Historical Newspaper Clippings of Lewiston-Auburn in the Late 1800's (Scrapbook #1)

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Lewiston's Early Historian
Was Profound Scholar

The late J. G. Elder of Lewiston, taken in his prime.

BY ALICE FROST LORD

It will be gratifying to Lewiston citizens to learn that historical records by the late Janus G. Elder, which have been preserved by his son, George K. Elder, are being put into form, so that delvers in local history will find them accessible.

Who was J. G. Elder, Janus as he was always called?

To the younger generation he is practically unknown. To many others he is only a name, that of an early resident. But the older folk remember him as a familiar figure on the Lewiston streets, and as the city's recognized historian.

Both data about Lewiston as appears in the "History of Androscoggin County" and the county atlas, both published many years ago, came from this scholarly gentleman; and now and then the Blue Store pamphlet, with a bit of his local history, shows up among old collections.

But the man, himself, is all but lost as an individuality.

That is why his son, George K. Elder, who for over 40 years was a druggist in the city, was sought recently, in order that the picture of his father might be recovered for present-day readers. Mr. Elder has retired, and the documents and data that have been cherished so long in his house, are a permanent memorial to Janus.

Native of St. Albans

Alas! the older man was born in St. Albans, he spent most of his life in Lewiston, and finished his high school education here. That was when these classes were being conducted in a building just above what is now the United Baptist church on Main street. His contemporaries in school were men like D. W. Wadlin (Dart) also a druggist later in life; and A1 Gardner.

George K. Elder of Lewiston.

There is little doubt, as his whole life testifies, that if Janus had been able to have a college education, he would have been a brilliant scholar, with an outstanding record. As it was, his initiative and application made him in his quiet way a leading citizen, with a special interest in the schools.

Capacity For Study

According to his son, Janus had a marvelous capacity for study.

"He attained no little of his education before 4 a.m.," said Mr. Elder. "That was before he went to work as a cabinet-maker. He studied French while he worked at the bench; and could read Latin, German, and Greek, as well."

He learned his trade with a Scotchman and worked later for L. L. Blake and Douglas & Cook, both well-known firms on Libson street, the former a furniture dealer, and the latter, tailors.

"His memory must have been almost photographic," he said. "For Mrs. Augusta A. Clark, a sister, used to tell me how Janus would sit in church, his head dropped forward as if paying slight attention, only to come home and repeat the message in detail. She added that he was apt in mirth, and when he recited the voice and attitudes of the preacher, his mother had to laugh, while his father threatened a thrashing for what he deemed impudence."

"I remember that father was librarian for the early Manufacturers and Mechanics Association, when its headquarters were in College Block on lower Lisbon street, before these were moved to the old city hall.

Librarian and Book Collector

"Probably that library was not large, as compared with modern facilities, but he knew and enjoyed it; and his memory served him well, for he often told patrons that books which they wanted were not in, without stopping to check the cards. If people presented his off-hand statement, he confirmed it for them.

"He also was interested in the question and answer column which used to run in the Lewiston Journal, and answered many of the queries for them. I remember when there was considerable debate with some of the college professors over an answer to a mathematical problem."

Father was acting superintendent of schools for three years; and Senator William P. Pyze once told me that he worked to make the position permanent for him. He also taught a mixed school on Knox street for a time; and he served on the schoolboard for 19 years, when men like Senator Pyze, President George C. Chase of Bates college, and J. G. Cudmore, mill agent, were acting in like capacity.

"Always he was a born-lorner. At forty, he was collecting books mostly histories, many of them concerning Maine. They are still here in the house.

"I remember a trip I made with him to Boston, when we were walking down by a Cornhill bookshop. He stopped to look over specimens, offered for sale on a table outside the door, picked up one, paid a quarter for it, and as we moved along remarked to me that it was worth much more. He knew books!"

"His membership in the Maine Historical Society interested him; and I recall that he once wrote an article on the Penobscot region which he read to them. If there is a copy of this in existence I do not know where it is. He also collaborated with a Belfast man—attorney, if I remember aright—in a bibliography.

"Bliss Cook of the firm of Dods & Cook once told me that when he went to Philadelphia, he urged my father to join him, assuring him that all he would have to do would be to sit around and answer questions!"

"His religious associations were with the old-time Bates street Calvin Baptist church. He was active there, and served on a committee which selected new pastors. It is likely that he and mother were charter members, altho I am not sure. As long as I can remember mother was an invalid; yet she lived into the seventies. There are only three living—Charles S. Elder, who is now retired from the government printing office in Washington, D. C. and myself. Father's death occurred in February of '92!"
Old Lewiston and Auburn Pictures Emphasize Changes
50 Years Can Make

BY EARL T. BARRON

Only 50 years ago, but what changes have occurred in Lewiston and Auburn since then! Of course, there are many persons living here and in other parts of the state and country who, with little effort, can recall those good old days. However, there are many others who may not remember the “old timers,” who can't.

At that time Lewiston had seven cotton mills, Lincoln, which was not operating) Bates, Hill, Andros, Creighton, Continental, Lewiston and Avon. These industries enjoyed an aggregate capital of nearly $5,500,000 and a capacity of 300,000 spindles. Six of the establishments gave employment to 4,000 Lewiston and Auburn residents who were paid a monthly sum of approximately $125,000.

Says a writer of those days: “Yet in all this ceaseless activity of this throbbing, pulsating city of machinery within brick walls, there has never been a serious disaster of any kind, and the community at large has long since come to look upon the routine of the mills and the business and activity they bring as being almost as constant and unsurpassing as the sun in its course.”

A monthly payroll of $40,000 was paid to 430 employees of the Lewiston Bleaching and Dye Works. A comparison of the present payrolls would show a tremendous increase.

Looking up Lisbon Street from Ash.
over that of just 100 a year. In 1880, the Population of the town was 2,000.

Among the other businesses in the town were:

1. The Lewiston Horse Drawn Car Company
2. The Lewiston Carriage Company
3. The Lewiston Manufacturing Company
4. The Lewiston Lumber Company

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Four Banks

The Four Banks in Lewiston were:

1. The First National Bank
2. The Second National Bank
3. The Third National Bank
4. The Fourth National Bank

The State of Maine had four of the largest banks in the United States at that time.

COOK STREET, New Auburn as it looked 50 years ago.

11 Churches

The eleven churches in Lewiston were:

1. The First Baptist Church
2. The Second Baptist Church
3. The Third Baptist Church
4. The Fourth Baptist Church
5. The Fifth Baptist Church
6. The Sixth Baptist Church
7. The Seventh Baptist Church
8. The Eighth Baptist Church
9. The Ninth Baptist Church
10. The Tenth Baptist Church
11. The Eleventh Baptist Church

The Central Methodist Church on Main Street was the largest church in town.

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over that of just 50 years ago. The Cowan Wooden Company employed 100 persons and paid them $2,700 monthly. While over at the Cum- berland Company $2,000 was paid to 50 employees each month. The Lewiston Machine Company carrying 200 employees on its payroll had a monthly payroll of $10,000 each month. Five hundred and fifty hands at the Gay Woolman Co., received $12,000 monthly for their labors. Among the other well known concerns then operating were R. C. Foye & Co. and Jordan, Frost & Co.

Among the other more prominent business corporations that banded together to make Lewiston a busy and prosperous community were the Lewiston Power Company, the Franklin Company, Lewiston and Auburn Horse Railroad Company, Lewiston Board of Trade and the Manufacturers and Mechanics Library Association. There were many other little business concerns and establishments operating throughout the city.

Four Banks

Financial affairs were handled at four banking institutions. The Lewiston Falls Bank, incorporated in 1832, was merged into the First National Bank and had a capital of $400,000 in 1932. The Manufacturers National Bank, organized in 1875, had a capital of $300,000. The Androscoggin County Savings Bank and the Peoples Savings Bank. All four of these establishments are still active in the business life of the two cities and central Maine.

The Maine State Agricultural Society, the outgrowth of the Androscoggin County Agricultural Society, was then one of the most successful and widely known agricultural organizations in the country. Fair week was a great event for the Twin Cities. Visitors from all sections of the State and New England would flock to Lewiston for this annual event. State Fair Week was something to look forward to in those days.

11 Churches in City

Eleven churches ministered to the religious welfare of the city in 1880. Certainly enough to keep the good citizens of Lewiston on the straight and narrow path. Lewiston boasted two Free Baptist churches, two Methodist churches, one Calvinist Baptist church, one Universalist church, one Congregationalist church, one Irish Catholic church, one French Catholic church, one Episcopal church and one Society of Friends Church.

The Central Maine General Hospital, a two story wooden structure on Main Street, had been opened two years previous and was doing yeoman service in administering to the sick of the community and surrounding towns. The city had 20 doctors who made their calls by horse and buggy. Each year new physicians established their practices in Lewiston until the community boasted a fine array of medical talent.

Fraternal Organizations

Adams Lodge of Masons, Elaborate Lodge, Ring Hiram Chapter, Dunbar Lodge, High Priest, Knights Templar, Lewiston Lodge of Perfection. And St. Rita added much to the social life of the city as they do today. Also included in the list of fraternal organizations were Manufacturers and Mechanics Lodge POOF, Worcesbun Encampment and Grand Encampment Worcesbun. There was a long list of other secret orders. Today a large majority of these organizations are still in operation, some have disappeared from the local picture while others have been added.

Two military commands, the Neeler Rifles and the Frye Light Guard, completed the military scene here just 50 years ago.

LEWISTON HIGH SCHOOL

Looking down Lisbon street in those days one would see a somewhat dusty street with the horse-drawn tracks in the middle. The well-known Crane building was under construction and men were busy on the sidewalks. Barber shops were open or seemed to appear, at about every other store. But, of course, those were the days of inflated shaving mugs, mustaches, beards and side-burns. A barber shop in those old days was a virtual clubroom. Store windows hung out over the side-walks like leaves on some gigantic tree.

In the residential sections, one found well kept homes, both large and small, with grooved lawns and hundreds of beautiful trees shading the walks and homes. The lawns were still in evidence but many of the fine old trees have vanished with time in its flight. Many of the old homes have disappeared and new buildings have been put up but there are many still standing that have much history of the city Lewiston wrapped up in them.

Taking a trip to David Mountain, and many did, one could see Bates College and the several farms in the

ST. LOUIS SCHOOL that burned in the New Auburn fire of 1933

NICHOLS LATIN SCHOOL
A SECTION OF LEWISTON photographed from the summit of David's Mountain.

SCENE ON WALNUT STREET, LEWISTON.
Montello Heights section of the city.
Looking toward the city proper one could see the several spires of the churches and the tower of the new city hall. Buildings of wooden construction predominated the scene below. According to the picture accompanying this article Davis Street was just a little dirt road while the spot where White Street was to be carved out was just a grassy lot.

According to one old resident of Lewiston, White Street was practically a box in the Sorting of the year. A small stream or brook made its way from the David Mountain area across the section where White and Davis Streets now are and wended its way toward the business district. This has long since been erased from the scene. However, on several occasions, residents of that section are reminded of its inimical manner of the old stream. Many cellar become flooded during the Sorting season. Much of the blame is attached to the little stream of days gone by.

Over in Auburn
Across the Androscoggin in Auburn one found the little community keeping pace with its bigger sister city. The Barker Mill, built in 1874, was the only cotton mill there at that time. However, as the "Shoe City of Maine," Auburn gained its greatest fame and prosperity. The business was begun at West Auburn in 1835 by the Minot Shoe Company with a capital of $5,000. Soon other companies were started in various sections of the town. When the shoe industry was first established work was done almost entirely by hand and mostly carried out over the country as piece-work, to be finished by farmers, boys and girls during evenings and stormy weather, or by anyone.
EDWARD LITTLE HIGH SCHOOL, Auburn, with yesterday's students sauntering across the campus.

DRUMMOND STREET, AUBURN.

who invested a few dollars in the simple tools then in use.

Prominent among those who may be regarded as having built up the shoe industry in Auburn were the names of Coffman, Packard, Munroe, Roach, Cobb. In the year 1891 there were 18 different shoe manufacturing firms employing over 2,000 persons and carrying an annual payroll of nearly $1,000,000. These concerns had an aggregate capital of approximately $2,000,000.

A writer of fifty years ago says:

"There is every prospect of increased growth in this branch of industry, and new firms are being talked of. The primitive tools of 50 years ago are hardly remembered." Yes, and there have been vast changes since those words were written.

Other Industries

Among the other manufacturing interests standing out at that time were the J. Wesley Hutchins Company, a very novel and prosperous concern at that time. The Whitman Agricultural Works; P. R. Conant & Co., boxes and lumber; there were also a number of foundries; flour, meal and feed mills were well patronized not only by residents of the city but by people from the outlying communities. The city also boasted a pottery industry, a leather board plant and a hat factory. A few prosperous businesses were enjoyed, by coin and other clothing establishments, bakeries, saloons and many other concerns dotted the mercantile scene.

The first bank chartered here was the Danville bank. This bank was incorporated in 1855. However, this banking institution went out of existence.
MAPLE STREET, LEWiston.

In the same line with the other state banks. The city, fifty-one years ago, had two National banks, the First National with a capital of $150,000 and the National Shoe and Leather bank, with a capital of $400,000. The city also added the Auburn Savings Bank and the Mechanic Savings bank to its list of financial houses.

At that time the American Banking and Trust Company and the Auburn Trust Company were also well known in the banking field. Other business organizations were the Auburn Board of Trade, the Maine Benefit Association, an organization representing insurance to the amount of $2,000,000; the Auburn Loan and Building Association; the Androscoggin Land Association; Lake Auburn Fish Protective Association; the Auburn Aqueduct Company; Little Androscoggin Water Power Company; The Lewiston and Auburn Electric Light Company and the American Light and Power Company.

Best Lodge Town In New England

According to a recorder of the times, Auburn was given high praise as a lodge town. Said the writer: "There is no town in New England where the Masonic orders, the Odd Fellows and other like organizations have been uniformly more successful. For that reason, probably, that here the intelligent middle class of the purely American type has always predominated.

March 18, 1836 saw the organization of the first Masonic lodge in Auburn. It was named the Temple Lodge. This is still in existence and is one of the large and active groups of the fraternity. Ancient Brothers lodge, granted a dispensation in 1873 and a charter in 1876, was enjoying fraternal life fifty years ago as it is today. Bradford Chapter was granted a dispensation in 1873 and received its charter in 1876. This organization was one of the most active organizations of fifty years ago and continues to enjoy success in that R. S. BRADBURY residence on Auburn Heights.

day. Auburn Council of Princes of Jerusalem, instituted in 1836. Dickson Chapter, Rose Croix, A. A. A., Scottish Rite were organizations flourishing back in those good old days.

Other Organizations

As is the case in these days many persons belonged to one or more groups. Those practices allowed for the success of other groups such as the Androscoggin Lodge, IOOF, organized in 1845, and Abou Ben Adam Lodge, formed in 1873. Petreum Encampment, instituted April 10,
Edward T. Little

This institution was largely built up and made a power in the educational world by the energy and devotion of Edward T. Little, a prominent citizen of Auburn and well known throughout the State. Mr. Little made several bequests to the school. It is in his honor that the present high school is named.

This place of learning is the outgrowth of the old Lewiston Falls Academy, occupying the same beautiful grounds. From this school the city of Auburn has constructed one of the best educational systems in the state.

Newspapers

According to the historians of 1883 Joseph H. Davis issued a small advertising sheet at Godd’s Corner in 1849. This was the first newspaper published in Auburn. Several publications have been started since that time but met with indifferent success. Then the Lewiston Gazette came to town. The first issue rolled off the press as the Auburn Daily Gazette on January 31, 1859. From then on the Gazette rushed forward and, in 1863, according to a writer of that time, was fast becoming a power in Central Maine. However, the Gazette has disappeared from the publishing field since those days.

All this happened only 51 years ago. In 1832, and one can readily see the tremendous changes in the two cities. One may wonder what the next half century will bring.

ALPHONSE AUGER residence in New Auburn.

C. M. G. HOSPITAL as it looked in 1893.
By JAMES E. PHILLOM | MAY 1 - 1948

It was a gala day at the little village of Goff's Corner in the then towns of Minot and Danville—one of those clear and sparkling days, in the Fall of 1823. From early morn the settlers from the surrounding territory had been converging by foot, on horseback, or by carriage, toward the entrance of a crude structure of wood and stone spanning the river, on which all eyes were fixed, and concerning which all conversation was centered. This was the day set apart for the opening of the long desired, and now completed, toll bridge.

At the appointed hour, all conversation was hushed as Rev. Benjamin Thorne, of Lewiston, arose, and to the accompaniment of the roaring falls, the murmuring trees, and the occasional chatter of such birds which had remained to view the spectacle, gave an oration suitable to the occasion.

Scene of Festivity

At its close, tables were spread, and as tradition has it, "hot refreshments were served on the bridge," and joy reigned supreme.

The little village of Goff's Corner in 1823, can be described as follows: At the present location of Goff's Block at the corner of what are now Court and Main streets, was James Goff, Jr.'s store, and postoffice. This building had been moved across the river on the ice in the winter of 1822, and converted into a store. Nearby opposite Goff's store on the river side was the law office of Edward Little, South of Little's office was Barkey Brooks' Blacksmith shop. Just below Little's office on Main Street, then called Water Street, was Orr Bayes', Millinery Shop. South of Goff's Store on Water Street, where the Merchants Savings Bank now stands, was Jonathan Bayes' house and cabinet shop. Below this where the Maine Hotel now stands was Jacob Read's Tavern.

Below this were the houses of Daniel Welch and one Manning. Some distance above the present location of the Elm House on Court St., was the residence of Joseph Winslow. Beyond that was the residence of Godfrey Lane.

Crossing the village, as though someone had drawn a line through it, was the line between the towns of Minot on the west and Danville on the east. This line began at a point on a rock in the Androscoggin Falls, passed diagonally across Court St., north of the Elm House, and on a straight line which, if continued, would pass directly through the residence now occupied by E. Farrington Abbott on Minot Avenue.

Lewiston Side

On the Lewiston side was the grist mill belonging to Josiah Little and others, located near the site of the Columbia Mills just below the falls. On Main Street was the residence of Dean Frye. This building is still standing nearby in front of the Main Street entrance of the Bates Mill. The business and residential center of Lewiston Falls Village was further up Main Street at the junction of Main and Sabattus Streets. This was called Lowell's Corner, and comprised some 12 houses, 3 stores, and a tavern.

Previous to the opening of the bridge, travel between the two villages was difficult and hazardous to say the least. The only means of travel between them was by a boat or ferry in the Summer, and across the ice in Winter. The first ferry in the vicinity was established by the first settler of Lewiston, Paul Hill, in 1771. This was operated near the site of the present South Bridge. He sold this privilege to Samuel Robinson in 1800, who operated it for a time. The second ferry in the vicinity was established in 1832, and was operated by Zeohia Hill as ferryman. This was located just above where the north bridge now stands.
A LATER VIEW—Here is the bridge as photographed for a stereopticon study. You are looking toward the Lewiston end of the bridge. As can be seen, this was the way the bridge looked after it was covered over, providing shelter from bad weather but at the same time being as dark as Erebus.

This ferry was maintained until the toll bridge was built in 1835. The toll bridge was completed in 1836, with tolls being charged to cross the bridge. The toll was eventually removed in 1860.

The toll rates were as follows: 2c for each foot passenger, 5c for each horse, and 10c for each carriage. The toll was collected by a toll collector who was stationed at the bridge.

The bridge was a wooden structure, built alongside the older ferry. It was a simple design, with wooden planks laid over wooden beams. The bridge was not very wide, and it had a tendency to sway in the wind.

The bridge was a symbol of progress and development in the area. It allowed for easier travel and trade, and it was a source of pride for the community. The toll bridge was an important part of the local economy, bringing in revenue for the town.

By 1853, the toll bridge had become obsolete, and it was replaced by a new bridge made of brick. The new bridge was designed by a local architect and was completed in 1855. It was a significant engineering achievement for the time, and it was a symbol of the growth and progress of the community.

The new bridge was much wider and more sturdy than the old toll bridge. It was built to last, and it remained in use until 1933, when it was replaced by a new bridge made of concrete. The old bridge is still standing today, and it is a popular tourist attraction.

The history of the bridge is a testament to the ingenuity and hard work of the people of this area. It is a reminder of the importance of infrastructure in the development of a community. The bridge is a symbol of progress and progress, and it is a reminder of the importance of working together to create a better future.
The bridge, when completed, was judged by modern standards, a
ชุม1029crude affair which Dana Goff, son of the trader. James Goff Jr. de-
scribed in these words:

"Just remember the great pile of
piles built out back of my father's
house (near where Wilson's store is
now located north of Golf Block on
Court St.). It was of a crude work
made of pine logs hauled with
rockets. There wasn't any side
walks.

The first toll keeper was James G.
Emery. He was succeeded by John
Smith.

Special Rights

The land on which the east end
of the bridge stood did not belong to
the corporation but to Josiah Little
and others, who operated a grist
mill near the Lewiston end of the
bridge, and claimed special toll
rights for customers crossing the
bridge to and from the mill.

At the meeting of February 5, 1833,
Dr. Gorham and John Penley were
constituted a committee to endeavor
to get the title to the land on which
the bridge stood.

After much negotiation, Dr. Gor-
ham reported at a meeting held on
December 6, 1834, that a deed had
finally been secured from the prop-
rieters of the shores in question,
which had been executed on the
same date. The deed included the
privilege for grist mill customers to
pass toll free under certain re-
scriptions.

Repairs Needed

By 1833, it became evident that
extensive repairs to the bridge were
necessary. At a meeting held Dec-
ember 6, 1834, a committee, con-
sisting of Daniel Briggs Jr., Samuel
Pickard and Jacob Merrill, was
chosen to "report a plan of rebuild-
ing said bridge, accompanied by a
bill of materials and the expenses
of the same together with the whole
expense of building.

On December 20th of the same
year, this committee rendered a
report calling for rebuilding the
bridge along the same general lines
as in 1824, at an estimated maximum
cost of $3,000.

It was voted to accept this report
and to have the rebuilding of the
bridge the following Spring. They
chose Daniel Briggs to superintend
the work.

During the years following 1833,
there had been a steady growth in
the port of the two villages, both in
population and commerce, with a
consequent steady increase in the
use of the bridge.

By 1846 it became apparent that,
if the bridge was to sustain the
present volume of traffic, major re-
pairs and alterations were necessary.
At a meeting of the proprietors held
in the Toll House on February 8,
1847, it was voted that when the
bridge is rebuilt it be upon the plan
of two passages for carriages and
one or more passages for foot pas-
grage. This was done, and it is prob-
able the illustration accompanying
this narrative is a stereopticon pic-
ture of the bridge then constructed.

The toll Master was William H. Weeks, son of
Hew Isaac, who was one of the
proprietors and served as clerk of
the corporation for some years, de-
scribes this bridge as follows:

Bridge Changed

"Up and down the centre of the
bridge was a sort of board fence—
that in a series of posts boarded up
on each side and the inerimovable
law, of course, was to keep to the
right.

In the early stages there could
have been no sidewalks, and the foot
travelers must have walked across in
the carriage ways. This sidewalk
was a later, and for those days, a
luxurious addition. They were built
on both sides of the bridge, and were
covered with "little shod-like
roofs slanting down toward the wa-
terway on either side. Quite a num-
ber of our oldest residents will re-
member those queer little covered
sidewalks.

I know I was talking with one
of the older boy, who used to attend
the famous old-fashioned dances in
old Lewiston. He told me about how
he started out across the bridge on
his way home, and when he got
about half-way across on the walk,
was waylaid by a couple of young
fellows who jumped around him in
the darkness. Come to find out,
though, they were very two boys
who had been to the dance along with him and were try-
ing to play a joke on him.

But the darkness of those little
covered sidewalks was no joke. It
was almost as dark on those side-
walks by day as at night. For
you understood the walk was a

RATES OF TOLL

For each foot passenger, one cent.
One person horse six cents; single horse, cart,
sled or sleigh six cents; each team including cart,
waggon, sled or sleigh, drawn by more than one
beast, not exceeding two, twelve cents, for every
additional beast above two, two cents; each
single horse or chase, chair, or sulkey, twelve
cents; each coach, charriot & other pleasure carriages
drawn by two horses, 15 cents; for every additional
beast, neat cattle, horses, mules or ass; exclusive
of those rode on, or in carriages, two cents each;
sheep or swine half cent each; to each team one
person only shall be allowed as a driver to pass free of toll.

FAMOUS SIGN—This sign gave in detail the law to the folks who had to cross the old toll bridge insofar as rates were concerned. The sign now is one of
many interesting items in the Androscoggin History Society's wide collection of antiques and relics.
The bridge, when completed, was judged by modern standards, a crude affair which Dana Goff, son of the trader, James Goff Jr., described in these words:

"I just remember the great pile of pine logs out back of my father's house (near where Wilson's store is now located north of Golf Block on Court St.). It was of a crib work made of pine logs halitised with rocks. There weren't any sides with this bridge.

The first toll keeper was James G. Key. He was succeeded by John Smith.

Special Rights

The land on which the east end of the bridge stood did not belong to the corporation but to Josiah Little and others, who operated a grist mill near the Lewiston end of the bridge, and claimed special toll rights for customers crossing the bridge to and from the mill.

At the meeting of February 5, 1833, Dr. Gorham and John Penley were constituted a committee to endeavor to get the title to the land on which the bridge stood.

After much negotiation, Dr. Gorham reported at a meeting held on December 6, 1834, that a deed had finally been secured from the proprietors of the shore in question, which had been executed on the same date. The deed included the privilege for grist mill customers to pass toll free under certain restrictions.

Repairs Needed

By 1833, it became evident that extensive repairs to the bridge were necessary. At a meeting held December 6, 1834, a committee consisting of Daniel Briggs Jr., Samuel Pickard and Jacob Merrill, was chosen to report a plan of rebuilding said bridge, accompanied by a bill of materials and the expense of the same together with the whole expense of building.

On December 20th of the same year, this committee rendered a report calling for rebuilding the bridge along the same general lines as now, at an estimated maximum cost of $3,000.

It was voted to accept this report and agree to the rebuilding of the bridge the following Spring. They chose Daniel Briggs to superintend the work.

During the years following 1833, there had been a steady growth on both ends of the two villages, both in population and commerce, with a consequent steady increase in the use of the bridge.

By 1840 it became apparent that, if the bridge was to sustain the present volume of traffic, major repairs and alterations were necessary. At a meeting of the proprietors held in the Toll House on February 6, it was voted that when the Bridge is rebuilt it is upon the plan of two passages for carriages and one or more passages for foot passengers. This was done, and it is probable the illustration accompanying this narrative is a stereopticon picture of the bridge then constructed.

The Toll House, a small house, was of Stone Weeks, who was one of the proprietors and served as clerk of the corporation for some years, describes this bridge as follows:

"Up and down the centre of the bridge was a sort of board fence—that in a series of posts boarded up on each side and the inescapable law, of course, was to keep to the right.

In the early stages there could have been no sidewalks, and the foot crossers must have walked across in the carriage ways. This sidewalk was a later, and for those days, luxurious addition. They were built on both sides of the bridge, and were covered with 'little shed-like roofs slanting down toward the waterway on either side. Quite a number of our oldest residents will remember those queer little covered sidewalks.

I know I was talking with one of the other day, who used to attend the famous old-fashioned dances in old Lisbon Falls, and there is I'll bet about how he started out across the bridge on that walk, and when he got about half-way across, he would get the walk, was waylaid by a couple of young fellows who jumped him in the darkness. Come to find out, though, they were only two of those who had been to the dance along with him and were trying to play a joke on him.

But the darkness of those little covered sidewalks was no joke. It was almost as dark on those side-walks by day as at night. For you understand the walk was..."

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**RATES OF TOLL**

For each foot passenger, one cent; one person, horse six cents; single horse, cart, sled or sleigh six cents; each team including cart, waggon, sled, or sleigh, drawn by more than one beast, not exceeding two, twelve cents; for every additional beast above two, two cents; each single horse or chaise, chair, or sulkey, twelve cents; each coach, charriot, or other pleasure carriages drawn by two horses, fifteen cents; for every additional beast, neat cattle, horses, mules or asses, exclusive of those rode on, or in carriages, two cents each; sheep and swine half cent each; to each team one person only shall be allowed as a driver to pass free of toll.

**FAMOUS SIGN**—This sign gave in detail the had naws to folks who had to cross the old toll bridge insofar as rates were concerned. The sign now is one of many interesting items in the Androscoggin History Society's wide collection of antiques and relics providently saved in this area.
LEWISTON BRIDGE.

PERMIT TO MR. Amon Davis to pass with Horse, Steigh, Chaise, Wagon, and on foot, till the 1st of April, 1814, for coats, provided he violates no law relating to the Bridge.

Directors.

[Signature]

Persons on receiving Permits will give to the names of the number of their horses, if required. The right of revoking this Permit is reserved, on applying the money for the remainder of the duration, in proportion as it bears to the whole time. All Permits to be paid in advance. Accountable for all damages sustained while, or in consequence of, violating any law relating to the Bridge.

To the Toll-Gatherer.

REPLICA OF A PERMIT—This is a photograph of one of the old time permits issued by the proprietors of the toll bridge years ago, and it cost the recipient much more than by paying the toll rate offered. A permit was also issued to pass with horse, steigh, chaise, wagon, or on foot, to the 1st of April, 1814, for a coat, provided he violated no law relating to the Bridge.

Free Bridge Asked

They pray your honors that after due proceedings had in the premises, you would establish and construct a toll road, commencing in Auburn Village, to near the eastern end of Court Street in said town of Auburn; thence to an eastern direction across the Androscoggin River; thence on Main Street into the city of Lewiston at or near the westerly end thereof.

Free Bridge Asked

Thus the old bridge, which had been a long and a difficult question for the Proprietors, received the vote of the Judges and the officers of the county. The Public on both sides of the river having given the Proprietors the necessary security for the toll road.

The rise of the Androscoggin River tides and the separation of the public interest from the private interest of the Proprietors was a matter of great relief to the people of the county.

REPLICA OF A PERMIT—This is a photograph of one of the old time permits issued by the proprietors of the toll bridge years ago, and it cost the recipient much more than by paying the toll rate offered. A permit was also issued to pass with horse, steigh, chaise, wagon, or on foot, to the 1st of April, 1814, for a coat, provided he violated no law relating to the Bridge.

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By JAMESTOWN COUNTY.

The idea of the bridge coming from Androscoggin Falls was resoundingly approved by the Legislature, but the cost was to be borne by the county. The bridge was erected, and the toll road was opened.

Dr. G.

The idea of the bridge coming from Androscoggin Falls was resoundingly approved by the Legislature, but the cost was to be borne by the county. The bridge was erected, and the toll road was opened.

The estimate for the construction of the bridge was 1,200 pounds. The works were completed in a short time, and the bridge was opened for public use.

Excitement on the opening of the bridge was intense. There were crowds of people waiting to cross, and the toll gate was crowded.

Forced To Sell

The Proprietors were forced to give up this profitable investment, but realizing that they could not compete with a free bridge parallel to it, called a meeting of the corporation for January 29, 1819, to see if the stockholders would sell their interest in the Bridge to the town of Auburn and Lewiston or other parties or in any way for a valuable consideration and part with their interest in the same for the purpose of making the bridge free.

On February 7, 1819, the Directors were authorized to petition the Legislature then in session for authority to sell the bridge and all the rights of the Company therein that the same may be made free.

This was obtained, and a meeting held March 12, 1819, by unanimous vote the Directors were "authorized to sell and convey to the County of Androscoggin the bridge with all privileges, and franchise appertaining thereto belonging, for the sum of $7500, receiving in payment the bonds of the said county as the agents of the Company."
Lewiston and Auburn
Fought Bitterly in Battle for the County Seat

By JAMES E. PHILOON

On March 18, 1848, the town of Augusta, a new county was born to the State of Maine. On that date, the State Legislature passed an Act, creating the County of Androscoggin, composed of the towns of Auburn, Danville, Greene, Leeds, Lewiston, Livermore, Farmington, East Livermore, Minot, Poland, Turner, Wales and Waterford.

The creation of the new county was very much like cutting and assembling a patchwork quilt, in which pieces of cloth are cut from large pieces, and then sewed together to make a harmonious whole in the shape of a quilt.

In like manner, the towns of Auburn, Danville (later to be annexed to Auburn), Poland, and Minot were taken from Cumberland County, whose county seat was in Portland. Livermore ad Turner were taken from Oxford County, whose county seat was at Paris Hill in the town of South Paris. East Livermore (later to be named Livermore Falls), Greene, Leeds and Wales were taken from Kennebec County, whose county seat was in Augusta. Lewiston, Webster and Lisbon were taken from Lincoln County, whose county seat was in Wisconsin.

Indifference Elsewhere

While the proposal for a new county excited widespread popular and actual activity in Lewiston, Webster, and Lisbon, the other towns interested regarded it with cold indifference, and in some cases, with open hostility. The citizens of Auburn, Danville, Poland and Minot, being in Cumberland County, experienced no difficulty in having to go to Portland for county business. It was easily accessible by rail, and they were perfectly satisfied with the old arrangement. Besides this, they argued, that to put them in a new county, as proposed, would mean greater expense to their taxpayers.

It would involve payment of a larger proportionate share of the expense of constructing county buildings, paying salaries of county officials, maintaining a jail, holding terms of court, equipping offices, and the like. This expense they were not required to meet as part of the larger County of Cumberland, already equipped with county buildings, and with more and larger towns to share in the tax burden.

An Act Prepared

Despite this unexpected opposition, Dr. Garcelon and his supporters caused an act to be prepared and presented to the Legislature, providing for the creation of the new county, with Lewiston as the county seat. They began an active campaign to obtain the support of the indifferent, disinterested opposition, and obtain passage of the act.

To obtain this result required the persistent efforts of courageous and determined men. More than the session of the Legislature went by before its passage was secured. Then only after heated arguments, compromises, and promises.

At each legislative session would be seen the determined doctors riling in his hands a map of the proposed county, presenting his case to any legislator who would hear, and using all the influence of his chamber to accomplish his purpose.

At the campaign advanced, opposition to the making of the new county was less evident, but on the matter of making Lewiston the site, the opposition was strong. Hoping to win the opposition and the indifferent into a more favorable attitude, the Lewistonites presented a promise that:

Lewiston's Offer

"Should Lewiston be named the county seat it would furnish suitable buildings for the county offices, and be in the center of the county offices and for holding terms of court, free from exposure to the weather, for a period not to exceed ten years, and furnish a lot for the new county buildings, without expense to the other towns in the proposed county."

But the people of Auburn had begun to pull the strings to have that town made the county seat. Auburn, although smaller than Lewiston, contended among its citizens that it was one of the most promising men in the county. These men had wide influence and could easily wreck the whole proposition of creating a new county.

Finding the Lewiston offer would be too tempting to resist, the conditions of the county seat were compromised by having the act now pending before the Legislature. Amended by striking out naming Lewiston as the county seat, and to place thereof, make provision for a referendum of the question of selection of the same seat, and in place thereof make provision for a referendum of the question of selection of the same seat, and in place thereof make provision for a referendum of the question of selection of the same seat, and in place thereof make provision for a referendum of the question of selection of the same seat, and in place thereof make provision for a referendum of the question of selection of the same seat.

Opposition Ended

The Auburn citizens, however, being hostile to a referendum, were ice cold to the idea of having Lewiston as the county seat. They withdrew their objections, upon receiving assurance from the Lewiston group, as they later claimed that they would be willing to allow the people of the county to vote the question of the selection of the county seat, and that the voters thereof would have determined the issue. If this were accepted, the Lewiston supporters promised to furnish the necessary offices and court room free from expense to the county during the interim.

The Auburn citizens were willing to accept the Lewiston offer, and Lewiston was named the temporary county seat.
IN THE OLD DAYS—Auburn Hall was the scene of many a bitter, hard-fought legal battle, for here the Supreme Judicial Court sessions were held until quarters were available in the county building. The above represents an artist's conception of the Auburn of nearly a century ago.

EARLY SITE OF COUNTY OFFICES—At the time this picture was taken the Orra Davis house was being utilized for Auburn municipal offices, but there was a brief period when county offices occupied the rooms of the structure, which was located at the site where the Auburn Theater now stands.
COUNTY COMMISSION CHAIRMAN—Stephen H. Read was the first chairman of an Androscoggin board of County Commissioners. He was elected head of the board on April 21, 1854, at a meeting held in Gareelon Block.

Following the passage of the Act, a short interlude of peace. But it was not long before the partisan of Lewiston and Auburn were collecting their ammunition, and assembling their forces, for the capture of the shire town, of which we will speak later.

First Officers
In accordance with the powers given him under the Act creating the County, the Governor, William H. Crosby, of Belfast, appointed the following County officers to serve until the next State election:

Treasurer, James Coff, Jr.; Judge of Probate, Nahum Morrill; Register of Probate, Stephen S. Hill; Sheriff, Charles Clark; Register of Deeds, John H. Giles; County Attorney, Charles W. Goddard; Clerk of Courts, Cyrus Knapp; County Commissioners: Stephen H. Read, Job Chase, and Emery S. Warren.

The first session of the County Commissioners was called to meet at the office of Calvin Rock, of Lewiston, on April 4, 1854. The lack of a quorum caused repeated adjournments.

Their first meeting as a full board, was held at the Clerk's office in Gareelon Block on Main Street, Lewiston, April 21, 1854. Stephen H. Read, was elected Chairman. James Coff, Jr., the County Treasurer, was chosen agent to purchase supplies, Sam Brooks was elected Commissary, and gave a bond for $5,000 to qualify for that office.

LEWISTON LEADER—Dr. Alonso Garelen was the prime mover in the action which led to the creation of Androscoggin County and afterward played a prominent part in Lewiston's valiant but ill-fated effort to become the county seat.

First Court Term
There being no county buildings, the first term of the Supreme Judicial Court was held in Jones Hall, on Main Street, in Lewiston, August 22, 1854. Justice Elser Shapley presiding. This was in the building later known as the Lower Maine Central Station, where subsequent terms were held until Auburn Hall, which was in process of construction, was completed. When they then were held in Auburn Hall, until the courthouse was completed.

Probate Courts were held in Engine Hall, a wooden structure, situated on North Main Street, in Auburn. The county offices were at first housed in various offices in Lewiston and Auburn, and later in the Orca Davis house, which was a brick building located where the Auburn Theatre now stands, and in the Engine Hall above mentioned.

The first Grand Jury to serve consisted of the following: Jascher Lane, Foreman, Ebenezer G. Boy ant, Jesse Crossman, Elijah S. Coff, John Cool, Jesse Harrington, Isaac Kil gour, Abraham lace, Martin Leav itt, Seth Martin, William Millat, Charles A. Newell, Rufus Prince, Charles Peabody, James Parisr, William Rowe, Charles Woodside, and Foster D. Wentworth. That they were on the job is shown by the fact that 25 indictments were found against alleged offenders in the County.

Early Juries
The first Traverse Jury was comprised of: Daniel Launc, Foreman, Grandfather of the author, Charles C. Atkinson, Joseph Barker, Ebenezer Ford, William Davis, Am- mensi Dunham, Sheriff Gilbert, John N. Jones, George Littlefield, Ensign Leonard, True B. Green, and Joseph Manson.

The Second Traverse Jury was composed of: John Smith, Foreman, Sewall Merrill, William Monroe, Peter Noyes, Ishbauld C. Norris, Am misi Pettigrew, James Peabody, John Petley, Joshua Parsons, Bena Pierce, William L. Reed, and John Stickland.

The Superintendents were James Thompson, John True, William A. Tobie, and John D. Thompson.

At this term, Mandeville T. Elder was admitted to the bar, and the following were admitted to citizenship: Richard Butler, alias Patrick Bour, William Collins, Oliver Bartlet, Timothy Welch, William O'Donnell, Dennis McGarry, Edward Oaken, Timothy Calhoun, Michael Horgan, Michael Moloney, Richard Oake, Dennis Griffin, Ichab Butler, Maurice Lay, Dennis Murphy, Patrick Marshall, and John Leonard.

The town was an extremely busy one, both in civil and criminal matters, and lasted for seventeen days.

Journal Comment
The editor of the Lewiston Falls Journal, on September 9, 1854, said of the term that had just adjourned:

"After seeing the amount of business that has come before the Supreme Judicial Court at its first session in the County, we presume few of those who opposed its for-
ON THE AUBURN SIDE — Nahum Morrill was the first Judge of Probate in the newly created county. He also was one of the main cogs in the successful Auburn offensive to make their town the county seat.

"What is for the prosperity and greatest dignity and convenience of the whole county, not of a particular portion of it? What are the largest proportion of the future expenses of the county to be borne?" What are the general conditions involved in the decision? Which is to be the most populous, the most central, the most important point? There are the questions which every man should determine according to his best judgment.

Levison Valuation

By the census of 1850, the valuation of the several towns within the limits of Androscoggin County, excepting Levison, was $3,372,008. By reference to the valuation of the town of Auburn for the current year, we find the largest taxable property to be $1,741,312, or nearly one-third of the entire taxable property of the county. Further decrease must render this proportion still greater, thus throwing a greater proportion of the burden for supporting the county upon the town of Levison.

"Aside from this, Levison is the natural center for the new county, being by far the most rapidly growing town, and destined at no very future day to be among the largest towns of our State; it is, of course, the center of business and trade. Almost every person who lives within the limits of the county has business relations of one description or another with Levison. "It is here that the principal manufacturing interests of the county were carried on. Its machine shops, its mills, its manufactures of wood and iron, its bank, and its stores, are all objects of attraction, and of necessity form a strong link of connection between this and the surrounding towns. The advantage of making a shire town of such a town thus situated, is too obvious to need comment.

Offer Renewed

"Prior to the passage of the Act establishing the county of Androscoggin, the Citizens of Levison, feeling the force of the above, among other considerations proposed that, should Levison be made the shire town, by consent of the mowers of the enterprise, they would furnish suitable county buildings for the use of the Courts free of expense to the County for such term of time as might be desired, not exceeding ten years, and would furnish a lot of land free of expense and to the acceptance of the County Commissioners, when it might be needed for the erection of the County Buildings. This offer was accepted and voted by the citizens thereof insistent upon. This
an office for a register of deeds, thus facilitating all business of this description, the great actors in the drama of obtaining real estate, and thus so loud mustished in their devotion to its interests, that it is said suitable buildings should be provided free of expense to the county, only make Lewiston the temporary residence of the register.

Then they reared you gently, as a king, so to speak. Now when the money is to be paid, they plant the alfalfa, and forget the times that are gone. It may be added to their vote for Lewiston from precisely similar and thus strongly professed promises.

It may be true that a bond in person, and accompanied by different individuals residing in Lewiston, has been presented to the hands of the County Commissioners, but that such a bond is satisfactory to them, has been expressly denied by a majority of the board, and where the legal gentlemen of the county residing in the different parts of the county are, who have observed the persons satisfied with such a bond, the public remain in blissful ignorance.

Strong Words

"These statements are as unwarranted as the preceding and without foundation. Let us then reflect and not be deceived by fabricated statements, manufactured to serve the cause of unscrupulous men. We hope thus to carry their point, when we expect a better day.

In any event, bribery should not be made the controlling and deciding factor in our county in influencing the vote of the people."

To counteract the offer of financial assistance, made by the Lewiston citizens, Judge Nannum Merrill, on September 20, 1854, just three days before the election, drew up in his own hand and circulated the following typewritten letter, which is now among the archives of the Androscoggin Historical Society, the gift of his son, the late Justice A. M. Merrill, which reads:

"We are a justifiably alarmed by the offer of the subscribers hereinabove made to the town of Danville, to enter into a contract with the town of Lewiston, to build a building for the office of the register of deeds in Lewiston, and we hereby express our opinion that such a building shall not be erected upon the site now proposed."

The Town of Danville

"The inhabitants of Lewiston and Danville, as well as Mind, Poland and Durham, do not feel this honor, as Portland is the shire town of Cumberland County and communications with that city was easy, and
Residential Street
Bears Name of
Great Statesman

May 5, 1945

By MARY LOUISE STETSON

Even in a democracy, the government of a nation must go on with as little interruption as possible. At this time when the name of Harry S. Truman has unexpectedly added another to our list of presidents, it may be of interest to review the career of Lewiston statesman William Pierce Frye who won the respect of both political parties. Senator Johnson from Maine who served with him in Washington gives this vivid picture of him: "William Pierce Frye: "Clear, analytical mind; a fine physique; an attractive manner; a musical, well-modulated voice; imagination; resourcefulness; and always courage." His attitude toward those whose political ideas differed from his own was firm but never mean. The striking metaphor used by Senator Johnson in his Memorial Address was: "His weapon was always a shining rapier and never a bludgeon."

Birthplace

In the Souvenir program of Lewiston's One Hundredth Anniversary is the picture of the house where William P. Frye was born, September 2, 1831. The house was built in 1812. What isn't concealed by modern additions can be seen today. It has lost the old homestead look it must have had when it was built 133 years ago. He next-door neighbor on Main Street, just down the hill toward the North Bridge Bridge to the Lower Maine Central Station. Railroad stations have their use in peace or war but they don't make good neighbors. When William P. Frye returned to Lewiston, he made his home in a more attractive section of the city, on the corner of Main and the street that now bears his name.

Ancestry

William P. Frye's pioneer ancestor set out for America from Hanse County, England, in 1639. He joined the Massachusetts Colony but some of his descendants pioneered on into Maine.

Gen. Joseph Frye, William's great-great-grandfather, received his title in the American Army of the Revolutionary War, but he received his training as Colonels in the English Army, his experience in the French and Indian Wars. For his services rendered to his native country in her struggle to be free from English rule, General Frye was given a township near the New Hampshire boundary line Fryeburg, Maine, still honors the memory of William P. Frye's Revolutionary ancestor.

His father, Colonel John M. Frye, was one of the early settlers in Lewiston.

Education

William was educated in the public schools of his native town and at Lewiston Falls Academy across the Androscoggin.
When William P. Frye's first law office was in Rockland, he began his professional life there in 1838. Two years later, however, he returned to Lewiston where he proved false the statement that a boy can't make good in the city where he was born. William P. Frye's success as a law student brought him distinction, and in 1841 he opened a law office in Lewiston, Maine. In that year, he was elected to the state legislature, and in 1847 when he took his seat, he was a member of the state senate and in 1849, a member of the U.S. Senate.

The following story is told of this senator from Lewiston, Maine. When Senator Frye was asked if he would run for the governorship of Maine, he replied, "I have never given any thought to the subject." When asked if he would run for the senate, he replied, "I have never given any thought to the subject." When asked if he would run for the governorship of Maine, he replied, "I have never given any thought to the subject." When asked if he would run for the senate, he replied, "I have never given any thought to the subject."

Truly, it is a well-known fact that the state of Maine was the birthplace of Senator William P. Frye. His home was in Lewiston, Maine, and he was born there in 1828. He was the son of John M. Frye and Sarah A. Davis. William P. Frye attended the Lawrence Academy in Lawrence, Massachusetts, and later went on to study law in Boston. He was admitted to the bar in 1846 and began his legal career in Lewiston.

In 1860, William P. Frye was elected to the U.S. Senate, where he served for two terms. During his time in the Senate, he was a member of the Committee on Commerce and a member of the Committee on the Judiciary. He was a strong advocate for the expansion of the Union and was a supporter of the Union during the Civil War. After his time in the Senate, he returned to his law practice in Lewiston.

In 1880, William P. Frye was elected to the U.S. Senate again, where he served for two more terms. During his time in the Senate, he was a member of the Committee on Finance and a member of the Committee on the Interior. He was a strong supporter of the Homestead Act and was a champion of the expansion of the Union. After his time in the Senate, he returned to his law practice in Lewiston.

William P. Frye was a man of many talents and was a respected figure in his community. He was known for his intelligence, his wisdom, and his dedication to public service. He was a man who believed in the power of education and was a strong supporter of the expansion of public education in his state and nation. William P. Frye was a true patriot and a true American, and his legacy lives on through his contributions to the state of Maine and the nation.

In 1888, William P. Frye died in Lewiston, Maine, after a long and successful career in public service. He is remembered as a dedicated statesman and a true American hero. His contributions to the state of Maine and the nation will be remembered for generations to come.
Auburn "Y" One of First
To Be Established
In the United States

BY MARION COOPER

One hundred years ago a group of young dry goods clerks, headed by George Williams, met in London to organize The Young Men's Christian Association for "the improvement of the spiritual condition of young men engaged in the grocery and other trades, by the introduction of religious services among them."

From this modest beginning grew the organization that has become world wide in its service to youth.

Starting at a time when the Industrial Revolution had sent quantities of worker boys into overgrown cities, the organization had no thought of the influence it would eventually wield, but at the end of four years it had spread to include over 6,000 members.

It was in 1851 that the first YMCA was started in the United States when a group of young men led by J.J. Littlefield, its first captain, met in Boston.

Auburn Among Firsts

The movement spread rapidly through the country and in April 1887, the first Auburn YMCA came into existence.

Since then, the movement has gained strength locally until now a variety of activities is directed from the building on Turner Street.

By 1928, the organization was strong enough to meet the needs of the Auburn Community.

In December 1918, the first YMCA building was dedicated. The building was the gift of the Auburn community and was dedicated to the memory of two of the founders, Robert Strong, grandson of E. C. Strong, and Donald Cooper, who is Arthur H. Cooper's grandson.

Today, under the direction of Magnus C. Hansen, general secretary, and Orman Moulton, boys' secretary, the Auburn YMCA is continuing its good work. It has been consecutive for 22 years. Although the war has claimed the services of the physical director, Robert Nelson, who serves with the U.S. Navy in the Pacific area, volunteer work in that department is being carried on by the older boys and the Bates College students.

DIRECTOR of the Auburn YMCA is handled by Magnus C. Hansen, general secretary, and Orman Moulton, boys' secretary.

Among those active in the building's board of directors, in addition to Mr. Moulton, Mr. Hansen, and Mr. Cooper, are William H. Strong, granddaughter of the first president, Joseph Dingley, Everett M. Stevens, Arthur H. Cooper, Horace E. Munroe, and Frank W. Winter.

Dedicated In 1883

The new building was dedicated May 5, 1923 and the first staff was Roy C. Handerly, general secretary, Thomas Leonard, boys' secretary, Averell L. Richman, physical instructor.

The Y.M.C.A. is a non-profit corporation and is supported by contributions from individuals and civic groups.

Swimming For Girls

Although the "Y" is for the use of men and boys, arrangements have been made to open the pool one day a week for the use of the girls each week of the year. The girls have been using the pool each week for the past two years.

Community Center

As a community center it has organized and made use of the Auburn YMCA every year. Currently, this program includes a wide variety of activities for both boys and girls, including swimming, basketball, and arts and crafts. The Community Center is a hub of activity and provides a space for the community to come together and enjoy various activities.
AFTER SCHOOL every day and for longer periods during vacation boys flock to the game rooms of the "Y" to enjoy competition in ping pong and other games. Associations are free to hold meetings in the recreation rooms; banquets of organizations or as part of conventions are held here frequently, and the large parlors are available also for large group meetings.

In addition to all its recreational possibilities, the "Y" has a dor-

YMCA BUILDING ON TURNER STREET, AUBURN.

that he is known to the staff as the "Godfather of the YMCA." A succession of public spirited men have served as president and on the board of directors.

At present the officers are Hoyt H. Mahan, president; Charles Con- nor, first vice-president; Philip H. Morton, second vice-president; Stephen D. Trafton, recording secretary; and Everett W. Morrill, treasurer.

War Dads

Outstanding among the current activities of the men is the committee from the War Dads organization that convenes at the "Y" one night each week to meet reserve men and discuss any problems of readjustment they may have.

Active in the town's businesses and in many cases veterans themselves, of the First World War, these men are particularly well equipped to understand and smooth out the difficulties confronting the men who are adapting themselves to civilian life.

E. FERRINGTON ABBOTT of Auburn has been an active supporter of the Auburn YMCA ever since 1908 when he served as chairman of the drive to finance the present building.

History of 56 rooms, where young men may live permanently while they are employed or are studying in town. One section of rooms is available to transients.

YMCA's Godfather

Despite the fine work of the staff and the cooperation of the boys, the local organization would have found it hard sledding without the backing of the city's adult population. Since its organization, E. Farrington Abbott has taken an active interest in the "Y" and has given so liberally of his efforts.
The Lewiston Firm of 62 Years Ago
Mixed History With Advertising

The above is a picture of what is said to be the oldest house in Lewiston. In the windows one may see Horace Hildreth posters. Mr. Hildreth is a descendant of the first settler in Lewiston.

By Earl T. Barbon

Several weeks ago the Lewiston Evening Journal Magazine presented its readers a brief history, with pictures, of Lewiston in Auburn 62 years ago. This is the publication of the above mentioned article, a brief history of Lewiston, published 62 years earlier, has come to light.

This record of the city up to the year 1862 is in the possession of William E. Moore of Lewiston. The book, written by J. G. Elder, was put out by the Androscoggin One-Price Clothing Company, better known as the Blue Store which did business for many years at the corner of Lisbon and Ash Streets. The Blue Store is now out of business.

As to be expected in such a work the management of the Blue Store has sprinkled the book with advertising, stressing one price. Says one page of advertising: “What is One Price? It seems wonderful that in such a growing community this question should be so often asked, yet such is the case. And why? The clothing buyers have been humbugged to such an extent that it surpasses them to think anyone should dare to put a value on their goods and never take any less. We have ever met with people that have declared they would not buy of anyone unless they could beat them down in the price. To those we would say that if every instance where they can beat the price down to their own satisfaction, we will forfeit $10 for every instance where our price, marked in plain figures, is not as low for the same quality of goods.

One would surmise from the above statement that one of the great thrills of shopping was beating the shopkeeper down back in 1862. Other advertisements called attention to the Boys’ and Children’s Department; Gentlemen’s Department; which at this particular time featured “shooting suits” and “Pantaloons.”

In the young man’s department that year “a prominent style will be a short sack, long roll, which can be also buttoned as an ordinary sack.” Thus year the guys’ new blouses were wearing “lock front shirts.” The Blue Store also furnished a written guarantee with every purchase made, something that would be greatly appreciated in these days.

Returning to the historical data of the book, Author Elder agreed with the Pejepscot Claim. According to Historian Elder, Thomas Purchase settled on the Pejepscot, now the Androscoggin, as early as 1639, perhaps before; the precise time as well as the exact location are not known. It was undoubtedly within the limits of the town of Brunswick. Subsequently, it has been claimed, he lived at Lisbon Falls. Purchase was a farmer and trader, and carried on an extensive fur and peltry trade with the Indians. Purchase is charged with taking advantage of the Indians in various ways, for which, at a later period, they fired his buildings and killed his cattle.

“Bishtopee” River Grant

In 1639, the Council for New England granted George Way and Thomas Purchase certain lands on “Bishtopee” river, which, unquestionably included the territory occupied by Purchase. Way probably never occupied any of the land covered by the “grant,” and it is very doubtful if he ever visited this country. Purchase conveyed to Gov. Winthrop, in 1639, his land at Pejepscot, reserving the portion occupied and improved by himself. Within the limits of this “grant” Purchase lived and continued actively in business until the first Indian war, 1675, when his buildings were destroyed and his family driven away. After the war he returned to his possession on the Pejepscot, where he remained but a short time. He decided to return to England to secure the provisions of his “grant,” and went to Boston, where he soon sailed for England. He never returned. He died before 1663. His widow married John Blaney of Lyman. Purchase left three children, Thomas, Jan and Elizabeth.
THE BLUE STORE of 62 years ago.

The Pequot proprietors, as early as February, 1766, appointed a committee to carry into execution the "divisional line," which reported, as far as it could be done, that the Pequot company could not extend their claims on the north and east beyond the limits of grants made to Purchase and Shapleigh, they were undoubtedly entitled to more on the south and west. The deed covered all the lands from the uppermost part of the Androscoggin to the falls, and to the mouth of the Mascopee, and on the east side of the river from the same falls to the Kennebec, on a line running southwest and northeast.

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Divisional Line Committee.
Settlement Of Lewiston

No settlers were to settle that part of the Pequenot territory included within the present limits of Lewiston until Jan. 28, 1876, when the following grant was made to Jonathan Bagly and Moses Little, both prominent members of the Pequenot company.

They were chosen for the interest of this proprietary that a township be settled on the east side of Androscoggin river, to begin at Twenty-Mile Falls, on said Androscoggin river, from thence to extend five miles up said river, being part of the Pequenot Claim, from thence on a course southeast four miles, from thence on a southerly course to said Androscoggin river.

"It is hereby voted, that the above described tract of land be, and hereby granted, by this Proprietary, to Messrs. Jonathan Bagly and Moses Little, their heirs and assigns, on the conditions following, viz: That the said Bagly and Little build 50 houses and settle 50 families on the said tract of land in six years from the first day of June next ensuing, and in case said Bagly and Little should not perform the conditions above mentioned, or should not settle 50 families in 60 houses within the time above mentioned, then the above described tract of land reverts to this proprietary, except 200 acres to be set off for the use of 50 families, as shall be settled there at the expiration of said term. But provided, they shall at the end of said 6 years then have no less than 50 families, in 50 houses, then said Bagly and Little shall have all the land above mentioned, settle any number of families above the number of 30 and shall be entitled to such proportion of the adjoining lands as said number of families shall bear to 30. And said Bagly and Little shall have a road from thence to said tract of land, above granted to them, at their own expense.

"The town to be called Lewiston.

Recorded Elder says the grant was recorded by Elder Alonzo Brown on June 31, 1871, notwithstanding the fact that it had been previously made by Bagly and Little to comply with its conditions. There is no valid record of which induced this action, adds Elder in the predominating interest had been done by Bagly and Little without offering any remuneration for their services.

Hildreth First Settler

"We are unable to determine," writes Elder, "under what conditions the settlement was prosecuted. It is evident that Bagly and Little took measures to secure their title, but it was not until 1870, that the grant of Jan. 28, 1876, was confirmed.

It was not until 1770 that the first settler, Paul Hildreth, moved into the region of Lewiston. He erected a log cabin on the river bank just below the Continental Mills. In the Autumn of the same valley his cabin was burned and Mr. Hildreth and his family spent the winter in New Gloucester, but returned to Lewiston in the spring, where he resided, with the exception of a short time in 1828, when he lived in Lisbon, until 1832. He then moved to Gardiner and died there about 1859.
An act to incorporate the plantation of Lewiston and Gore adjoining in the county of Lincoln into a town by the name of Lewiston. 

Be it enacted, by the Senate and House of Representatives in General Court assembled, and by the authority of the same, that the following described tract of land, lying on the eastern side of the Androscoggin river: Beginning on the bank of said river the most westerly corner of the town of Greene; thence running southeasterly in the southerly line of said town, about six miles to the east of the Meade. Company's claim, six miles and two hundred and thirty rods; thence southeasterly about two hundred and sixty rods to the Androscoggin river; thence northwesterly, by said river, to the head first mentioned; together with the inhabitants thereon, be, and hereby are incorporated into a town by the name of Lewiston, and the said town is hereby vested with all the powers, privileges and immunities, which other towns within the Commonwealth do or may enjoy by law. And be it further enacted, by the authority aforesaid, that Benjamin Merrill, Esq., be and is hereby empowered to issue his warrant, directing some suitable inhabitant of said town of Lewiston, requiring him to notify and warn the inhabitants thereof to meet at some convenient time and place and choose such officers as the laws require to be chosen, in the month of March, or April annually. In accordance with the conditions of the petition, Benjamin Merrill, who resided in Greene, issued his warrant to David Davis, directing him to notify the inhabitants of Lewiston who were qualified to vote, to assemble at the house of Jedediah Merrill, on the sixth day of April, 1786, to choose such officers as necessary to transact town business. The first board of selectmen: John Price, Joel Thompson, Winslow Ames, James Garcelon, and David Davis.

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Pastoral Delight.—From a glassy slope these gentlemen of the 1890s enjoyed a beautiful view of the town of Sabattus.
Androscoggin Towns and Cities In Half Century Old Pictures

While Lewiston and Auburn are the largest communities in Androscoggin County at present, they were not always the important centers when one recalls that Greene was one of the early towns to be incorporated and was for years the trade center of the district. Lewiston people went to Greene to shop and send their children to school there.

Livermore, likewise, was an important community and gave to the world the Washburn family, who in one generation provided the country with four members of Congress (from four different States) one secretary of state, one captain in the United States Navy, one major-general in the United States Army, two governors of different states and two foreign ministers.

Lisbon turned its attention in early years to manufacturing and by 1830 was the site of five flourishing industries. Webster, so named in 1840 for Daniel Webster, was first known as "Burnt Meadows" and was one of the first villages in the county, having been settled in 1775.

BATES COLLEGE'S PRESIDENT used to live in this house which is now used for a girls' dormitory and is known as Cheney House. It is on College Street between the present home of the president and Rand Hall.

CHARLES CUSHMAN house on Cushman Place, Auburn, is a familiar landmark and looks much the same now as it did 50 years ago, except that the greenhouse at the rear has been torn down.

LISBON ROAD—Although this section looks differently now, it is possible to distinguish whose homes these were in 1890.
LEWISTON'S OLD MAN—Before blasting dislodged some of the rock formation, on Lewiston Falls, this old man's face was as distinct and be nevolent as his celebrated New Hampshire brother.

COMING EVENTS are foretold in this early picture of the river at Livermore Falls, showing the flourishing start the pulp and paper industry already had in 1890.
This picture is of the sawmill that once occupied the site of the Lewiston pumping station. It is a stereoscopic view owned by George K. Elder, and is rare. A Main street church spire can be seen against the sky in the background.
Winter Has Come to Bleak Slopes

Just before the First Snowfall, These Were the Barren Slopes on Mount David in Lewiston — This Rugged Beauty in the Heart of the City Is a Shrine Not to be Overlooked.

Site of New Super-Market
On Pine Street, Years Ago

This picture, showing the Congregational church, on Pine street, now torn down and the site occupied by the new super-market, and on end of the DeWitt hotel, was taken for stereopticon use years ago. This is in Miss Mabel V. Wood's collection of such views.
FOR THE LADIES—Darrah’s Kid Glove Store was one of the specialty shops for women that flourished on Lisbon Street, Lewiston, some 50 years ago. Warren Darrah, the proprietor, is at the left and the young lady clerks have not been identified although the two at the right have been tentatively recognized as Mrs. S. E. Pickering and Minnie Clark Webber, who were employed at Mrs. J. Lamont’s Millinery Shop that is seen in the picture.

50 Years Make a Change
In Lewiston-Auburn Stores
And Goods They Sell

BY JOHN M. ROBINSON

A study of the advertisements in a copy of the Lewiston Evening Journal of fifty years ago reveals that there have been noteworthy changes made—both in the manner of the buyers and the local concerns selling them. It is but natural that a firm in operation today bears a similar resemblance in name to any of the leading local firms advertising fifty years ago.

One thing that does appear to go on today even as fifty years ago is the Charity Ball, sponsored by the Central Maine General Hospital then as now. An advertisement for the Charity Ball appeared in the Journal of Dec. 30, 1894.

Charity Ball

The ad read “Everyone should attend the Charity Ball, New Year’s Eve. January 1, 1896. For the benefit of the Central Maine General Hospital. Under the management of the Ladies of the Hospital Association. Grand Orchestral Concert of twelve pieces under the direction of Prof. George T. Wilson, to be followed by the Grand Ball. Half fare on all Railroads into Lewiston has been secured and the management hopes that all who live outside the city, who are interested in the welfare of the hospital will attend. Refreshments will be served in the ball. Flashlight photographs will be taken. A general good time is assured. Tickets admitting to the floor 75 cents each. Gallery Tickets 25 and 50 cents. The Ladies wish to announce that they have spared no labor or expense in order to make the Charity Ball of 95 a most successful and enjoyable occasion. The Central Maine General Hospital is an institution which every loyal citizen of the two cities is not only interested in, but every citizen is proud of, and the management most trust that all our citizens will make a special effort to be present.”
and bring their friends, that individually help to make the occasion a grand success, and add a most worthy and laudable inducement.

"Tickets are now on sale at S. P. Robbins, and the Banner Clothing House, Lewiston, Attwood and Bar- row, Auburn. Buy your tickets early and be sure and attend.

D. S. White, Mrs. W. D. Pennell, Mrs. A. D. Bariker, Mrs. J. L. C. Allen, Mrs. W. W. Post; entertainment committee: Com and Maine General Hospital."

However, despite this fact, the advertisement failed to mention where the ball was to be held. It is doubtful that any of those citizens who were around in 1904 would be interested in knowing where the ball had any question about the date.

Most advertisers in the Journal of that date were most careful to have their establishment appear somewhere in their business notices.

For $7.50

Directly across from the Maine Conservatory of Music, near the Chili Baking House, owned and operated by the Belding Brothers at 150 and 160 Lisbon Street. Suits in that advertisement were priced at from $7.50 to a top price of $20.00. There have been some changes here.

Elsewhere on the page were ads for the local bank, for rubber and harnesses at the establishment of Leech and Walker, 153 Main Street, Auburn; and by another W. B. Belding at No. 7 Middle Street, Lewiston, whose ad complete with illustration noted that "Pump Can" was to be loaned free to customers. The further that the firm was advertiser of "traditional oil delivery systems and makers of the Dairy Centrifugal Pump Can."

The neatly complete appearance of the streets and the eager toil of hands and the parked horses tracks made advertisements for blacking wheels and blacking cars common. The thing that today might be auto robin, although advertisers for range and fuel had oil in their pages of the modern newspaper of 1904. The type of blacking featured in the ad of 1894 was largely of interest to the user of black soles and of one who used oil for heating purposes.

Although the front page of that 1894 newspaper was notable for the listing of various patent medicine manufacturers and makers of various and sundry goods, advertisement announcements that he had opened rooms in the Colby Block offered the opportunity to open an Arly Stamminger Stuttering and all voice defects. In addition, circulars and appointments for interviews were also to the Divinity School, Lewiston, or Maine. The opportunity for a graduate in the education and employment was a notice of the Bank and Ward, Corner Main and Main Streets, Auburn, who were of the opinion of the fact that the cigars were to be "genuine Briar Pipes with Amber Mouthes.

Cigars for Sale

Both at Auburn and Lewiston connect it as a point advertisement on the front page of the Dec. 31 issue and provide for that type. they also had cigars for sale. As an advertisement of that nature in 1904 would belong on the front page with a page story to boast. Cigars on sale today, that is news.

Conservatory of Music

In a two-column advertisement on page three was a notice of the Maine Conservatory of Music, which was founded G. E. Wineman, Business Manager, 110 Lisbon Street, Lewiston, Me. The instructors listed for the 1904-3 season were Mr. George W. Hume, vocal music; Mrs. C. F. Boy, piano organ, harmony; Miss Angeline Stutt, piano; Mr. M. W. Shumway, violin; Miss Marie Louise Callahan, elocution, Debuts and dramatic action; Mr. Fred G. Payson, clarinet and brass instruments; Mr. F. C. Childs, principal of violin department; Mr. Fred Callahan, violins and violas; Mr. Fred A. Givens, violins and violas; Mr. R. R. Whitman, violin-cello and contra-bass; Mrs. Jane Gardener, harp, mandolin and guitar; Mr. J. B. Wilson, dancing and deportment. Although the school was chiefly devoted to the teaching of music and the arts, it was noted that teachers would be furnished for those who wished to study French and German.

Nor was instruction limited to the students of music and the dance in 1894, for Art too was a subject that could be studied. Also on page three, Miss Lila E. Lohrann announced that having completed a four-year course of study under eminent artists, she had opened a studio at 115 Spring Street, Auburn, where she gives instruction in oil painting, drawing from life, still life and abstract painting and also crayon portraitures.

Lewiston

The only grocer featuring an advertisement in the Dec. 30 issue of the Journal in 1894 was Abram T. Wood, whose establishment was at 118 Lisbon Street, Lewiston. His notice featured domestic duck, domestic goose, domestic turkeys, and domestic chickens. All for Christmas. He further noted in his advertisement that he expected all poultry to be purchased "everything delicious and palatable and inviting for the Christmas tables." The date of that issue was Dec. 20.

The classified ads were there. There was nearly a column of them—mostly half at those were devoted to apartments and rents to be let. None specified—adults only. Another change in the past 50 years.

An after-Christmas mark sale was featured at the dry goods store of E. & R. Paul and Company of Lisbon Street.

More Merchants

Other local firms whose products were advertised were in the 1894 paper included—Curney and Bryant, 76 Lisbon Street, overcoats and rubbers; Raymond and Griffin, 71 Lisbon Street, under Music Hall, a writing desk for 79 cents; also a new importation of Japanese wares; J. Hardy, Auburn. Importers of strictly Canadian horses; Bradford, McNeil and Co., 159 and 160 Lisbon Street, furniture; Callahan, 312 Lisbon Street, derby hats for men; Jordan-Frost Lumber Co., 181 Lisbon Street, and at Grand Trunk yards, dealers in hammers, coal and wood; Twin City Coffee Co., 181 Lisbon Street, Lewiston, featuring beautiful art pictures; O'Connor Brothers, 101 Lisbon Street, new furnishings; High Street Laundry, corner Court and High Street, Auburn and Lewiston.

Auburn Coal and Wood Yard, 312 Court Street; F. Provost, Sons and Co., 104 Main Street, Lewiston, pianos and organs; R. Daigle, 16 Arch Street, Lewiston, organ; F. E. Turner, 54 and 56 Lisbon Street, pianos and organs; Durban's Bar Store, 13 Turner Street, embalming and funeral directors; F. T. Tainter, 49 and 72 Lisbon Street, pianos and organs; Durban's Bar Store, 13 Lisbon Street, complete stock of hair goods, hair curlers and hair work done to order.

Fred H. White, 45 Lisbon Street, Lewiston, designer in men's clothes; Auburn Trust Company, Auburn; and E. & R. Paul and Co., 17 Lisbon Street, Lewiston, bankers and brokers.

There was not a single advertisement featuring cigarettes or anything to do with the ammunition line, even Stanley Streamer. There really have been some changes made.
New Auburn Business In Operation
For More Than Half a Century

FOR 56 YEARS the firm of J. J. Shapiro & Bro. has operated at the same location at the corner of Broad and Third Streets in New Auburn. Although there have been two fires during that time, new buildings have been erected on the same spot and business has continued almost without interruption. The upper picture was taken when the store was first opened in 1892 and this year another picture was taken with the proprietors and one of the clerks posed exactly as they were 53 years ago. At the left of the door are Jacob J. Shapiro and Moses Shapiro and the woman is Mrs. Agnes Gagné Siegel, who has been employed as a clerk throughout the more than half century.
Lewiston Once Had Medical College But Little Is Known of Its Origin

By Sam E. Conner

Dec. 3, 1924

"A man named Ben York had something to do with it and they gave degrees to barbers, plumbers, anyone who had the water," was the answer Everett A. Davis, whose knowledge of old time in this city is about the best available, gave when asked what he could tell about the early history of the Medical College of Maine here in Lewiston.

The college went out of existence in 1878, which was the year Mr. Davis graduated from high school, which probably explains why he has more of a recollection of the school. He was much too busy with graduation problems to give great heed to that particular educational establishment.

He did recall there was some scandal connected with its closing.

One man asked about it said that some time in the evening he had something to do with it. He was thinking of the Lewiston School of Medical Instruction, which had preceded the Ebecche College by 11 years. No scandal attached to that institution. It went out of existence because of lack of patronage. The story of the Ebecche College was different.

To Improve Medical Education

The Lewiston School of Medical Instruction became an incorporated institution in 1866, when the act of incorporation passed by the Legislature was approved by the Governor. The incorporators were Andrew E. Edgcomb, Edward H. Hill, Orson A. Merrill, Milton C. Wegecomb, Joshua W. Bente, Benjamin F. Sturgis, Eli Edgcomb. The corporation was authorized to hold real estate to the value of $5,000 and give instruction in subjects on medicine, anatomy, physiology, book chemistry and materia medica.

At that time there was no registration of physicians in this state; no examining board. One who could get a certificate that he had studied two years in a doctor's office and attend two courses of lectures in a medical college could receive a diploma and practice medicine.

The idea of the incorporators, all of whom were reputable physicians in these cities, was that it could help to improve the methods of instruction. Few students took advantage of its opportunities and after a few years the school was abandoned.

In 1873 the city government allotted the site of the new city hall to the use of the school. That year the faculty of the school was as follows: Eli Edgcomb, M.D., obstetrics; H. E. Harris, D.D., anatomy; B. F. Sturgis, M.D., materia medica and therapeutics; T. G. Furbush, M.D., pediatrics; A. D. Edgcomb, M.D., diseases of children.

Members of the class of 1873 in the school included Isaac Rounds of Auburn, F. C. Hall and Alonzo M. Carleton of Lewiston and A. Woodside, AM of Wales.

But the Ebecche Medical College of Maine was a very real fact, though its existence was short, 1866 to 1878, its history is difficult to obtain. Searching the files of the Journal yields little information.

Contacting persons who are usually able to provide information about events here in those years recall results. But one other person besides Mr. Davis who I have asked about it, remembered that there was such a school. He is Judge John A. Merrill, retired, and all he recalls is that a medical college did exist in Lewiston for a time. Beyond that he is unable to help in the story of Lewiston's only medical school.

Started in Good Faith

There isn't much question but what this college was instituted with the best of intentions, that those who sponsored it believed that it would fill a need, be helpful, not close to the community but to the state and country. This opinion, it seems to me, must be formed when one reads a list of these sponsors.

The college was created by Chapter 14 of the private and special laws of 1861, approved by Gov. Harris in March. Its trustees included a board of directors, some of the college among them.


They hereby created a body politic and corporate by the name of the Ebecche Medical College of Maine and said college shall be located in the city of Lewiston, Maine.

Every name in that list is of a prominent personage here not only of that time but for many years to come. In the matter of education, Mr. Little was later mayor of Lewiston. Blanchard was a prominent grain dealer here; Charles E. Sullins and William G. Dunn.

In 1863 the first graduating class was that of the school. The class move with a member of the firm of Merrill & Sturrage.

The Ebecche Medical College of Maine was opened in 1863.

Some of the students were from the state of New York and some from the state of Maine.

As for Mr. York

One of the difficult pieces to fit into the story of the Ebecche Medical College is the man Benjamin York or "Ben" York, as practically all those who have any recollection of the college call him. His name is not among those included as incorporators, nor does he appear anywhere in any of the published advertisements of the school which have been unearthed. Following he is not mentioned in connection with events leading to the closing of the school, and it does not appear he being closed.

Mr. York was a resident of Lewiston at the time and originated the plan, or whether it came from some other state and promoted the idea seems to be impossible of determination. There is some reason for thinking the latter to be the explanation.

Such a System of Medicine

This particular point wasn't the first knowledge the writer had ever had of such a college's existence. That came in the course of the trial of John Burke at Skowhegan in February, 1920, for the murder of Nelson A. Bartlett in Jackson the previous October.

Each John M. Bondihdy, one of the medical examiners of Somerset County, who examined Bartlett's body, as well as treated Burke for his injuries. He saw the body of the man who died at Bartlett's hand, which was asked what school he graduated from.

"The Ebecche School of Medicine in Lewiston," he said.

But I had previously heard of the
BATES BUILDING LEBANON and Chestnut streets, in which the Eclectic Medical School of Lewiston was located during its brief six years exist one. In the school's advertisement they referred to it as "College Hall."

The eclectic system of medicine, among the papers of my grandfather, who had been a doctor, was a pamphlet giving the outline of this system, which I had read many years ago. This last fact coupled with the difficulty of finding any trace of Benyl's at residence of Lewiston, previous to the establishment of the school, leads to the belief that he came here in the interests of the system, interested Horace Little and the others in the subject and induced them to establish the college.

Someone who has not been possible to locate may know something further about this, but that is the sum total of today's information.

Powers Granted

The act of incorporation was not long. It outlined the rights which the college had and among the restrictions placed upon it, it was the provision in sec 3, that "no person shall be a trustee who is not an inhabitant of this State." Obviously that was written into the charter for the purpose of making it an 180 per cent Maine institution.

It is also possible that this provision is the explanation of why Benyl's name does not appear among the incorporators, especially if one believes that Benyl's name was dropped from the list after the 1864 record was compiled.

The portion of the charter which granted authority to give diplomas and confer degrees, while it may have seemed mightily well guarded to those incorporators was, when you read it today, decidedly broad. This is found in section 7, which says:

"Power to confer degrees and grant public testimonial to students who successfully complete one or more of the prescribed courses...provided all students receiving degrees must have completed three years under the direction of a practitioner of medicine who was a graduate of a college of medicine."

As said, that may have seemed ample, but subsequent events show that it didn't hold the college very closely to what it was supposed to have a faculty. There is no question but what the college had a faculty and that it had students and, as the story of Dr. Boothby of Bingham establishes, did turn out at least one man who made a success in the practice of medicine. However, it must be remembered that Dr. Boothby was one of those men who wanted to learn, who was seriously in search of knowledge which would enable him to properly treat those who were ill. This is shown by the fact that his record after his graduation shows that he was successful; that he was a good doctor.

It must also be recalled that, although he had then been out of medical school for 36 years, Dr. Boothby was still a student, for in answer to an inquiry by defense counsel in the Burke case, Judge W. R. Pattengill, he stated that every year he went to some of the big medical schools or some outstanding hospital for post-graduate work, usually for a period of three months.

The first intimation of the existence of this school is found in the Maine register for 1862, when it is listed and the following list of officials and faculty is given: Horace C. Little, president; William B. Gage, professor of materia medica and therapuretics; Albert J. Marchant, M. D., professor of anatomy and demonstrator of anatomy; T. A. Rocheleau, M. D., C. M., professor of physiology; Richard C. Stanhope, professor of chemistry; A. K. P. Knowlton, medical jurisprudence.

There is little information available about any of these men other than that Mr. Knowlton afterwards was a prominent Portland lawyer.

Age: Later: 1883, the same
source reveals that there had been some changes in the officials, as well as the faculty of the college, and it becomes evident that one of the incorporators, J. M. Buzell, was a physician here in Lewiston, for he had M.D. after his name in the faculty list. This organization shows the following:


Many Changes

Nearly every year from this until the college went out of existence there were changes in the faculty until the last year, 1887. It was practically never only one of the original professors, Dr. Buzell, remaining on the staff. As listed for that year, 1887, the school was composed of the following:


While there is noth to establish it, it seems reasonable to believe that the John M. Boothby here listed as a member of the faculty is the same who was medical examiner in Somerset County in 1910-20, already referred to.

Tuition Moderate

It is in this year, 1887, that the first advertisements of what it cost to attend the college had, for them in addition to the faculty announcement carried in the register there was in the advertising columns an advertisement designed to attract students. This advertisement set forth that the college was located in College Hall, Lisbon Street, Lewiston and that its course of lectures would open on Jan. 6, and continue for 16 weeks.

College Hall was located in the building at Lisbon and Chestnut Streets, then, as now, owned by Bates College, being a part of the endowment which the man for whom the college was named gave Bates. The name College Hall, however, was bestowed upon it by the Eclectic Medical School of Maine, because it was then, known in the city as Bates Hall.

The announcement set forth that the tuition for this course was $75, but that female students were admitted for half price. The matriculation fee was $5. Tickets, dissection etc., were $10, while the graduation fee was $25.

It was also announced that rooms and good board were to be had for $1.50 a week.
CONNER'S CORNER

Information

Pours in On

Medical College

BY SAM F. CONNER

Surprising how many people knew something about the old Republican Medical College of Maine here in Lewiston. But that was after the story about it appeared in last Saturday night's Journal Magazine. Before that, say, in an almost four months' dig for information on the school I was able to find but one man, Mr. Everett Davis, who could help much and he was frank to say that his knowledge was decidedly vague.

But Saturday night it was different. I had the phone receiver to the ear a good part of the time listening to callers who began the conversation like this:

"I've just read your story about the old medical college."

From there on they told their recollections of it and of Dr. Ben York—Howard Teague thinks that his name was Samuel, not Benjamin. Some pointed out errors in the story, others merely recalled incidents about the college and York, which they recalled.

It was all very interesting. Especially was it pleasing because those who suggested that there was an error also made the comment that it was surprising how accurate the story was as a view of the long time since the school was out of existence and the difficulty of locating information about it.

About the most uncertain thing about the story or rather the facts concerning the college was its location in the city. Mr. Teague had a recollection of it ever having been located in the College Hall. He thought it was in City Hall for a time, when George F. Whitman said that it was in Gleeley Hall which was on Main Street. In support of his claim was an advertisement which appeared in the Lewiston city directory during the eighties, which listed it as located there. It seemed to be pretty definite that Gleeley Hall began the building which stood next to the old Park Street Church (now the Salvation Army headquarters.)

None of these things proved that the statement in the story of Saturday night that it was in College Hall was wrong. That was based on an advertisement of the college which appeared in the Maine State Register for 1888, which gave its location as "Colleges Hall, Lisbon Street, Lewiston, Maine."

Likewise different editions of the Register were the source of information for the names of the school's faculty members.

Nice Old Gentleman

Most of those who phoned talked more about Dr. York, for he was a doctor, who practiced in these cities for a number of years. Mr. Teague as a boy and young man knew him very well, did chores for him at times. Dr. York, he says, lived on Park Street, in a building next to the church. The Teagues at that time lived on the same street in a building which stood next to where the Davis Cadillac Co. is now located.

He says that Dr. York was a nice old gentleman, who was an ethical physician. Mr. Teague's father took some treatments from the Doctor. Howard recalls that Dr. York had some special treatments for certain diseases which, as he recalls, were electrotherapy.

I want to say in connection with these electrotherapy treatments that any newspaper reporter seeking information concerning these earlier days will find and in the two best sources and most authoritative in the cities. Digging on this story I made a dozen or more efforts to contact Mr. Teague, but was unable to do so for one reason or another.

Keeping in mind what he says of the location of Dr. York's office it is not at all improbable that the gentleman, who was so positive about the location of the college, may have had that in mind.

Gave Baths

Frank Trowe, retired veteran printer, for years a valued employee in the old Journal printshop, agrees with Mr. Teague and adds some interesting information. In his last years, according to Trowe, Dr. York did have his office on Park Street, just as Teague says, but when he first came to Lewiston his office was located on Lisbon Street. He practiced there for a number of years, says Trowe. As with Teague, Mr. Trowe says Dr. York was a very nice man. At one time or another, he says, he was a patient of York's.

The special treatments which Dr. York gave, according to Mr. Trowe, were baths. He doesn't say just what they were but it is possible they were in the nature of what was at that time known as vapor baths and modifications of which are still used in some of the establishments which still use baths for the treatment of certain ailments. It is his recollection that a special bath which York gave was one in which he first anointed the patient with vaseline, then put him in the bath for a certain length of time and concluded the treatment with a vigorous rub down.

Member Of School Board

George Eddy says that Dr. York was a respected citizen, which he is as indicated by the fact that in 1875 he was a member of the Lewiston School Board.

He says that the statement that Joseph Blanchard, one of the incorporators, was a grain dealer was an error. He knew the man and never to his knowledge was he in the grain business. His place of business was in what is now, the Pyrene Shoe Store on Bates Street. Blanchard, he says, was known as the richest man in Lewiston in his day. He built the big brick house on Main Street, which was the home of Dr. Ezra White for as many years. When he died, adds Mr. Eddy, his estate inventoried was something like $100,000.

Frank Sleeper of Sabattus has no recollection of the old college, but he does know that his father, the late Dr. Sleeper, in that place was a member of the Legislature in 1887 and that he introduced and got through a bill which put this college, as well as about 18 others in Maine out of business.

In closing it may be mentioned that Mr. Teague is very much of the opinion that Dr. Charles Dow, who operated a hospital and compounder in a many ingenuity medicines at Thorne's Corner for a number of years and figured much in the news and courts 30 years ago, was a graduate of the old college.
CONNER'S CORNER

Lewiston Became Incorporated Town 150 Years Ago
BY SAM E. CONNER

One hundred and fifty years ago, on the 11th of February, 1818, Lewiston was incorporated as a town. Before then it had been a section of the towns of New Gloucester and Skowhegan, but the old settlers of the region were dissatisfied with the government of the towns and requested a separate incorporation. The petition was granted and Lewiston was incorporated.

Building Restrictions

Again it will surprise some of those who have known Lewiston for many years to learn that the town of Lewiston, like so many other places in Maine, has building restrictions. In fact, Lewiston has more building restrictions than most other towns. These restrictions were adopted in 1910 and are still in effect today. They are designed to protect the town from overcrowding and to prevent the erection of unsightly buildings.

The restrictions include regulations on the height, size, and location of buildings, as well as restrictions on the use of land. For example, the restrictions prevent the erection of commercial buildings in residential areas and limit the height of buildings to 100 feet. Additionally, the restrictions require that buildings be set back a certain distance from the street.

In the past, these restrictions have been enforced sporadically, but in recent years the town has taken a more active role in enforcing the regulations. The town has hired a building inspector who is responsible for enforcing the restrictions. The building inspector is required to inspect all new buildings and to make sure that they comply with the regulations. If a building does not comply with the regulations, the building inspector can require the owner to make repairs or to demolish the building.

Conner's Corner

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Many suppose that the canals which now supply the great cotton mills of the city with power were the first built here, but that is not correct.

In 1831, Col. Josiah Little, the same who built the carding mill, others erected a saw mill on the banks of the falls and dug a canal from the river to it and around the falls to provide it with power. This mill was leased by Capt. Daniel Holland, another whose name figures prominently in the early days of the city. It burned the next year, 1832. It was rebuilt and operated, as is apparent from available records, by Capt. Holland until 1838, when R. R. Bearce & Co. took it over. Later it was acquired by the city and the original pumping station for the municipal water system was erected on its site.

Water then taken from the River, pumped to a reservoir from which it was distributed to the city by gravity. This system continued for many years, before the present source of water supply, Ledge Mountain, was taken on.

Early Settlers

On that day in 1760, when the General Court of Massachusetts ordained Lewiston, which had been known as Lewiston, into the status of an incorporated place, with a regular organization of officers, it wasn't so much of a place, as compared to the present city. Another reasonable assumption is that it was nothing like Lisbon Center, Winslow, or Madison. It probably had some wooden sidewalks, but that is only guess work. The streets were clay roads, with gravel cuttings which were beds of mud in winter and boulders and Fall, all but impassable. Names are everywhere, street names. If there were they are gone. There was a few oil lamps in the center of the business section.

All communication with the outside world was by stage coach and stage team, over roads identical with those in town. This is indicated by the term of the grant to the town of Lewiston. The grant was settled and developed. This grant was to Jonathan Dagley and Moses Little of Newbury, Mass., and was made in 1760.

Part of these conditions were that they should settle 50 families on the grant before June, 1774, and clear a road to Rocksborough (Durham) to meet one to be constructed from that point to Toamnah.
Lewiston’s City Hall
Dedicated 52 Years Ago

MAY 19, 1894

BY EARL T. BARON

Fifty-two years ago today Lewiston was celebrating a gala occasion, the dedication of the new city building. This structure was erected to replace the edifice destroyed in a devastating fire.

Dedication services were attended by a large crowd and, according to a program of the ceremonies, given through the years, an elaborate affair was enjoyed.

The city of Lewiston put out a fine program for those attending. It carried a large picture of the new building on its front cover. In those days the city building was the only structure occupying the lot facing on Wine Street. The lot, where the building now sitting atop the Mt. Orion Company was located, was a beautiful lawn. Really, Lewiston now possessed an excellent piece of property and well worth an elaborate dedication.

So on Thursday, May 19, 1894, all eyes were on the new Lewiston City Hall. The day opened with an inspection of the building. From 9 to 9:30 o’clock in the morning until 10 o’clock in the afternoon doors of the city hall were open for the inspection. During these hours citizens of Lewiston, and yes, other communities, moved through the building from cellar to attic from one room to the other. Nothing but approval was voiced, according to the report. During the inspection hours from 2 to 4 o’clock in the afternoon an orchestra from the Lewiston Brigade band played in the lobby, with an “excellent” musical program.

Of course the evening events found a greater turn out of the population than during the afternoon. Promptly at 7:30 o’clock the full Brigade Band, with Fred G. Payne handling the baton opened the program of the evening with a “striking” musical program.

Following the opening musical program, Hon. Daniel J. McGillivray, chairman of the building commissioners, called the meeting to order. After a few words to the gathering Mr. McGillivray called upon Hon. William H. Newell, Lewiston’s mayor, to preside over the remainder of the evening. The Rev. George H. Howe, well known divinity, was then called upon to offer prayer. Following which came singing by a chorus from the Lewiston public schools. This section of the program was under the direction of Prof. Melvin E. Chase. Master Dwight B. Pimentel served as accompanist.

Mr. McGillivray then presented a report as chairman of the building committee in which he gave a detailed account of the progress of the construction of the new city hall from the time the first spadeful of earth was dug up to the dedication services.

Then came the big event of the evening—the presentation of the keys of the city hall to Mayor Newell who accepted them in speech of acceptance, well received by the audience. Following this feature the Brigade Band went into action again.

Next came a few well-chosen words by Hon. William F. Fayre and by former Governor Garvan. These remarks were followed by the singing of the chorus of America. The audience then heard brief remarks by Rev. Mardy Summerville, D. D., Rev. T. H. Wallace, Rev. D. V. Gwiryn, Frank L. Noble, etc., other prominent citizens and invited guests.

Winding up the evening the chorus was joined by the audience in the singing of “Home, Sweet Home.”


LEWISTON CITY PARK as it looked in the 19th century.
History of Early Lewiston Centers On Corner Now Known As Hospital Square

By MARY LOUISE STEVENSON

Hospital Square was not always a quiet zone. Back in the 19th century, it was the business corner of the town of Lewiston. It was called Lowell's Corner after a storekeeper named James Lowell. He moved to Lewiston in 1847, a year after he died. He selected a good site for a grocery store which was near the confluence of Main and Hammond. On a map of Lewiston from the early 1850s, it is called Bridge Street. Lowell's Corner is now the business corner of Lewiston where Bridge, Main, and Sabattus Streets meet. There are 48 years from 1847, the name of "Jimm" Lowell was a familiar one in the business corner of Lewiston. Trade was quite brisk, going on about ten years after Mr. Lowell's arrival, he built a two-story building for his business. He died in his store until his retirement.

In 1853, he built as a home a two-story brick building on the same site. He was the first owner of the property. In 1873, he was discovered today as the office building of the Central Maine General Hospital, a fine old red sandstone structure with green trim. It was built long as it remained at Lowell's Corner, it had the appearance of a home.

Other Business

But "Jimm" Lowell was not wholly dependent on his grocery store for a livelihood. He also invested in real estate, developing land on the south side of the town, including First High School Main Street, and prospered as a merchant, a speculator, and the owner of a wool and harness mill.

Revolutions came in 1861, however, when the Civil War broke out. Lowell was first a speculator, but he was the last of the building was burned. He never rebuilt it. This early storebuilding and the manufacturer of Lowell's Corner died at his Webster Street farm, July 1890.

The First Store

"Jimm" Lowell was not the first storekeeper on the location. In 1813, a store was built on the site of Lowell's Corner. It was built in 1813, a store was built on the site of Lowell's Corner. It was built by a storekeeper named David Davis, who owned property in the area. The store became known as "Jimm" Lowell's store, after its owner, known as "Jimm" Lowell.

In the late 1800s, the store was expanded to include a variety of goods, including groceries, hardware, and clothing. The store remained in operation until 1920, when it was sold to a new owner.

Reminiscences Of Lyman Pease

For those who have a background in the history of Lewiston, the story of the first store is a part of the town's heritage. The store was a place where people could buy the necessities of life, as well as some luxury goods.

The store was located at the corner of Main and Sabattus Streets, and was known as "Jimm" Lowell's Corner. The store was built in the early 19th century, and was operated by several owners over the years.

The store was a center of activity in the town, and was a place where people could socialize and keep up with local news.

The store was an important part of the town's economy, and was a key location for the sale of goods such as clothing, hardware, and groceries.

The store was closed in the early 1920s, and was later repurposed as a warehouse and industrial building.

The story of the first store is a part of Lewiston's history, and is a reminder of the town's past.

The story of the first store is a part of Lewiston's history, and is a reminder of the town's past.
of J. L. Havre & Company was located on Main Street but across Blake from the Catholic church. The corner of Main and Bates Streets seems to have been a most desirable location for business concerns in 1873 and thereafter. The directory gives that as the business address of Benjamin Litchfield, grocer; Haley H. Richardson, painter; Charles F. Nevean, who kept a livery stable; Day, Newton & Company, grocers; Charles H. Dearling, blacksmith; Nathaniel D. Smith, horseshoe; and W. L. Lothrop, hairdresser. Bonnibell's Block was located at the corner of Main and Bates Streets. Quite likely it offered lodging facilities for some of the business concerns at that popular business section of Lewiston.

Sabattus Street was equally popular as a residential district.

Early Residents
In 1873, an M. Lowell lived at the corner of Bridge (Hammond) Street and Main and just beyond him on Bridge Street was D. Lowell. The residences of M. Lowell, S. R. Berrane, E. H. Sleeper, and A. C. Mitchell occupied the lots now belonging to the Central Maine General Hospital. Just across Main Street was the home of J. Y. Scruton, the high school building, and the homes of R. C. Pinneo, and Dr. F. Grenier.

David Davis, James Lowell, and Nathan Reynolds, those pioneer shoekeepers, chose their location for business as well that a quarter of a century after the coming of the railroad, other business concerns took over the old sites at Lowell's Corner.

The years have brought many changes to Lowell's Corner, but not all of them are for the worse. The business district moved to Lower Main Street, then back up the hill to Lisbon and Main Streets. The Central Maine General Hospital, opened nine years before the close of the nineteenth century, is now in the twentieth, the outstanding feature of that neighborhood and certainly not one that with safety could be replaced by store or school or private residence.
Lewiston, Incorporated as Town By Massachusetts
150 Years Ago

BY MARION COOPER

A Lewiston resident standing in the center of his city, today, watching the lines of traffic continuously moving in and out of the business section, observing his fellow townsman as they hurry to and from their work at the large factories and observing the many stores that offer their wares to the public, has difficulty in visualizing this same location 150 years ago when it was first incorporated as a village.

For in February, 1825, when the settlements of Lewiston and Gore were granted a charter as the town of Lewiston by the Massachusetts Legislature, there was but a sprinkling of modest dwellings clustered about the great falls.

Although there are few records of Lewiston's early history, the history of Lewiston's early history, the directory, issued in 1825, contains a brief account of the pioneer days of this now flourishing manufacturing center.

Original occupants of this part of Maine were the Annapauntsecocks who had a fort above the Great Falls that was destroyed by the English during King Philip's War in 1675. During this war the Indians fell upon the first settler, Mr. Purden, proprietor of the Pejepscot Grant, killed his cattle and destroyed the largest portion of his effects because apparently he had acquired large sections of land from them and they hated him. The Pejepscot Grant had about 300,000 acres in what are now Harpswell, Brunswick, Damariscotta, Poland, Milford, Topsham, Bowdoin, Lisbon and Lewiston.

First Settler

Actur Durfee, who is described as "a man of mowing digestion," came here from New Gloucester, bringing with him his wife and child who was but a few months old. He erected a log house on the east bank of the Androscoggin, about a half mile below the falls. However, due to the destruction of his home and forced to take his family back to New Gloucester for the winter.

Mr. Durfee died.

The same year Lawrence Jackson Harris came from Charlestown, Mass., described as a "man of fine formation, besides having the responsibility of a large family, yet possessed of untiring energy and perseverance with sight workmen for the purpose of taming the wilderness in Maine of erecting a saw and grist mill pursuant to agreements with Capt. Moses Little of Newburyport and Capt. Ichabod Egbert, the Pejepscot claimants, held by them under the West Water Grant.

Mr. Harris' compensation was to be two large lots of land, embracing the entire village, as far as Lowell's Corner in addition to land belonging to the Franklin Company, the title to which remained in the family until 1910. Each of his five sons was to have 10 acres.

Abner, the oldest son, remained with his father and succeeded him in his possessions. John claimed and developed the lot known as the Thompson farm, and Elias and Moses settled in Greene, where their sons succeeded them.

First White Child

The youngest son, Barron, was the first white child born in Lewiston. After leaving the frame of a saw mill in 1770, Harris returned to Derric and in the spring brought his family back with him to settle permanently.

Pioneering

The story of their trip from Derric, bringing their household possessions with them, is a tale of real pioneering. With his family and workmen, Harris embarked in two light boats in which they stored all their tools, goods, and provisions. They went the entire length of the Merrimac river from Derric to its mouth and then took their boats in tow of a sailing vessel. Disembarking at Freeport, which was then known as Harrisville, they traveled through the wilderness for ten miles to Royalton (Durham) where they took to the river again and "by hauling the great rips, they arrived at Twenty Mile Falls with safety to all those who embarked with them."

Previous to Harris's return, Paul Hildreth came back from New Gloucester, accompanied by David Pettengill and his family. A man named Varnum brought his family from Derric and they all settled near the falls. John Harris, the second son, lived in the section where Main and Sabattus Streets join.

amos Davis was the next to arrive. March 3, 1772. He surveyed and laid out 50 acres later near the Harris mill location. Mr. Davis, who came for the Pejepscot claimants, made a permanent settlement and it was he who gave the land for the old Davis cemetery where he is buried.

Thomas and John Coburn came in 1773 and in 1775 Israel Herrick and family came from Bowdoin, Mass., to "the plantation of Lewiston."

EARLY CHURCH in Lewiston was the Free Baptist at the head of the falls on this land now occupied by the Androscoggin Savings Bank.

Lewiston Historical Society

John Herrick and his son settled at Barrow's Mills and for many years kept a public house. He was active in all the early organization of the town, for many years served as selectman as representative to the Massach setts Legislature and as a delegate when the constitution of Maine was formed in 1820.

Early Names

During the Revolutionary War many new settlers came to the struggling new community. Among them were James Garcelon who came in 1777 with five sons and two daughters. One of the sons was William Garcelon, father of Colonel Garcelon, who is said to have occupied a place of trust in the affairs of the town for many years and was universally esteemed for his urbanity of manner and sympathy for the oppressed and needy," and the 1865 report was spoken of as being "among the few good persons in town whose mind is in wise repaired.""

Previous to 1776 settlers included Joshua Mitchell, Joel Thompson, Stephen Coffin, Mark Pettengill, Joel and James Wright and Solomon Cummings.

Lewist Falls

There has been considerable conjecture as to the manner in which Lewiston received its name, many wondering why it was not named for the first settler, Paul Hildreth. The legend, according to the 1863 directory, is that the Legislature of...
Massachusetts gave the settlement the name of Lewiston, deriving it from this same Indian, who perished in the following manner.

"His favorite beverage having mounted him to a height, he exclaimed, in his last moment, I am beautiful. In his last scene above the falls, and when the rush of water was about to engulf him, he raised himself erect in his canoe and said that the falls should be called Lew's Falls, which name was adopted for the town."

Governor Samuel Adams signed the act of incorporation, Feb. 18, 1789, and Benjamin Merrill was empowered to call the first town meeting. Until 1814, however, the town was still commonly called Twenty Mile Falls.

Dan Read came from Massachusetts to the plantation in 1788. He was the first postmaster and served for 40 years. He was collector, treasurer, selectman, town clerk, and a representative to the Massachusetts legislature.

Church and School

Lewiston had been a town for 13 years before it boasted a church structure, erected by the Society of Friends in 1802. In 1818 a wooden house containing 28 pews was erected by the Baptists at a cost of $3,000. The first school was taught by Daniel Davis in a log house near the falls. Dan Read also taught school and William Bond, called Master Bond, taught part of each year from 1807 to 1819.

Manufacturing

By 1817 there were 300 families. First development of Lewiston's manufacturing strength came in 1826 when the Great Androscoggin Falls Mill Dam, Lock, Canal Co., was formed with a capital stock of $100,000. The name was changed in 1845 to the Lewiston Water Power Co., and the stock in 1849 was valued at $200,000. In 1853 the Franklin Co. was incorporated with a capital of $400,000. In 1859 it founded the effects of the Lewiston Water Power Co. Ten years later it sold all the water power at the falls.

Thereafter manufacturing was on the increase until at the time Lewiston became a city there were a number of large textile mills as well as cotton and wool mill having four runs of stone capable of making 160 pounds of yarn a day and a saw mill having one single and one gang of saws, offering a cut of over 5,000,000 feet of lumber annually.

Bates College was chartered March 16, 1850 under the name of the Maine State Seminary and seven years later was renamed Bates in honor of Daniel D. Bates of Boston.

Growth Rapid

The town grew rapidly. For in 1804 the population was 1,700; in 1810 it was 3,173, and in 1838, 8,761.

Androscoggin Street, the main thoroughfare, was paved with stone and had sidewalks.

Bates Street Universalist Church with Lewiston city park in the foreground

ords existant showing that in 1807 Lewiston voted on separation from Massachusetts, forty for and sixty against. In 1816 the vote for 73 for and 53 against, and in 1819, 92 for and 34 against.

The original fire department, prior to 1849 was a single hand tub with no suction and about 100 feet of leading hose. It was dragged as near the fire as possible and then a double line fed with water.

The original fire department, prior to 1849 was a single hand tub with no suction and about 100 feet of leading hose. It was dragged as near the fire as possible and then a double line fed with water. Men bailed water to each other from the nearest source of water supply and the women and boys hauled the empty tubs back down the line.

In 1849, a village corporation was formed for the purpose of fighting fires and two modern fire engines were purchased. These each had suction hose and each was equipped with 500 feet of hose. There was much rivalry between the crews and one crew accepted a water main in 1857, that it could move its engine from the section and pour water on the Putnam Block in Auburn within ten minutes.

The Androscoggin universal church for the 1800's states that trains left the depot in the rear of the July block, Main Street, for Bath, Brunswick, and Portland. The Maine Central Station was at the head of Bates Street.

There was a stage to Turner that went through West Auburn, North Auburn, Turner, North Turner, and Limerock daily on arrival of ears from Boston, and connected with trains to Portland and Boston. Passengers were forwarded to Canton, J. D. Goldie's line via Sabbathday and Whitcomb Corner went to Gardiner every Monday and Friday, and Horace Wright ran a stage from Auburn to Livermore Center via West Auburn and East Turner, Tuesday, Thursday, and Saturday.

After Lewiston was incorporated as a city in 1863, the records were kept more carefully and progress and growth of the little city may be traced in more detail to its present flourishing state.
Growth of Library
Facilities Has Paralleled
Lewiston’s Development

May 2, 1945

By Earl T. Baben

In 1865, a year in which the city of Lewiston became incorporated, a group of the community’s leading business women formed a library. This decade, following 1865, has been marked by a period of remarkable progress for the “City by the Falls.” The population increased by leaps and bounds. From a community of 7,000 souls it increased to 15,000.

It was during this time that business activity in the area grew and the ability of the citizens to support a library increased. The intellectual needs of the people were met by the establishment of the Manufacturers and Mechanics Library Association. It was incorporated by an Act of Legislature, Fan. 219, 1866, and was supported by contributions from the mills. The Bates Manufacturing Co., Hill Manufacturing Co., Androscoggin Mills and the Franklin Co., by their agents contributed $890 each, making the original fund $2,800.

The library was located in College Block until room was furnished it by the city when the new city building was completed in 1872.

Supported by Subscription

This was not a free library as it was supported by subscription fees. There were two classes of membership and subscription. According to the constitution of the library, membership was possible for anyone attaining the age of 18 years, of good moral character who also paid $2 into the treasury and subscribed to the constitution and bylaws. Any resident of Lewiston or Auburn was eligible to enjoy the privileges by becoming a subscriber on payment of $1 per year of 25 cents the quarter. This library was well patronized and increased in number of volumes until it possessed in January, 1866, 1,060 volumes.

For nearly 28 years Manufacturers and Mechanics Library alleged to the city’s reading wants, collecting valuable books and pamphlets and earning the reputation of being “One of the best libraries in the state.”

Donor Strike City

On Jan. 8, 1869, a great fire destroyed Lewiston’s city hall. Not satisfied with this the fire reached its fiery talons and destroyed the library which was considered a huge loss to the community. Immediately following the destruction of the building the governors met to arrange for the collection of the insurance and the sale of the 670 books which had been saved because of being in circulation. The insurance amounted to $5,000 and in two years, when the new city building was ready for its occupancy, the library opened to the public June 20, 1869, with 3,000 volumes ready for distribution.

Free Library Sought

Although this library was doing splendid work in furnishing books in all description for the city’s reading public it was not a free library and there arose a sentiment that the community should have a free library.

The first step toward a free library was taken at a meeting of the Mary Dillingham chapter of the D.A.R., at the home of Mrs. Frank H. Packard in October, 1889, when the ambitious project of the founding of a public library was voted as work for the coming year.

The ladies worked with much enthusiasm giving all prizes and soliciting gifts so that one year later they were able to have a room in Jourdan Block. Money and books were given generously by individuals and by the Women’s Literary Union so that by June 1900 they had collected sufficient equipment to open a reading room well supplied with magazines and had a library of 200 volumes.

The D.A.R. recognized that this was only a temporary arrangement and began to devise plans to secure a building. At this time Andrew Carnegie, famous millionaire steel maker, had given several free libraries in the State, so the committee made an appeal to him. For some reason, according to an early story, he did not respond to the call and the members of the Chapter were discouraged at the prospect of the undertaking to raise the substantial money necessary for the building.

Senator Frye Helps

Because of the interest of Mrs. J. Frye and her daughters, Mrs. Wallace H. White and Mrs. Frank H. Briggs, all members of the local D.A.R. chapter, Senator Frye, who was a personal friend of Mrs. Carnegie, was persuaded to add some argument which would cause the great philanthropist to look with more interest at the need of Lewiston for a library. And it was through the intervention of a senator that the city brought a gift of $60,000 to the library and resulted in the present library.

In 1901 the gift was augmented, the conditions being that the city furnish a suitable lot and guarantee an annual appropriation of $3,000 for the support of the institution.

Miss Annie L. Barr, librarian at Lewiston library, was the first director and has served for 25 years.

LEWISTON LIBRARY’S garden in mid-Summer.
LEWISTON CHILDREN enjoying the reading privileges in the library's children's room.

Lewiston Public Library is as well-equipped as any library of its size with general information on almost any subject. Alert, of a discriminating mind, Miss Barr nobly seeks reading matter to meet, as far as possible, the demands of the city's reading public.

Advancement of the times have brought about many changes and improvements. Many gifts have given the library many fine books which would otherwise have been unavailable. One of Miss Barr's projects is the collection of fine sets, with duplicates for ordinary use. She says she is "kept on bargains" and if there is money enough to spend on a good trade for this collection she is on hand to buy.

Another project is the mother's library. This is a large section equated to fine editions of children's books for mothers who want to read to their children. The children's library has a room by itself which is well appointed.

When Miss Barr established the rental section some years ago, persons interested in the library were told the policy of the library was that of doing the best work possible. Miss Barr said, "The volume of our library must be multiplied throughout the work. We have a splendid collection of books by the names of various authors, and professional and business men are regular customers for the detective's yarn.

The book department has a fine collection of mounted prints, posters and the like. From time to time there are many exhibits in the main room of the library.

The library also has the latest editions of local, Boston, and New York newspapers and a wide collection of magazines. Each week the long table in the main room has a display of books and illustrations on some particular subject.

Not the least important project Miss Barr has initiated is the beautiful garden outside the library. Her interest in nature and gardening has made a barren lawn into an artistic flower garden with flowers from early Spring to late Fall.
ANDROSCOGGIN
Historical and Free
PUBLIC LIBRARY
UNDER THE AUTHORSHIP OF THE
Daughters of the American Revolution
—
LEWISTON AND AUBURN.

RULES AND REGULATIONS.

Section I. Subscribers may take one book at a time and retain the same one week, and no longer, under a penalty of six cents a week; but they can take the same volume twice in succession.

Section II. If any person lose or materially injure a book belonging to the library, such person shall furnish another volume of equal value or the equivalent in money.

BOOKPLATE of the Androscoggin Historical and Free Public Library, founded by the local chapter of the Daughters of the American Revolution.

MANUFACTURERS AND MECHANICS' LIBRARY ASSOCIATION.

This may certify, that

is a Life Member of this Association and is entitled to all the privileges granted such a member by the Constitution and By-Laws of the same, I

NELSON DINGLEY, JR., PRESIDENT.

TREASURER.

Lewiston, 1894.

LIFE MEMBERSHIP CARD in the Manufacturers and Mechan-
Railroad’s Advent into Lewiston Changed Town Into Thriving City

By WILLIAM A. WHEELER

Lewiston, a century ago, was a little agricultural hamlet with a total population of 1,800. The tremendous natural water power of the river made it a great industrial city was then available, but almost entirely unused. There were one or two small mills in operation, but for the most part the inhabitants of the little town devoted their energies to farming and to trade. In the year 1840, for instance, there were nearly as many cattle as people in the village—1,628 head, according to the census records. The total amount of capital invested in trade in Lewiston at that time was $7,800.

Lewiston farmers in that year, raised 39,503 bushels of potatoes; 2,976 tons of hay, and from locally bred sheep sheared 7,330 pounds of wool. All this was outweighed in importance the very active and industrious activities of the little hamlet.

Railroad Arrives

In 1846, the iron horse made its first appearance in the little town; and when the train left, the census of 1850 was completed, the population had grown to 5,320, almost double that of 1840 when the first train arrived. The railroad was horse-drawn and the on-carr. That the railroad transformed Lewiston from a sleepy little agricultural settlement into a busy industrial city can hardly be doubted.

Auburn Important

It appears from the records, however, that at the time the railroad was projected, Auburn was a somewhat more important village than its neighborhood across the Androscoggin. The census records do not give the population of Auburn prior to 1850, but it seems evident that the locomotives of the Auburn & Kennebec Company which operated there were well enough to serve the infant railroad. It was in Auburn that the local farmers provided the first railroad service by rail to Lewiston. This railroad was not even a "whistle-stop" for its trains. The first published timetable of the A. & K. probably the first railroad timetable ever issued in Maine—does not show time at Lewiston for any trains; passengers from that town had to travel the river to Auburn when they desired to travel.

Original Survey

The original survey for the road, made in 1853, shows that the line, starting from a connection with the Canadian National at Danville, wound through a valley on a flat plain north of the village and the village of Lewiston, opposite. And it was known as "Goef's Corner" that the town was established. Whether or not the "accommodations" for Lewiston people was satisfactory is not recorded.

Auburn Station

Even the new and "commodious" station at Lewiston, however, did not long meet the requirements of the growing town. A new and larger station was planned to build "a new passenger and freight station" at Auburn. This town, too, had grown rapidly, and the increasing traffic made the old railroads buildings obsolete.

Construction of the Auburn & Kennebec Railroad, the forerunner of the railroad which serves Lewiston today, was started in 1845 to build from Danville to Waterville. Construction was commenced in 1847, and in 1848 the line as far as Auburn was opened for business. A three-mile line of land was purchased in Auburn, and an engine-house 80 by 60 feet was built, with a 28-foot turntable, providing accommodations for three locomotives. The combined passenger and freight "depot" was 186 feet long, and in addition there was provided a wood-shed for the locomotives, a coal-house, a machine shop, and a car shop.

The effect upon the little village of Auburn of the building of the railroad was immediate and pronounced. It appears in his book "Maine Railroads": "It was more than a railroad in danger; it was a town that, as soon as a railroad was arrived, the trade fell away. Suddenly, much of the coal turned operations in Auburn in 1847, furnishing good water power for the cotton mills which grew up immediately after the railroad was built. That was natural enough; there was little inducement for industry to build mills and produce goods until means of transportation for those goods could be obtained, but it is likely that the actual laying of tracks commenced, the development of Lewiston's tremendous natural water power kept pace with the building of the railroad. It is idle, of course, to speculate as to what Lewiston would be like today had no railroad ever been built to serve the town. In 1845, when the population of Lewiston was 1,800, Auburn, with its water transportation, located 6,072. In 1880, Lewiston had some 2,000 more inhabitants than Auburn; and at the last census in 1940, it was more than 4,000 larger.

But in 1840, Lewiston was smaller and less important, except for its potential water power, than many other towns. Turner, in his book "Maine Railroads", said that Lewiston had a population of 4,786 in 1844, when Lewiston in 1840, and the growing towns seemed to demand better accommodations, and it was not considered good policy to erect an inferior building at a point where business is so rapidly increasing."
## TIME TABLE

Androscoggin and Kennebec Rail Road.

Commencing December 3, 1849.

<table>
<thead>
<tr>
<th>UP TRAINS</th>
<th>No. 2</th>
<th>No. 4</th>
<th>No. 6</th>
<th>FREIGHT TRAIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leave</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portland</td>
<td>7:30</td>
<td>2:30</td>
<td>4:15</td>
<td>10:15 A.M.</td>
</tr>
<tr>
<td>Junction</td>
<td>8:45</td>
<td>3:35</td>
<td>5:30</td>
<td></td>
</tr>
<tr>
<td>Auburn</td>
<td>9:00</td>
<td>4:00</td>
<td>5:45</td>
<td>11:30</td>
</tr>
<tr>
<td>Lewiston</td>
<td>9:25</td>
<td>4:25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greene</td>
<td>9:34</td>
<td>4:34</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leavitt</td>
<td>9:45</td>
<td>4:45</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monmouth</td>
<td>10:00</td>
<td>5:15</td>
<td>12:15</td>
<td>12:15 P.M.</td>
</tr>
<tr>
<td>Wintthrop</td>
<td>10:15</td>
<td>5:30</td>
<td>12:30</td>
<td>12:30</td>
</tr>
<tr>
<td>Readfield</td>
<td>10:30</td>
<td>5:45</td>
<td>12:45</td>
<td></td>
</tr>
<tr>
<td>Belgrade</td>
<td>10:45</td>
<td>6:00</td>
<td>1:15</td>
<td></td>
</tr>
<tr>
<td>No. Belgrade</td>
<td></td>
<td></td>
<td>1:50</td>
<td></td>
</tr>
<tr>
<td>W. Waterville</td>
<td>11:20</td>
<td>6:20</td>
<td>2:25</td>
<td></td>
</tr>
<tr>
<td>Leave at Waterville</td>
<td>11:45</td>
<td>6:45</td>
<td>3:10</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DOWN TRAINS</th>
<th>No. 3</th>
<th>No. 5</th>
<th>No. 1</th>
<th>FREIGHT TRAIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leave</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterville</td>
<td>8:45</td>
<td>2:45</td>
<td>5:45</td>
<td>6:15</td>
</tr>
<tr>
<td>W. Waterville</td>
<td>9:10</td>
<td>3:10</td>
<td>6:45</td>
<td></td>
</tr>
<tr>
<td>No. Belgrade</td>
<td></td>
<td>4:40</td>
<td>7:00</td>
<td></td>
</tr>
<tr>
<td>Belgrade</td>
<td>9:40</td>
<td>4:15</td>
<td>7:15</td>
<td></td>
</tr>
<tr>
<td>Readfield</td>
<td>10:15</td>
<td>4:30</td>
<td>8:15</td>
<td></td>
</tr>
<tr>
<td>Wintthrop</td>
<td>10:30</td>
<td>4:45</td>
<td>8:45</td>
<td></td>
</tr>
<tr>
<td>Monmouth</td>
<td>10:45</td>
<td>4:55</td>
<td>9:00</td>
<td></td>
</tr>
<tr>
<td>Leavitt</td>
<td>10:50</td>
<td>5:05</td>
<td>9:25</td>
<td></td>
</tr>
<tr>
<td>Lewiston</td>
<td>11:05</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auburn</td>
<td>11:30</td>
<td>2:30</td>
<td>7:25 A.M.</td>
<td>10:05</td>
</tr>
<tr>
<td>Leave at Belgrade</td>
<td></td>
<td>7:40</td>
<td>10:30</td>
<td></td>
</tr>
</tbody>
</table>

**TRAIN NOTES**

- TRAINS numbered Two and Three pass at Readfield, at 10:15 A.M.
- TRAINS numbered Four and Five pass at Monmouth, at 4:45 P.M.

**TIME TABLE No. 1** of the Androscoggin & Kennebec Railroad, probably the first railroad time table ever issued in Maine. Note that trains were not scheduled to stop at Lewiston, Auburn serving for both towns.
Steamboat Lewiston May Have Had Two Successors on Lake Auburn

By Sam E. Conner

Mystery thick and plenty envelop the history of the old steamers Lewiston or, perhaps, one should say steamers, which used to ply the waters of Lake Auburn. The mystery comes in here.

There were three steamers, one of which was a side-wheeler, or paddle boat, the other two, both of which were driven by propellers.

The last section of this portion can be substantiated. There were, undoubtedly, two drive types of boats on the lake named Lewiston. The problem is whether there was a third, not bearing the same name, but equipped with paddle wheels.

What thickens the mystery is that there are a great deal of the fact that there is no question but what a side-wheeler did operate on the lake at one time.

This side-wheeler, of which there is absolutely no doubt, was the Amsco-syco, which, according to some, was built in 1890, operated on the lake for a season and was haunted by Lake Maramecquot by ear, where she operated for a number of years before being hauled up on the shore in 1903.

But for certain other facts, that would dispose of the mystery of the Lake Auburn boat, Lewiston, so far as the side-wheeler part of it is concerned. These facts are that a number of persons are very positive there was a side-wheeler named Lewiston on the lake 50 or 60 years ago.

Very Positive

W. H. Waterman of East Auburn is among those who says there was a side-wheeler named Lewiston on the lake at about that time. He has a distinct recollection of the boat, painted white, with the name "LEWISTON" in gold letters on the paddle boxes.

He says he can remember seeing her go about the lake, running a regular route, taking out sailing parties and having an orchestra on board a good part of the time.

Mr. Waterman is one of the oldest residents of these cities and his knowledge of events, places and people is always accepted as authoritative. It is, of course, possible that he may have in mind the Amsco-syco, but it seems rather inconceivable because in talking me about the boat he went into many details of events around Lake Auburn in those long ago years.

This boat operated on the lake, he said before the Spring House, one of the tourist hotels which back in those days flourished on the lake, burned. This was the hotel at North Auburn, the foundation of which still stands. As he further recalls, it was about the time that E. T. Gilre built the observatory on Mt. Gilre. He isn't sure what the ultimate fate of this boat was, but is very positive as to its existence.

STEAMBOAT LEWISTON on Lake Auburn back in the 1890's, of which Capt. Frank R. Whitney of Lewiston was commander.

This record, which covers the period between 1890 and 1907, inclusive, is as follows:

<table>
<thead>
<tr>
<th>Name</th>
<th>Years Operated</th>
<th>Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yosemite</td>
<td>1879-80</td>
<td>Bath</td>
</tr>
<tr>
<td>Auburn</td>
<td>1881-84</td>
<td>Bath</td>
</tr>
<tr>
<td>Frank A. Halsey</td>
<td>1884</td>
<td>Auburn</td>
</tr>
<tr>
<td>Lewiston</td>
<td>1885-1904</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Gypsy</td>
<td>1889-90</td>
<td>Boston</td>
</tr>
<tr>
<td>Noyad</td>
<td>1891-93</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Overcoee</td>
<td>1895-99</td>
<td>Boston</td>
</tr>
<tr>
<td>Sea Gull</td>
<td>(went to Halsey)</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Madge</td>
<td>1896-99</td>
<td>Boston</td>
</tr>
<tr>
<td>Virena</td>
<td>1900-02</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Zanzia</td>
<td>1901-09</td>
<td>Boston</td>
</tr>
<tr>
<td>Dwayne</td>
<td>1906-09</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Carrie L</td>
<td>1909-09</td>
<td>Boston</td>
</tr>
<tr>
<td>Nikie</td>
<td>1909-09</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Maul</td>
<td>1909</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Early Bird</td>
<td>1903</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Nobonia</td>
<td>1906-07</td>
<td>S. P. Iland</td>
</tr>
<tr>
<td>Rover</td>
<td>1904-05</td>
<td>Lewiston</td>
</tr>
<tr>
<td>Davis</td>
<td>1905-07</td>
<td>Lewiston</td>
</tr>
</tbody>
</table>

Records Lacking

Edwin A. Post of Barrington, R. | I, who has devoted much time in the past few years looking up the history of steamboats on inland waters of Maine, and who is probably the best authority on the subject in New England, while not questioning Mr. Waterman's sincerity, thinks he is wrong.

Part is very positive that the
only side wheeler ever to operate on Lake Auburn was the Amari-
 bourgeois and that there were two Lewiston, both screw type boats. He has searched the records of the
steamboat inspectors of Maine and finds no record of a paddlewheel
boat named Lewiston.

His record of the Amari bourgeois is that she was built in 1889 at
Lake Auburn, where she operated that year, going to Maranacook
next year, where she operated until 1891, when she was condemned.
She was owned by two Lewiston men, one named Lucas, who was
engineer on the Maine Central, the other Wadge, who was a road
master on that road. About 1892 or 93, they traded the boat with
Simon Davis for a race horse—trotter—named Jack.

He stresses the fact that there is nothing in the record of the State
inspectors to show that there ever was a side wheeler Lewiston on
Lake Auburn.

Mr. Palt may be absolutely right. I'm very sure I don't know, but it
is equally true that according to a copy of those records of the steam
boats which have operated on that lake, which he has sent me, there
is no mention of the Amari bourgeois.

Unless the name the Amari bourgeois was inadvertently omitted by Mr.
Palt in preparing this copy of official records it would appear that
they contained no reference to the boat as having operated on Lake
Auburn. Such being the fact it would be equally fair to assume that
they were similarly lacking with reference to the Lewiston. Either
of which being correct is cause for
regarding said official records as be
tling of little value.

So there is the story of the side
wheelers Lewiston, on the Lake, as
I've been able to dig it out. It isn't
entirely satisfactory, for while I'll
take Mr. Waterman's memory in
preference to those early steamboa
inspectors' records, there are others who probably will not do so. It has
been suggested that many people have confused the old coastal side
wheelers Lewiston, which for years operated on the Boston-Hanover and
the Portland-St. John runs with the Lewiston on Lake Auburn.

This is possible, but exceedingly
doubtful, because not only their years knowledge of the boats on the
Lake probably was more general locally this was that of coastal ship-
ning.

Other Lewistons

While there doesn't seem to be the
least question but what there were
two vessels, Lewiston, operated on
the Lake, using propellers, the record
given in the foregoing shows but
one. And right here we are not all
impossible there is a mistake, and
that but one such boat ever ran on
Lake Auburn. This may sound ab-
normal, but it grows out of the fact
that information which is available
is contradictory.

Herbert Whitney of Lewiston,
whose father was captain of a
steamboat, Lewiston, has advertisement
ments for the boat, as well as tickets
passage upon it, and the captain's
broad which his father wore on his
hat. One of those advertisement
ments for the season of 1886 gives the daily
schedule of the boat:

It announced that special trips
would be made for less than five
passengers, Frank H. Whitney was
captain and six round trips would
be made daily. The first left Lake
Grove at 7:45 in the morning and
the last left the Spring House at
8 P.M. Among other mentions of
those days which Mr. Whitney has
in a pass on the old Lewiston house
railroad, signed by J. O. H. Coch,
president, and F. M. Drew, trea-
surer of the road, named to Cap
Frank H. Whitney of the Steamboat
Lewiston in 1883. Whitney served
as captain in 1882 for the first time.
He also was engineer on the boat.
He has the certificate of inspection
by the State officials on July 19,
1885, as well as the Steamboat
Frank A. Hale, owned by the Lake
Auburn Mineral Spring Co., Lewis
C. Peck, manager. The paper shows
that the Hale was built in Bath in
1881.

The Lewiston was allowed to
carry 50 passengers. This boat, ac-
cording to the recollections of many, was eventually hauled out on
the shore at North Auburn to rot
away.

That is the thing which throws
more mystery into the matter of
two steamboats Lewiston, for Delight
C. Ford of Mechanic Falls owned
and operated a steamer Lewiston
on the lake. He bought the boat from
William Briggs when it was under
water, having sunk. It was raised,
hauled out on the shore. This was
about 1900 and the next two years
was devoted to rebuilding the
boat. It was just about ready to be
launched and put into service when
it burned and was a total loss. The
insurer had expired two days be-
fore, so that Mr. Ford did not get
any of the $3,000 he had invested in
the Lewiston boat.

This boat was licensed to carry
200 passengers on regular trips and
250 on excursion.
Garcelon Cemetery
on River Road

By ELOISE JOEDAN

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Toward sunset on that frosty Autumn afternoon, with the last russet leaves flaming on the oak trees, we came in sight of the Androscoggin River and the Garcelon Cemetery, the most historic burying ground in this part of the country.

The green rolling fields worn bare by constant tillage, with the pine forest pushed back to the dark horizon, had the look of glacial formations chopped back in that amorphous time called the Ice Age, and, as such, puzzled and intrigued us because of its very remoteness.

The drive had been through a sparsely settled farming country, mostly deserted and forsaken, with gaping cellars wherever a farmhouse and a lane met, and now and again a white farm house, reminders of the early days when this was a virgin country and the first settlers came to reclaim the land from the forests with hard labor and unquitting toil.

The Garcelon Cemetery is old, but there is an older cemetery still, or the remains of it on the high plateau on the steep bank of the Androscoggin near the old Garcelon Ferry.

Original Cemetery

This original Garcelon, or intervals Burying Ground, was situated on the south side of the river opposite the present site, and was settled there. These graves were washed out by the celebrated Pumpkin Flood prior to the spring of 1819. New graves were dug, the old stones were rolled, with bobbing pumpkins, and the fields were plowed in with great abundance with them. The tides rose so high, that the new graves were opened, a thing impossible to imagine today.

The three stones remain in the pasture, rough from the pasture, giving a primavetouch to a decaying atmosphere. One of them, the word Ames is hardly discernible. Date 1813. In the stone may possibly be seen some of the other stones. In the stone, with the old stones, with the cold creeping down the river and the sky offinishing with the day, we thought of the long ago settlers who closed this wilderness and the red men who had crossed it before Osage.

Established 1818

On the brow of the western hill, the present Garcelon Cemetery is a place of abundant quietude. White fences enclose the lots with their white marble tombstones. This cemetery was established on May 17, 1819.

According to the diary of Thomas Hodgkins, a prominent resident of the district, the neighbors met after the death of Mrs. Mark Garvelon, to plan a new burying ground, and decided to pay Mark Garvelon ten dollars for an acre of land on the southeast corner of his lot. Mr. Garvelon was buried in the upper corner next to the schoolhouse, which stood nearby.

The Garvelons predominated here in death as they did in this section during their lifetime, and this seems a fitting place to relate their history, which is well known, but may be for those in detail.

James Garvelon was the progenitor of the Garvelon line in America, and who sleeps in this pastoral place, was born on the Isle of Guernsey in the English Channel in 1728. He was the son of that renowned priest and preacher, Rev. Peter Garvelon, the founder of the Protestant Episcopal Church "St. Peter's and St. Paul" on the Isle of Guernsey, and Rev. Pierre, who was born in Clermont, France, in 1695, was educated at the priesthood, but later changed his religion. Pierre was twice married, his first wife being Jeanne Bedat, and his second Anne Carver. An able and brilliant clergyman, Rev. Pierre set an outstanding example of righteous living for his son, James, and the long line of Garcelons who were to succeed him in America.

It is interesting to note in passing that there is reference to one Rev. Pierre who lived in the famous Green Dolphin Street by Elizabeth George, published a few years ago.

Sent To England

James Garvelon was sent to England as a child. His father then began to write to him the stories of letters and sermons which have become renowned in the annals of the family, and have been printed in the original French for distribution among the Garvelon descendants.

The first letter James Garvelon received in 1759 when James was said to be ten years old, chides the boy for misbehavior and contains a threat to "set out for London and put you aboard a vessel bound for the other world."

In 1759 James, aged thirteen, left England as a cabin boy on a vessel bound for America. At Gloucester, Mass., he was apprenticed to Captain Daniel Gibbs, a merchant of that place.

The next year after James' arrival in America, his father writes him: "I pray you, dear child, behave like a young man well born and as a good Christian ought. Take courage and make yourself capable of earning your living by business. All occupations are good and honest when done with propriety and honor." James married at Gloucester, Mass., in 1759. Deliverance Annis, who was descended from Curene Annis from Falmouth, Ireland. Curene's wife was Mary Chase. James married in Newbury, Mass., in 1668.

James and Deliverance were the parents of seven children: James, Daniel Garvelon, Peter, Daniel, Mark, Lucy and Sally.

Father's Gift

In 1778 James was given his father's watch "on account of his birthright." Other gifts bestowed were "six guineas in gold. Two silver tablespoons, six saucers marked with your name but designed for your wife, handkerchiefs for her, and a silver cap with two handles which last I designed myself for your son Peter who bears my name.... Also a little silver brooch, one pair silver buckles, six yards of fine cloth, three pairs stockings, cloth for a woman's cap." The Rev. Pierre puts on: "I am almost 85 and am very infirm, yet still perform my parochial duties."

Settled In Lewiston

James settled in Falmouth, near England, and lived there until the night before the British Commissary Mowatt burned the town, whereupon he removed his family to Harraseeket, now Freeport. He came to Lewiston Falls in 1780, and settled on land near the present cemetery, cultivating and maintaining the Garrison which stood there. Ferry built at this time. The block house was demolished a few years later. James also established the first ferry across the River close to the year 1778, and was a man of affairs, being the first constable of an outstanding race in the State of Maine.

Monument

On the monument near the main entrance of the cemetery, erected by the descendants of James Garvelon, are interesting inscriptions.

James Garvelon

Only son of Rev. Peter Garvelon


He came to America in 1755.

Married Deliverance Annis of Cape Ann, March 10, 1759.

Settled in Lewiston, then a wilderness, in 1770, near the spot where he now lies interred.

He raised a family of five sons and two daughters, and died November 13, 1806, honored and respected by all.

On the south side of the shaft is the inscription:

The family of James and Deliverance Garvelon.

The ancestors of all bearing the name of Garvelon now residing in America.

On the north side of the shaft is the inscription:

Deliverance Annis

Born in 1736. Died in Lewiston, Maine, March 10, 1759.

The inscription on the north side reads:

"Erected in 1873.

To the memory of James and Deliverance Garvelon, who were the first settlers in the town of Lewiston, Maine, and who died in 1770, and 1759, respectively."

Many distinguished Garvelons are buried in the old yard, among them being Col. William Garvelon (1786-1829), father to the first Dr. Alonzo Garvelon, one-time governor of Maine.
THE MEMORIAL MONUMENT—The above monument in the Garcelon Cemetery stands close by the main entrance and was erected by descendants of James Garcelon. The inscription on the north side of the monument notes that he settled in Lewiston in 1776 near the spot of burial.

OLD TOMBSTONES—The gravestones above marked the resting spot for Ebenezer Ham and his wife, Sarah, and it is known that he was the second person to be buried in the Interval. The Hams came to Lewiston in 1789. As can be seen from the tombstones, he died only two years after settling here, while his wife lived to be 91 years of age and survived him by nearly 50 years.

Many Landmarks
Not far from the yard is the old brick house on the hill where Abner Garcelon once lived. Captain Abner started a tannery there, which was in operation some years ago. This house was partially destroyed by fire, but its ruins above the river are picturesque and inviting.

Garcelon’s Ferry crossed the river near the present cemetery. It seems that this was the post road between Portland and Augusta, and a log cabin on the Auburn shore was the Dingley Tavern owned by Jeremiah Dingley, where horses were changed and travelers spent the night. Uncle Jeremiah Dingley, son of the tavern keeper, was the ferryman. He later became the father of Governor Nelson Dingley. Horse Garcelon also played a part for many years to the people of the vicinity.

The Hams
The Hams were another distinguished family to be buried in the Garcelon Cemetery. In fact, Ebenezer Ham who came to Lewiston from Dover, N. H., in 1790 and settled on land near the ferry, was the second person to be buried in the Interval Yard. He was a direct descendant of John Ham, born in Dover in 1699, whose son, Joseph, was killed by Indians. The two children of the victim were taken to Canada and were later redeemed by their mother who made the difficult journey into the wilderness to recover them.

Ebenezer Ham is said by some to have come from Shingleh, N. H., purchased two lots of land from the Peasepoel Company, one of which contained 10 acres of land near the Garcelon place, the other 76 acres. He built a log cabin, where he was found dead in 1799 by his neighbor, a Mr. Carville. His son, James, ten or 13 years old, claimed the land, and upon reaching maturity built a large white house there.

Ebenezer had married Sarah Field, who survived him by almost half a century, dying in 1837 at the age of 91 years. Col. E. B. Ham, his grandson, was long an officer in the State Militia and was for many years Chairman of the Lewiston Board of Selectmen.

The Ham Range is one of the most important in the Garcelon Cemetery and extends down the left side of the main entrance. Ebenezer Ham was one of the first to be removed from the old Interval Yard and buried there after the freshet.

The Carville and Holland families are familiar names in the Garcelon Cemetery. John Holland, a local settler of importance, was seated at Harpswell in 1782, and is buried on the Holland Lot.

The Hodkin family settled a Garcelon’s Ferry in April 1777. Jonathan Hodkin was born in Gloucester, Mass., in 1726, came to Lewiston with his wife, Belsey Mersey and children, after the burning of his home. It is said that the only goods and chattles remaining to him was one chair. He was of English ancestry, descendants from William Hodkins who came to Plymouth in 1624.

Famous Diary
Jonathan’s son, Thomas, born in 1778, was well known for his famous diary, authentically kept from 1800 until 1881, one year before he died.
This book has been much written about and quoted. In fact, it is a most thorough record of years, and is invaluable for its historical data. Thomas was a woodworker by trade, making plows, spinning wheels, furniture and caskets. He was present when the Intervale Cemetery was washed out, made the coffin and helped bury the dead in the new yard. He compiled a list, in so far as he could, of the bodies removed to the new cemetery. Thomas writes of visiting the ruins of the castle after a flood, when the high waters were flowing through the sandy river shore near the ferry. For years this castle was a mystery, but it is now believed to have been the foundation of the block house destroyed in 1850.

Thomas wrote that in 1800 Thomas Purchase from Brunswick established fishing settlements up the Androscoggin River, and it was at first thought that the castle might have referred to such a ruin. Aaron Davis who settled in South Lewiston had many connections with the Garcelon Ferry region, for it was he who built the old toll bridge which crossed the Androscoggin at South West Bend from 1817 to 1837 when it was swept out by flood tides. This Aaron Davis was a most interesting character. In 1785 he took over a tract of more than 200 acres of land. He owned and operated a sawmill, and was a builder of the Church Meeting House in South Lewiston. One of his sons, David, gave his name to David's Mountain near Bates College.

In 1871 John B. Garcelon gave a tract of land to the city of Lewiston to enlarge the Garcelon Ferry Cemetery. Association formed.

The Cemetery Association came into being on April 25, 1880, and was incorporated under the name of the Garcelon Cemetery Association for the permanent improvement, ornamentation and care of the cemetery. The act of incorporation which was drawn up by William E. Nevels, Esq., Justice of the Peace in the county of Androscoggin, was signed by the following: Mrs. Samuel D. Garcelon, Ferry Road, William J. Dingley, River Road, Abram W. Garcelon, Lewiston; Alfred E. Jordan, Lisbon; Daniel Garcelon, Lewiston; Mrs. John B. Garcelon, Lewiston; Miss Frances Garcelon, Lewiston. The first officers elected to serve the Association were: Dr. Abbott Garcelon, 2nd President; Abram W. Garcelon, Vice-President; Miss Frances Garcelon, Secretary-Treasurer.

The trustees were Abram W. Garcelon, Alfred E. Jordan and Mrs. John B. Garcelon. Albert P. Long was Superintendent of the cemetery for many years. He was a descendant of the same family from which Abraham Lincoln also came, and lived all his life not far from the old Garcelon Cemetery. Abram Garcelon gave land to the cemetery association in 1817 so that the fishing supply could be protected from the surging and that a hydraulic pump could be installed in a small shed on the premises.

Present officers are: President—William F. Garcelon, Boston, sec- cresc,—Mrs. Bertha Ham, Lewiston.

An Indian woman, mother or wife of Joe Vidro, was drowned in the Androscoggin river in 1818, was buried in the Intervale Cemetery, and was later removed to the new cemetery. She was a basket maker.

Strange Name

Among the sedate and pious Yankee groves it is amusing to come upon a headstone with the following inscription: In memory of Antonio Fernandez who died in Spain, June 8, 1887, aged 66 years. Beside it is a stone marked "Mary C. Dyer, His wife, died in Portland, Maine, 1887, aged 66."

Who was Antonio Fernandez? And how did his memorial come to be here? Imagination is in immediate play. Was he a sea captain or a sailor who married a State of Maine daughter? Fancy runs riot weaving romances beyond the Spanish shore, who lived in that fascinating land of guitar, Don Quixote and bull fighters. They say that if you sail straight across the Atlantic you will touch the palm-fringed shores of Spain, so quite likely Antonio Fernandez, like Columbus must have sailed west.