

John Lenzey Stanley's Life and Business

For John Lenzey Stanley's fishery business - see - Fisheries - Southwest Harbor - Manset - Stanley - Stanley Fisheries in the HEADING field.

See SWHPL 5727 for an advertisement for The Stanley Fish Corporation.

For John Lenzey Stanley's ice business - see - Ice Harvest - Stanley - Stanley Fisheries in the HEADING field.

For a photograph of John Lenzey Stanley see SWHPL 11038.

For a photograph of John Lenzey Stanley's wife, Mary Elizabeth (Whitmore) Stanley see SWHPL 8933.

The map showing J.L. Stanley Fisheries is SAN 1921 – STANLEY FISH.

The map showing J.L. Stanley's ice ponds, sluices and ice storage plant is STANLEY ICE.

John Lenzey Stanley's house was:

112 Seawall Road, Southwest Harbor (Manset), Maine

Tax Map 1 – Lot 38

MHPC #405-0093

Stanley Fisheries property was:

95 Shore Road, Southwest Harbor (Manset), Maine

Tax Map 17 – Lot 94

Circa 1921 Stanley Fisheries also owned the old Parker wharf, later the Hinckley wharf:

133 Shore Road, Southwest Harbor (Manset), Maine

Tax Map 17 - Lot 85.

John Lenzey Stanley (1841-1922) was born on April 25, 1841 to Peter S. Stanley and Sarah (Newman) Stanley at Mount Desert, Maine. John married Mary Elizabeth Whitmore (1853-1924), daughter of Isaac Stanley Whitmore and Rachel (Robinson) Whitmore on January 5, 1870 in Tremont, Maine. John Lenzey Stanley died on July 5, 1922 in Southwest Harbor, Maine.

John's father had gone to sea and John Lenzey followed him. He went fishing for about 7 years and then sailed further away in various schooners for 4 years after which he came home to Manset and stayed a year to marry after which he sailed again for 9 years ending his career afloat as the Master of the schooner, "Yankee Lass."

1874 – John begins his fishery. "It was at this time, 1874, that opportunity came knocking at Captain Stanley's door. He, from his seven years as a fisherman, realized the fact that there was no fresh fish and ice market at Manset, so determined to start one at once, thus becoming the pioneer in that line for his section of the State. It was most successful, growing steadily until, as his sons became of age, he made them one by one, his partners, under the firm name of John L. Stanley & Sons. Devoting himself exclusively to the fish trade..." – "Maine: A History, Biographical" Vol. 4, published by the American Historical Society, 1919, p.275.

"The wharves and buildings belonging to the J. L. Stanley and Sons firm covered a large area of the waterfront and gave employment to many men. They conducted a wholesale and retail fish business, had a large cold storage plant and ice house and sold ice and water to the fishing vessels. Their wharf

was also used as a steamboat landing by the Eastern Steamship Co. This large business was gradually built up by Capt. Stanley, who retired from the sea, had a pond excavated near his home in a low-lying piece of land, for an ice pond, built an ice house and dug a well at the shore and began to cater to the needs of the fishing craft that came to his small wharf, selling them ice and water and articles from his store.” - “Traditions and Records of Southwest Harbor and Somesville, Mount Desert Island, Maine” by Mrs. Seth S. Thornton, 1938, p. 187.

1888 - “J.L. Stanley has commenced to cut ice on his Lily pond and has put in one day’s hauling, in his ice house, of very superior quality and about ten inches thick.” – Bar Harbor Record, Thursday, January 19, 1888.

1903 – “J.L. Stanley expects soon to begin work on the extension of his wharf. The piling is on the shore and the other lumber will be prepared at the new mill.” – Ellsworth American, Wednesday, March 4, 1903.

1903 – “John L. Stanley has just completed quite extensive repairs on his wharf and fish market. An extension of twenty feet was made on the head of the wharf and a new slip put in, so that any of the steamboats can make safe landings. The steamer “Cimbria” is making regular landings and it is expected that other boats will make regular trips here during the summer.” – Ellsworth American, Wednesday, June 3, 1903.

1907 – John Stanley starts his cold storage business. “Captain Stanley soon found other openings in connection with it; one being the great need of a fish freezing plant in that particular place, which lying right on the coast, was the center of the fisher folk’s industry. So he set about forming a company for that purpose, and in 1907 organized the Southwest Harbor Cold Storage plant...” – “Maine: A History, Biographical” Vol. 4, published by the American Historical Society, 1919, p.275.

1907 – “The Southwest Harbor Cold Storage Company has been incorporated with \$15,000 capital stock. President, J.W. Stanley, Gloucester, Mass.; treasurer, J.L. Stanley, Southwest Harbor.” – “Cold Storage and Ice Trade Journal,” February 1907, p. 40.

Joshua W. Stanley (1863-1921), John Lenzey Stanley’s partner in the Cold Storage, was John’s first cousin once removed as they both descended from Sans Stanley II (1766-1834) and Elizabeth (Mayo) Stanley (1766-1859).

Joshua W. Stanley was born on October 23, 1863 to Thomas S. Stanley, a cod fisherman, and Emeline (Higgins) Stanley in Tremont, Maine. Joshua married Elizabeth “Lizzie” M. (surname unknown) from Nova Scotia. Joshua W. Stanley died on July 4, 1921 in Somerville, Massachusetts.

Joshua had a distinguished career as a master of fishing schooners. “Capt. Joshua Stanley was [schooner “Effie M. Morrissey’s”] next skipper and from September, 1900 to September 1901 he stocked \$30,000 with a share of \$780 per man. This was a magnificent year’s work in the haddock fishery at that time. Capt. Stanley gave up the “Morrissey” in September 1901, as his new schooner “Lizzie M. Stanley” was nearly ready.” – “Working on the Water: Schooner “Ernestina”,” Old Dartmouth Historical Society, New Bedford Whaling Museum, 1999, p. 12.

“Sch. Lizzie M. Stanley, Capt. Joshua Stanley, arrived this morning from the Cultivator Shoal [88 miles southeast by south of Highland Light on Cape Cod] with 100 barrels of salt mackerel and 2000 fresh mackerel in count, the latter being taken at that place Sunday. Capt. Stanley reports 11 sail there at the time and more coming when he left.” – Newspaper account for August 16, year undated.

There are newspaper accounts of storms and gales in which Capt. Stanley’s vessel survived while helping to rescue less fortunate seamen.

Capt. Joshua and Lizzie lived in Gloucester (on Maplewood Avenue at one time) most of their married lives, but had returned to live in Tremont by 1920. They lived in Somerville, Massachusetts a year later at the time of his death in 1921. He had sold the “Lizzie M. Stanley” some years before, after which she sank near Cape Race in Newfoundland on December 10, 1917.

1907 – “Stock for the Manset Cold Storage Company has been fully taken, the bulk of it being controlled in Gloucester by those interested in the fishing industry, and at Manset, in Southwest Harbor, where the plant is to be located. The building is to be constructed on the wharf of John L. Stanley, at Manset, is to be three stories high, and is to be built under the direction of a contractor from Massachusetts, who understands about cold storage houses. Machinery for the structure is to be brought from Philadelphia, and a buyer is now there looking after it. At Manset, logs are being gotten out, and preparations made for the work to commence in April. The contract will call for the owners to commence buying in fish and bait and food to be stored in the building.” - Maine Board of Trade Journal, March 1907, p. 647.

1913 – J.L. Stanley employs 12 men.

1915 – J.L. Stanley employs 12 men and Southwest Harbor Cold Storage employs 12 men. By now the Addison Packing Plant (sardine packing) in Southwest Harbor employs 8 men.

1916 – John L. Stanley organized the Tinker’s Island Fish Co. with several other men. The enterprise was to build and maintain fishing weirs on a large scale in Blue Hill Bay.

December 2, 1918 – A good part of the Stanley Fisheries burns. “...the fire started on December 2, 1918, which destroyed the buildings on the waterfront, swept away the fish wharves, the cold storage plant, a restaurant and several small buildings. J. L. Stanley and Sons were heavy losers in this fire.” - “Traditions and Records of Southwest Harbor and Somesville, Mount Desert Island, Maine” by Mrs. Seth S. Thornton, 1938, p. 186-7.

J.L. Stanley had been making plans to retire just before the fire, which started in the building next door to the Fisheries. John had bought the old Centennial Hall, originally built by the Mutual Improvement and Benefit Society and sold it to William H. Ward who moved the building from the Seawall Road down to the shore and established a store there. The fire caused about \$60,000 damage only \$12,000 covered by insurance. John continued the business to recoup his loss.

“The Freeman House at Southwest Harbor, now owned by J.L. Stanley and sons Co., opened for business on April 10. Rooms for rent by day, week or month. Bath room and hot and cold water and

electric lights have been added and the house is in a first class condition for the season and a good summer business is expected. The house stands in the center of the town and on the main highway and is a most attractive place.”

“A building nearby the Freeman House owned by J.L. Stanley and Sons Co., has been rented to Henry Goodwin, a first class chef, who will have a restaurant there, opening about the first of May. First class meals at all times and a specialty on Sunday Shore dinners.” – The Bar Harbor Times, April 22, 1925.

1925 - “At Spruce Hill, the new development lately opened by the J. L. Stanley and Sons Co., twenty-five lots have already been sold and several cottages will be built before the close of the season. This property is attractively situated between Southwest Harbor and Manset, on the south side of the road. From the upper part of the section a beautiful view is visible of the sea and the hills. The tract is well wooded and some immense spruces add to the value of the sites. The company plan to open a road to the top of Freeman's Hill where vistas have been cut through the trees, the most magnificent view in this part of the island can be seen. Lots of good size are to be laid out on this hill which are sure to find purchasers as soon as the road can be built. One desirable feature is that the village water supply pipes run through this land so that there will be little expense to lay out the water system.” – The Bar Harbor Times, June 24, 1925.

1925 – “J.L. Stanley and Sons Co. to Rasmus Hansen, Manset; warranty deed, recorded Sept. 5.” – The Bar Harbor Times, September 16, 1925 – This was the old Parker wharf, later the Hinckley wharf.

1925 - “Miss Clara Newman has assisted in the office of J.L. Stanley and Sons, Co. the past week in the absence of the bookkeeper Miss Thelma Dolliver who has been to Rockland for the week.” – The Bar Harbor Times, November 11, 1925.

1928 – After J.L. Stanley’s death his heirs sold the Fisheries to C.W. Marion in 1928.

1944 – April 28, 1944

1944 – April 13, 1944 – Charles Walter Marion purchased the J.L. Stanley Company. On April 28, 1944 C.W. Marion sold it to William Sklaroff.

The probable history of William Sklaroff is:

William Sklaroff (1882-1967) was born on April or May 20, 1882 to Solomon Sklaroff and Rachel Sklaroff in Russia. William was naturalized June 2, 1902 in Philadelphia. He married Bertha (Unknown surname) and had several children. He may have previously been married to Sarah, or Bertha and Sarah may have been the same person. William Sklaroff died October 29, 1967.

William’s father was certainly in the fish business and was probably the proprietor of S. Sklaroff & Sons, based in Philadelphia. William’s older brother was probably Israel Sklaroff who managed the business. There were many Sklaroffs involved in various fish importing and curing enterprises, often splitting off and going from one branch to another.

S. Sklaroff & Sons

Established in 1892

Smoked Fish Establishment – Importers and Packers of Scotch, Alaska and Holland Herring

714 South 2nd Street
Philadelphia, Pennsylvania

In 1922 William Sklaroff, who worked as a buyer for his father's fish business in Provincetown, Massachusetts, at the Sklaroff Wharf (Monument Wharf) conceived the idea of producing cod liver oil for medicinal purposes by heating the fish livers to melt them down. Cod liver oil traditionally had been manufactured by filling a wooden barrel with fresh cod livers and seawater and allowing the mixture to ferment for up to a year before removing the oil. Fish livers were cheap as they were considered mainly as bait. William's business in Massachusetts thrived and the Stanley Fisheries site seemed a good place to expand it.

"Sometime between 1910 and 1920, my grandfather William Sklaroff, an employee/partner of his family's fish business in Philadelphia, was sent to Provincetown, Massachusetts, to build a wharf from which he could buy the catches of local fishermen. At some point, I believe during the Depression, a family quarrel resulted in my grandfather's leaving the Philadelphia firm, S. Sklaroff and Sons, and moving to Cape Cod, where the wharf..." -

"Avotaynu: The International Review of Jewish Genealogy," Volume 18, G. Mokotoff, 2002, p. 61.

Sklaroff went into partnership with John A. Noyes (1898-1967), a grandson of J.L. Stanley, who had worked at the Fishery. They expanded the facility, extended the pier, installed an elevator to move the fish, and built a new cold storage plant. They produced 18,000 to 25,000 gallons of oil a season. "Sim" Davis (1897-1987) of Bass Harbor built them a 58-foot dragger, the "John L. Stanley and Sons." [See SWHPL 6211] They also bought fish from 14 draggers and 6 trawlers owned by local fishermen.

Grandville "Sim" W. Davis was born to Leamon T. and Agnes F. Joyce Davis on March 27, 1897. Grandville married Violet B. Thurlow of Frenchboro, daughter of James H. and Elizabeth M. Lunt Thurlow. Violet was born on October 11, 1895. Grandville died in 1979. Violet B. Thurlow Davis died on May 18, 1987 in Bar Harbor, Maine.

Circa 1955 – J.L. Stanley Fisheries was sold to four brothers, John Edwin (1911-1991), Robert M. (1922-2005), Henry E. (1914-1982) and Charles Russell Dunbar (1925-1991), the sons of Lewis Girrard Dunbar and Louise Abigail (Robinson) Dunbar.

1967 – April 12, 1967 – Fire completely destroys J.L. Stanley Fisheries.

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THE AMERICAN HISTORICAL SOCIETY
NEW YORK

1919

land, and had the virile virtues of that old time, transmitting them to his posterity. Like many of the early New England dwellers on the coast he went to sea and was gradually promoted from grade to grade, becoming at last captain. He was lost at sea in 1826, at the age of thirty-six. He was married and had three children, the eldest of which was William A., who was born in 1815. He was educated in the public schools, and afterwards went into the lime business with the Cobb Lime Company. He became the largest stockholder in this company and finally bought out the whole business, with the quarries, kilns, and real estate. Possessed of an untiring and indomitable energy he carried through every undertaking with a vigor and success almost inconceivable. He was the founder of the Chicawauka Water Company which was afterwards merged in the Rockland Water Company, becoming the president of the latter and holding that office until his death in Savannah, Georgia. He was a Mason of high standing. He married and had six children who were: Josephine; Lucy C.; James R., born 1841, died 1905; William A., born 1849, died 1856; Fannie, born 1852, died 1877; Joseph, born 1858, died 1863.

James R. Farnworth, son of William A. Farnworth, was born in 1841, and died in 1905. He was educated to succeed his father in the water business and in his time this was greatly enlarged and improved and large holdings of real estate acquired. He was a very progressive and public spirited man and lived up to his responsibilities as a man and as a citizen. He was married but left no family. Thus the family ends with his sister, Lucy C. Farnsworth, the last survivor of a line, the tradition of which will always command the esteem and respect of the city of Rockland, the interests of which community they did a large part in maintaining.

JOHN LENZEY STANLEY—As a general rule sailors are not very good business men, but in the case of John Lenzey Stanley, it is quite the opposite. Though spending all his youth on the water, he afterward became a very successful business man, exemplifying the truth of the statement "Opportunity knocks but once at every man's door." Wise, indeed, is the man who heeds that knocking.

John Lenzey Stanley was the son of Peter and Sarah (Newman) Stanley, and was born in Tremont, Maine, April 25, 1841. His father had always followed the sea as a means of earning a livelihood, and the boy, brought up on the rug-

ged coast of Maine, knew no other life than that of a sailor. He was sent to the public schools of Tremont with other children of the town, and received as good an education as the limited facilities of that institution afforded; but by the time the lad had reached thirteen years of age he had finished the school course, and naturally adopted a sailor's life, at first engaging in fishing, that being the customary beginning, unknowingly taking the first step in preparation for his future achievements. He followed fishing for seven years, but the call of the sea was loud and strong, so he went coasting in the topsail schooner *J. F. Carver*, continuing it for one year, when the youth shipped in a brig which carried coal from Cape Breton. Landing, on his return to Boston, he shipped next in the schooner *Rachel Varnum*, remaining aboard her for two years. This was followed by shipping on the *Marietta Tilton*, a schooner hailing from Philadelphia. The young sailor's experiences were many and varied during the several voyages he went upon, some of them being sufficiently thrilling to make very good story-telling in later life. It was four years before Mr. Stanley returned home, remaining there only one year; during this time he was married. But the man who has led a seafaring life can seldom content himself long on land, so he finally determined to go on a cruise in the *Mary B. Dyer* of Provincetown, bound on a seining trip to the Bay of St. Lawrence. The following spring he went to Boston and signed up for a year's sailing in a porgy steamer. In his next venture we find him as Captain Stanley in charge of the schooner *Yankee Lass*, a berth he held for seven years, when he decided to give up a sailor's life and become a landsman.

It was at this time, 1874, that opportunity came knocking at Captain Stanley's door. He, from his seven years as a fisherman, realized the fact that there was no fresh fish and ice market at Misset, so determined to start one at once, thus becoming the pioneer in that line for his section of the State. It was most successful, growing steadily until, as his sons became of age, he made them one by one, his partners, under the firm name of John L. Stanley & Sons. Devoting himself exclusively to the fish trade, Captain Stanley soon found other openings in connection with it; one being the great need of a fish freezing plant in that particular place, which, lying right on the coast, was the center of the fisher folk's industry. So he set about forming a company for that purpose, and in 1907 organized the Southwest Harbor Cold Storage plant, he being made

director and treasurer, an office he has continuously held since the formation of the company. Finding this working very successfully, Mr. Stanley found there were further possibilities in the fish business, and with several other enterprising men started, in 1916, the Tinkers Island Fish Company, the object being to build and maintain weirs and traps for catching fish on a large scale. Mr. Stanley is one of the directors of this company also, one of his sons being manager and another, treasurer and clerk. It has been a very prosperous concern, and Mr. Stanley is fully justified in the pride he feels at the results of his farsightedness, the small fish business, started by him forty-five years ago, having grown to be one of the largest and best known fresh and salt fish businesses in the State, with headquarters at Manset, and a branch retail house at Southwest Harbor, and a branch wholesale house at Cranberry Isles.

In his youth Captain Stanley was absent from home most of the time, therefore he entered very little into politics, but has always been a Democrat in his convictions. He is a Free Mason, being a member of Tremont Lodge, No. 77. He and his family are all members of the Methodist church.

John Lenzey Stanley married, January 5, 1870, Mary Elizabeth Whitmore, daughter of Isaac Stanley and Rachel (Robinson) Whitmore, the marriage taking place at Tremont (now Southwest Harbor). Four children were born of this marriage: 1. Isaac Foster, born December 1, 1870. 2. Everett George, born September 1, 1874. 3. Fred Lenzey, born September 27, 1876, died when he was four years old. 4. Nellie May, born September 28, 1878. The first two sons are those connected with Captain Stanley in business.

PHINEAS RICHARDSON—In the ship which brought John Winthrop, the future governor of Massachusetts, to the young colonies in America about 1620, there came with him a strong, venturesome young man, and it was from him, Thomas Richardson, youngest brother of Ezekiel Richardson, who bore the Winthrop company, who settled in Charlestown about 1635 that the line is traced to Phineas Richardson. His descendants can be traced in a straight line until we reach Phineas Richardson born in Turner, Maine, October 15, 1851. This boy grew up on his father's farm, living much in the open and developing that love of the great out-of-doors which continued through his entire life, manifesting itself in the nature of his occupation.

Of course the boy was sent to school, for all good New Englanders believe in education, but

after passing through the Turner village school and the high school, he went to the woods at Rangeley, Maine, and engaged in the lumbering business. This he followed successfully for some years. The Maine woods are known far and near as the Mecca of all sportsmen, and as Kennebago Lake was a popular resort for hunters, it was necessary to have comfortable accommodations there, so the two brothers, Phineas and Cornelius T. Richardson, bought the sporting resort known as Kennebago Lake House, conducting it under the firm name of Richardson Brothers, and they remained there for thirty years.

While devoting himself almost exclusively to this enterprise, Mr. Richardson found time to become interested in several other businesses in Rangeley; among them, the Rangeley Trust Company, of which he was vice-president and one of the board of directors, and Rangeley Water Company, of which he was president and director. He never aspired to any public office, but devoted to the Republican party, served on the Republican town committee many years; also as delegate to State and district conventions. He was always deeply interested in the affairs of the town, and was active in all projects for its betterment, always voting the Republican ticket on election day. The only fraternal order with which Mr. Richardson was affiliated was the Knights of Pythias, in the local lodge of which he has been more or less active. Mr. Richardson died July 8, 1910.

In Rangeley there lived a well-to-do farmer, by name, Charles H. Pillsbury and his wife, Mary T. (Quimby) Pillsbury. Their daughter, Miss Addie, became the wife of Phineas Richardson at Rangeley, December 6, 1880. They have only one child, Prudence Marv, who is unmarried.

Mr. Richardson's father, like himself, bore the name of Phineas, and he was born in Litchfield, Maine; his grandfather was Cornelius T. Richardson, and his great-grandfather was Abijah, these two being natives of Townsend, Massachusetts. The elder Phineas in his youth was a steamboat engineer, but after following this for some time decided to become a farmer and as such continued for many years. He has to his credit the fact of running as engineer a transport for the Government during the period of the Civil War. He retired from business some years before his death, living with his daughter at Keens Mills.

SETH AUGUSTINE MOULTON—Those of us who are familiar with our Scott recall well the attractive character of Thomas de Multon, Baron

SOUTHWEST HARBOR, MAINE

NAMES	GROSS TONS	NET TONS	LENGTH	BREADTH	DEPTH	WHERE BUILT	WHEN BUILT	OWNERS OR FITTERS' NAMES
Alert (gas screw)	8.	5.	31.0	11.4	6.	E. Boothbay, Me.	1904	Wm. D. Stanley
Alert (naphtha aux sch. boat)	11.	6.	41.3	10.3	3.2	East Boothbay	1904	J. L. Stanley & Sons
Alice A. (gas screw)	9.	6.	33.1	12.2	5.5	Boothbay, Me.	1892	Willis J. Walls
Alice Marion (gas screw)	10.	6.	31.7	11.8	6.	Friendship, Me.	1908	R. H. Stanley
Anna L. Sanborn	34.98	17.	56.	17.2	5.8	Salem	1883	B. H. Mayo
Ardath (gas screw)	8.	5.	29.6	11.2	6.	Friendship, Me.	1909	A. L. Fernald
Avis L. (gas screw)	7.	5.	35.	11.9	5.2	E. Machias, Me.	1907	J. L. Stanley & Sons
Balmar (gas screw)	12.	11.	31.9	12.7	5.8	Friendship, Me.	1898	Wilson H. Sargent
Belle and May (gas crew)	10.	5.	33.7	13.1	5.2	Chelsea, Mass.	1899	J. L. Stanley & Sons
Beulah (gas screw)	6.	6.	27.7	10.9	5.3	Friendship, Me.	1901	A. A. Bain
Chameleon (gas. screw)	5	5	26.5	10.2	4.5	Bremen, Me.	1896	Geo. Murphy
Columbia (gas screw)	6.	5.	29.1	10.2	5.3	Bristol, Me.	1900	H. E. Spurling
Copia (gas screw)	11.	5.	43.4	11.4	4.	Friendship, Me.	1909	L. D. Newman
Cumberland (nap. aux sch. boat)	7.	7.	28.8	10.8	5.7	Friendship	1901	F. G. Norris
Eva N. (gas. screw)	9	9	30.9	12.	5.9	Friendship, Me.	1901	F. W. Davis
Evelyn G. (gas. screw)	12	7	41.	11.6	6.3	Manset, Me.	1907	J. L. Stanley & Sons.
George M. Hodgdon (gas. screw)	16	15	40.3	13.8	5.6	Boothbay, Me.	1869	E. R. Noyes
Gertrude (gas screw)	6.	6.	32.6	11.	4.6	Brooksville, Me.	1889	M. Manchester
Gertrude and Herbert (gas screw)	9.	9.	30.0	11.5	5.9	Friendship, Me.	1900	C. M. Robbins
Gertrude and Leonard (gas. screw)	7	7	33.9	11.2	4.9	Friendship, Me.	1901	A. B. Ilamor
Gladys (gas screw)	6.	6.	32.5	10.6	5.7	Swans Island, Me.	1899	Frank B. Rich
Harrie and Georgie (gas. screw)	5	5	33.	11.	5.8	Friendship, Me.	1890	G. W. Lunt
Hattie Frances (gas. screw)	7	7	32.9	10.8	5.3	Deer Isle, Me.	1902	Emery Bartlett
Kentucky (sloop)	11.	6.	34.2	12.	6.	Bristol, Me.	1904	R. E. Crane
Lena (gas. screw)	13	7.3	31.	12.8	6.	Lincolntonville, Me.	1892	G. H. Francis
Lena Maud (gas screw)	7.	7.	25.6	10.	5.2	Bremen, Me.	1884	E. L. Marshall
Lottie Genever (gas. screw)	6	6	27.7	10.9	5.3	Friendship, Me.	1901	James Parker's Sons
Louise A. (gas. screw)	8	5	31.	12.	6.	Friendship, Me.	1904	James Parker's Sons
Lulu (gas screw)	10.	9.	33.0	12.5	5.9	Rockland, Me.	1887	F. V. Thompson
Mabel	5.	5.	26.0	9.5	4.9	Brooklin, Me.	1893	Augustus G. Dolliver