)

aka Christopher Wendell Lawlor – Chris' preferred spelling

Richardson - Artemas Jean Haines Richardson (1893-1958)

Richardson - Mary Mayo (Richardson) (1923-1985)

Child Of

Lawler - Allen Jacob Lawler (1863-1933)

Richardson - Eben Fernald Richardson (1862-1940)

Richardson - Artemis J. Richardson (1893-1958)

Growing up, Chris had a friend, Artemas Richardson. Their mothers were first cousins. As boys, they were quite mischievous and always getting in a lot of trouble. Their mothers would get involved and one would blame the other that their child had started the trouble. The boys would think of ways to get their mothers to argue, much to their delight.

Every Sunday their mothers insisted that they get dressed in their best clothes and attend church. Being the little devils that they were they discovered that they could pass gas during the service and it would be quite disturbing to the congregation. They would sit quietly like innocent little cherubs and no one would know who did it. In those days, everyone had baked beans Saturday night for supper but Chris and Artemas, in addition to the beans would eat all they could of anything that would produce gas. On Sunday morning, they would be well prepared and one Sunday morning one of them let go with quite an audible reverberation. It was such that the minister stopped his sermon and, thinking it was a big stout lady, he made a remark meant for her. She was innocent and didn't realize the minister was addressing his remark to her, but a gentleman nearby thought the minister was addressing him. The man was so embarrassed that he got up and left the church.

When Artemas' baby girl was born, he was telling the news to Chris that they were naming her Mary. Chris had had a few drinks and was feeling pretty good and always mindful of his Irish heritage he said, "Ah, that's a grand old Irish name." Artemas replied, "Why, Christopher, it's not Irish at all." Chris said, "Of course it is. Everyone knows that." "Well". Artemas responded, "There was Mary the mother of Christ and she was a Jew." Chris had to give in that the name did not have an Irish origin after all.

Christopher's life and career were really the end of an era. He was the last person to have horses and wagons or sleds on the road that I can remember. While I was growing up others had horses and wagons, but Chris was the last. The last few years he had to have number plates on his wagons. Imagine today the traffic having to wait for a chance to pass. Automobiles would be lined up for a mile or more. Horses and wagons would have disappeared from the roads of Southwest Harbor long before 1956 if it had not been for Christopher Lawler.

On November 11, 1956 Chris was stricken with a massive heart attack and died at Mount Desert Island Hospital.

Person

Richardson - Artemas Jean Haines Richardson (1893-1958)

Richardson - Eben Fernald Richardson (1862-1940)

Savage - Elmenia Mariah (Savage) Houston Richardson (1859-1942)

Burns - Mary C. (Burns) Richardson (1836-1924)

Robinson - Elmenia (Robinson) Savage (1831-1859)

Richardson - John Gott Richardson (1826-1902)

Burns - Mary Caroline (Burns) Richardson (1835-1924)

Savage - Thomas Savage (1823-1889)

Robinson - Elmenia (Robinson) Savage (1831-1859)

[Robinson - Benjamin M. Robinson \(1826-1901\)](#)

Higgins - Eliza (Higgins) Robinson (1830-1914)

Houston - Hiram Houston (1846-1886)

Houston - Susie (Houston) Hastings (1885-1973)

Houston - Mamie Houston (1876-1880)

[Robinson - Adoniram Judson Robinson \(1834-1912\)](#) aka Jud

Child Of

Richardson - Eben Fernald Richardson (1862-1940)

Richardson - John G. Richardson (1826-1902)

Savage - Thomas Savage (1823-1889)

Burns - William Burns (1808-1865)

Robinson - Smith P. Robinson (1793-1873)

Richardson - Richard Webber Richardson (1796-1869)

Burns - William Burns (1808-1865)

Savage - Peter Savage (1794-1830)

Robinson - Smith P. Robinson (1793-1873)

Robinson - Smith P. Robinson (1793-1873)

Higgins - Reuben Higgins (1774-1840)

Houston - Hiram Houston (1819-)

Houston - Hiram Houston (1846-1886)

Houston - Hiram Houston (1846-1886)

Robinson - Levi Robinson (1808-1862)

Artemas Jean Haines Richardson (1893-1958)

Artemas Richardson, already mentioned although not directly a Stanley descendant but as a descendant of many of the early settlers of Mount Desert Island, I think merits further mention. Artemas was however related to me through my mother and the Robinson family and growing up he made quite an impression on me. As a small boy I first remember Artemas walking on the street in town. He was a fairly tall man and he attracted my attention because it seemed that he leaned so far back that he would fall over backward at any moment. At some point in his life he had suffered some injury to his back that affected his posture. He had a pleasant disposition and always had a smile and something to say to me whenever I saw him.

Artemas was born in 1893 in Southwest Harbor, the son of Eben F. and Elmenia (Savage) (Houston) Richardson. Eben was the son of John G. and Mary C. (Burns) Richardson from the town of Eden. His mother, Elmenia, was the daughter of Capt. Thomas and Elmenia (Robinson) Savage. Mrs. Savage died when her daughter, also named Elmenia, was four years old and she went to live with her uncle and aunt, Benjamin and Eliza (Higgins) Robinson. Elmenia married first Hiram Houston by whom she had two daughters, Susie and Mamie. Her daughter, Mamie, died as a young child and a few years later her husband, Hiram, was killed in a fall from Benjamin Robinson's icehouse. Elmenia then married Eben F. Richardson. I can well remember Eben. He used to burn patches in the woods on the hill in back of his house to make the blueberries grow. He sometimes asked my grandmother and me to go pick blueberries with him. He also asked us at times to go with him in his Model A Ford to a place in Seal Cove to pick gooseberries until the Civilian Conservation Corps eradicated all the bushes because they carried the white pine blister.

When Artemas was a boy, my great grandfather, Capt. Adoniram Judson "Jud" Robinson, had brought a load of coal to John T. R. Freeman's coal wharf in his three-mast schooner, the ANDREW NEBINGER. Many of the boys in town, Artemas among them, would go and play about the schooner. Capt. Jud liked the boys and they respected him. The boys got along good with him and often helped him with chores on the schooner, which he kept like a yacht. It happened that another schooner commanded by Capt. Lunt was docked there also. Capt. Lunt would not let the boys aboard his vessel so consequently the boys would think up ways to plague him. Artemas told me that whatever the boys couldn't think of to do Capt. Jud could. Capt. Lunt would tell Capt.

Person

Richardson - Artemas Jean Haines Richardson (1893-1958)

Mayo - Martha T. (Mayo) Richardson (1891-1972)

Mayo – Howard Mayo (1863-1917)

Richardson - Tryphosa A. (Richardson) Mayo (1864-1945)

[Latty - John Latty \(1880-1961\)](#)

Child Of

Richardson - Eben Fernald Richardson (1862-1940)

Mayo - Howard Mayo (1863-1917)

Mayo – Lorenzo Mayo (1820-1877)

Richardson - William Scott Richardson
(1821-1895)

Latty - Richmond Latty (1848-1930)

Jud what those pesky boys had done, and Capt. Jud would chuckle as he had put them up to it.

Artemas married Martha Mayo, the daughter of Capt. Howard and Tryphosa (Richardson) Mayo. Capt. Mayo followed the sea all his life and was master of several coasting schooners. In 1897, he was master of the WESTERLOO, a vessel of 82 tons built in 1873 at Surry, Me., and hailing from Ellsworth, Me. In 1900, he was master of the FANNIE AND EDITH of 99 tons built in 1871 at Belfast, Me. and hailing from Belfast. In 1902, he was master of the GEORGIETTA of 141 tons, built in 1870 at Ellsworth, Me., and hailing from Mt. Desert Ferry. His last vessel was a three-mast coasting schooner named the MANIE SAUNDERS of 279 tons built in Marshallville, New Jersey, in 1883 and hailing from Ellsworth, Me. Artemas used to tell me stories about sailing with Capt. Mayo on the SAUNDERS. He tried to get Capt. Mayo to teach him how to navigate but the captain would not do it. Capt. Mayo told him the coastwise schooner trade was going out. It was a hard life and he did not want his son in law in the business.

On one trip Artemas said they struck the vessel on Bass Harbor Bar with a terrible crash and thought the keel must be seriously damaged. When they got to Rockland they had her hauled on the railway and there was hardly a scratch.

I don't know what the cargo was that they carried to New Orleans, but they were tied up there waiting to be loaded. While there, Artemas noticed some African American folks, men and women, arriving in the morning and climbing into these large barrels on the dock. There were others that dumped a lot of leaves, herbs, molasses and other ingredients while those in the barrels mixed it all up with their feet. As they did this they sang and chanted and it lasted all day for twelve hours or more. Artemas noticed that these people never got out of the barrels in all that time. Every day this process was repeated and Artemas, being curious, asked someone what in the world they were doing and was told they were making chewing tobacco. Artemas said he never chewed tobacco again.

While the MANIE SAUNDERS, loaded with stone, was anchored on August 24, 1917, in thick fog for the night off Chatham, Cape Cod, she was struck by a freighter named the PORTUGUESE PRINCE and sank immediately. The only survivor was the African American cook who said he would never go to sea again. Capt. Mayo had spoken that afternoon with Capt. John Latty, of Tremont, Me., in another schooner, both bound to the westward. Capt. Latty said he would stand offshore for the night for he did not like Cape Cod for a lee shore, but Capt. Mayo decided to anchor. Capt. Mayo had taken his 16-year-old son with him on the vessel to keep him out of the draft

Person

Richardson - Artemas Jean Haines Richardson (1893-1958)

Lurvey - William L. Lurvey (1859-1917)

Fernald - Frederick Fernald (1872-1931)

[Phillips - Lawrence Dana Phillips \(1903-1965\)](#)

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)

aka Christopher Wendell Lawlor – Chris' preferred spelling

Child Of

Richardson - Eben Fernald Richardson (1862-1940)

Lurvey - Francis Lurvey (1829-1891)

Fernald - Samuel Stillman Fernald (1838-1888)

Phillips - Joseph Dana Phillips (1857-1942)

Lawler - Allen Jacob Lawler (1863-1933)

World War I. William Lurvey of Town Hill was Mate of the SAUNDERS. He had been Mate with Capt. Mayo on many of his vessels for many years.

Artemas attended the inquest about the collision in court in New York City. The freighter was judged at fault.

When Artemas and Martha were first married they lived in one of the camps owned by the sardine factory as a place for their workers to live. I think Artemas worked in the factory at that time. Early one morning he noticed a fire across the harbor at Clark's Point so he jumped on his bicycle and rode over. On coming back, he spoke with a man sitting on the porch of a house nearby. The man boarded with a widow lady who owned the house. The man asked, "What happened?" Artemas replied, "Fred Fernald's sloop caught fire and burned." The man said, "Oh! I thought I saw something burning and I rolled over and woke (I won't mention her name)." Artemas could hear the lady behind the door quietly but urgently saying, "Shut up! You damn fool! Shut up!

When I was growing up I remember Artemas working for some summer people taking care of their cottages. During World War II, besides taking care of the cottages, he worked at the Hinckley Co. where they were building boats for the war effort. After the war, he continued with the cottages and in his spare time made some nice wooden wheelbarrows, which he sold. His wheelbarrows were in great demand. One winter during World War II Christopher Lawler had trouble getting help to harvest the ice from his ice pond. Along with some other schoolboys, I got time off from school to help. I remember working with Lawrence Phillips and Artemas.

One time someone gave Artemas a bottle of choice brandy. This was during prohibition and he had the brandy stashed behind a beam in the back entry of his house where he kept his icebox. Christopher Lawler was delivering ice one day and Artemas thought it would be nice to offer Chris a drink, which he did. A couple weeks after he gave Chris the drink, Artemas went to have a drink of his brandy and found it most gone. Every time Chris brought ice he had another drink.

Artemas belonged to the Episcopal Church and he always stood by the door as people came to the service and after they left after the service. He was always smiling and dignified as people passed by but behind that smile there was a bit of a devil. One day one of the ladies of the church found some rubber objects, as she called them, in the church basement. She was too embarrassed to tell the minister, but she thought someone should know so that something could be done about it. She was pondering about whom to tell when she saw Artemas and she thought she could tell him. She said, "Mr. Richardson, I have found a number of rubber objects in the church basement and I think

Person

Richardson - Artemas Jean Haines Richardson (1893-1958)

Mayo - Martha T. (Mayo) Richardson (1891-1972)

[Stanley – Nancy Eleanor \(Stanley\) Robbins Stone](#)

[Stanley – Ruth \(Celestia\) Stanley Holmes \(1931-2014\)](#)

Child Of

Richardson - Eben Fernald Richardson
(1862-1940)

Mayo - Howard Mayo (1863-1917)

Stanley - Chester Warren Stanley (1900-1971)

Stanley - Chester Warren Stanley (1900-1971)

were confined to that age group a lot of us wouldn't be around here now, would we?" In those days, the church was never locked and Artemas knew well enough that it was an older age group sneaking in there at night. I don't think that lady ever spoke to him again in her life.

One time when I was about twenty years old, one of my friends and I had agreed to take two girls that we had met at Northeast Harbor to see the movie, CAROUSEL, that was showing at the Criterion Theater at Bar Harbor. One was from Norway and was in her early twenties. The other was from Ireland and was probably in her forties, getting a little gray and showing her age a little. We were going to the second show and when we got there we had to wait outside on the sidewalk while the first show let out. The girl from Norway was dressed in a Scandinavian outfit with a lot of embroidery and of a color that really complimented her blond hair and blue eyes. The Irish girl was dressed well but couldn't conceal her age. My friend was afraid that someone he knew would see him with her and tried to hang back so no one would associate them together, but to no avail. She had him by the arm with both hands. As we were standing there, who should come out of the theater but Mr. and Mrs. Artemas Richardson and from the expression on his face we knew that he had seen us. A couple days later we were up town with a group of fellows where Artemas spotted us. He said, "Ralph, where did you find that girl? She must have come from heaven. She was an angel." Then he turned to my friend and said, "I can't say the same for yours." My sister, Nancy, also saw us and she reminds me about it now and then.

Artemas read a lot of books and I often saw him in the library. My sister, Ruth, said he used to waylay the girls behind the stacks and try to kiss them. The devil was still lurking behind that smile. Being in the library a lot, he kind of hinted that he was writing a book and was getting his characters from among the local citizens. He never really said that he actually was writing a book and it amused him to keep people guessing. He always seemed to be present on occasions that some people would rather have forgotten. They realized that he knew these things and were worried that they would be in his book. Artemas lived to the age of sixty-five and after he died a lot of people were somewhat relieved that the book had not yet been published. Even so, some were not sure if his widow might have the manuscript and publish it. He still had a lot of people guessing.

Person

[Gilley - Wendell Holmes Gilley \(1904-1983\)](#)

Gilley - Francis M. Gilley (1810-1877)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

[Gilley - William Gilley Jr. \(1782-1872\)](#)

Lurvey – Hannah Boyington (Lurvey) Gilley (1782-1852)

Crane - Bathsheba (Crane) Gilley (1810-1894)

[Crane - Elisha B. Crane \(1805-1843\)](#)

Gilley – Howard M. Gilley (1843-1914)

Gilley - George Henry Gilley - (1849-1925)

Buckminster - Leona Abigail (Buckminster) Gilley (1858-1919)

Gilley - Frank Leslie Gilley (1880-1920)

Gilley - Phillip Frederick Morse Gilley (1887-1961)

Salisbury - Archie Salisbury (1879-1935)

[Holmes - Maud F. \(Holmes\) Gilley \(1993-1954\)](#)

Holmes - William Herbert Holmes (1860-1930)

[Mayo - Elizabeth Belle \(Mayo\) Holmes \(1861-1934\)](#)

[Gilley - Irene R. \(Gilley\) Dunbar \(1911-1940\)](#)

Gilley - Neola R. (Gilley) Gallant (1918-2000)

Child Of

Gilley - Frank L. Gilley (1880-1920)

Gilley - William Gilley Jr. (1782-1872)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Gilley - William Gilley (1750-1839)

Lurvey - Jacob Lurvey Jr. (1761-1853)

Crane - John T. Crane (1763-1849)

Crane - John T. Crane (1763-1849)

Gilley - Francis M. Gilley (1810-1877)

Gilley - Francis M. Gilley (1810-1877)

Buckminster - Solomon Gross Buckminster (1834-1909)

Gilley - George Henry Gilley (1849-1925)

Gilley - George Henry Gilley (1849-1925)

Salisbury - Stephen Salisbury (1840-1887)

Holmes - William H. Holmes (1860-1930)

Holmes - John M. Holmes (1824-1864)

Mayo - Jacob S. Mayo (1818-1912)

Gilley - Frank L. Gilley (1880-1920)

Gilley - Frank L. Gilley (1880-1920)

Wendell Holmes Gilley (1904-1983)

Francis Gilley, a first cousin to Enoch B. Stanley, born in 1811, grew up on Baker Island, the son of William and Hannah (Lurvey) Gilley. He married Bathsheba Crane and lived at Southwest Harbor. Francis' sister, Eunice, married Bathsheba's brother, Elisha Crane and they also lived at Southwest Harbor. The 1860 census lists Francis as a fisherman with five children. Growing up on Baker Island it stands to reason that he would be a fisherman. In the 1870 census he is listed as a farm worker, perhaps too old to go fishing. As a young man, he no doubt did some farm work on Baker Island and perhaps also worked on his father's farm on Duck Island. Also in 1870 his son, Howard Gilley, was a cod fisherman and his younger son, George Henry Gilley, was a sheet metal worker. George inherited his father's house and the sheet metal work eventually became the Gilley Plumbing Company. George married Leona Abigail Buckminster of Deer Isle and they had seven children, including two sons Frank Leslie Gilley and Philip Frederick Morse Gilley. Philip became a dentist and practiced in Southwest Harbor for many years. Philip, the youngest son, inherited the Francis Gilley house from his father and lived there all his life.

The plumbing shop was next door on land that is now the Episcopal Church parking lot. When Georges' son, Frank Gilley, took over the business he took on a partner, Archie Salisbury, and the shop was moved to a lot on the Clark Point Road.

Frank married Maud Holmes in 1903. She was the daughter of William Herbert and Elizabeth Belle (Mayo) Holmes. They had three children, Wendell Holmes Gilley born in 1904, Irene Gilley born in 1911 and Neola Gilley born in 1918. In addition to his plumbing business Frank was superintendent of the Southwest Harbor Water Company. In those days water was supplied from an artesian well on Freeman's Ridge and pumped by a windmill to a nearby standpipe. I believe that in the winter of 1918-19 Frank was working alone on the windmill when he got caught in the gears. His clothes were nearly torn off and he was badly bruised and beat up. He managed to get clear and make his way down to the town where he collapsed from the ordeal and the cold. He never really recovered fully and in 1920 he caught pneumonia and died.

Wendell Gilley was 16 years old when his father died. Maud was able to retain and manage her half of the plumbing business. In 1927 after Wendell finished school they were able to buy Salisbury's half of the business and continued to run the business until Maud died in 1954 when Wendell at age 52 sold the business and devoted all his time to his hobby of bird carving.

Person

[Gilley - Wendell Holmes Gilley \(1904-1983\)](#)

Bragdon - Addie L. (Bragdon) Gilley (1905-1983)

Holmes - William Herbert Holmes (1860-1930)

Holmes - John Manchester Holmes (1824-1864)

Dolliver - Mahala (Dolliver) Holmes Day (1825-1967)

Richardson - Mary Jane S. Richardson (1840-?)

Holmes - Leonard Holmes (1788-1869)

Hamor - Seth Hopkins Hamor (1826-1880)

Holmes - Comfort Emeline Holmes (1832-1913)

Dolliver - Adeline (Dolliver) Gilley (1821-1876)

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

Holmes - Augusta E. (Holmes) Staples (1848-1936)

Staples - John E. Staples (1843-1896)

Holmes - Estella J. Holmes (1851-1852)

Holmes - Alice Lincoln Holmes (1854-?)

Atherton - Onslow Aurelius Atherton (1845-?)

Holmes - Frank Holmes (1857-?)

Hadlock - Epps L. Hadlock (1829-1907)

Gilley - Stephen Manchester Gilley (1829-1910)

[Day - Henry Edmund Day - \(1819-1900\)](#)

Child Of

Gilley - Frank L. Gilley (1880-1920)

Bragdon - Samuel A. Bragdon (1874-1940)

Holmes - John M. Holmes (1824-1864)

Holmes - Leonard Holmes (1788-1869)

Dolliver - Peter Dolliver IV (1798-1871)

Richardson - Nicholas T. Richardson (1808-1854)

Holmes - Zebulon Holmes Jr. (1758-1869)

Hamor - John Hamor (1798-1880)

Holmes - Leonard Holmes (1788-1869)

Dolliver - Peter Dolliver IV (1798-1871)

Gilley - William Gilley Jr. (1782-1872)

Holmes - John M. Holmes (1824-1864)

Staples - Nathan C. Staples (1809-1870)

Holmes - John Manchester Holmes (1824-1864)

Holmes - John Manchester Holmes (1824-1864)

Atherton - William W. Atherton (1799-?)

Holmes - John Manchester Holmes (1824-1864)

Hadlock - Samuel Hadlock Jr. (1752-1829)

Gilley - Benjamin Gilley (1797-1875)

Unknown

In the early 1930s Wendell with his wife, Addie (Bragdon) Gilley, and their son, Leonard, lived in the apartment over the plumbing business office and showroom. His hobby started with taxidermy and later turned to bird carving in the loft in the back part of the building over the workshop. I remember going in there with Leonard and seeing his work in progress.

When I built my first motorboat in 1952 I had Wendell make the gasoline tank. Of course, the tank had an irregular shape to fit the side of the boat. He asked me how many gallons it would hold, and I had it all figured out, but he showed me an easy way to figure the volume of an irregular shaped tank. I have never forgotten that.

When the new Pemetic High School was built in 1938 Wendell installed the furnace. He went in one evening alone to take care of some detail about the installation and in order to reach the part he was working on, he had to crawl inside the furnace. Once in there he became frightened and claustrophobia set in. His muscles instinctively became enlarged and he couldn't get back out through the furnace door. He removed his clothes and finally squeezed his way out through the door, all scratched and bruised. He said he would never do that again.

Maud's father, William Herbert Holmes, was born in Minnesota. It seems that William's father, John Manchester Holmes, had left his first wife, Mahala Dolliver, after having four children. He then married Mary Jane Richardson and about 1858 moved to Minnesota. He possibly went there to work in the lumber industry. He must have had some experience with sawmills as his father, Leonard Holmes, ran the tide mill at Norwood Cove. John Manchester Holmes died in 1864 and I am not sure whether he moved back here before he died or not. At any rate William came to live with Seth and Comfort Emeline (Holmes) Hamor. Comfort Emeline was his father's sister.

Mahala Dolliver was a sister to Adeline, wife of Joseph Gilley of Baker Island. Mahala and John had four children. Augusta E. Holmes married John Staples of Sedgwick and lived in Brooklin, Maine. Estella J. died young. Alice Lincoln Holmes married Onslow Aurelius Atherton of Ellsworth. Fourth was a son, Frank Holmes, born in 1857. In the 1870 census Frank Holmes was living with his sister, Augusta Staples in Brooklin. I don't know what became of him, but I have found a Frank Holmes born about that time living in Minnesota in 1880. In 1860 Mahala Holmes was living in the household of Epps L. Hadlock in Southwest Harbor with her daughter Augusta E. and her son Frank. In 1870, she was living in the household of Stephen M. Gilley with her daughter Alice L. Holmes. In 1876 Mahala married Henry Edmund Day as his second wife.

Person

[Gilley - Wendell Holmes Gilley \(1904-1983\)](#)

[Gilley - Irene R. \(Gilley\) Dunbar \(1911-1940\)](#)

Dunbar - Nancy (Dunbar) Bulger (1935-2004)

Dunbar - Juanita (Dunbar) Anderson (1936-)

[Holmes - Maud F. \(Holmes\) Gilley \(1993-1954\)](#)

Holmes - Josephine M. (Holmes) Richardson
(1894-1973)

[Burke - Edmund Stevenson Burke, Jr. \(1879-1962\)](#)

Richardson - James E. Richardson (1927-2007)

[Thurston - Eugene Shubal Thurston \(1881-1961\)](#) aka Gene

Gilley - Leonard Bragdon Gilley (1929-2016)

Bragdon - Addie L. (Bragdon) Gilley (1905-1983)

Yates - Mike Yates (1936-2014)

Child Of

Gilley - Frank L. Gilley (1880-1920)

Gilley - Frank L. Gilley (1880-1920)

Dunbar - Linwood Dunbar (1903-1942)

Dunbar - Linwood Dunbar (1903-1942)

Holmes - William H. Holmes (1860-1930)

Holmes - William H. Holmes (1860-1930)

Burke - Edmond S. Burke (1852-1931)

Richardson - Hollis H. Richardson (1892-1973)

Thurston - Charles Thurston (1855-1919)

Gilley - Wendell Gilley (1904-1983)

Bragdon - Samuel A. Bragdon (1874-1940)

Yates - Lloyd D. Yates (1903-1996)

After Wendell and Addie built their new house Maud lived in the apartment above the plumbing business and continued to keep the books for the business. When Maud's daughter Irene Dunbar died as the result of an auto accident leaving two young children, Nancy and Juanita, Maud took Juanita to live with her, while Nancy went to live with her Dunbar grandparents.

During the summer Maud's sister, Josephine Richardson, was employed as cook for E. S. Burke at his cottage at Norwood Cove. I remember visiting her many times with her son, James E. Richardson, in the evening at the Burke cottage. She would always feed us with pie, cake, ice cream and milk. Jimmy would stay with "Aunt Grammy Maud" as he always called her while his mother was away from home. Maud had a 1941, six-cylinder, Hydramatic drive Oldsmobile and she would have Jimmy drive her with Juanita to Bar Harbor to the movies. She would often invite me to go along also. This was during the early forties during the war and the road was not in the best shape. Jimmy would drive slowly and carefully so as not to damage the car. One time Maud said, "Hurry up Jimmy. We'll be late!" Jimmy replied, "This road's awful rough." Maud answered, "If this car falls apart, we'll gather up the pieces and sell them to Gene Thurston in the morning." Gene had been trying to buy her car to replace his eight-cylinder Olds, which was about worn out.

When Jimmy was drafted into the army, Maud let him have her car and her camp at Patten Pond for a week and invited me to go stay with him. After Jimmy went in the service Maud often had me drive her to Bar Harbor to the movies. I often wondered why she didn't get her grandson, Leonard, to drive her. I don't know why but I sort of had the feeling that there was some sort of rift between Maud and Addie. Maud was always good to me.

After Wendell sold the plumbing shop he devoted all his time to bird carving at his home and writing a book entitled, *The Art of Bird Carving: A Guide to a Fascinating Hobby*. Many people came to Wendell Gilley's home to admire Addie's special collection of Wendell's work, make purchases or seek advice. Wendell and Addie even thought of making their home a museum, but it never got beyond a basement display.

Mike Yates, a friend of Wendell, had an airplane and at times they would fly out to Great Duck Island, land on the air strip that was there, to collect weathered drift wood for Wendell to mount his birds on.

In 1979 the Wendell Gilley Museum became a reality. The Museum web site states: "The museum idea was supported by many others, however, and late in 1979 the Wendell Gilley Museum of Bird Carving was incorporated as a non-profit organization by public spirited individuals who sought to insure the preservation of Wendell Gilley's

Person

[Gilley - Wendell Holmes Gilley \(1904-1983\)](#)

[Gilley - Irene R. \(Gilley\) Dunbar \(1911-1940\)](#)

Reed - Arthur Laurie Reed (1924-2006)

Child Of

Gilley - Frank L. Gilley (1880-1920)

Gilley - Frank L. Gilley (1880-1920)

Reed - Raymond W. Reed (1893-1964)

unique contribution of American heritage. Funds for the building and initial operation of the Museum were contributed by Gilley patrons, local residents, and carvers from across the country. Membership and contributions remain the Museum's main support.

Wendell Gilley served as trustee on the Museum's original board of directors. The carvings that Addie Gilley so wisely saved over the years became the core of the permanent collection. Wendell and Addie were the guests of honor at the opening of the Gilley Museum on July 12, 1981. They remained active in the museum until their deaths a few months apart in 1983."

The Gilley Plumbing Company was practically an institution as a leading business in Southwest Harbor serving the plumbing and oil burner needs of the community employing at times four or five plumbers. Even after the business was sold to Arthur Reed, it continued as the Gilley Plumbing Company for many years.

Person

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

[Gilley - Elisha Bunker Gilley \(1807-1901\)](#)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

[Spurling - Charles Eaton Spurling \(1850-1925\)](#)

[Clement - Chester Eben Clement \(1881-1937\)](#)

[Parker - Andrew Edward Parker \(1875-1957\)](#)

[Mayo - Simeon Holden Mayo \(1867-1933\)](#) aka Sim

Rice - Leslie M. Rice (1883-1966) aka Les

Rice - Seth H. Rice (1872-1951)

[Neilson - Albert Pancoast Neilson \(1930-\)](#) aka Albie

Bunker - Henry A. Bunker (1872-1941)

Stanley - Ernest Gilman Stanley (1890-1979)

Stanley - Merrill Elmer Stanley (1894-1970) aka Boots

Cabot - Elizabeth (Cabot) Lyman (1880-1982)

Patterson – Gladys Gail Patterson (1917-1995) aka Gail

Beal - Lawrence O. Beal (1909-1981)

[Hinckley – Henry Rose Hinckley II \(1907-1980\)](#)

[Sargent - Lennox Sargent \(1916-1989\)](#) – aka Bink

Child Of

Bunker - Henry A. Bunker (1872-1941)

Gilley - William Gilley Jr. (1782-1872)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Spurling - Joseph S. Spurling (1817-1890)

Clement - Eben Leslie Clement (1862-1932)

Parker - James Parker (1832-1907)

Mayo - Jacob Shoppy Mayo (1818-1912)

Rice - Wilbert A. Rice (1851-1930)

Rice - Wiliam R. Rice (1816-1889)

Neilson - Harry Rosengarten Neilson (1893-1949)

Bunker - William Bunker (1829-1894)

Stanley - John Gilman Stanley (1864-1941)

Stanley - Albion Moore Stanley (1862-1924)

Cabot - Samuel Cabot (1850-1910)

Patterson – Orlando James Patterson (1880-1961)

Beal - Earnest R. Beal (1887-1963)

Hinckley – Benjamin Barrett Hinckley (1875-1940)

Sargent - Ledyard Sargent (1882-1930)

Raymond Adelbert Bunker (1906-1994)

Raymond Bunker was my mentor. While going to high school and through junior college I always had the idea that some day I would like to build a boat. I would often seek Raymond out with questions about boat building. I could most always find Raymond up town after supper where the men would gather at their favorite “hang outs” like the local gasoline station that would be open until 8 or 9 o’clock with an attendant who would pump gas and check your oil. This was the days before television and the gas station was a good place, especially in cold or inclement weather, for the men around town to gather and discuss the news of the day, tell stories and reminisce about old times.

Not only did Raymond and I talk about boat building, we talked about work at Southwest Boat during World War II and Raymond’s life growing up on Cranberry Island. We talked about fishing and good places to fish in the area around Duck Island and vicinity and we talked about life in general. These conversations continued for several years, before and while building my first two boats. I often watched Raymond work, observing how things were done. Tricks of the trade! He would always explain any questions that I had.

Raymond Adelbert Bunker was the son of Henry and Alta (Spurling) Bunker. He was a great grandson of Elisha Bunker Gilley of Baker Island. Elisha was a first cousin of Enoch Boynton Stanley, Sr. who was my great grand father.

Raymond was born and grew up at Great Cranberry Island and attended grammar school there. After grammar school he entered high school at Patten, Maine where his older sister, Vincie Millicent (Bunker) Hulbert, lived. After one semester he decided it was too far from the salt water and came home. He soon went to work with a boat taking the workmen from Cranberry Island to the boat yard at Southwest Harbor. The boat was a double ender, equipped with a ten horsepower make and brake engine and belonged to his uncle, Charles E. Spurling.

Chester Clement, about 1924, had acquired the boat yard from Andrew Parker, who had acquired it from Sim Mayo. After Raymond delivered the workers he waited all day with nothing to do until it was time to take them back to the island. Chester hired him to keep the shop clean for \$2.00 a day and after a week Chester told Raymond to get some tools and go to work. I don’t know how long the work lasted. However, I think it was somewhat intermittent, but Raymond learned a lot about boat building from Chester Clement. I know Raymond said he worked for Les and Seth Rice building boats for a couple years at Cranberry Island. Albie Neilson told me that he could remember Raymond sailing summer people about the mid-thirties in a boat named FROLIC at the Rock End Dock at Northeast Harbor. This was an open boat with a transom that raked forward about thirty-five feet in length with a windshield forward and canvas hoods the length of the boat. I don’t know who built the FROLIC, but someone told me that Henry Bunker owned the boat. After World War II, Ernest Stanley, who had been in the Merchant Marine, serving on ships in convoys crossing the Atlantic, bought this boat, had a cabin and shelter added and with Merrill Stanley went fishing for hake for several years. Later, Ernest sailed Mrs. Henry Lyman, a summer resident at Sutton Island in this boat each summer. Merrill sailed Miss Mary Wheelwright, also at Sutton Island, with his boat,

Person

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

[Hinckley – Henry Rose Hinckley II \(1907-1980\)](#)

[Sargent - Lennox Sargent \(1916-1989\)](#) – aka Bink

Bunker - Carrie (Bunker) Joyce (1863-1962)

Child Of

Bunker - Henry A. Bunker (1872-1941)

Hinckley – Benjamin Barrett Hinckley (1875-1940)

Sargent - Ledyard Sargent (1882-1930)

Bunker - Daniel S. Bunker (1831-1909)

DRIFTWOOD, which, I believe, was one of the two boats under construction at the Chester Clement boat shop at the time of Mr. Clement's death on March 6, 1937.

In 1937 Raymond married Gladys Gail Patterson, known mostly as Gail, from Stacyville, Maine and they continued to live at Cranberry Island after their marriage. I believe he had been working for several years for Chester Clement at Southwest Harbor, commuting back and forth each day in a boat that he had built at Cranberry. After buying a house at Southwest Harbor and moving his family off the island, he sold this boat to Lawrence Beal, a lobster fisherman at Islesford. After Clement's death, Raymond continued to work at the boat yard which now became Southwest Boat Corp owned by Henry Hinckley and Lennox (Bink) Sargent.

During World War II, the boat yard secured a lot of work building boats for the War Department and also some large fishing vessels that were considered a priority to increase the nation's food supply. Raymond became one of the leading workers at the yard.

In 1940 Bink Sargent, approached Raymond saying, "We have a 96 foot dragger to build. I would like for you to go to Thomaston and look over the dragger under construction at the Newbert and Wallace yard. See if you can get some ideas." I think Raymond made the half model that this vessel was built from. The vessel was named BONAVENTURE and hailed from Gloucester. I know that Raymond made a scale model of the BONAVENTURE that was displayed in a store window in Gloucester for years.

In building BONAVENTURE, Bink needed a very large piece of oak for the stern post but nothing was available. As it happened there were two large elm trees growing on land owned by Carrie Bunker Joyce, a widow lady, who was surviving on her old age pension of thirty dollars a month and money earned by furnishing room and board for an elderly gentleman. Bink offered her one hundred dollars for one of those trees. She thought she was rich. She had never had so much money in her hand at one time in her life. Bink hired a couple fellows to cut that tree paying them ten dollars and a pint of rum. The tree provided a piece large enough to make the stern post along with a lot of other valuable timber for the vessel as well. Elm wood proved to be the best kind of boat building wood, especially for the rails as the interlocking grain would take quite a beating and didn't split easily. The other elm tree is still growing, having, fortunately, resisted the Dutch elm disease and was reported in 2015, to be one of the largest elm trees existing in the state of Maine.

One time Bink brought a set of plans to Raymond for a sixty foot dragger they were to build. Raymond set his crew to work making the keel, forefoot, stem, shaft log, horn timber and deadwood, all parts of the back bone of the vessel. About a week later, Bink came with the patterns for all the pieces. Raymond said, "Don't need the patterns. There are the pieces all made." He had the pieces marked out on the oak right from the plans and had them all cut out and finished while Bink was making the patterns.

Much of the work at Southwest Boat was done outside in the cold. Even in the shops there was not much heat. The machine shop and offices were the warmest places in the yard. Steam heat from the furnace, located in the machine shop, provided heat for the offices and steam for bending timbers. The machine shop was where the men gathered to eat their lunch and get warm.

Person

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

Patterson – Gladys Gail Patterson (1917-1995) aka Gail

[Hinckley – Henry Rose Hinckley II \(1907-1980\)](#)

[Sargent - Lennox Sargent \(1916-1989\)](#) – aka Bink

Ellis - Ralph F. Ellis, Jr. (1910-1994)

Bunker – Anne Rae Bunker (1938-2011)

Bunker – Susan Margaret (Bunker) Newman

Bunker - Raymond Adelbert Bunker Jr (1948-)

Bunker - James Patterson Bunker (1951-2002)

Gates - Thomas Sovereign Gates, Jr. (1906-1983)

Child Of

Bunker - Henry A. Bunker (1872-1941)

Patterson – Orlando James Patterson (1880-1961)

Hinckley – Benjamin Barrett Hinckley (1875-1940)

Sargent - Ledyard Sargent (1882-1930)

Ellis - Ralph F. Ellis (1892-1933)

Bunker - Raymond Adelbert Bunker (1906-1994)

Gates - Thomas Sovereign (1873-1948)

Working in the cold all day, exposed to the weather, was brutal. Consequently a lot of liquor was consumed. A man could work all day in such conditions and not notice the effects of the alcohol but when he got home it would hit him. It caused disruption in a lot of households.

When Gail took their two girls for a visit up country at her old home, leaving Raymond rattling around alone in that big house he decided that things needed to change. Fortunately, Raymond had the moral integrity and was man enough to change his ways. Raymond told me all about this himself. Some of the boys my age had taken up drinking and some were my friends. Raymond was afraid that they might influence me to start and he lectured me using his own experience as an example. He really didn't need to worry as I was never tempted.

In the spring, each year Raymond liked to go hand lining for halibut. He had some places out by Duck Island that he could locate by range marks where there was a good chance to catch a halibut. If he didn't have a boat of his own, he could borrow one. He would try his luck and he did catch a few good-sized halibut. In later life Raymond took up fresh water fishing. I believe he fished for Atlantic salmon in the Narraguagus River and other rivers Down East.

After I finished my first boat, Raymond and I planned to take a day and go fishing for halibut. Raymond was going to show me some range marks for likely bottom favorable for halibut. We went over to the weir at Rumell's Hub early one morning to get some herring for bait, but the weir had caught no fish that night so we canceled our fishing trip.

After the war years, work slacked off considerably at Southwest Boat, although Raymond still had work there. I think it was about 1947 when Raymond was playing pool with Ralph Ellis and each expressed a desire to have a boat. Raymond had the "know how" and Ralph had a workshop and it was decided that they would work evenings for two years and build two boats. Thus, the partnership of Bunker and Ellis was formed. They soon sold their boats but built another for Raymond. It was just a plain lobster boat, thirty-two feet in length, not fancy without bright work, named SUE ANN.

He planned to use this boat that summer to sail transient parties from the Clifton Dock at Northeast Harbor. Raymond's license to sail passengers for hire had expired. I had an appointment to take a test at Portland for a license so Raymond went along, got his license renewed and jumped on the bus and came home. I went to the marine hospital for a physical and next day at the Coast Guard Office for the oral exam about rules of the road and boat handling.

Thomas Gates, who was at that time Secretary of the Navy, hired Raymond and the boat one day for a picnic which resulted in Gates engaging the boat with Raymond for the entire season. That fall, Mr. Gates talked about the next season and suggested some changes to the boat. It ended up that Bunker and Ellis would build Mr. Gates a fancier boat, thirty-five feet in length with mahogany bright work. Bunker and Ellis went on to build a lot of pleasure boats along with a number of boats for lobster fisherman.

After several seasons Mr. Gates decided to have a larger more yacht like boat, forty-two in length with twin engines and a larger cabin with more accommodations. Raymond was Captain for

Person

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

Ellis - Ralph F. Ellis, Jr. (1910-1994)

Gates - Thomas Sovereign Gates, Jr. (1906-1983)

Astor - William Vincent Astor (1891-1959) aka Vincent

Child Of

Bunker - Henry A. Bunker (1872-1941)

Ellis - Ralph F. Ellis (1892-1933)

Gates - Thomas Sovereign (1873-1948)

Astor - John Jacob Astor (1865-1912)

the Gates family each season for many years. This arrangement worked out really well since Ralph Ellis worked at seining each summer while Bunker and Ellis built boats during the winter.

It is interesting to note that one winter they had no pleasure boats to build so they had signed contracts with two fishermen to build two lobster boats. Then after they had made the agreements, Mr. Vincent Astor approached Raymond wanting a large pleasure boat. Raymond explained to Astor, "You are too late We are committed to build these two lobster boats." Mr. Astor offered Raymond five thousand dollars to break the contracts but Astor was out of luck, Raymond refused. Word of this soon got around and this gave Bunker and Ellis more credibility with the summer people at Northeast Harbor than anything they could ever have done.

Person

[Whitmore - Gladys Ella Whitmore \(1887-1977\)](#)

[Whitmore – William Holden Whitmore \(1847-1914\)](#)

[Lawler - Lucy Ella \(Lawler\) Whitmore \(1849-1934\)](#)

[Lawler – William Lawler \(1817-1892\)](#)

[Carroll - Elizabeth Cook \(Carroll\) Lawler \(1823-1905\)](#)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

Knowles - William Knowles (1888-1965) aka Willie

Colton – Sabin Woolworth Colton Jr. (1847-1925)

Bunker - Percy E. Bunker (1887-1980)

Child Of

Whitmore - William Whitmore (1847-1914)

Whitmore – Isaac Stanley Whitmore (1820-1906)

Lawler - William Lawler (1817-1892)

Lawler – James Lawler (?-1849)

Carroll - John Carroll (1790-1867)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Knowles - Fred Knowles (1859-1931)

Colton – Sabin Woolworth Colton Sr. (1813-1890)

Bunker - Willis E. Bunker (1855-1915)

Gladys Ella Whitmore (1887-1977)

Gladys Whitmore was the daughter of William Holden and Lucy Ella (Lawler) Whitmore. Lucy Ella was the daughter of William and Elizabeth Cook (Carroll) Lawler. Elizabeth Cook Carroll was a first cousin of Enoch B. Stanley, Sr.

Gladys was a schoolteacher all her life. She taught school at the Manset schoolhouse for many years. In 1938, she became principle of the Freeman Grammar School in Southwest Harbor, teaching both the fifth and sixth grades in one room. She was my teacher for those grades when I went to school.

Gladys never married although she had a longtime boyfriend, Willie Knowles. I believe they would have married but for some reason their parents were against it. By the time their parents had passed on they were both set in their ways, but they remained friends all their life, living by themselves only two houses apart.

As a young lady, perhaps when she was attending Normal School at Castine, Gladys worked summers for the Colton family at their cottage on Greening's Island. At this same time, Percy Bunker, a young man from Cranberry Island worked for the Colton family sailing and caring for their boats. As Percy and Gladys were about the same age, Percy had an eye for her. Gladys wanted to get off the Island one evening. She had no trouble convincing Percy to row her off to Manset. Of course, he thought they might hit it off together but when they got to Manset, Willie Knowles was waiting on the dock.

Gladys owned a piece of land on the Bass Harbor Road that had once been a pasture but after the 1860s was no longer used. It had grown up with a lot of tall straight spruce trees that had grown quite close together with few limbs. These trees were shielded from the wind and when cut remained strait as there was no built-in stress against the prevailing wind. Consequently, they were great for masts for my Friendship sloops. When I needed a mast, I would call her and ask if I could cut one. She would say, "You come over and we will talk about it." I would go at the appointed time and it would be good for a two-hour visit. She would say, "Before you cut the tree you come and tell me and also come and tell me after you cut it." This would be good for another two-hour visit. I would offer to pay for the tree before I left but she would say, "No. You come and pay me later." Later meant another two-hour visit. She was in her nineties and whenever I asked her for a tree, it would be good for another series of visits with her. If someone called her on the phone she would say, "Call me later. I have company." I would have a check and she would look at it as if she was going to put a grade on it.

Person

[Whitmore - Gladys Ella Whitmore \(1887-1977\)](#)

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)

aka Christopher Wendell Lawlor – Chris' preferred spelling

Spurling - Emerson Spurling Jr. (1935-)

Child Of

Whitmore - William Whitmore (1847-1914)

Lawler - Allen Jacob Lawler (1863-1933)

Spurling - Emerson Spurling Sr. (1914-1980)

She did make the remark once that my penmanship was still very legible. I remember hours spent doing penmanship exercises at school.

One time I went to see her, and she told me about Christopher Lawler coming to her door in great distress with heartburn, asking if she had some soda. She asked him to come in and started to mix bicarbonate of soda in a cup with some water. Chris said, "No! No!" He grabbed the box and dumped out a handful. Miss Whitmore said, "Do you know what he did?" I had a pretty good idea. "He spit his mouthful of tobacco in my sink and then put the handful of dry soda in his mouth." She had to scoop the tobacco out of her sink so it wouldn't clog the drain, then scour the sink and scald it with boiling water. She said to me, "You know, he is my cousin. Would you think he would do a thing like that?" I bet he did it on purpose for a joke knowing that she was fussy. It was his nature to do something like that just to plague her.

On one of these visits she asked me about Emerson Spurling, Jr. and how he was doing. She knew that Emerson worked with me building boats. She said, "You know, teachers aren't supposed to have pets, but they do and Emerson Spurling was my pet." She kept him back a year because she knew that he could learn, and it was her fault if he didn't. When I told Emerson he said, "God! I'm glad I wasn't her enemy!"

In all I bought several trees for masts from Gladys and it amounted to quite a few hours of visits. I tried to get her to tell me about times past and genealogy, but she would say, "I really didn't pay much attention to that sort of thing, so I don't know."

Person

[Lawler - John Dix Lawler \(1906-1997\)](#)

[Lawler - Elizabeth Lawler \(1903-1975\)](#)

[Lawler - Edwin Albert Lawler \(1856-1930\)](#)

[Dix - Vienna Sophia \(Dix\) Lawler \(1871-1955\)](#)

[Whitmore - Gladys Ella Whitmore \(1887-1977\)](#)

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)
aka Christopher Wendell Lawlor – Chris' preferred spelling

[Carroll - Elizabeth Cook \(Carroll\) Lawler \(1823-1905\)](#)

[Stanley - Enoch Boynton Stanley \(1820-1903\)](#)

[Robinson - Bertha \(Robinson\) Stanley \(1901-1968\)](#)

[Dix - Celestia Gertrude \(Dix\) Robinson \(1875-1961\)](#)

Child Of

Lawler - Edwin Albert Lawler (1856-1930)

Lawler - Edwin Albert Lawler (1856-1930)

Lawler - William Lawler (1817-1892)

Dix - John Dix (1829-1910)

Whitmore - William Whitmore (1847-1914)

Lawler - Allen Jacob Lawler (1863-1933)

Carroll - John Carroll (1790-1867)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Robinson - Ralph Judson Robinson (1870-1923)

Dix - John Dix (1829-1910)

John Dix Lawler (1906-1997) Elizabeth Lawler (1903-1975)

John and Elizabeth were children of Edwin Albert and Vienna Sophia (Dix) Lawler. Edwin was generally known by his nickname "Bert". John and Elizabeth were first cousins to Gladys Whitmore and to Christopher Lawler and descendants of Elizabeth Cook Carroll, before mentioned as a first cousin of Enoch B. Stanley. John and Elizabeth were also first cousins to my mother, Bertha (Robinson) Stanley. My grandmother, Celestia Gertrude (Dix) Robinson was Aunt Vi's sister. Aunt Vi always struck me as being very proper and very Victorian in her manner. I think that Bert Lawler drank quite a lot and it was Aunt Vi's burden to bear, but never to be mentioned.

Bert Lawler was the founder of the E.A. Lawler Paint Company that operated in Southwest Harbor for many years. After Bert Lawler's death in 1930 the Company went to Aunt Vi, together with John and Elizabeth running the business. The business was very successful, and John eventually became a director of the Bar Harbor Banking and Trust Company.

John and Elizabeth graduated from Southwest Harbor High School. Neither ever married and always lived with their mother. John would always seem to tell you something for a fact, but he would then add, "Or so I've been told."

Elizabeth, born in 1903, was several years older than John, born in 1906, and after High School she went on to the University of Maine. I believe that while at Maine she had a torrid love affair with a fellow student and when Aunt Vi found out she took Elizabeth out of school. Elizabeth kept the books for the Paint Company and worked at the Post Office. Elizabeth also sang in the Church Choir.

One time my Grandmother and I were riding in John's auto with Aunt Vi and Elizabeth. We were on a hill where we could look down on a house where a lady was sunbathing on a roof. Elizabeth remarked, "Goodness! That woman didn't have much on!" John said, "I don't think she had anything on! Aunt Vi admonished John saying, "Why! John!" As if to say he shouldn't have looked.

After Aunt Vi died in 1955, I became aware that John, like his father, was consuming some alcoholic beverage, never in public but at home (in the closet). At times, much to Elizabeth's distress and disgust, John consumed too much. I don't know if John drank any while Aunt Vi was alive, but I suspect he did and, if she knew, she would never tell. It would be a secret within her household.

Person

[Lawler - John Dix Lawler \(1906-1997\)](#)

[Lawler - Elizabeth Lawler \(1903-1975\)](#)

[Stanley – Ruth \(Celestia\) Stanley Holmes \(1931-2014\)](#)

Hamilton - Evelyn (Hamilton) Richardson (1908-1981)

Child Of

Lawler - Edwin Albert Lawler (1856-1930)

Lawler - Edwin Albert Lawler (1856-1930)

Stanley - Chester Warren Stanley (1900-1971)

Hamilton - Ralph H. Hamilton (1876-1943)

When my sister, Ruth, was married in the Congregational Church in 1952, the reception was held in the Church basement. John Lawler spiked the punch. My mother was mortified that there was alcohol in the Church. She never suspected her cousin, John, who she thought was so righteous but blamed it on someone else who was totally innocent.

A summer lady at Somesville called John onetime to come and see her about some painting that she wanted done in her house after the summer season. Mrs. Richardson from Town Hill had been hired that summer to do house work for this lady. She thought how lucky she was to be working for this prominent, classy sophisticated lady. After working there a while Mrs. Richardson noticed that this lady often wore no clothes around the house and she thought it rather strange, but it was her house and no one was around.

John Lawler knocked on the door to see about the painting. Mrs. Richardson answered the door and said she would call the lady. Well, the lady came out to greet John in the nude and proceeded to take him around the house instructing him what needed to be painted. Mrs. Richardson was shocked and terribly embarrassed. She said John was looking down at the floor and saying, "Yes'm" to the lady's instructions. I wonder if he remembered what to paint. It turns out this lady was a nudist. I don't know how many other plumbers, carpenters and other service people got the same treatment.

The E.A. Lawler Paint Company was an institution in Southwest Harbor for many years until John died in 1997, Elizabeth having died in 1975.

Person

[Spurling - Warren Adelbert Spurling \(1871-1965\)](#) aka Bert

Spurling - Joseph Wilbur Spurling (1848-1887)

Bunker – Julia Maria Bunker (1850-1919)

Spurling – Robert Spurling Sr. (1782-1844)

Stanley – Mary (Stanley) Spurling (1781-1841)

[Stanley - Thomas Cobb Stanley Jr. \(1784-1876\)](#)

aka Skipper Tom

[Bulger – Ella Florence \(Bulger\) Joy Spurling \(1867-1939\)](#)

[Bulger – Samuel Newman Bulger \(1835-1919\)](#)

aka Capt. Samuel Newman Bulger

[Stanley – Mary Lurvey \(Stanley\) Bulger \(1834-1925\)](#)

aka Mae Sam

[Stanley - Enoch Boynton Stanley Sr. \(1820-1903\)](#)

[Gilley - Joseph Warren Gilley Jr. \(1859-1918\)](#)

aka Skipper Gilley

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

[Dolliver - Adeline \(Dolliver\) Gilley \(1821-1876\)](#)

Dowdell – John F. Dowdell Jr. (1872-1958) aka Jack

Dowdell – John F. Dowdell Sr. (1831-1904)

Hughes – Anne Hughes (1845-1882)

Child Of

Spurling - Joseph Wilbur Spurling (1848-1887)

Spurling – Joseph Stanley Spurling (1817-1890)

Bunker – Warren Rogers Bunker (1824-1870)

Spurling - Benjamin Spurling (1752-1836)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Bulger – Samuel Newman Bulger (1835-1919)

Bulger – Michael Bulger (1799-1859)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - William Gilley Jr. (1782-1872)

Dolliver - Peter Dolliver IV (1798-1871)

Dowdell – John F. Dowdell Sr. (1831-1904)

Dowdell – George Dowdell ((Unknown))

Unknown

Warren Adelbert Spurling (1871-1965)

Warren Adelbert Spurling, usually known as Bert, who was born in 1870, was the son of Joseph Wilbur and Julia Maria (Bunker) Spurling. He was a Stanley descendent, being the great grandson of Robert and Mary (Stanley) Spurling, sister of Thomas Cobb Stanley, Jr. Warren Adelbert's wife, Ella Florence Bulger, was the daughter of Samuel Newman and Mary Lurvey (Stanley) Bulger who was a sister to Enoch Boynton Stanley, Sr.

Bert was captain of various fishing schooners at Cranberry Island and, in 1904, he had a new schooner, the ELVA L. SPURLING of 74 tons built at Essex, Massachusetts, named for his daughter.

When the vessel was new and ready to make her first fishing trip, Bert was short one man in his crew, so he went to Baker Island where he asked Skipper Gilley if he would go in the crew. Skipper Gilley was Joseph Warren Gilley, Jr, the son of Joseph and Adeline (Dolliver) Gilley, He never married and lived on Baker Island all his life. He was probably in his early fifties and was somewhat reluctant to sign on, but he did. They spent the night at Baker Island Cove and next morning set out their dories right down the middle of Frenchman's Bay. As each dory was hauling their trawls Bert sailed the schooner by each dory to see how they were doing and it seems they were not catching many fish. As he sailed by Skipper Gilley, Skipper held up an old chamber pot saying he was doing pretty well. If his luck held out he would soon have a full chamber set. They had set their trawls right over the spot where the town of Bar Harbor dumped their garbage and trash.

At some point, Jack Dowdell signed on as part of the crew. Jack Dowdell was one of the characters I remember as a boy. He used to walk by the house on his way to and from town and always carried a large brown paper shopping bag with handles. As a little boy I would often go out to the sidewalk when he went by. He would always stop and talk with me. Sometimes he carried in the shopping bag quart jars of clams that he had dug probably at the head of the harbor near where he lived. He would sell these clams to people around town and as I remember my grandmother would at times buy a quart. He knew all the tricks such as soaking the clams in soda water to make them swell and look real meaty, thereby filling his quart jars with less clams.

Jack was born John F. Dowdell, Jr. at Gloucester, Mass. in 1872, the son of John and Ann (Hughes) Dowdell. As a young man, he had a promising career as the manager of the Thorndike Hotel in Rockland, Me. It seems that he developed an alcohol problem

Person

[Spurling - Warren Adelbert Spurling \(1871-1965\)](#) aka Bert

Dowdell – John F. Dowdell Jr. (1872-1958) aka Jack

[Birlem - Fred Alberton Birlem \(1876-1950\)](#) aka Bert

[Birlem – E. Augustus Birlem \(1841-1918\)](#)

[Hamor – Emma Elvira \(Hamor\) Birlem \(1856-1947\)](#)
aka Memmie

Hamor - George Rinaldo Hamor (1832-1913)

Bulger - Mary Etta (Bulger) Hamor (1838-1921)

[Bulger - Michael Bulger \(1799-1859\)](#)

[Newman – Dorothy Newman \(1808-1894\)](#)

aka Dolly

Perkins - F. Dwight Perkins (1902-1981)

Child Of

Spurling - Joseph Wilbur Spurling (1848-1887)

Dowdell – John F. Dowdell Sr. (1831-1904)

Birlem – E. Augustus Birlem (1841-1918) aka Gus

Birlem – John Fred Birlem (abt. 1810-abt. 1850)

Hamor - George Rinaldo Hamor (1832-1913)

Hamor - John Hamor (1789-1880)

Bulger - Michael Bulger (1799-1859)

Unknown

Newman – Thomas Newman (1785-1861)

aka Skipper Tom Newman

Perkins - George E. Perkins (1864-1945)

and lost his job. About the only thing a man could do under those circumstances was to get a berth on a fishing schooner.

When Jack Dowdell was fishing on the ELVA L. SPURLING, Bert Birlem was also in the crew. Bert was Fred Alberton Birlem from Cranberry Island, the son of E. Augustus and Emma Elvira (Hamor) Birlem. Gus was captain on coasting schooners. In 1894, he was called to go to New York and take command of the schooner, LIZZIE HEYER after the captain had died three days out of Brunswick, GA. and was buried at sea.

Bert was born in 1876 and was a pretty able young man. Gus Birlem must have come to Cranberry Island sometime before 1875 when he married Emma Elvira Hamor, daughter of George Rinaldo and Marietta (Bulger) Hamor. Marietta Bulger was the daughter of Michael and Dorothy (Newman) Bulger.

It seems that Jack and Bert were members of the crew on a fishing trip when the fog shut in. All the dories were in except Jack's dory and the schooner was sailing back and forth trying to find the lost dory. Bert Birlem was out on the end of the bowsprit when all of a sudden there was Jack directly in front of the schooner. Bert reached down, grabbed Jack and pulled him up on the bowsprit just before the schooner hit the dory, smashing it to bits. Years later Jack and Bert, after a few drinks, were reminiscing about the incident in Dwight Perkins service station when they both started crying and couldn't stop.

Bert Spurling one time nearly lost his life when he got knocked overboard after having been hit by the main boom in heavy weather. The crew with great difficulty got a dory over that had been lashed down and picked him up. Bert finally sold the ELVA L. SPURLING as it was getting more and more difficult to secure a competent crew. The vessel was eventually sunk in a collision with a freighter. There is an oil painting of this vessel at the Boston Marine Society in Boston. I can remember Bert Spurling operating the Islesford Ferry, a large double ended powerboat named RESTLESS back in the 1930s.

When Jack Dowdell first came to Southwest Harbor, I think he sometimes worked in the sardine factory and boarded with a widow lady. When she died in 1929, her family tried to get him out of the house, but they had no success. I suspect there was more to the relationship than just being a boarder. He lived in the house for years and never did anything to keep the place up. Finally, the house got so bad that it was almost falling down around him, and he had to go to another place with some other old men. Eventually Jack became demented and was committed to the Bangor State Hospital where he died in 1958.

Person

[Birlem - Fred Alberton Birlem \(1876-1950\)](#) aka Bert

[Underwood – William Lawrence Underwood \(1856-1919\)](#)

[Underwood - Mary Robinson Underwood \(1868-1960\)](#)

[Sargent - Lennox Sargent \(1916-1989\)](#) – aka Bink

Faulkingham – Thomas Frank Faulkingham (1890-1973)
aka Frank

[Birlem – Doris Spurling \(Birlem\) Rush Stubbs \(1917-1990\)](#)

Foster – John Lealond Foster (1901-1987) aka Lealond

Child Of

Birlem – E. Augustus Birlem (1841-1918) aka Gus

Underwood – Charles James Underwood (1826-1896)

Underwood - Charles Underwood (1826-1896)

Sargent - Ledyard Sargent (1882-1930)

Faulkingham – John F. Faulkingham (1846-1912)

Birlem - Fred Alberton Birlem (1876-1950) aka Bert

Foster – Royal L. Foster (1897-)

Bert Birlem moved from Cranberry Island to Southwest Harbor sometime in the 1920's. He worked for the Underwood family who had a summer cottage on the back shore of Clark's Point. He sailed family members in his boat and drove them in their car. Their car that I remember was an eight-cylinder Packard. I think it was a 1941 model. Miss Underwood was quite old and eventually Bert had this automobile to use as if it was his own.

Bert had a car of his own, a 1932 Chevrolet coupe. In the late 30's Lennox Sargent was building a housing project on the Clark Point Road on a lot that was formerly an alder swamp. He had erected a stone retaining wall along the road with gravel fill behind. One morning people were surprised to see Bert's car with the front wheels hanging over the wall. He had been up in there drinking and had missed the driveway when he tried to drive out. Another time he drove off over the banking at the town dock on to the mud flats. That must have been quite a ride as the banking was quite steep with a drop of about ten feet. Good thing the tide was low.

One of Bert's drinking buddies was Frank Faulkingham, a retired lighthouse keeper, who had been stationed at Baker Island in the late thirties. Bert sometimes would get me to drive them to Bar Harbor in the Packard. This was about 1948. That Packard was heavy with a lot of power (eight cylinders) and was a nice car to drive. Bert at this point was not too good a driver. He would put the accelerator to the floor and ride the clutch. Needless to say, the car was frequently in the shop for a new clutch.

Once we got to Bar Harbor, they would go to the liquor store and come out with a couple of paper bags. When they got back in the car I would have to drive them out back somewhere out of sight so they could have a drink. When we got out on the Eagle Lake road I would have to stop again in a spot off the road so they could have another drink.

One time Bert's daughter lived in Brewer and she wanted some furniture moved so she asked Bert to help her. Bert got Frank to go with him in the old Packard. They got as far as Ellsworth and had to stop at the liquor store. They no doubt had a drink or two before they left Ellsworth and by the time they got to Maddock's Corner, which in those days was a very sharp corner, Bert failed to make the curve and drove off into a field that was quite soft. When they tried to back out the wheels would only spin on that soft ground and they were stuck. They reasoned the thing to do was to have another drink. After a while they decided to try again. Each time failed to get them out, but each time called for another drink. Finally, the engine roaring and blue smoke coming out under the car attracted the attention of a lady in a house nearby. She called the State Police, but the nearest officer was Lealond Foster at Northeast Harbor. By the time he got there Bert and Frank were pretty well over the bay. Foster easily got Bert out of the car and

Person

[Birlem - Fred Alberton Birlem \(1876-1950\)](#) aka Bert

Foster – John Lealond Foster (1901-1987) aka Lealond

[Birlem – Doris Spurling \(Birlem\) Rush Stubbs \(1917-1990\)](#)

[Underwood - Mary Robinson Underwood \(1868-1960\)](#)

Faulkingham – Thomas Frank Faulkingham (1890-1973)
aka Frank

Alley – Lizzie Olive (Alley) Faulkingham (1892-1980)

[Stanley - William Doane Stanley \(1855-1950\)](#)

aka Jimmy
aka Pa Jim

White – Leslie Frank White Jr. (1921-2010)

Faulkingham – Myrtle Louilla (Faulkingham) Sawyer Cowette
White (1916-2008)

Child Of

Birlem – E. Augustus Birlem (1841-1918)
aka Gus

Foster – Royal L. Foster (1897-?)

Birlem - Fred Alberton Birlem (1876-1950)
aka Bert

Underwood – Charles James Underwood
(1826-1896)

Faulkingham – John F. Faulkingham (1846-
1912)

Alley – Arthur Riley Alley (1870-1936)

Stanley - Enoch Boynton Stanley (1820-
1903)

White - Leslie Frank White Sr. (1891-1967)

Faulkingham – Thomas Frank Faulkingham
(1890-1973) aka Frank

into the police car but Frank wouldn't move. He allowed he wasn't going anywhere. Foster was quite a rugged man and he had to drag Frank out of the car. During the struggle Frank somehow kicked Foster in the back of the neck with his rubber hip boot. Foster said he never could figure out how Frank ever got his foot that high.

After Bert's daughter found out what had happened she came down to Ellsworth jail to bail them out, but they had both settled down and were sleeping. The jailers recommended that she leave them there, so she made arrangements to have the car towed out and left them there until next morning. I don't know that they were ever arrested over this incident or ever went to court. It would be some different now. Talk about the cost of maintaining the court system today!

One time, the old lady Underwood asked Bert to come to Boston to meet with her on some business. It was in the winter, so Bert got his buddy, Frank to go with him on the train. By the time they got to the North Station they were feeling pretty good but on the way down Bert had met with an accident in his pants. Frank got him in the men's room at the station and proceeded to wash Bert's heavy long drawers in the lavatory. He wrung them out as best he could, warmed them on the radiator and Bert put them right back on. They got a taxi to the Underwood house and the maid let them in. Presently, Miss Underwood came to greet them and there was Frank with his lighthouse uniform and hip boots and Bert was all wet. She exclaimed, "Did you have a rough trip down Captain?" She thought they had come by boat.

One time Bert and another man were in Bert's sloop at Cranberry Island sailing by a rowboat tied to a mooring. The other man was to jump into the rowboat as they slowly sailed by. The man jumped but went right over the side of the rowboat into the water. Bert knew the man couldn't swim so he jumped out of his sloop and held him out of water until help got there while his sloop sailed on and went ashore.

It was probably in the mid-fifties that Frank Faulkingham and his wife, Olive, rented from my father a shop that had belonged to his Uncle Jimmie at Clark's Point where they set up a lunchroom. One of the stipulations set by my mother was that there was to be no liquor on the premises. Everything was going fine, but Frank would open up early on Sunday mornings. Some of his buddies would gather and it wasn't long before some hard liquor would appear. One morning the bottle was setting on the counter and they were all enjoying a little nip when Frank's son-in-law walked in through the door. He took one look, didn't say a word, spun around and left. It wasn't long before Frank's daughter arrived, mad as she could be, and lectured him about drinking and having liquor there on the property. While this tirade was going on another man arrived with a glass of something special that he had brought for Frank to

Biography Citation

Faulkingham – Myrtle Louilla (Faulkingham) Sawyer Cowette White (1916-2008)

Faulkingham – Thomas Frank Faulkingham (1890-1973)
aka Frank

Child Of

Faulkingham – Thomas Frank Faulkingham (1890-1973) aka Frank

Faulkingham – John F. Faulkingham (1846-1912)

daughter with the glass and Frank reached around her, took the glass, started sipping it. She was so mad she didn't notice what had happened. Later in life Frank joined the Latter-Day Saints and never again drank a drop.

Person

[Stanley - Ralph Warren Stanley \(1929-\)](#)

Child Of

Stanley - Chester Warren Stanley (1900-1971)

Relatives and Acquaintances

These are but a few of the people that influenced my life. Being a descendant of about twenty of the earliest settlers of this vicinity, I was related to the majority of people living in Southwest Harbor. I knew everybody, and everybody knew me. When I graduated from High School in 1948 about two thirds of the class were related and one third were descendants of Jacob Lurvey Jr.

My relatives, neighbors and many people I have met and had contact with in life had a great influence on my life. Some were highly educated, and some could not read or write. It seems that I could understand and carry on a meaningful conversation with any of them. Their status in the community didn't seem to matter: they all had their certain traits and mannerisms, some good and some bad, some humorous and some tragic and sad. They were human and subject to all the reputable and honorable qualities as well as all the foibles of humanity.

Ralph Warren Stanley

Dramatis Personae

Please note that photographs presently in the database comprise a small number of those in the collection. References found in the live links shown here lead to information now in the Digital Archive.

New links will be added here, and more will be found as photographs and information are added to the archive.

The biographical citations were inserted after the manuscript was written, using later and more sophisticated research. Differences between the text and citations sometimes occur. The citations should be considered more accurate while archivists reconcile differences and they disappear.

Women are listed by their maiden surnames.

Person

Alden - John Gale Alden (1884-1962)
Alley - Amazia Alley (1904-1989)
Alley – Lizzie Olive (Alley) Faulkingham (1892-1980)
Andrews - John Andrews (1618-1708)
Andrews – Susanna (Andrews) Foster (1687-?)
Andros - Gov. Edmund Andros (1637-1714)
Argall - Samuel Argall (1572-1626)
Astor - William Vincent Astor (1891-1959) aka Vincent
Atherton – Onslow Aurelius Atherton (1845-?)
Bartlett - Christopher Bartlett (1732-1806)
Bartlett – Frederick Augustus Bartlett (1830-?)
Bartlett – George Gurley Bartlett (1827-?)
Bartlett – Hiram Hinckley Bartlett (1838-1913)
Bartlett – James Candage Bartlett (1841-?)
Bartlett – John Bushrod Bartlett (1834-?)
Bartlett - John Matthews Bartlett (1789-?)
Beal - Lawrence O. Beal (1909-1981)
Beecher – Harriet Elisabeth (Beecher) Stowe (1811-1896)
Bennett – Elizabeth (Bennett) Rosengarten (1809-1885)
Benson - Peter Theodore Benson (1862-bef 1910)
aka Portagee Pete

Child Of

Alden – Charles L. Alden (1827-1912)
Alley - Joshua Warren Alley (1881-1954)
Alley – Arthur Riley Alley (1870-1936)
Andrews - John Andrew (1597-1666)
Andrews – Joseph Andrews (1657-1724)
Unknown
Argall - Richard Argall (1533-1588)
Astor - John Jacob Astor (1865-1912)
Atherton – William W. Atherton (1799-?)
Bartlett - Noah Bartlett (1700-1732)
Bartlett - John Matthews Bartlett (1789-?)
Unknown
Beal - Earnest R. Beal (1887-1963)
Beecher – Lyman Beecher (1775-1863)
Bennett – Jacob Bennett (Unknown)
Unknown

[Birlem – Doris Spurling \(Birlem\) Rush Stubbs \(1917-1990\)](#)

[Birlem – E. Augustus Birlem \(1841-1918\)](#)

[Birlem - Fred Alberton Birlem \(1876-1950\)](#) aka Bert

Black - Sabrina May (Black) Fernald (1880-1972) aka Sadie

Black - William Herman Black (1883-1957)

aka Will

aka Bill

Blanchard - Caroline (Blanchard) Wheelwright (1802-1866)

Bowen - Ashley Bowen (1728-1813)

Boynton - Hannah (Boynton) Lurvey (1757-1839)

Boynton - Enoch Boynton (1727-1805)

Boynton - William Boynton (1580-1615)

Bracy - Wesley Bracy (1906-2000)

Bragdon - Addie L. (Bragdon) Gilley (1905-1983)

Brewster – William Brewster (1568-1644)

aka Elder William Brewster

Bridges - Fred E. Bridges (1862-1940)

[Brown – Charles Moulson Brown \(1794-1871\)](#)

aka Rev. Charles Brown

aka Rev. Charles Moulton Brown

aka Carnes Coffin Moulson-Brown

Buckminster - Leona Abigail (Buckminster) Gilley (1858-1919)

Bulger - Alice Marion (Bulger) Stanley (1890-1970)

[Bulger – Ella Florence \(Bulger\) Joy Spurling \(1867-1939\)](#)

Bulger - Enoch Joseph Bulger (1849-1927)

Bulger - Harvey E. Bulger (1883-1964)

Bulger - Mary Etta (Bulger) Hamor (1838-1921)

[Bulger - Michael Bulger \(1799-1859\)](#)

Bulger - Ralph P. Bulger (1892-1981)

[Bulger – Samuel Newman Bulger \(1835-1919\)](#)

aka Capt. Samuel Newman Bulger

Bunker – Anne Rae Bunker (1938-2011)

Bunker - Arthur Henry Bunker (1938-2000)

Bunker - Benjamin Bunker (1710-1818)

Bunker - Carrie (Bunker) Joyce (1863-1962)

Birlem - Fred Alberton Birlem (1876-1950)
aka Bert

Birlem – John Fred Birlem (abt. 1810-abt. 1850)

Birlem – E. Augustus Birlem (1841-1918) aka Gus

Black - Charles P. Black (1845-1913)

Black - Charles P. Black (1845-1913)

Blanchard – Edward Blanchard (1789-?)

Bowen - Nathan Bowen (1698-1776)

Boynton - Enoch Boynton (1727-1805)

Boynton - Joshua Boynton (1679-1770)

Unknown

Bracy - Charles Bracy (1865-1946) aka Dud

Bragdon - Samuel A. Bragdon (1874-1940)

Brewster – William Brewster (c.1534-1590)
aka William Brewster of Hatfield

Bridges - Benjamin Bridges (1832-1890)

Brown – Joseph Brown Jr. (1762-1819)

Buckminster - Solomon Gross Buckminster (1834-1909)

Bulger - Enoch Joseph Bulger (1849-1927)

Bulger – Samuel Newman Bulger (1835-1919)

Bulger – Michael Bulger (1799-1859)

Bulger - Enoch Joseph Bulger (1849-1927)

Bulger - Michael Bulger (1799-1859)

Unknown

Bulger - George Bulger (1854-1920)

Bulger – Michael Bulger (1799-1859)

Bunker - Raymond Adelbert Bunker (1906-1994)

Bunker - Lyndon Bunker (1909-2000)

Bunker - James Bunker (1665-1722)

Bunker - Daniel S. Bunker (1831-1909)

Bunker - Comfort (Bunker) Manchester (1736-1762)

Bunker - Daniel Bunker (1796-1852)

Bunker - Emma Beatrice (Bunker) Stanley (1895-1937)

Bunker - Eunice (Bunker) Gilley (1756-1843)

Bunker - Henry A. Bunker (1872-1941)

Bunker - James Patterson Bunker (1951-2002)

Bunker - John Bunker (1730-1829)

Bunker - Joseph Bunker (1822-1896)

Bunker - Julia Maria Bunker (1850-1919)

Bunker - Mary (Bunker) Eaton (1754-1840)

Bunker - Percy E. Bunker (1887-1980)

[Bunker - Raymond Adelbert Bunker \(1906-1994\)](#)

Bunker - Raymond Adelbert Bunker Jr (1948-?)

Bunker - Susan Margaret (Bunker) Newman

Bunker - Vincie Millicent (Bunker) Hurlbert (1895-1943)

Bunker - William Pung Bunker (1829-1894)

Burden - William A. Burden (1906-1984)

[Burke - Edmund Stevenson Burke, Jr. \(1879-1962\)](#)

Burns - Mary Caroline (Burns) Richardson (1835-1924)

Cabot - Elizabeth (Cabot) Lyman (1880-1982)

Cabot - Samuel Cabot Jr. (1784-1863)

Cabot - Samuel Cabot (1815-1885)

Cabot - Samuel Cabot (1850-1910)

Cabot - Sarah Perkins (Cabot) Wheelright (1835-1917)

Cadillac - Antoine Laumet de La Mothe, sieur de Cadillac (1658-1730)

Campbell - Margaret Ann (Campbell) Higgins (1836-1912)

Candage - Charles Samuel Candage (1916-1998)
aka Charles S. Candage

Candage - James Candage Jr. (1753-1819)

Candage - Janet (Candage) Rourke (1933-2017)

Candage - Lewis Candage (1867-1950)

Candage - Rufus George Frederick Candage (1826-1912)

Bunker - Benjamin Bunker (1710-1818)

Bunker - Isaac Bunker (1773-1850)

Bunker - Leander Bunker (1873-1928)

Bunker - John Bunker (1730-1829)

Bunker - William Bunker (1829-1894)

Bunker - Raymond Adelbert Bunker (1906-1994)

Bunker - Benjamin Bunker (1710-1818)

Bunker - Thomas Bunker (1790-1867)

Bunker - Warren Rogers Bunker (1824-1870)

Bunker - Benjamin Bunker (1710-1818)

Bunker - Willis E. Bunker (1855-1915)

Bunker - Henry A. Bunker (1872-1941)

Bunker - Raymond Adelbert Bunker (1906-1994)

Bunker - Raymond Adelbert Bunker (1906-1994)

Bunker - Henry A. Bunker (1872-1941)

Bunker - Beniah Bunker (1784-1866)

Burden - William Burden (1877-1909)

Burke - Edmond S. Burke (1852-1931)

Burns - William Burns (1808-1865)

Cabot - Samuel Cabot (1850-1910)

Cabot - Samuel Cabot (1759-1819)

Cabot - Samuel Cabot (1784-1863)

Cabot - Samuel Cabot (1815-1885)
aka Dr. Samuel Cabot

Cabot - Samuel Cabot Jr. (1784-1863)

Laumet - Jean Laumet (Unknown)

Campbell - John Campbell (1800-1861)

Candage - Samuel Jay Candage (1892-1993)

Candage - James Candage Sr. (1730-1788)

Candage - Candage - Linwood C. Candage (abt. 1896-1977)

Candage - Joseph M. Candage - (1824-1904)

Candage - Samuel Roundy Candage (1781-1852)

Candage – Samuel Roundy Candage (1781-1852)

Carpenter - Byron S. Carpenter (1867-1956) aka Byde

[Carroll - Anna Beatrice \(Carroll\) Kelley \(1887-1974\)](#)
aka Bea

[Carroll - Elizabeth Cook \(Carroll\) Lawler \(1823-1905\)](#)

[Carroll - Hannah C. \(Carroll\) Lurvey \(1825-1888\)](#)

[Carroll – Jacob William Carroll \(1830-1899\)](#)

[Carroll – John Carroll \(1790-1867\)](#)

[Carroll - Mary Ann \(1835-1926\)](#)

[Carroll - Nellie Rebecca \(Carroll\) Thornton \(1871-1958\)](#)

Carrott - Jane (Carrott) Boardman (1916-2002)

[Champlain - Samuel de Champlain \(1574-1635\)](#)

Chapman – Marion C. Chapman

Charder - Mary (Charder) Standley (1706-1748)

Chilcott - Andrew Chilcott (1792-1829)

[Clark – Clarence Clark \(1852-1940\)](#)

Clark – Edward White Clark (1828-1904)

[Clark - Grace Darling \(Clark\) Pease \(1848-1917\)](#)

[Clark - Henry Higgins Clark \(1811-1897\)](#)

Clark - John Clark (1782-1857)

Clark - Lewis Clark (1778-1857)

Clark – Marion (Clark) Madeira (1868-1939)

[Clark - Nathan Clark II \(1780-1845\)](#)

Clark - Obed Clark (1807-1829)

Clark - Sarah A. (Clark) Reed (1835-1917)

[Clark - Seth Higgins Clark \(1816-1896\)](#)

Clark - Stephen Clark (1805-1829)

William Earl Clark Jr. (1879-1969)

Claypoole – James Claypoole III (1634-1687)

[Clement - Chester Eben Clement \(1881-1937\)](#)

Cobette – Thomas Cobette Jr. or III
Citation speculative, but probable.

Coffin - Ermest L. Coffin (1905-1984)

Colton – Sabin Woolworth Colton Jr. (1847-1925)

Candage – James Candage Jr. (1753-1819)

Carpenter - John Carpenter (1825-1873)

Carroll - Jacob William Carroll (1830-1899)

Carroll - John Carroll (1790-1867)

Carroll - John Carroll (1790-1867)

Carroll - John Carroll (1790-1867)

Carroll - William Carroll (1767-1814)

Carroll - John Carroll (1790-1867)

Carroll - Jacob William Carroll (1830-1899)

Carrott - Orville Browning Carrott (1879-1951)

Champlain - Antoine Champlain (Unknown)

Unknown

Charder - Samuel Charder (1683-1715)

Chilcott - George Chilcott (1756-1850)

Clark - Seth Higgins Clark (1816-1896)

Clark – Enoch White Clark (1802-1856)

Clark - Seth Higgins Clark (1816-1896)

Clark - Nathan Clark (1780-1848)

Clark - Thomas Clark (1736-1804)

Clark - Thomas Clark (1736-1804)

Clark – Edward White Clark (1828-1904)

Clark - Thomas Clark (1736-1804)

Clark - Stephen Clark (1767-1825)

Clark - David Clark (1794-?)

Clark - Nathan Clark (1780-1848)

Clark - Stephen Clark (1767-1825)

Clark – William Earl Clark Sr. (1848-1933)

Claypoole – Sir John Claypoole (1595-1660)

Clement - Eben Leslie Clement (1862-1932)

Cobbet – Thomas Cobbet (1608-1685)

Coffin - Silas A. Coffin Jr. (1875-1916)

Colton – Sabin Woolworth Colton Sr. (1813-1890)

Cope - Oliver Cope (1902-1994)
 Corey – Mary Elizabeth (Corey) Candage (1829-1871)
 Corning - Edwin E. Corning (1883-1934)
 Corning – Edwin J. Corning (c.1910-?)
 Corning - Erastus Corning Sr. (1794-1872)
 Corning - Erastus Corning Jr. (1827-1897)
 Famous as “the millionaire”
 Corning – Erastus Corning II (1909-1983)
 aka Mayor of Albany
 Corning - Harriet (Corning) Sinkler Ewing (1916-1966)
 Corning – Louise (Corning) Ransom (1911-1954)
 Corning - Parker Corning (1874-1943)
 Corning – Samuel Corning (1616-1694)
 aka Ensign Samuel Corning
 Coulter - Gordon Lewis Coulter (1934-?)
 Coulter – Winfield Coulter (1905-?)
 Cox - James Cox (1758-1804)
 Crane - Bathsheba (Crane) Gilley (1810-1894)
[Crane - Elisha B. Crane \(1805-1843\)](#)
 Curley - Nellie G. (Curley) Richardson (1884-1957)
 Curtis - Joseph Henry Curtis (1841-1928)
 Davie – Charles Nelson Davie (1860-1943)
 Davis - Emma (Davis) Neilson (1795-?) aka Emily
 Davis - Lillian A. (Davis) Stanley (1869-1940)
 Dawes - Margaret Greenleaf (Dawes) Eliot (1789-1875)
 Dawes - William Dawes Jr. (1745-1799)
[Day - Henry Edmund Day - \(1819-1900\)](#)
 de Gregoire - Bartélémy de Gregoire (?-1810)

[Dix - Celestia Gertrude \(Dix\) Robinson \(1875-1961\)](#)
 Dix - John Dix (1829-1910) aka Captain John Dix –
 Vienna (Dix) Sawyer (1848-1903)
[Dix - Vienna Sophia \(Dix\) Lawler \(1871-1955\)](#)
 Doane - Daniel Doane Jr. (1687-1712)
 Doane – Elijah S. Doane (1817-1899)

Cope - Walter Cope (1860-1902)
 Unknown
 Corning - Erasmus Corning Jr. (1827-1897)
 Famous as “the millionaire”
 Corning - Edwin E. Corning (1883-1934)
 Corning – Bliss Corning (1763-1846)
 Corning - Erastus Corning Sr. (1794-1872)
 Corning - Edwin E. Corning (1883-1934)
 Corning - Edwin E. Corning (1883-1934)
 Corning - Edwin E. Corning (1883-1934)
 Corning - Erasmus Corning Jr. (1827-1897)
 Cornynge – John Cornynge (1582-1630)

 Coulter – Winfield Coulter (1905-?)
 Coulter – Charles H. Coulter (1870-1916)
 Cox - Samuel Cox (Unknown)
 Crane - John T. Crane (1763-1849)
 Crane - John T. Crane (1763-1849)
 Unknown
 Curtis - Joseph Curtis (1805-1841)
 Davie – Curtis Davie (1827-1899)
 Unknown
 Davis - Thomas Davis (1844-1911)
 Dawes - Thomas Dawes (1757-1825)
 Dawes - William Dawes (1719-1802)
 Unknown
 de Gregoire - Noble Bartélémy de Gregoire
 (Unknown)
 Dix - John Dix (1829-1910)
 Dix – Jonathan Dix (1796-1885)
 Dix – Jonathan Dix (1796-1885)
 Dix - John Dix (1829-1910)
 Doane - Daniel Doane (1636-1712)
 Unknown

Doane - George Hobart (1830-1875)

Doane - George Washington Doane (1799-1859)

Doane - John Doane (1591-1686)

Doane - Margaret Harrison Doane (1858-1883)

Doane - William Crosswell Doane (1832-1913)

[Dodge - Abigail \(Dodge\) Lurvey \(1795-1887\)](#)

[Dolliver - Adeline \(Dolliver\) Gilley \(1821-1876\)](#)

Dolliver - Mahala (Dolliver) Holmes Day (1825-1967)

Dolliver - Margaret (Dolliver) Ward (1794-1879)

[Dolliver – Peter Dolliver Jr. \(1755-1828\)](#)

[Donnell - Orrin A. Donnell \(1859-1947\)](#)

Donnell - Rena W. (Donnell) Walls (1891-1985)

Dorr – Cecil Edwin Dorr (1917-1995)

Dowdell – John F. Dowdell Jr. (1872-1958) aka Jack

Dowdell – John F. Dowdell Sr. (1831-1904)

Downs - Norton Thompson Downs III (1918-1985)

Dresel – Louisa Loring Dresel (1864-1958)

Dunbar – Henry E. Dunbar (1914-1982)

Dunbar – John Edwin Dunbar (1911-1991)

Dunbar - Juanita (Dunbar) Anderson (1936-?)

[Dunbar - Linwood N. Dunbar \(1903-1942\)](#)

Dunbar - Nancy (Dunbar) Bulger (1935-2004)

[Dunn - Gano Sillek Dunn \(1870-1953\)](#)

Dunn – Nathaniel Dunn Jr. (1800-1889)

Dunn – Nathaniel Dunn Sr. (1770-1831)

Dunn - Nathaniel Gano Dunn (1845-1892)
aka General Dunn

Dupuis – Louise Marguerite (Dupuis) Milly dit La Croix
Laborde (1705- ?)

Dwellely - Hugh Dwellely (1931-2014)

Dwellely - John N. Dwellely (1963-?)

Eaton – Eliakim Wardwell Eaton (1742-1799)

Eaton – William Eaton (1720-1800)

Doane - George Washington Doane (1799-1859)

Doane – Jonathan Doane (1756-1818)

Unknown

Doane - William Crosswell Doane (1832-1913)

Doane - George Washington Doane (1799-1859)

Dodge - Ezra H. Dodge (1765-1848)

Dolliver - Peter Dolliver IV (1798-1871)

Dolliver - Peter Dolliver IV (1798-1871)

Dolliver - Peter Dolliver Jr. (1755-1828)

Dolliver – Peter Dolliver (1726-1807)

Donnell - William Donnell (1818-1898)

Donnell - Henry A. Donnell (1859-1935)

Dorr – Sylvester Warren Dorr (1888-1959)

Dowdell – John F. Dowdell Sr. (1831-1904)

Dowdell – George Dowdell ((Unknown)

Downs - Norton T. Downs Jr. (1895-1918)

Madeira - Edward Walter Madeira (1892-1956) –
Step-father

Dresel – Otto Dresel (1826-1890)

Dunbar – Lewis Girrard Dunbar (1885-1951)

Dunbar – Lewis Girrard Dunbar (1885-1951)

Dunbar - Linwood Dunbar (1903-1942)

Dunbar – Lewis Girrard Dunbar (1885-1951)

Dunbar - Linwood Dunbar (1903-1942)

Dunn - Nathaniel Gano Dunn (1845-1892)
aka General Dunn

Dunn – Nathaniel Dunn (1770-1831)

Unknown

Dunn – Nathaniel Dunn Jr. (1800-1889)

Dupuis – Louis Dupuis dit Parisien
(c.1658-bef.1724)

Fernald - Francis Fernald (1909-1995)

Dwellely - Hugh Dwellely (1931-2014)

Eaton - William Eaton (1720-1800)

Eaton – John Eaton Jr. (1685-1746) aka Daniel

Edison – Thomas Alva or Alvah Edison (1847-1931)

Eliot - Andrew Eliot (1627-1704)

[Eliot - Charles William Eliot 1834-1926](#)

[Eliot - Charles William Eliot Jr. \(1859-1897\)](#)

Eliot - Ellen Peabody (Eliot) Paine (1894-1987)

Eliot - Hannah Dawes (Eliot) Lamb (1809-1879)

Eliot - Samuel Atkins Eliot (1862-1950)

Eliot - William Greenleaf Eliot (1781-1853)

Ellis - Helen Elizabeth Ellis (1889-1978)

Ellis - Ralph F. Ellis, Jr. (1910-1994)

Elkins - Louise Broomall (Elkins) Sinkler (1890-1977)

Enders - John Franklin Enders (1897-1985)

Everett - Henry Everett (1791-1829)

Falt - Wilhelmina (Falt) Savage (1856-?)

Farrow – Mary (Farrow) Manchester (1710-?)

Faulkingham – Myrtle Louilla (Faulkingham) Sawyer Cowette White (1916-2008)

Faulkingham – Thomas Frank Faulkingham (1890-1973) aka Frank

Fenner – Anna (Fenner) Manchester (1687-1731)

Fernald – Dorcas Ellen (Fernald) Stanley (1827-1877)

Fernald - Everett Eugene Fernald (1880-1972)

Fernald - Frederick Fernald (1872-1931)

Fernald - Gerard F. Fernald (1937-?) aka Jerry

Fernald – George Henry Fernald (1847-1932)

Finlay – Walter Stevenson Finlay Jr. (1882-1953)

Foster - Benjamin Foster (1720-?)

Foster – John Lealond Foster (1901-1987) aka Lealond

Foster - Rachel (Foster) Boynton (1716-1784)

Franchetti - Mario Franchetti (1919-1976)

Frazer - Florence H. (Frazer) Underwood (1879-1969)

Freeman - John T. R. Freeman (1834-1916)

Freeman - Katherine (Freeman) Walls (1873-1957) aka Kathie

Freeman - Mary Dodge (Freeman) Stanley (1805-1885)

Edison – Samuel Ogden Edison Jr. (1804-1896)

Eliot - William Eliot (1603-?)

Eliot - Samuel Atkins Eliot (1798-1862)

Eliot - Charles William Eliot (1834-1926)

Eliot - Charles Eliot (1859-1897)

Eliot - William Greenleaf Eliot (1781-1853)

Eliot - Charles William Eliot (1834-1926)

Eliot – Samuel Eliot (1748-1784)

Ellis - William Rogers Ellis (1847-1903)

Ellis - Ralph F. Ellis (1892-1933)

Elkins – George Washington Elkins (1858-1919)

Enders - John Ostrom Enders (1869-1958)

Everett - John Everett (1773-1865)

Falt - James William Falt (1828-1910)

Unknown

Faulkingham – Thomas Frank Faulkingham (1890-1973) aka Frank

Faulkingham – John F. Faulkingham (1846-1912)

Unknown

Fernald – Truxton Fernald (1806-1880)

Fernald - Samuel Stillman Fernald (1838-1888)

Fernald - Samuel Stillman Fernald (1838-1888)

Fernald - Francis Fernald (1909-1995)

Fernald – Henry Cobb Fernald (1815-1888)

Finlay – Walter Stevenson Finlay Sr. (c.1853-?)

Foster – Reginald Foster (1700-?)

Foster – Royal L. Foster (1897-?)

Foster - Benjamin Foster (1720-?)

Unknown

Frazer - Rev. David R. Frazer (1837-1916)

Freeman - James R. Freeman (1810-1897)

Freeman - John T.R. Freeman (1834-1916)

Freeman - Reuben Freeman (1771-1850)

Gardiner - Curtis Crane Gardiner (1822-1908)

Gardiner - Julia Thurston (Gardiner) Gayley Dunn (1864-1937)

Gates - Frederick Taylor Gates (1853-1929)

Gates - Thomas Sovereign Gates, Jr. (1906-1983)

Gayley - Agnes Malcolm (Gayley) Milliken (1887-1970)
aka Mrs. Milliken

Gayley - Florence (Gayley) Montgomery (1889-1975)
aka Folly
aka Mrs. Montgomery

Gayley - James Gayley (1855-1920)

Gayley - Mary Thurston (Gayley) Senni (1884-1971)

Gilley – Alfred H. Gilley (1832-1876)

[Gilley - Alice E. \(Gilley\) Gilley \(1856-1938\)](#)

Gilley - Almenia (Gilley) Stanley (1846-1922)

Gilley – Benjamin Gilley (1797-1875)

[Gilley - Charles Adelbert Gilley \(1847-1914\)](#)

Gilley – Charles Brown Gilley (1841-1901)

Gilley - Charles Montriville Gilley (1924-2006) aka Charlie

Gilley - Clarissa (Gilley) Fisher Hale (1838-1907)

Gilley - Comfort Stanley (Gilley) Thompson (1832-1898)

[Gilley - Elisha Bunker Gilley \(1807-1901\)](#)

Gilley - Elmira Gilley (1826-1853)

Gilley – Elmira Gilley (1842-1928)

Gilley - Emily (Gilley) Esterbrook (1840-1931)

Gilley - Eunice (Gilley) Crane (1809-1861)

Gilley - Francis M. Gilley (1810-1877)

Gilley - Frank Leslie Gilley (1880-1920)

Gilley - George Henry Gilley - (1849-1925)

Gilley - Hannah (Gilley) Bunker (1836-1925)

[Gilley - Harriet \(Gilley\) Taylor Coulter \(1838-1930\)](#)

Gilley – Howard M. Gilley (1843-1914)

[Gilley - Irene R. \(Gilley\) Dunbar \(1911-1940\)](#)

[Gilley - John Gilley \(1822-1896\)](#)

Gilley – John Manchester Gilley (1819-1864)

Gardiner - Lyman Gardiner (1798-1846)

Gardiner - Curtis C. Gardiner (1822-1908)

Gates - Granville Gates (1828-1906)

Gates - Thomas Sovereign (1873-1948)

Gayley - James Gayley (1855-1920)

Gayley - James Gayley (1855-1920)

Gayley – Samuel Alexander Gayley (1822-1903)
aka Rev. Samuel Alexander Gayley

Gayley - James Gayley (1855-1920)

Gilley - Elisha Bunker Gilley (1807-1901)

Gilley - Joseph Warren Gilley Sr, (1813-1894)

Gilley - Elisha Bunker Gilley (1807-1901)

Gilley - William Gilley (1746-1839)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Benjamin Gilley (1797-1875)

Gilley - Harvey Florien Gilley (1894-1950)

Gilley – Elisha Bunker Gilley (1807-1901)

Gilley - Benjamin Gilley (1797-1875)

Gilley - William Gilley Jr. (1782-1872)

Gilley - William Gilley Jr. (1782-1872)

Gilley – Elisha Bunker Gilley (1807-1901)

Gilley – Elisha Bunker Gilley (1807-1901)

Gilley - William Gilley Jr. (1782-1872)

Gilley - William Gilley Jr. (1782-1872)

Gilley - George Henry Gilley (1849-1925)

Gilley - Francis M. Gilley (1810-1877)

Gilley - Elisha Gilley (1807-1861)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Francis M. Gilley (1810-1877)

Gilley - Frank L. Gilley (1880-1920)

Gilley - William Gilley Jr. (1782-1872)

Gilley - Benjamin Gilley (1797-1875)

[Gilley - Joseph Warren Gilley Sr. \(1813-1894\)](#)

[Gilley - Joseph Warren Gilley Jr. \(1859-1918\)](#)

aka Skipper Gilley

Gilley - Laura Almira (Gilley) Donnell (1862-1944)

Gilley - Leona Hannah Gilley (1890-1987)

Gilley - Leonard Bragdon Gilley (1929-2016)

Gilley - Lewis Gilley (1812-1860)

Gilley - Lucinda Gilley (1819-1843)

Gilley - Lucinda Gilley (1843-1931)

Gilley - Mary E. (Gilley) Stanley (1867-) aka May Gene

Gilley - Mary Gilley (1824-1863)

Gilley - Matilda Gilley (1817-?)

Gilley - Matilda Allen Gilley (1840-1914)

[Gilley - Nancy \(Gilley\) Stanley \(1854-1932\)](#) aka Nan

Gilley - Nancy Spurling Gilley (1834-1923)

Gilley - Neola R. (Gilley) Gallant (1918-2000)

Gilley - Phillip Frederick Morse Gilley (1887-1961)

[Gilley - Phoebe Jane \(Gilley\) Stanley \(1842-1929\)](#)

Gilley - Samuel Bulger Gilley (1856-1927)

Gilley - Stephen Manchester Gilley (1829-1910)

[Gilley - Wendell Holmes Gilley \(1904-1983\)](#)

Gilley - William Gilley (1746-1839)

[Gilley - William Gilley Jr. \(1782-1872\)](#)

Gilley - William Gilley (1806-1829)

Gilpatrick - Roswell Leavitt Gilpatrick (1906-1996)

Gilpatrick - Walter Hodges Gilpatrick (1877-1955)

Gilpatrick - Abram Gilpatrick (1863-1943)

Gilpatrick - Samuel Nathan Gilpatrick (1824-1897)

Godfrey - Lincoln Godfrey, II (1890-1950)

Gott - Daniel Gott V (1739-1814)

Gott - Elizabeth (Gott) Richardson (1734-1808)

[Gott - Lewis Freeman Gott \(1857-1926\)](#)

Gott - Margaret (Gott) Richardson (1743-1803)

Gott - Rachel (Gott) Richardson (1730-1814)

Gilley - William Gilley Jr. (1782-1872)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - John Gilley (1822-1896)

Gilley - Samuel Bulger Gilley (1856-1927)

Gilley - Wendell Gilley (1904-1983)

Gilley - John Gilley (1775-1817)

Gilley - William Gilley Jr. (1782-1872)

Gilley - Elisha Bunker Gilley (1807-1901)

Gilley - John Gilley (1822-1896)

Gilley - William Gilley Jr. (1782-1872)

Gilley - William Gilley Jr. (1782-1872)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Joseph Warren Gilley Sr. (1813-1894)

Gilley - Elisha Bunker Gilley (1807-1901)

Gilley - Frank L. Gilley (1880-1920)

Gilley - George Henry Gilley (1849-1925)

Gilley - Joseph Warren Gilley (1813-1894)

Gilley - Elisha Bunker Gilley (1807-1901)

Gilley - Benjamin Gilley (1797-1875)

Gilley - Frank L. Gilley (1880-1920)

Unknown

Gilley - William Gilley (1750-1839)

Gilley - John Gilley (1775-1817)

Gilpatrick - Walter Hodges Gilpatrick (1877-1955)

Gilpatrick - George W. Gilpatrick (1855-1926)

Gilpatrick - Samuel Nathan Gilpatrick (1824-1897)

Gilpatrick - Samuel Gilpatrick II (1792-1871)

Godfrey - Lincoln Godfrey (1850-1918)

Gott - Daniel Gott IV (1703-1785)

Gott - Daniel Gott IV (1703-1785)

Gott - Samuel M. Gott (1813-1895)

Gott - Daniel Gott IV (1703-1785)

Gott - Daniel Gott IV (1703-1785)

Graham - Mary (Graham) Hadlock (1745-?)

Grandgent – Charles Hall Grandgent (1862-1939)

Grant - Thomas Baldwin Grant (1813-1891)

Graves - Samuel Graves (1713-1787)
aka Admiral Graves

Gray - Ray Charles Gray (1890-1963)

Guptil - Caroline Hall (Guptil) Stanley (1822-1907)

Guptil - Fannie (Guptil) Spurling (1760-1824)

Guptil - Stilman Guptil (1797-1889) aka Stillman

Hadlock - Dale I. Hadlock (1935-?)

Hadlock - Epps L. Hadlock (1829-1907)

Hadlock - Mary Andrus (1800-1880)

Hadlock - Samuel Hadlock (1770-1854)

Hadlock - Samuel Hadlock Jr. (1792-1829)

Hadlock - Samuel Tyler Hadlock (1814-1829)

Hadlock - William Nathaniel Hadlock (1745-1790)

Hale – Caroline Hale (1823-?)

Hale - Mary (Hale) Bartlett (c. 1790-c. 1889)

Hamilton - Evelyn (Hamilton) Richardson (1908-1981)

Hamor - Adelma (Hamor) Johnson (1857-1877)

[Hamor – Emma Elvira \(Hamor\) Birlem \(1856-1947\)](#)
aka Mimmie

Hamor - Geneva A. (Hamor) Richardson (1864-aft. 1947)

Hamor - George Rinaldo Hamor (1832-1913)

Hamor – Seth Hopkins Hamor (1826-1880)

Hanna - William F. Hanna (1859-1936) aka Will

Harding - Clarence E. Harding (1895-1993)

Harrison – Charles C. Harrison (1854-?)

Harrison - Stanley H. Harrison (1903-1921)

Harwood - Charles Elliot Harwood (1842-1897)

Haskell - Abigail (Haskell) Standley (1683-1710)

Hastings - James Williams Hastings (1880-1967)

Hedquist - Anders Hedquist (1885-1967)

Henry - Elizabeth Henry (1886-?)

Graham - Andrew Grimes/Graham (Unknown)

Grandgent – Louis Hall Grandgent (1824-1891)

Grant - Francis Grant (1783-1873)

Graves - Samuel Graves (Unknown)

Gray - Charles Richard Gray (1863-1935)

Guptil - Stilman Guptil (1797-1889)

Guptil - John Guptill (1726-1759)

Guptil – Nahum Guptil (1767-1849)

Hadlock - William E. Hadlock (1913-1994)

Hadlock - Samuel Hadlock Jr. (1752-1829)

Hadlock - Samuel Hadlock (1770-1854)

Hadlock - Samuel Hadlock (1746-1790)

Hadlock - Samuel Hadlock (1770-1854)

Hadlock - Samuel Hadlock (1770-1854)

Hadlock - Samuel Hadlock (1726-)

Hale - Mary (Hale) Bartlett (c. 1790-c. 1889)
Father unknown

Unknown

Hamilton - Ralph H. Hamilton (1876-1943)

Hamor - George Rinaldo Hamor (1832-1913)

Hamor - George Rinaldo Hamor (1832-1913)

Hamor - George Rinaldo Hamor (1832-1913)

Hamor - John Hamor (1798-1880)

Hamor - John Hamor (1798-1880)

Hanna - William Hanna (1833-1916)

Harding - William Harding (1857-1925)

Unknown

Harrison - Charles Harrison (1854-)

Harwood - Abel Harwood (1792-1849)

Haskell - Josiah Haskell (1659-1684)

Hastings - Ellsworth W. Hastings (1852-1933)

Unknown

Unknown

Henry IV of France (1553-1610)
aka Henri-Quatre
aka King of Navarre as Henry III
aka Good King Henry

Herrick - Andrew Herrick (1742-1812)

Herrick - Millard Herrick (1905-1969)

Higgins – Delphina H. (Higgins) Gilley (1841-1861)

Higgins - Eliza (Higgins) Robinson (1830-1914)

Higgins - Eva Marie (Higgins) Stanley (1862-1896)

Higgins - Israel Higgins (1742-1818)

Higgins - Israel Higgins III (1778-1823)

Higgins - Mercy (Higgins) Clark (1787-1858)

Higgins - Nora Theresa (Higgins) Gilley (1874-1949)

Higgins - Rebecca (Higgins) Lurvey (1809-1888)

Higgins – Reuben Higgins (1774-aft 1850)

Higgins - Richard Higgins (1782-1869)

Higgins - Seth Higgins (1810-1823)

Hill - Adams Sherman Hill (1833-1910)

[Hinckley – Henry Rose Hinckley II \(1907-1980\)](#)

Holmes – Alice Lincoln Holmes (1854-?)

[Holmes – Anson Irving Holmes \(1855-1929\)](#) aka Ans

Holmes - Augusta E. (Holmes) Staples (1848-1936)

Holmes – Comfort Emeline Holmes (1832-1913)

Holmes – Estella J. Holmes (1851-1852)

Holmes – Frank Holmes (1857-?)

Holmes - John Manchester Holmes (1824-1864)

Holmes - Josephine M. (Holmes) Richardson
(1894-1973)

Holmes - Leonard Holmes (1788-1869)

Holmes - Mary Higgins (Holmes) Stanley (1843-1927)
aka May Tom

[Holmes - Maud F. \(Holmes\) Gilley \(1993-1954\)](#)

Holmes - William Herbert Holmes (1860-1930)

Homan - Margaret (Homan) Standley (1731-1807)

Homan - Peter Homan (1699 or 1710-bef. 1766)

Antoine of Navarre (1518-1562)
aka King of Navarre
House of Bourbon

Herrick - Samuel Herrick II (1705-1764)

Herrick - William Edgar Herrick (1868-1949)

Higgins – Reuben Higgins Jr. (1803-?)

Higgins - Reuben Higgins (1774-1840)

Higgins - Richard Higgins (1782-1869)

Higgins - Zaccheus Higgins (1719-1785)

Higgins - Israel Higgins (1742-1818)

Higgins - Israel Higgins (1742-1818)

Higgins - Edmund Higgins (Unknown)

Higgins - Reuben Higgins (1774-1840)

Higgins – David Higgins (1746-1812)

Higgins - Levi Higgins (1713-1825)

Higgins - Israel Higgins III (1778-1823)

Hill - Sherman G. Hill (1799-1838)

Hinckley – Benjamin Barrett Hinckley
(1875-1940)

Holmes - John Manchester Holmes (1824-1864)

Holmes – William Thomas Holmes (1829-1910)

Holmes - John M. Holmes (1824-1864)

Holmes - Leonard Holmes (1788-1869)

Holmes - John Manchester Holmes (1824-1864)

Holmes - John Manchester Holmes (1824-1864)

Holmes - Leonard Holmes (1788-1869)

Holmes - William H. Holmes (1860-1930)

Holmes - Zebulon Holmes Jr. (1758-1869)

Holmes - Leonard Holmes Jr. (1814-1894)

Holmes - William H. Holmes (1860-1930)

Holmes - John Manchester Holmes (1824-1864)

Homan - Peter Homan (1710-bef. 1766)

Homan – William Homan (Unknown)

Homan - Sarah (Homan) Legrow (1739-1825)	Homan - Peter Homan (1710-bef. 1766)
Hopkinson - Grace Mellen (Hopkinson) Eliot (1846-1924)	Hopkinson - Thomas (1804-1856)
Houston - Hiram Houston (1846-1886)	Houston - Hiram Houston (1819-?)
Houston - Mamie Houston (1876-1880)	Houston - Hiram Houston (1846-1886)
Houston - Susie (Houston) Hastings (1885-1973)	Houston - Hiram Houston (1846-1886)
Hoyle – Mary (Hoyle) Homan (1702-?)	Hoyle – Samuel Hoyle (Unknown)
Hughes – Anne Hughes (1845-1882)	Unknown
Inglis - Alexander James Inglis (1879-1924)	Inglis - William Inglis (1854-?)
Jackson - Elizabeth (Jackson) Boynton (1581-?)	Unknown
Jackson - Hannah Lowell (Jackson) Cabot (1812-1879)	Jackson - Patrick T. Jackson (1780-1847)
Jackson - Richard Benson Jackson (1893-1959)	Jackson - Thomas W. Jackson (1848-1919)
Jarvis - Charles Stanley Jarvis (1873-1947)	Jarvis - George S. Jarvis (1837-1913)
Jewett – Mary Rice Jewett (aft1847-1930)	Jewett - Theodore Herman Jewett (1815-1878)
Jewett – Theodora Sarah Orne Jewett (1849-1909)	Jewett - Theodore Herman Jewett (1815-1878)
Johnson - Bernard Forest Johnson (1930-1992)	Johnson - Charles Johnson (Unknown}
Johnson – Frank Adelle Johnson (1877-1949)	Johnson - George O. Johnson (1848-1916)
Johnson - George Kaighn Johnson III (1913-1995)	Johnson - Howard Cooper Johnson (1876-1957)
Johnson - George O. Johnson (1848-1916)	Unknown
Johnson - Howard Cooper Johnson Jr. (1909-1984)	Johnson - Howard Cooper Johnson (1876-1957)
Joy - Arthur Joy (1877-1915)	Joy - Alden Joy (1851-1938)
Kimball - Daniel Kimball (1802-1887)	Kimball - Aaron Kimball (1763-1814)
King - Eleanor (King) Robbins (1909-2005)	King - Vurney Lee King (1872-1954)
King - Vurney Lee King (1872-1954)	King - Merrill B. King (1848-1930)
Kingsbury - Ellis Kingsbury (1790-1825)	Kingsbury - Joseph Kingsbury (1751-1820)
Author's note: Ellis Kingsbury is always listed as having died in 1825 but local history strongly suggests he died on MINERVA in 1829.	
Klah - Hastiin Klah (1867-1937)	Unknown
Knorr - Clara Johanna (Knorr) Rosengarten (1844-1922)	Knorr - G. Frederic Knorr (Unknown)
Knowles - William Knowles (1888-1965) aka Willie	Knowles - Fred Knowles (1859-1931)
Kurtz - Margaret Fulton (Kurtz) Gilpatric (1912-1986)	Kurtz - William Fulton Kurtz (1887-1969)
La Mothe - Marie Therese (La Mothe) Cadillac de Gregoire (1745-1811)	Cadillac - Antoine Laumet de La Mothe Cadillac (1658-1730) - Grandfather
Laborde – Jean Baptiste Laborde (1710-1781)	Laborde – Martin Laborde (Unknown)

Lagoutte - George Lagoutte (1875-1950)

[Lamb - Aimée Lamb \(1893-1989\)](#)

Lamb – Annie Lawrence Lamb (1898-1899)

Lamb – Benjamin Rotch Lamb (1895-1895)

Lamb – Edith Duncan Lamb (1901-1928)

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Rosamond Lamb (1898-1989)

Lamb - Thomas Lamb Jr. (1796-1887)

Lancaster – Caroline C. (Lancaster) Gilley (1851-1879)
aka Carrie

[Lanman - Charles Rockwell Lanman \(1850-1941\)](#)

[Latty - John Latty \(1880-1961\)](#)

[Lawler - Allen Jacob Lawler \(1863-1933\)](#)

[Lawler - Christopher Wendell Lawler \(1893-1956\)](#)
aka Christopher Wendell Lawlor – Chris’ preferred spelling

Lawler - Dennison J. Lawler (1824-1892)

[Lawler – Edwin Albert Lawler \(1856-1930\)](#)

[Lawler - Elizabeth Lawler \(1903-1975\)](#)

Lawler - George William Lawler (1850-1913)

[Lawler - John Dix Lawler \(1906-1997\)](#)

[Lawler - Lucy Ella \(Lawler\) Whitmore \(1849-1934\)](#)

[Lawler - Mark Robinson Lawler \(1897-1977\)](#)

[Lawler – Sarah Louise \(Lawler\) Smallidge \(1859-1940\)](#)

[Lawler – William Lawler \(1817-1892\)](#)

Lawley - George Lawley (1823-1915)

Le Mercier – André Le Mercier (1692-1764)
aka Rev. Andrew Le Mercier

Leach - Helen Knox (Leach) Stanley (1906-2009)

Leavitt – Charlotte Elizabeth (Leavitt) Gilpatric (1880-1972)

Legrow - Joseph Legrow Jr. (1751-1833)

Lewis - Sarah Claypoole (Lewis) Neilson (1829-1919)

Longfellow - Anne Allegra (Longfellow) Thorpe
(1856-1934)

Longfellow - Henry Wadsworth Longfellow
(1807-1882)

Unknown

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb - Thomas Lamb Jr. (1796-1887)

Lamb - Horatio Appleton Lamb (1850-1926)

Lamb – Thomas Lamb Sr. (1753-1813)

Unknown

Lanman - Peter Lanman IV (1835-1906)

Latty - Richmond Latty (1848-1930)

Lawler - William Lawler (1817-1892)

Lawler - Allen Jacob Lawler (1863-1933)

Lawler - Joseph Lawler (Unknown)

Lawler - William Lawler (1817-1892)

Lawler - Edwin Albert Lawler (1856-1930)

Lawler - William (Unknown)

Lawler - Edwin Albert Lawler (1856-1930)

Lawler - William Lawler (1817-1892)

Lawler - Allen J. Lawler (1863-1933)

Lawler - William Lawler (1817-1892)

Lawler – James Lawler (?-1849)

Lawley - Richard Lawley (Unknown)

Unknown

Leach - Leon Leach (1885-1950)

Leavitt – Horace Hall Leavitt (1846-1920)

Unknown

Lewis - William David Lewis (1792-1881)

Longfellow - Henry Wadsworth Longfellow
(1807-1882)

Longfellow – Stephen Longfellow (1776-1849)

Lopaus - Nancy (Lopaus) Richardson (1799-1851)

Louis XIV of France (1638-1715)
aka Louis le Grand
aka Le Roi Soleil

Lovering - Pansy L. (Lovering) Robbins (1881-1967)

Lovett - Bethia (Lovett) Standley (1652-1736)

Lucas - Albert H. Lucas (1893-1973)

Lucas - George Rodman Lucas (1928-?)

Lurvey – Cyrus H. Lurvey 1830-1901)

Lurvey - Elmira S. (Lurvey) Walls (1858-1906)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

[Lurvey - Enoch Boynton Lurvey Jr. \(1835-1868\)](#)

Lurvey – Hannah Boyington (Lurvey) Gilley (1782-1852)

Lurvey - Isaac Lurvey (1795-1876)

Lurvey - Jacob Lurvey Jr. (1795-1830)

Lurvey - Jacob Lurvey Sr. (1761-1853)

[Lurvey - John Dodge Lurvey \(1823-1893\)](#)

Lurvey – Lemuel Lurvey (1839-1923)

Lurvey - Mary (Lurvey) Stanley (1788-1843)

[Lurvey - Rachel Foster \(Lurvey\) Carroll \(1791-1881\)](#)

Lurvey - Rhoda (Lurvey) Bunker (1800-1854)

Lurvey - Samuel Allanson Lurvey (1881-1946)

Lurvey - Samuel Lurvey (1794-1870)

[Lurvey - Samuel Lurvey Jr. \(1817-1893\)](#)

Lurvey - Sarah (Lurvey) Ladd (1786-1816)

Lurvey - Seth W. (Robinson) Lurvey (1848-1922)

Lurvey - Susanna (Lurvey) Brown (1784-1816)

Lurvey - William L. Lurvey (1859-1917)

MacDonald - Rachel MacDonald MacKinnon (1866-1934)

[MacKinnon - Marcella Katherine \(MacKinnon\) Stanley \(1904-1986\)](#)

MacKinnon - Kenneth MacKinnon (1859-1931)

Madeira - Crawford Clark Madeira (1894-1967)

Madeira - Edward Walter Madeira (1892-1956)

Lopaus - Samuel W. Lopaus (1776-1869)

Louis XIII of France (1601-1643)
House of Bourbon

Lovering - Frank Lovering (1846-1927)

Lovett - John Lovett (1610-1686)

Lucas - Albert Lucas (1863-1906)

Lucas - Albert H. Lucas (1893-1973)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Lurvey - John D. Lurvey (1823-1893)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Unknown

Lurvey - Isaac Lurvey (1795-1876)

Lurvey - Enoch Boynton Lurvey Sr. (1797-1879)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Seth W. Robinson Lurvey (1848-1922)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Samuel Lurvey (1793-1870)

Lurvey - Jacob Lurvey Sr. (1761-1853)

Robinson - Smith P. Robinson Jr (1819-1885)
Samuel Lurvey Jr. (1817-1893) - Adopter

Lurvey - Jacob Lurvey Sr. (1761-1853)

Lurvey - Francis Lurvey (1829-1891)

MacDonald – Ronald MacDonald (1815-1904)

MacKinnon - Kenneth MacKinnon (1859-1931)

MacKinnon – John Malcom MacKinnon (1822-1885)

Madeira - Louis Childs Madeira (1853-1930)

Madeira – Louis Childs Madeira (1853-1930)

Madeira - Edward Walter Madeira Jr. (1992-1956)

Madeira – Elizabeth Madeira (1906-2001)

Madeira – Louis Cephas Madeira Sr. (1819-1896)

Madeira – Louis Childs Madeira (1853-1930)

Madeira – Mary Madeira (1895-1895)

Manchester – Abigail C. (Manchester) (1799-1881)

Manchester – Gershom Manchester (1687-1749)

Manchester - Hannah (Manchester) Stanley (1763-1835)

Manchester - Harriet Elizabeth (Manchester) Gilley (1856-1908)

Manchester - John Manchester (1732-1790)

[Manchester - Russell Manchester \(1895-1975\)](#)

Manchester - Stephen Manchester (1717-1807)

Manning – George Manning Jr. (1655-1678/9)
Citation highly speculative, but possible

Maxwell - Louisa (Maxwell) Corning (1885-1976)
Mother of Erastus Corning II (1909-1983)
Mayor of Albany

[Mayo - Elizabeth Belle \(Mayo\) Holmes \(1861-1934\)](#)

Mayo – Howard Mayo (1863-1917)

Mayo - Joanna H. (Mayo) Lurvey (1815-1907)

Mayo - Joanne (Mayo) Higgins (1776-1840)

Mayo - Martha T. (Mayo) Richardson (1891-1972)

[Mayo - Simeon Holden Mayo \(1867-1933\)](#) aka Sim

McCormick - Vance C. McCormick (1872-1946)

McInnis - Edward George McInnis (1922-1973)

Merrill - John Douglas Merrill (1864-1940)

Milliken - Anne (Milliken) Franchetti (1919-?)

Milliken - Gerrish Hill Milliken (1877-1947)

Milliken - Gerrish Hill Milliken Jr. (1917-2015)

Milliken - Joan (Milliken) Stroud (1922-1985)

Milliken - Roger Milliken (1915-2010)

Milly dit La Croix - Marguerite (Milly dit Le Croix) Standley (1733-c.1833)

Milly dit La Croix - Thomas Milly dit LaCroix (1694-1733)

Madeira - Edward Walter Madeira (1892-1956)

Madeira – Louis Childs Madeira (1853-1930)

Madeira – Isaac Benther Madeira (1790-1853)

Madeira – Louis Cephas Madeira Sr. (1819-1896)

Madeira – Louis Childs Madeira (1853-1930)

Manchester – John Manchester Jr. (1763-1847)

Manchester - Stephen Manchester (1661-1719)

Manchester - John Manchester (1732-1790)

Manchester - Moses Manchester (1815-1894)

Manchester - Gershom Manchester (1687-1749)

Manchester - Mason Manchester (1861-1932)

Manchester - Gershom Manchester (1687-1748)

Manning – George Manning Sr. (1630-1977)

Maxwell - Allen J. Maxwell (Unknown)

Mayo - Jacob S. Mayo (1818-1912)

Mayo – Lorenzo Mayo (1820-1877)

Mayo - Isaac P. Mayo (1774-1866)

Mayo - Joshua Mayo (1735-1830)

Mayo - Howard Mayo (1863-1917)

Mayo - Jacob Shoppy Mayo (1818-1912)

McCormick - Henry McCormick (1831-1900)

Unknown

Merrill - John T. Merrill (1856-?)

Milliken - Gerrish Hill Milliken (1877-1976)

Milliken - Seth Mellen Milliken (1836-aft 1920)

Milliken – Gerrish Hill Milliken (1877-1976)

Milliken – Gerrish Hill Milliken (1877-1976)

Milliken - Gerrish Hill Milliken (1877-1976)

Milly dit LaCroix - Thomas Milly dit LaCroix (1694-1733)

Milly dit LaCroix - Jean Milly dit LaCroix (1658-1728)

Mitchell - Julius E. White Mitchell (1875-1948)

Moffette - George Moffette, Jr. (1844-1913)

Montgomery - Julia (Montgomery) Seymour (1921-2007)

Montgomery - Sylvia (Montgomery) Erhart (1922-?)

Moody – Samuel Moody (1675-1747) aka Rev. Moody

Moore - Hannah S. (Moore) Stanley (1840-1856)

[Moore - Mabel Florence \(Moore\) Stanley \(1888-1939\)](#)

Moore – Mary S. (Moore) Stanley (1855-1913)

Morison - Samuel Eliot Morison (1887-1976)

Morse - Charles Albert Morse (1860-?)

Morse – Wilbur A. Morse (1853-1949)

[Neilson - Albert Pancoast Neilson \(1930-\)](#) aka Albie

[Neilson - Harry Rosengarten Neilson Jr. \(1928-1994\)](#)
aka Hank

Neilson - Harry Rosengarten Neilson (1893-1949)

Neilson – Lewis Neilson (1860-1952)

Neilson - Robert Neilson (1781-1867)

Neilson - Sarah Claypoole (Neilson) (1897-1992)

Neilson – Thomas Neilson (1826 -1910)

[Newman – Dorothy Newman \(1808-1894\)](#)
aka Dolly

Newman - Enoch S. Newman (1814-1871)

Newman - Henry E. Newman (1818-1894)

Newman - Jonathan Newman (1781-1863)

[Newman - Samuel Spurling Newman \(1811-1902\)](#)

Newman - William Spurling Newman (1825-1901)

Nichols - Helen Augusta (Nichols) Cabot (1857-1917)

Nickerson - Rebecca (Nickerson) Robinson (1774-?)

Ober – Caroline B. (Ober) Stanley (1862-1932)

Ober - Joseph Monroe Ober Jr. (1805-1829)

Ober - Pauline Tolpy (Ober) Grant (1818-1900)

Osborne – Patrick Osborne (Unknown)

Palmer - Eunice Palmer (1897-1987)

Mitchell - Nathaniel Mitchell (1875-1948)

Moffette - George F. Moffette (Unknown)

Montgomery - Henry Eglinton Montgomery (1878-1941)

Montgomery - Henry Eglinton Montgomery (1878-1941)

Moody – Caleb Moody Sr. (1637-1698) aka Parson Moody

Moore - Joseph L. Moore (1803-1863)

Moore - William J. Moore (1859-1928)

Moore - Albion Thomas Moore (1829-1863)

Morison - John Holmes Morison (1856-1911)

Morse - Jonah Morse (1817-1860)

Morse - Jonah Morse (1817-1860)

Neilson - Harry Rosengarten Neilson (1893-1949)

Neilson - Harry Rosengarten Neilson (1893-1949)

Neilson - Lewis Neilson (1860-1952)

Neilson – Thomas Neilson (1826-1910)

Unknown

Neilson - Lewis Neilson (1860-1952)

Neilson - Robert Neilson (1781-1867)

Newman – Thomas Newman (1785-1861)
aka Skipper Tom Newman

Newman - Jonathan Newman (1781-1863)

Newman - Jonathan Newman (1781-1863)

Newman - Joseph Newman (1764-1820)

Newman - Jonathan Newman (1781-1863)

Newman - Jonathan Newman (1781-1863)

Nichols - David Nichols (1822-1895)

Nickerson - Daniel Nickerson (1736-1801)

Ober – William Ober Jr. (1822-1893)

Ober - Joseph Monroe Ober (1772-1840)

Ober - Samuel Ober (1778-1869)

Unknown

Palmer - P. Henry Palmer (1862-1898)

[Parker - Andrew Edward Parker \(1875-1957\)](#)

Parker – Phebe Weare (Parker) Candage (1788-1850)

Paton - Richard Townley Paton (1901-1984)

Patterson – Gladys Gail Patterson (1917-1995) aka Gail

Peabody - Ellen Derby (Peabody) Eliot (1836-1869)

[Pease - Jesse H. Pease \(1836-1901\)](#)

Penn – William Penn (1644-1718)

[Pepper - Frances Wharton \(Pepper\) Scott \(1869-1942\)](#)

Pepper - George Wharton Pepper (1867-1961)

Perkins - Elizabeth (Perkins) Cabot (1791-1885)

Perkins - F. Dwight Perkins (1902-1981)

Perkins - James Perkins (1761-1822)

Perkins - Thomas Handasyd Perkins (1764-1854)

[Peterson - Neil Stanley Peterson \(1917-1979\)](#) – aka Doc

Peterson - Nils Gustaf Peterson (1891-1929)

Pfister - Arthur Frank Pfister (1893-1971)

[Phillips - Lawrence Dana Phillips \(1903-1965\)](#)

Pierrepoint - Anna Jay Pierrepoint (1861-1940)

Pierrepoint - John Jay Pierrepoint (1849-1913)

Pierrepoint - Julia Jay Pierrepoint (1857-1937)

Fenner – Anna (Fenner) Manchester (1687-1731)

Polin – Chief Polin of the Rockameecook (-1756)
aka Sachem of the Pigwacket band of the
Abenaki-Pennacook People

Powell – Adeline Laura (Powell) Madeira (1825-1893)

Powers - Helena Linnel (Powers) Stanley (1906-2003)

Pratt - Howard Hisler Pratt (1918-1991)

Preble – William Pitt Preble Jr. (1811-1905)

Pyle - Robert Pyle (1945-?)

Rall - Mangell Janesen Rall (1737-bef 1761)

Reed - Arthur Laurie Reed (1924-2006)

Revere - Paul Revere (1734-1818)

Rice - George M. Rice (1828-1912)

Rice - Leslie M. Rice (1883-1966) aka Les

Parker - James Parker (1832-1907)

Parker – Simeon Parker (1765-1807)

Paton - Stewart Paton (1865-1942)

Patterson – Orlando James Patterson (1880-1961)

Peabody - Ephraim Peabody Jr. (1807-1856)

Pease - Seba Pease (1795-1864)

William Penn (1621-1670)
aka Sir William Penn

Pepper - George Pepper (1841-1872)

Pepper - George Pepper (1841-1872)

Perkins - Thomas Perkins (1764-1854)

Perkins - George E. Perkins (1864-1945)

Perkins - James Perkins (1733-1773)

Perkins - James Perkins (1733-1773)

Peterson - Gustav Peterson (1891-1929)

Unknown

Unknown

Phillips - Joseph Dana Phillips (1857-1942)

Pierrepoint - Henry Evelyn Pierrepoint (1808-1888)

Pierrepoint - Henry Evelyn Pierrepoint (1808-1888)

Pierrepoint - Henry Evelyn Pierrepoint (1808-1888)

Unknown

Unknown

Powell – John Powell (Unknown)

Powers - Pierce A. Powers (1877-1945)

Pratt - James L. Pratt (1889-1963)

Preble – William Pitt Preble Sr. (1783-1857)

Pyle - James Wesley Pyle (1915-2006)

Unknown

Reed - Raymond W. Reed (1893-1964)

Rivoire - Apollos Rivoire (-1754)

Unknown

Rice - Wilbert A. Rice (1851-1930)

Rice - Seth H. Rice (1872-1951)

Rich - John Rich (1741-1811)

[Rich - Robert Farnsworth Rich \(1915-1981\)](#)
aka Bob or Bobby

Richardson - Abraham Richardson (1795-1851)

Richardson - Artemas Jean Haines Richardson (1893-1958)

Richardson - Charles Emery Boynton Richardson (1885-1971) - aka Peter

Richardson - Eben Fernald Richardson (1862-1940)

Richardson - Emery Willard Richardson (1873-1883)

Richardson - Hollis H. Richardson (1892-1973)

Richardson - Isaac Richardson (1791-1874)

Richardson - James (1730-1807)

Richardson - James E. Richardson (1927-2007)

Richardson - John Gott Richardson (1826-1902)

Richardson - Lynnwood Richardson (1905-1989)

Richardson - Mary Jane S. Richardson (1840-?)

Richardson - Mary Mayo (Richardson) (1923-1985)

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Richardson - Minnie Martha (Richardson) Stanley (1864-1957)

Richardson - Stephen Richardson Jr. (1738-1812)

Richardson - Thomas Richardson (1739-1813)

Richardson - Tryphosa A. (Richardson) Mayo (1864-1945)

Richardson - William Pitt Preble Richardson (1859-1954)
aka Preb

Robbins - Clifford M. Robbins (1880-1967)

[Robbins - Howard P. Robbins \(1837-1918\)](#)

Robbins - Nellie Bernice (Robbins) Hanna (1870-1941)

[Robinson - Adoniram Judson Robinson \(1834-1912\)](#)
aka Jud

[Robinson - Benjamin M. Robinson \(1826-1901\)](#)

[Robinson - Bertha \(Robinson\) Stanley \(1901-1968\)](#)

Rice - William R. Rice (1816-1889)

Rich - Jonathan Rich (1707-1771)

Rich - Clifton Melbourne Rich (1881-1970)

Richardson - Thomas Richardson (1764-1855)

Richardson - Eben Fernald Richardson (1862-1940)

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Richardson - John G. Richardson (1826-1902)

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Richardson - Austin W. Richardson (1863-1937)

Richardson - Daniel G. Richardson (1756-1839)

Richardson - Stephen Richardson (1705-1747)

Richardson - Hollis H. Richardson (1892-1973)

Richardson - Richard Webber Richardson (1796-1869)

Richardson - Abiathair Richardson (1874-1940)

Richardson - Nicholas T. Richardson (1808-1854)

Richardson - Artemis J. Richardson (1893-1958)

Richardson - Abraham Richardson (1795-1852)

Richardson - Elon F. Richardson (1839-1929)

Richardson - Stephen Richardson (1705-1747)

Richardson - Stephen Richardson (1705-1747)

Richardson - William Scott Richardson (1821-1895)

Richardson - Meltiah Jordan Richardson (1828-1901) aka Peter

Robbins - Howard P. Robbins (1837-1918)

Robbins - Benjamin J. Robbins, III (1805-1876)

Robbins - Pearl S. Robbins (1840-1915)

Robinson - Levi Robinson (1808-1862)

Robinson - Smith P. Robinson (1793-1873)

Robinson - Ralph Judson Robinson (1870-1923)

[Robinson - Caroline \(Robinson\) Lawler \(1865-1959\)](#)
aka Cad

Robinson - David Robinson (1770-1862)

Robinson - Elmenia (Robinson) Savage (1831-1859)

[Robinson – James E. Robinson \(1824-1881\)](#)

Robinson - John Smith Robinson (1732-1801)

Robinson - Louise (Robinson) Dunbar (1886-1971)

Robinson – Richard Greenlaw Robinson (1914-1993)

Rockefeller - John D. Rockefeller (1839-1937)

Rogers – Ezekiel Rogers (1590-1660)

Rogers – Judith Elizabeth (Rogers) Dunn (c.1805-1869)

[Rosengarten - Clara Augusta \(Rosengarten\) Neilson \(1871-1955\)](#)

Rosengarten - George David Rosengarten (1801-1890)

Rosengarten - Henry Bennett Rosengarten (1837-1921)

Rotch - Annie Lawrence (Rotch) Lamb (1857-1950)

Sage - DeWitt Sage (1905-1982)

Salisbury - Archie Salisbury (1879-1935)

Saltzman – James A. Saltzman Jr. (1917-2004)

Sanford - Samuel Clark Sanford (1852-1933)

Sargent – Elmira (Sargent) Guptil (1805-1825)

[Sargent - Lennox Sargent \(1916-1989\)](#) – aka Bink

Savage - Augustus Chase (1832-1911)

Savage - Charles Kenneth (1903-1979)

Savage - Elmenia Mariah (Savage) Houston Richardson
1859-1942)

Savage - Frederick Lincoln Savage (1861-1924)

Savage - Herman L. Savage (1855-1911)

Savage – Thomas Savage (1823-1889)

[Sawtelle - William Otis Sawtelle \(1874-1939\)](#)

Sawyer - Leah Jeanette (Sawyer) Stanley (1874-1944)

Sawyer – Lewis F. Sawyer (1842-1919)

Scott - Frances (Scott) Lucas (1897-1969)

[Scott - Joseph Alison Scott \(1865-1909\)](#)

Robinson - James E. Robinson (1824-1881)

Robinson - John Smith Robinson (1732-1801)

Robinson - Smith P. Robinson (1793-1873)

Robinson - Smith P. Robinson (1793-1873)

Robinson - Stephen Robinson (1709-?)

Robinson - James E. Robinson (1854-1929)

Robinson – Arthur Leslie Robinson (1889-1959)

Rockefeller - William Avery Rockefeller
(1810-1906)

Rogers – Richard Rogers (c.1550-1618)

Unknown

Rosengarten - Bennett Rosengarten (1837-1921)

Unknown

Rosengarten - George David Rosengarten
(1801-1890)

Rotch - Benjamin Smith Rotch (1817-1882)

Sage - Henry Williams Sage (1872-1938)

Salisbury - Stephen Salisbury (1840-1887)

Unknown

Sanford - George E. Sanford (1812-1873)

Sargent – Benjamin Sargent (Unknown)

Sargent - Ledyard Sargent (1882-1930)

Savage - John Savage (1801-1868)

Savage - George Augustus Savage (1873-1922)

Savage - Thomas Savage (1823-1889)

Savage - Augustus Chase Savage (1832-1911)

Savage - Augustus Chase Savage (1832-1911)

Savage – Peter Savage (1794-1830)

Sawtelle - William Henry Sawtelle (1838-1880)

Sawyer - Lewis F. Sawyer (1842-1919)

Sawyer – Jacob Sawyer (1913-1897)

Scott - Joseph Alison Scott (1865-1909)

Scott - Joseph M. Scott (1825-1907)

Sellers - Joseph Sellers (1793-1865)	Unknown
Senni - Giulio Senni (1877-1949)	Unknown
Senni - Maria Giulia (Senni) Vitelli (1913-2009) aka Mrs. Vitelli	Senni - Guilio Senni (1877-1949)
Sill – Mary Rosa Todhunter (Sill) Clark (1835-1908)	Sill – Joseph Sill (1801-1854)
Sillick – Amelia (Sillick) Dunn (c.1846-?)	Unknown
Sinkler - Louise Elkins (Sinkler) Hoffman	Sinkler – Wharton Sinkler Sr. (1885-1967) Married to Louise Broomall Elkins
Sinkler - William Lukens Elkins Sinkler (1919-1964) aka Bill Married to Nina (Knowles) Sinkler Steel (1921-2006)	Sinkler – Wharton Sinkler Sr. (1885-1967) Married to Louise Broomall Elkins
Sinkler – Wharton Sinkler Sr. (1885-1967) Married to Louise Broomall Elkins	Sinkler – Wharton Sinkler (1845-1910) Married to Ella Brock
Sinkler - Wharton Sinkler Jr. (1914-1953) aka Wharty Married to Harriet Corning	Sinkler – Wharton Sinkler Sr. (1885-1967) Married to Louise Broomall Elkins
Sinkler – Wharton Sinkler III	Sinkler - Wharton Sinkler Jr. (1914-1953) Married to Harriet Corning
Smallidge - Rebecca Somes (Smallidge) Stanley (1882-1956)	Smallidge - Proctor Smallidge (1847-1925)
Smallidge - Stephen Smallidge (1842-1908)	Smallidge - John Smallidge (1815-1875)
Smith - Captain John (1580-1631)	Unknown
Snow – Mary (Snow) Higgins (1744-1818)	Snow – Joshua Snow (1701-?)
Somes - Abraham Somes (1732-1819)	Somes - Abraham Somes (1707-1775)
Spurling - Benjamin Spurling (1752-1836)	Spurling - Thomas Spurling (1732-1809)
Spurling - Charles Eaton Spurling (1850-1925)	Spurling - Joseph S. Spurling (1817-1890)
Spurling - Edwin Hadlock Spurling (1862-1895)	Spurling - Robert Spurling Jr (1815-1881)
Spurling - Edwin Marion Spurling (1896-1977) aka George Washington Spurling	Spurling - Orrington Hamor Spurling (1855-1899)
Spurling - Ellen Maria (Spurling) Stanley (1842-1929)	Spurling - Joseph S. Spurling (1817-1890)
Spurling - Elmer Adelbert Spurling (1901-1984)	Spurling - Warren Adelbert Spurling (1871-1965)
Spurling - Elva Leone (Spurling) Beal (1898-1980)	Spurling - Warren Adelbert Spurling (1871-1965)
Spurling - Emerson Spurling Jr. (1935-?)	Spurling - Emerson Spurling Sr. (1914-1980)
Spurling - Ernest Wilbur Spurling (1880-1935)	Spurling - Joseph S. Spurling (1817-1890)
Spurling - Francis G. Spurling (1854-1944) aka Frank	Spurling - Benjamin Spurling (1728-1887)
Spurling - Francis Milton Spurling (1896-1958)	Spurling – George W. Spurling (1869-1933)
Spurling - Fred Ray Spurling (1868-1958)	Spurling - George Newman Spurling (1818-1901)
Spurling - George Henry Spurling (1845-1936)	Spurling - George Newman Spurling (1818-1901)
Spurling - Hannah Emaline (Spurling) Bulger (1853-1941)	Spurling - George Newman Spurling (1818-1901)

Spurling - Henry E. Spurling (1871-1923)

Spurling - Joseph Elwood Spurling (1882-1960)

Spurling - Joseph Wilbur Spurling (1848-1887)

Spurling - Millard Scott Spurling (1877-1967)

Spurling - Robert Spurling Jr. (1815-1881)

Spurling – Robert Spurling Sr. (1782-1844)

Spurling - Sarah (Spurling) Newman (1780-1863)

Spurling - Sarah Hadlock (Spurling) Richardson (1835-1919)

Spurling - Stephen Stanley Spurling (1921-?)

[Spurling - Warren Adelbert Spurling \(1871-1965\)](#) aka Bert

Standley - George Standley (1635-1698)

Standley - John Standley (1735-1783)

Standley - Sans Standley (1676-1702)

Standley - Sans Standley (1702-1748)

Standley - Sans Standley III (1729-1791)

Stanley – Abigail (Stanley) Stevens (1802-1884)

Stanley - Abram Cobb Stanley (1824-1887)

Stanley – Ada C. Stanley (1857-1857)

[Stanley - Albert Ernest Stanley \(1871-1949\)](#) aka Bert

Stanley - Albion Moore Stanley (1862-1924)

[Stanley - Alfred Gilley Stanley \(1879-1950\)](#)

Stanley - Alma Caroline (Stanley) McInnes (1918-1970)

Stanley - Alma May Stanley (1875-1886)

[Stanley - Arno Preston Stanley \(1865-1937\)](#)

Stanley - Asa Doane Stanley (1832-1900)

Stanley - Benjamin Franklin Stanley (1842-1917)

Stanley - Boynton Stanley (1915-1969)

Stanley – Carlton Fairfield Stanley (1871-1956)

Stanley - Caroline Mary (Stanley) Turner (1880-1971)

Stanley - Chansonetta (Stanley) Emmons (1858-1937)

Stanley - Charles Everett Stanley (1883-1964) aka Pink

[Stanley - Charles E. Stanley \(1844-1928\)](#)

Stanley - Charles H. Stanley (1859-1871)

Spurling - Benjamin Spurling IV (1828-1887)

Spurling - Joseph Wilbur Spurling (1848-1887)

Spurling – Joseph Stanley Spurling (1817-1890)

Spurling - Josiah Y. Spurling (1844-1915)

Spurling - Robert Spurling (1782-1844)

Spurling - Benjamin Spurling (1752-1836)

Spurling - Benjamin Spurling (1752-1836)

Spurling - Samuel Hadlock Spurling (1795-1837)

Spurling - Francis Milton Spurling (1896-1958)

Spurling - Joseph Wilbur Spurling (1848-1887)

Standley - John Standley (1603-1634)

Standley - Sans Standley Jr. (1702-1748)

Standley - George Standley (1635-1698)

Standley - Sans Standley (1676-1702)

Standley - Sans Standley Jr. (1702-1748)

Stanley - Thomas Cobb Stanley (1764-1843)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Robert S. Stanley (1827-1890)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Robert S. Stanley (1827-1890)

Stanley - Charles Everett Stanley (1883-1964)

Stanley - Edward Jordan Stanley (1851-1927)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - John Stanley (1788-1864)

Stanley - John Stanley (1788-1864)

Stanley - Lewis Gilley Stanley (1869-1957)

Stanley – Isaac Newton Stanley (1841-1910)

Stanley - George Stillman Stanley (1855-1929)

Stanley - Solomon Liberty Stanley (1843-1889)

Stanley - Edward Jordan Stanley (1851-1927)

Stanley - Peter S. Stanley (1808-1892)

Stanley - Enoch Boynton Stanley (1820-1903)

[Stanley - Chester Warren Stanley \(1900-1971\)](#)

Stanley - Clarence George Stanley (1878-1965) aka Nick

Stanley - Comfort (Stanley) Kingsbury (1790-1829)

Stanley - Daniel Kimball Stanley (1835-1920)

Stanley - Derby Stanley (1886-1947)

Stanley - Durmont Neal Stanley

Stanley - Earle A. Stanley (1889-1987)

Stanley - Edward Adelbert Stanley (1877-1904)

Stanley - Edward Jordan Stanley (1851-1927)

Stanley - Eliza B. (Stanley) Stanley (1888-1967)

Stanley - Elva Anna (Stanley) Stanley (1877-1971)

Stanley - Emma M. (Stanley) Spurling (1856-1950)

[Stanley - Enoch Arno Stanley \(1897-1977\)](#)

[Stanley - Enoch Boynton Stanley Sr. \(1820-1903\)](#)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Stanley - Ernest Gilman Stanley (1890-1979)

[Stanley - Esther Mabelle \(Stanley\) Spurling \(1895-1984\)](#)

Stanley - Ethel Marion (Stanley) Wedge Wells (1891-1995)

Stanley - Eugene Parker Stanley (1858-1904)

Stanley - Frances Edgar Stanley (1849-1918)

Stanley - Frances Northrop Stanley (1936-2009)

Stanley - Freelan Oscar Stanley (1849-1940)

Stanley - Freeman E. Stanley (1876-1958)

Stanley - George Stillman Stanley (1855-1929)

Stanley - Hannah Manchester (Stanley) Gilley (1810-1880)

Stanley - Harvey Sherman Stanley (1889-1942)

Stanley - Helena Frances (Stanley) Trares (1936-2009)
aka Teddy

[Stanley - Irene Mabel Stanley \(1933-2015\)](#)

Stanley - John Stanley (1735-1783) aka John Standley
died at sea - married to
Milly dit La Croix - Marguerite (Milly dit Le Croix) Standley
(1733-c.1833)

Stanley - John Stanley (1765-1847) aka John Standley

Stanley - John Stanley (1791-1829)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - George Stillman Stanley (1855-1929)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Peter Stanley (1800-1855)

Stanley - William Frances Stanley (1854-1909)

Stanley - Leslie Victor Stanley (1902-1995)

Stanley - Eugene P. Stanley (1858-1904)

Stanley - Edward Jordan Stanley (1851-1927)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - John Edward Stanley (1863-1948)

Stanley - Asa Doane Stanley (1832-1900)

Stanley - Daniel Kimball Stanley (1835-1920)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - John Gilman Stanley (1864-1941)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Stanley - Abram Cobb Stanley (1824-1887)

Stanley - Solomon Liberty Stanley (1843-1889)

Stanley - John Theodore Stanley (1905-1979)

Stanley - Solomon Liberty Stanley (1843-1889)

Stanley - Thomas Stanley (1850-1916)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - John Stanley (1756-1847)

Stanley - Albion Moore Stanley (1862-1924)

Stanley - John Theodore Stanley (1905-1979)

Stanley - Chester Warren Stanley (1900-1971)

Stanley - Sans Stanley Jr. (1702-1748)

Stanley - John Stanley (1735-1783)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - John Stanley (1832-1894)

Stanley - John Edward Stanley (1863-1948)

[Stanley - John Lenzy Stanley \(1841-1922\)](#)

Stanley - John Theodore Stanley (1905-1979)

Stanley - John Theodore Stanley Jr. (1941-?)

Stanley - Joseph Stanley (1793-1889)

Stanley - Kenneth Elliot Stanley (1932-?)

[Stanley - Leslie Victor Stanley \(1902-1995\)](#)

[Stanley - Lewis Gilley Stanley \(1869-1957\)](#) aka Lew

Stanley - Lucinda Gott (Stanley) Stanley (1833-1925)

[Stanley - Mabel Estelle \(Stanley\) Stanley \(1868-1955\)](#)

Stanley - Margaret (Stanley) Cox (1760-1835)

Stanley - Margaret Stanley (1812-1843)

Stanley - Margaret Homan (Stanley) Dolliver (1756-1820)

Stanley - Martha Ann (Stanley) (1895-1929)

Stanley - Mary (Stanley) Spurling (1781-1841)

[Stanley - Mary Catherine \(Stanley\) Richardson \(1847-1920\)](#)
aka Carrie
aka Caz

[Stanley - Mary Lurvey \(Stanley\) Bulger \(1834-1925\)](#)
aka Mae Sam

Stanley - Maurice Elton Stanley (1895-1911)

Stanley - Merrill Elmer Stanley, Jr. (1939-) aka Sonny Boots

Stanley - Merrill Elmer Stanley (1894-1970)
aka Boots
aka Cappy (by Mary Cabot Wheelwright)

Stanley - Myra Evelyn Stanley (1882-1952)

[Stanley - Nancy Eleanor \(Stanley\) Robbins Stone](#)

Stanley - Philip E. Stanley (1903-1995)

Stanley - Pierce Powers Stanley (1949-?)

Stanley - Ralph Clifford Stanley (1897-1988) aka Clifford

[Stanley - Ralph Warren Stanley \(1929-\)](#)

Stanley - Rebecca Jean (Stanley) Start (1914-1992)

Stanley - Richard Harvie Stanley (1884-1966) aka Richie

Stanley - Robert Elliot Stanley (1898-1978)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Edward J. Stanley (1825-1913)

Stanley - Peter S. Stanley (1808-1892)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - John Theodore Stanley (1905-1979)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Robert Elliott Stanley (1898-1978)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Jonathan Stanley (1803-1895)

Stanley - Robert S. Stanley (1827-1890)

Stanley - Sans Stanley (1729-1791)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - John Stanley (1735-1783)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - George Stillman Stanley (1855-1929)

Stanley - Merrill Elmer Stanley (1894-1970)
aka Boots

Stanley - Albion Moore Stanley (1862-1924)

Stanley - George Stillman Stanley (1855-1929)

Stanley - Chester Warren Stanley (1900-1971)

Stanley - William Frederick Stanley (1866-1950)

Stanley - John Theodore Stanley (1905-1979)

Stanley - Frank Leslie Stanley (1865-1945)

Stanley - Chester Warren Stanley (1900-1971)

Stanley - Charles Everett Stanley (1883-1964)

Stanley - George Stillman Stanley (1855-1929)

Stanley - Arno Preston Stanley (1865-1937)

Stanley - Robert Lewis Stanley (1935-?) aka Buzz

[Stanley - Robert S. Stanley \(1827-1890\)](#)

Stanley - Roger Merrill Stanley (1916-1975)
aka Cappy by Mary Cabot Wheelwright

[Stanley - Ruth \(Celestia\) Stanley Holmes \(1931-2014\)](#)

Stanley - Ruth Frances (Stanley) Peterson Alley (1893-1983)

Stanley - Sibyl (Stanley) Mahoney

[Stanley - Thomas Cobb Stanley Jr. \(1784-1876\)](#)

aka Skipper Tom

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Thomas Freeman Stanley (1850-1916)

Stanley - Thomas Manchester Stanley (1828-1913)

Stanley - Velma May (Stanley) Teel (1891-1971)

Stanley - Walter Fisher Stanley (1871-1930)

Stanley - William Stanley (1749-1833)

[Stanley - William Doane Stanley \(1855-1950\)](#)

aka Jimmy

aka Pa Jim

[Stanley - William Frederick Stanley \(1866-1950\)](#)

Stanley - William Stanley (1826-1903)

Stanwood - Job Stanwood (1726/1727 - 1776)

Staples - John E. Staples (1843-1896)

Start - Frederick Wallace Start (1905-1976)

Steele - Ida Frances (Steele) Stanley Harding (1867-1935)

Stevens - Stevens Samuel (1804-1829}

Strawbridge - William Justice Strawbridge (1911-1995)

Swift - Frank Edward Burns Swift (1902-1978)

Sylvester - Salome (Sylvester) Sellers (1800-1909)
aka Aunt Salome Sellers

Tarr - Eliza Susan (Tarr) Robbins (1848-1928)

Taylor - Henry Clay Taylor (1845-1904)
aka Rear Admiral Henry Taylor

Teel - Mary Alma (Teel) Pratt (1913-1998)

Teel - Wyman Sawtell Teel (1890-1967)

Thompson - Alice Chapman (Thompson) Downs Madeira
(1876-1998)

Stanley - Robert Elliott Stanley (1898-1978)

Stanley - John Stanley (1788-1864)

Stanley - Merrill Elmer Stanley (1894-1970)

Stanley - Chester Warren Stanley (1900-1971)

Stanley - Enoch Boynton Stanley Jr. (1849-1910)

Stanley - Leslie Victor Stanley (1902-1995)

Stanley - Thomas Cobb Stanley Sr. (1764-1843)

Stanley - Sans Stanley (1729-1791)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanley - Johnathan R. Stanley (1803-1895)

Stanley - Edward Jordan Stanley (1851-1927)

Stanley - Benjamin Stanley (1842-1917)

Standley - Sans Standley III (1729-1791)

Stanley - Enoch Boynton Stanley (1820-1903)

Stanley - Robert S. Stanley (1827-1890)

Stanley - Thomas Cobb Stanley Jr. (1789-1876)

Stanwood - Philip Stanwood (1690-1756)

Staples - Nathan C. Staples (1809-1870)

Start - William Franklin Start (1878-1938)

Steele - John Billings Steele (1838-1903)

Stevens - Samuel Stevens (1770-1842)

Strawbridge - William Justice Strawbridge
(1873-1911)

Swift - Frederick W. Swift (1869-1940)

Sylvester - Edward Sylvester 1762-1828)

Tarr - Andrew Tarr II (1796-1875)

Taylor - Franck Taylor (1811-1873)

Teel - Wyman Sawtell Teel (1890-1967)

Teel - William Teel (1866-1926)

Thompson - Henry C. Thompson Jr. (1862-1956)

Thompson - Charles Thompson (1832-1913)

Thompson – Grace E. (Thompson) Harrison Fernald Stanley (1864-1954)

Thorpe - Joseph Gilbert Thorpe (1852-1931)

Thurston – Daniel Thurston (1631-1693)

[Thurston - Eugene Shubal Thurston \(1881-1961\)](#) aka Gene

Thurston – Mary Parmelee (Thurston) Gardiner (1840-1936)

Tinker - Jonathan Tinker (1779-1852)

Torrey - Clyde Torrey (1898-1974)

[Trundy - Alton Elwell Trundy \(1903-1978\)](#)

Turner - George Edward Turner (1875-1962)

Tweed - William Magear Tweed (1845-1902)

Underwood - Charles Underwood (1826-1896)

Underwood - Ethan Rogers (1879-1946)

[Underwood - Mabel Underwood \(1866-1947\)](#)

[Underwood - Mary Robinson Underwood \(1868-1960\)](#)

Underwood - Sophia Underwood (1850-1942)

[Underwood – William Lawrence Underwood \(1856-1919\)](#)

van Alstyne – Catharine Bedlow Fish (van Alstyne) Welles (1906-1983)

[Walls – Franze Earl Walls \(1890-1964\)](#)
aka Earl
aka Wimpy

Walls - John Andrew Walls (1855-1935)

Walls - Kenneth (Weatherbee) Walls (1918-1969)

Ward – Benjamin Ward Jr. (1792-1866)

Ward - Catherine (Ward) Newman (1825-1916)

Wasgatt - Thomas Atherton Wasgatt (1823-1880)

Washington – George Washington (1732-1799)

Wedge - Leslie Austin Wedge (1910-1972)

Wedge - Oscar George Wedge (1887-1967)

Thompson – Asa Thompson (Unknown)

Thompson - Charles Thompson (1832-1913)

Thorpe - Joseph Thorpe (1810-1895)

Unknown

Thurston - Charles Thurston (1855-1919)

Thurston – Ariel Standish Thurston (1810-1894)
aka Honorable Ariel Standish Thurston

Unknown

Torrey - Arthur N. Torrey (1862-1944)

Trundy - Henry A. Trundy (1878-1967)

Turner - Edward E. Turner (1837-1966)

Unknown

Underwood - James Underwood (1802-1841)

Underwood - Charles Finny Underwood (1850-1926)

Underwood – Charles James Underwood (1826-1896)

van Alstyne – William Beekman van Alstyne (1875-1975)

Walls - John A. Walls (1855-1935)

Walls - Andrew Walls Jr. (1828-1879)

Walls - Franze Earl Walls (1890-1964) Adopter

Ward – Benjamin Ward Sr. (1764-1849)

Ward - Benjamin Ward Jr. (1792-1866)

Wasgatt - Asa Wasgatt (1793-1879)

Washington – Augustine Washington (1964-1743)

Wedge - Frank Edward Wedge (1887-1967)

Wedge - Edward Wedge (1854-1930)

Wells – Leon Jessie Wells (1884-1978) aka Dr. Wells

Welles - Edward Randolph Welles II (1907-1991)
aka Rt. Rev. Edward Randolph Welles

Welles - Katrina (Welles) Van Alstyne (1935-2005)
aka Keppy

Weymouth - Raymond Eugene Weymouth (1903-1965)

Wheelwright - Andrew Cunningham Wheelwright
(1827-1908)

Wheelwright - Josiah Wheelwright (1801-1826)

Wheelwright – Lot Wheelwright (1770-1842)

Wheelwright - Mary Cabot Wheelwright (1878-1958)

[White - Leslie Frank White Sr. \(1891-1967\)](#)

White – Leslie Frank White Jr. (1921-2010)

Whitehill – Walter Muir Whitehill Jr. (1905-1978)

[Whitmore - Abigail \(Whitmore\) Robinson \(1829-1906\)](#)

[Whitmore - Gladys Ella Whitmore \(1887-1977\)](#)

[Whitmore - John Lawler Whitmore \(1879-1933\)](#)

[Whitmore - Rebecca \(Whitmore\) Lurvey Carroll
\(1844-1916\)](#)

[Whitmore – William Holden Whitmore \(1847-1914\)](#)

Wilder – Milo West Wilder Jr. (1879-1955) _

[Wilkinson - Mary Jane \(Wilkinson\) Gilley \(1836-1917\)](#)

Yates - Mike Yates (1936-2014)

Young - Abigail Ruth (Young) Bunker (1720-1785)

Young – Florence Vivian (Young) Stanley (1877-1945)

Young - Lucy Ann (Young) Spurling (1827-1872)

Wells – Willis M. Wells (1851-1912)

Welles – Samuel Gardner Welles (1868-1939)
aka Canon Samuel Gardner Welles

Welles - Edward Randolph Welles II (1907-1991)
aka Rt. Rev. Edward Randolph Welles

Weymouth - Frank E. Weymouth (1874-1965)

Wheelwright - Josiah Wheelwright (1801-1826)

Wheelwright – Lot Wheelwright (1770-1842)

Wheelwright – John Wheelwright (1719-1818)

Wheelwright - Andrew Cunningham
Wheelwright (1827-1908)

White - Willis J. White (1868-1926)

White - Leslie Frank White Sr. (1891-1967)

Whitehill – Walter Muir Whitehill Sr.
(1881-1933)

Whitmore - James Whitmore (1796-1883)

Whitmore - William Whitmore (1847-1914)

Whitmore - William Whitmore (1847-1914)

Whitmore - Isaac Stanley Whitmore (1820-1906)

Whitmore – Isaac Stanley Whitmore (1820-1906)

Wilder – Milo West Wilder Sr. (1840-?)

Wilkinson - Joseph Wilkinson (1801-1852)

Yates - Lloyd D. Yates (1903-1996)

Young - Beniah Young (1692-1779)

Young – Charles Lowell Young (Unknown)

Young - Josiah Young (1789-1864)

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LONG ISLAND

BARTLETT ISLAND

HILL BAY

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Tinker's Id

BEAL COVE

