



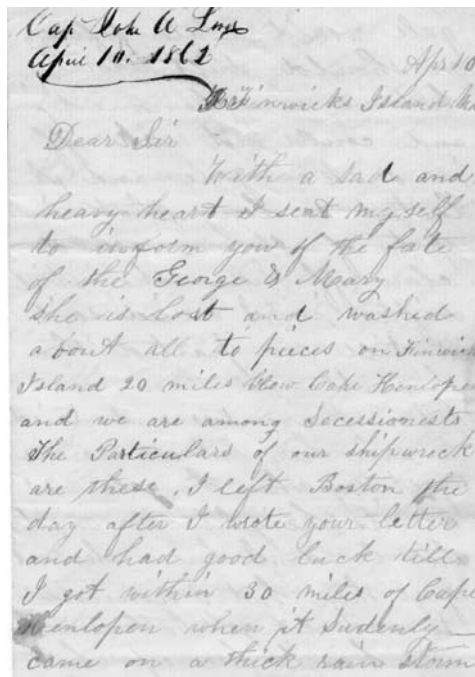
The Schooner *George and Mary*: Its Role in Maine's Rich Shipping History

By Reed Gochberg, 2006 REV. DR. OSCAR E. REMICK FELLOW

On April 10, 1862 John Lord, captain of the schooner *George and Mary*, faced the challenging task of writing the following letter to George Nixon Black, Sr.

Dear Sir

With a sad and heavy heart I seat myself to inform you of the fate of the George & Mary. She is lost and washed about all to pieces on Finwick Island 20 miles below Cape Henlopen and we are among Secessionists. The Particulars of our shipwreck are these. I left Boston the day after I wrote your letter and had good luck till I got within 30 miles of Cape Henlopen when it Sudenly came on a thick rain storm and severe gale East. I could not run in and hung to Sea hoping the gale would abate before we should drift ashore but we were hemmed in and could not work off in such a gale and it lasted so long that in spite of all we could claw off shore she still drifted in. I carried sail till we parted the shrouds and then we put on preventers and tried to save her but all no use yestaday when the gale was at its height we made this land. I knew she was gone then but I rounded to and let go both anchors and brought her up but the ran mountains high and soon took our windlass in two but the chain was round the foremast and that held, we furled our sails all up and



had the colors set for help but no one came but an old man and woman and we lowered our boat and with a great deal of danger got into her and by a miracle, got safe on shore, with just what we stood in. Well every sea kept dragging the vessel in further till 3 hours after we left her she struck and her fate was sealed in a half an hour. The beach for miles was strewed with Ice and parts of her, and I suppose her Hull now will not fetch 10 dollars and what there is these wreckers will take it all they charge so much. I stood my own wreckmaster and will save all I can but she is a total loss.

You can't feel so bad about it as I do though it is hard for you, but I done the best I could no live man could

done any more and if you had been on board you would have said so I went ten miles to a Notary public and if the vessel had belonged to me and worth a million I could not have done more. I don't know how we shall get away from here without we can get set on board a passing vessel.

Yours in distress,
John A. Lord

Send this to my wife¹

Continued on page 3...



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Many Fall Projects and Activities at Woodlawn

Fall is always a busy time at Woodlawn. This year is especially busy with many exciting projects and activities.

The Trustees are working with Prentiss and Carlisle, one of Maine's oldest and most respected timber management firms, to implement the Forest Management Plan that was developed for the estate in 1998. Under the supervision of Mr. Tom Nelson, manager of the company's Woodlot Division, the overall aim of the project is to improve the health of the woods so that they are available for future generations to enjoy.

Our preservation carpenters, Nelson Emerton and Michael Klenowski, and our handyman, Steven Soucey, have diligently made progress on the preservation project. They are currently working on the restoration of the Ell where they encountered yet another infestation of powder post beetles. Meanwhile Todd Devenish of Wooden Window Restoration has finished the restoration of the dining room windows and is working on the office windows.

This October, Woodlawn hosted an Advanced Placement U.S. History class from Sumner Memorial High School for a full day "hands on" experience to learn about material cultural studies. Working in pairs, they selected an artifact from the collection to examine and study. See page 10 for more information about this exciting project.

Once again, this year a very talented group of designers from New Land Florist, Westside Florist, Fairwinds Florist, M. M. Julz Christmas Shoppe, and Salt Air Primitives have elaborately decorated the museum's rooms. As inspiration, each designer picked a traditional Christmas carol to use as the room's theme. The result is a visual delight that evokes memories of traditional New England holidays of the past. See pages 6 and 7 for more information on Woodlawn's holiday events.

Please visit Woodlawn this December to see first hand some of these exciting projects and to enjoy the very best of holiday cheer.



P.O. Box 1478, Route 172
Ellsworth, Maine 04605
207-667-8671

E-mail: info@woodlawnmuseum.com

www.woodlawnmuseum.com

Holiday Tours

Saturday & Sunday December 2-3, 9-10, 16-17, & 23

2006 Candlelight Evening

December 10 from 3-5 PM

Sponsored by the Union Trust Company

The Museum Store

Unique gifts. Members receive 10% off!



George & Mary... (continued from page 1)



Schooner sits along the Union River, c. 1900.

Although the ship had been built to haul lumber to ports along the northern Atlantic coastline, her cargo on the day that she wrecked was a shipment of ice headed for a southern port.

The schooner *George and Mary* shares a similar history with many Maine schooners built at a time in Maine's history when shipping and the lumber industry were at their peak. The *George and Mary* was built for the Black family in 1847 in Ellsworth. For fifteen years, she made approximately eight or nine voyages a year carrying lumber, usually from Ellsworth to Boston. In April 1862, she shipwrecked off the Delaware coast, and her captain and crew returned to Ellsworth. Interestingly enough, the *George and Mary's* seemingly-brief place in maritime history coincided nearly perfectly with the high points of both the schooner and lumber trade in Maine: she was built during the peak of shipbuilding, and she shipwrecked just as the lumber industry was beginning to decline.

In 1847, the *George and Mary* was built for John Black by Nahum H. Hall, in the Ellsworth shipyard of Andrew Peters, the father-in-law of George Nixon Black. Sylvester Lord was the ship's first captain. Letters sent by John Black

indicate that she began her career carrying lumber to Boston for the family firm of George Nixon Black & Co. In a letter written soon after she was built, John Black indicates a degree of dissatisfaction with the *George and Mary's* performance, particularly her slow pace on returning from a voyage:

Ellsworth 6 July 1847

GNB&Co, Boston

Dear Sirs,

The George & Mary Capt. Sylvester Lord will probably be ready to sail tomorrow morning with a cargo of boards &c for my acct—you will settle the freight with Capt Lord as before.—The Geo. & Mary proves to be precisely[sic] what I thought & said she would be, when on the stocks. A good carrier, but not a good sailor,—I think they might have been combined,—[. . .]²

This rare demonstration of opinion indicates both John Black's presence during the building of the *George and Mary* and the characteristics of a "good ship" for the lumber and maritime industries. Nonetheless, he continued



John A. Lord, last captain of the *George and Mary*.
A History of Ellsworth, Maine by Albert H. Davis, 1927.

to employ her on numerous voyages, clearly making the best of the situation and determining to use her for her full worth.

The construction of the *George and Mary* in 1847 is indicative of the booming lumber market. In his book *A History of Lumbering in Maine, 1820-1861* Richard Wood refers to 1848 as “the banner year [for lumbering] before the Civil War,”³ because the production of pine lumber was efficient and resources had not yet begun to dwindle. The shipping industry was on the upswing, due to the California gold rush and the increased need for transportation.⁴ In Ellsworth, the Union River allowed for the shipment of lumber to nearby ports such as Boston and New York: “Part of the cargoes were so-called long timber, consisting either of planks and boards or of heavy timbers which could be sawn into those forms. Along with that went the laths, clapboards, shingles, and other short timber [. . .] The little two-masted schooners, which were the principal carriers, not only had their holds well filled but also carried heavy deckloads.”⁵ Thus in 1847, the *George and Mary* joined the ranks of other ships owned by the Black family sailing routes already well known to the ships’ captains.

The *George and Mary*’s first captain, Sylvester Lord, had already served the Black family as captain of the schooner *George*, which shipwrecked in 1846 and most likely prompted a “replacement” in the form of the *George and Mary*. Sylvester Lord was born in Surry on June 12,

1807, but he moved to Ellsworth, possibly to be closer to the docks and shipyards and to the only employer he ever served: the Black family.⁶ Few details of his early personal life are known, although he married Sally Anderson of Surry in 1835, and their son John (the future captain of the *George and Mary*) was born in 1837. He married a second time in 1860, to Ann Anderson, and from the two marriages he had eleven surviving children at the time of his death.⁷ His homestead was located on the Shepard’s Wharf Road, near to the original wharf for the town of Ellsworth.⁸ While captain of the *George*, Sylvester Lord’s routes consisted mainly of voyages to Dighton (near Taunton, Massachusetts) and to Boston. Throughout the 1830s, he often carried “sundry goods” from Boston back to Ellsworth, either for the personal use of the Black family, such as “bushels of corn, casks of wine, and cut[s] of fish,” or for sale in the family store on Main Street.⁹ After Sylvester resigned his duties as captain of the *George and Mary* in 1857, he lived quietly on his farm in Surry, and his life was apparently quite marked by religion, a stereotypically uncommon trait in sea captains, which suggests that his character may have made him atypical of his contemporaries.¹⁰

Throughout the first ten years of Sylvester Lord’s captaincy and the *George and Mary*’s early career, John Black rarely made anything but an impersonal comment in relation to her: “The *George and Mary* will be loaded with Boards & Laths tonight, or tomorrow morning, & will sail the first fair wind,—You will please pay Capt Lord the customary freight.”¹¹ The *George and Mary* rarely ventured beyond Boston or New York, belying contemporary romantic notions of distant sailing adventures. Rather, she served a decided purpose for the Black family: her cargo rarely changed, and the rhythm of those trips to Boston—nine or ten per year in the early 1850s—established her in a pattern similar to other ships owned by the family. Black’s terse notations, in his own way, expressed his satisfaction or disappointment with each voyage:

Ellsworth 22 May 1854

GNB&Co

[. . .] *The George & Mary’s cargo by your returns has sold at good price, but the survey is so bad that the net proceeds falls far short of some cargoes sold last fall, but I presume there is no help for it as the surveyors have it in their power to do as they please. The Geo. & Mary has arrived & by her have received the articles sent by my request for which*



I thank you. ¹²

Black's awareness of all aspects of the *George and Mary's* voyages, down to the prices and surveys, demonstrated his acumen as a businessman, as he coordinated and kept track of every detail. After John Black died in October of 1856, the records of each voyage were not kept quite so meticulously.

It is uncertain when exactly John A. Lord began to accompany his father on voyages, but by the age of twenty, he was ready to succeed his father as captain of the *George and Mary*. ¹³ His first recorded voyages were in 1857, carrying lumber from Ellsworth to New York, Dighton, and Elizabethport for George Nixon Black. ¹⁴ The next year, however, the *George and Mary* made only one recorded voyage, to Dighton, from which port Captain Lord sent a letter, noting his expectation of a five-to-seven day passage: "We arrived here Friday well & Safe with a very foggy passage of 7 days. Yesterday we took off the deck load and broke out the hold and shall be discharged Monday night and if there is a fair wind to go home I am in hopes to be there Friday or Saturday." ¹⁵ The lack of a recorded passage in 1858 was most likely due to a lull in the lumber industry, as Richard G. Wood points out: "The winter of 1857-58 was too mild for logging [in Ellsworth]. The result was that in the last three years business was cut by one half, and in 1857 alone there was a drop of one fourth. In 1859, however, high water brought down plenty of logs, and the saws ran night and day." ¹⁶ Accordingly, the *George and Mary* had her busiest year in 1859, making twelve voyages to Chelsea and to Boston. ¹⁷

With the onset of a new decade, the *George and Mary* at least temporarily abandoned the Boston route in favor of Nova Scotia and the Bay of Fundy, according to letters sent by Captain Lord to George Nixon Black. During a voyage undertaken in August 1860, Lord sent two letters to Black detailing the causes of their slow passage from Windsor to Alexandria in the Bay of Fundy, particularly fog and a rotten mainsail. Nonetheless, he notes with pride that the *George and Mary* "beat all the vessels that left Windsor when [she] did" and then apologizes for possibly assuming too ambitious a voyage: "I am sorry now I undertook so long a voyage. I had no idea but what I should be at home by this time or I would not have thought of it. I am afraid you will want me before I get home if there has been as much rain there as we have had." ¹⁸ While these letters from Canada are among the few records with personal opinions expressed

by John Lord, these voyages are notable because of the link between the shipbuilding community of Ellsworth and that of Windsor, Canada, which, as Frederick Wallace suggests, was also thriving:

There had always been ship-building up at the head of the Bay of Fundy since pioneer days, but the 'sixties saw a distinct development in the industry of building and operating ships by Nova Scotian residents "up the Bay" and within the Basin of Minas. [. . .] Practically in the heart of Nova Scotia, and on the tidal river Avon, is the town of Windsor, at which many fine Bluenose ships were built. In the vicinity and on the shores of Minas Basin were other ship-building centres—[. . .]—at all of which ship construction was carried on more or less extensively. ¹⁹

Needless to say, the inefficiency of attempting the trade route from Ellsworth to Windsor meant that this was likely the only such voyage made by the *George and Mary*. All recorded voyages in 1861 are from Ellsworth to Chelsea. It seems that the *George and Mary* rarely ventured south of New England until she entered into a new type of trade in 1862.

On April 3, 1862, the *George and Mary* set sail from Ellsworth on what was to be her final voyage. Headed to Wilmington, Delaware with a cargo of ice, she met her demise off the Delaware coast during a severe storm. The *George and Mary* was not the only ship lost in the storm, as records in Delaware note two other ships, including the steamer *Laura*, were also lost. Her cargo of ice reveals a new venture in which George Nixon Black had chosen to become involved: an industry that has been described by Jennie Everson as an "almost forgotten era" in Maine history. ²⁰ Despite its obscurity, Robert Albion speaks definitively of the ubiquity of the ice trade within Maine industries: "New England, always short of commodities to export, now had a valuable cash crop to offer the world and to give extra employment to its shipping. Virtually every New England village with access to tidewater began to cut ice from its ponds and ship it out." ²¹ As lumber resources were beginning to require deeper travel into the Maine wilderness, many businessmen began to see ice as a far easier commodity: "...the lumbermen had to go deeper and deeper into the big woods, far from the towns. Kennebec ice,

Continued on page 8...



Join Us for Christmas

The board and staff at Woodlawn invite you to enjoy the spirit of Christmas this December. Our annual holiday tours, special events and activities are sure to create lasting holiday memories for you and your loved ones.

This year's holiday tours will feature decorations inspired by traditional holiday carols. Once again we welcome Lori Tibbetts of New Land Florist in Ellsworth, Gail Royal of Westside Florist in Southwest Harbor, Cullen Schneider of Fairwinds Florist in Blue Hill and John Blake representing M. M. Julz Christmas Shoppe of Ellsworth. Casey Devine of Salt Air Primitives in Blue Hill is joining our growing group of talented decorators this season. Inspired by the words of well-known carols, these wonderful designers will install spectacular decorations throughout the museum. Each designer will use realistic artificial greens and floral material appropriate to the nineteenth century to dress the museum with garlands, wreaths, fruit arrangements, topiaries and trees artfully placed amidst the original furnishings of the Black family home. Their creations are guaranteed to delight visitors of all ages. Tours are offered Dec. 2-3, 9-10, 16-17, and 23 at 1, 2, and 3 pm. The cost is \$7.50 per adult and \$3 for children ages 5-16, under 5 admitted free. Group and school tours are also available by appointment.

Designers will contribute one of their special arrangements for a raffle to benefit the museum. The five decorations, which can be seen at the museum, were made especially for Woodlawn but will be well suited to anyone's holiday décor. One free raffle ticket will accompany each adult admission to the museum; additional tickets may be purchased at Woodlawn. Raffle tickets are available for \$3 a ticket or 5 for \$10. The drawings for the raffle will take place on Monday, December 18th so that the winner will have their arrangement in plenty of time to enjoy it for Christmas.

A special Holiday Open House, on Thursday, December 7th from 6-8 pm, will be an opportunity to see the beautifully decorated rooms in the evening, to mingle with friends, and to enjoy some light refreshments and holiday cheer. Tickets to the Open House are available in advance by calling the museum or at the door. Anyone who reserves

tickets in advance will receive two free tickets for the raffle. The cost of the Holiday Open House reception is \$30 per couple for members and \$40 per couple for non-members. Individuals may purchase tickets at the rate of \$15 members and \$20 non-members. Please call the museum for more information.

The Union Trust Company will again be the sponsor of Woodlawn Museum's Candlelight Evening, a favorite event for families and now in its seventh year, Sunday, December 10th from 3-5 pm. This year the event is being held in conjunction with the Ellsworth Downtown Family Festival. Admission to the grounds is free, although donations are welcomed. Activities





Christmas at Woodlawn!

include caroling around the bon fire, music by the Blue Hill Brass, a reading of the Night Before Christmas on the front porch, and the lighting of the Ellsworth Community Christmas tree. Children will also be able to make Victorian ornaments to hang on the tree.

The Museum Store is the perfect stop for unique Holiday gifts. Woodlawn's own blend of beautifully packaged tea makes a special gift. The store also features Victorian games and ornaments, needlepoint pillows, jewelry, and special Woodlawn chocolate coins, plus many other items that make great stocking stuffers. The Museum Store is open daily December 1 through December 23 from 1-4 pm, or by special appointment. Museum memberships, always available for purchase in the Museum Store, make thoughtful gifts for friends and family as well as support Maine's Premier Historic Estate. Remember, museum members receive a 10% discount off all purchases.

For more information about any of our special holiday tours, events, Museum Store hours, or to make reservations to the Holiday Open House on December 7, please contact the Museum at 667-8671.



Holiday Tours

Saturday & Sunday December 2-3, 9-10, 16-17, & 23
Tours at 1, 2, & 3 PM Cost: \$7.50 per person (\$3 for children)

2006 Candlelight Evening

December 10 from 3-5 PM
Sponsored by the Union Trust Company

The Museum Store

1-4 PM daily until December 23
Unique gifts. Members receive 10% off!

If you would like to sponsor a luminary during Candlelight Evening,
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Woodlawn Museum, PO Box 1478
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Woodlawn Museum's Candlelight Evening 2006
Help us light 500 Luminaries!

I agree to sponsor _____ luminaries for a total of \$ _____
(One dollar per luminary)

Name _____
In memory/honor of _____



George & Mary... (continued from page 5)

on the contrary, was to be had right at home. No artificial restoration was necessary, no waiting for twenty years for another crop to grow.”²²

Shipwrecks were hardly uncommon during this “golden age of the schooner.” The *Ellsworth American*, in which news of the *George and Mary’s* wreck first appeared, had a regular section entitled “Disasters,” which was rarely empty, although not every story contained as much dramatic damage to a ship. What their description of the wreck highlighted, however, was the bravery of the captain and crew of the *George and Mary*: “Great credit is given the Captain for his bravery and daring in saving the crew in his boat when the life boat dare not put off to their rescue.”²³ Despite such an inauspicious finish to his first captaincy, Captain John Lord actually exited the scene with fine reviews, and he clearly lost no love of the sea from this disaster, as his future career showed. As for the remnants of the *George and Mary*, Black family records indicate that what remained of her was essentially “sold for parts,” While several of the sails remained, the main jib was lost, and few parts were able to fetch more than a few dollars, likely due to their ragged condition but also possibly the impact of the Civil War.²⁴ As the *Ellsworth American* aptly stated, she was a “total loss,” with her crew left only with the clothes in which they stood and no surviving personal effects.²⁵

The wreck of the *George and Mary* did nothing to scare John Lord away from the sea. Following his return to Ellsworth, he became captain of the schooners *Warrington* and subsequently the *Andrew Peters*. The name *George and Mary* must have had a special significance for him, as he had a new schooner by that name built for him in Calais. Like her predecessor, she also shipwrecked—an unlucky name after all.²⁶ Lord’s career at sea continued until 1893, during which he was captain of the *Pride of East*, a schooner built in Calais, and the brig *Eugene Hale*. In 1880 he purchased land from the Peck family, the sons of the first doctor in Ellsworth, Calvin Peck. He built a new Italianate style house on the Surry Road very close to Woodlawn.

1893 marked the second phase of Lord’s career, a clearly premeditated move. In 1892, he purchased buildings from Robert Holmes, and in 1893 he acquired a loan from the Hancock County Savings Bank in order to purchase land on the “south line of Main Street” (now Water Street) to begin a confectionary business, which retained its former name of Holmes Bros.²⁸ According to later records, John



Home of Capt. John Lord.

Lord completed his life as a confectionary and a kerosene oil merchant, living to a ripe old age and outliving both his second wife and son. He died July 3, 1917.²⁹

While the career of the *George and Mary* was not necessarily illustrious, despite her disastrous end, she remains as a well-documented record of a way of life in the 1850s. Her career, while somewhat short-lived, occurred during the peak of the lumber industry. In many ways, her demise off the shore of Fenwick Island may have been timely, as she was soon to be outperformed by the railroad, the steamboat and by faster schooners. The *George and Mary* represents both the financial rewards and the perils of Ellsworth trading, particularly for the Black family whose inventive involvement in all kinds of industries and trade demonstrated their business finesse. In the end, only a shipwreck could bring failure for the *George and Mary*, as the planning and execution of each of her voyages and of maintaining her in top condition meant that she was an important part of the significant business ventures of the Black family. 🍷

- 1 Woodlawn Archives, Letter from John A. Lord to George Nixon Black, *George and Mary Schooner Box*, File detailing loss of *George and Mary*, April 10, 1862.
- 2 Woodlawn Archives, Small Box 6, Letterbook of John Black.
- 3 Wood, Richard G. *A History of Lumbering in Maine, 1820-1861*. Maine Studies No. 33, Orono, ME: University of Maine Press, 1961. p. 34.
- 4 Wallace, Frederick William. *Wooden Ships and Iron Men*. London: Hodder and Stoughton, Ltd, 1925. p. 37.
- 5 Albion, Robert G. and William A. Baker, Benjamin W. Labaree. *New England and the Sea*. Middletown, CT:



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- Wesleyan University Press for Marine Historical Association, 1972., p. 133.
- 6 Obituary of Sylvester Lord, Ellsworth American Vol. 37, February 12, 1891.
 - 7 Marriage Records of Hancock County, Maine Prior to 1892. Maine Genealogical Society Special Publication No. 9, Edited by Alice MacDonald Long, Picton Press (Camden, ME), 1992. Pgs 29, 164.
 - 8 Deed Records of Hancock County, Vol. 139, p. 271, 1871.
 - 9 Woodlawn Archives, Misc. Schooner Box M-Z, George file, Dec. 10th, 1838.
 - 10 Obituary of Sylvester Lord
 - 11 Woodlawn Archives, Small Box 6, Letterbook of John Black, 28 June 1848.
 - 12 Woodlawn Archives, Small Box 6, Letterbook of John Black, 22 May 1854.
 - 13 Obituary of John A. Lord, Ellsworth American July 11, 1917.
 - 14 Woodlawn Archives, Schooner George & Mary Box, File 1857-1858.
 - 15 Woodlawn Archives, George & Mary Box, File 1857-1858.
 - 16 Wood, p. 40.
 - 17 Woodlawn Archives, George & Mary Box, File 1859.
 - 18 Woodlawn Archives, George & Mary Box, File 1860, letter Sept 16, 1860.
 - 19 Wallace, p. 130.
 - 20 Everson, Jennie G. Tidewater Ice of the Kennebec River. Maine Heritage Series No. 1. Freeport, ME: Bond Wheelwright Co. for Maine State Museum, 1970. p. 4.
 - 21 Albion, p. 110.
 - 22 Marriner, Ernest. "Frozen Gold: The Ice Industry on the Kennebec." Kennebec Yesterdays. Waterville: Colby College Press, 1954. Pp. 158-164. Rep. in Maine: A History Through Selected Readings. Ed. David C. Smith and Edward O. Schriver. Iowa: Kendall/Hurt Publishing Company, 1985. 267-272.
 - 23 "Disasters: Sch. George & Mary," Ellsworth American Vol. 8, No. 15, May 2, 1862.
 - 24 Woodlawn Archives, George and Mary Box, Memoranda folder.
 - 25 "Disasters: Sch. George & Mary," Ellsworth American Vol. 8, No. 15, May 2, 1862.
 - 26 Obituary of John Lord
 - 27 Deed Index of Hancock County, Vol. 177 p. 465, 1881.
 - 28 Conversation with Mark Honey, July 24, 2006.
 - 29 Obituary of John Lord

Acknowledgments: I would like to thank the entire staff of Woodlawn Museum, particularly Rosamond Rea and Joshua Torrance for unflagging support and a constant flow of ideas about where to search for more information. Also, Mark Honey proved to be an invaluable resource for information about the Lord family and shipbuilding in Ellsworth.

Nelson Emerton and Mike Klenowski carefully install the new columns on Woodlawn's front portico



Don Cresswell, co-owner of the Philadelphia Print Shop, leads guests on a tour of Woodlawn's print collection



Guests enjoy lunch from the Union River Lobster Pot during the Ellsworth Antiques at Woodlawn



Ms. Reed Gochberg, 2006 Rev. Dr. Oscar E. Remick Fellow

2006 accomplishments include:

- ✿ Completed the Preservation Campaign
- ✿ Taught students about the history of the Black family and their impact on the region
- ✿ Hosted the Ellsworth Antiques Show at Woodlawn
- ✿ Partnered with Kneisel Hall to provide children's classical music concerts
- ✿ Hosted workshops on the care of objects
- ✿ Made the grounds available to the YMCA summer camp program
- ✿ Continued the community garden program
- ✿ Implemented a new strategic plan

Please consider a donation to the annual appeal. It will help us build upon last year's accomplishments by supporting the coming year's operating budget. Thank you. Your support is greatly appreciated. An envelope is included for your convenience.



Sumner Memorial High School History Students Pilot New Education Program at Woodlawn

On Wednesday, October 25, 2006 the Advanced Placement U.S. History class from Sumner Memorial High School piloted a new hands-on educational program at Woodlawn Museum. During the daylong program, students learned about the museum's collections and how they are used to gain a better understanding of the region's history. In the morning session, the students, working in pairs, selected an artifact from the museum to examine and study after a tour of the house. The students used models of material culture study to understand and interpret the artifacts. In the afternoon, students learned to read and examine different forms of primary source documents from the museum's archives, including letters, receipts, ledgers, and travel journals. The day also featured a luncheon tea with museum staff and volunteers.

Museum guide Lynne Witham developed the program in conjunction with Sumner Memorial history teacher Vern Campbell. The idea resulted from their belief that history "is more than just boring text books," said Ms. Witham.

"We wanted to engage the students as historians to pique their curiosity in the riddles of the past."

The museum staff was very excited when Ms. Witham presented the idea because it was a way for Woodlawn's resources to be further utilized. "It gave the students the opportunity to learn how to interpret history using primary sources and historical artifacts," remarked executive director Joshua Torrance. "It was exciting to see the students so engrossed with the collections."

The success of the program will be carefully evaluated so that improvements can be made. In addition to staff input, the participating students will provide direct feedback via a survey. The museum hopes that other schools will want to participate in the program. Information, including a description and teacher aids, will soon be available on the museum's website, www.woodlawnmuseum.org.

For more information about Woodlawn and its school programs, contact the staff at 667-8671. ☺



Sumner Memorial High School students Henry Bauer, Lauren Brochu, and Stacey Gatcomb examine a 19th century lithophane from the Woodlawn Museum collections.



A Glimpse into the Archives

Lumbering has been part of the Maine State economy for centuries. For three generations the Black family profited greatly from the processing and sale of timber cut from the forests of Hancock and Washington Counties. The Woodlawn Museum archives are filled with documents relating to all aspects of the industry ranging from permissions given to cut timber on the Bingham Lands, to the provisioning of logging camps, the establishment and running of river booms and sawmills, and the shipping of processed wood for everything from masts, structural timbers, clapboards, laths and box shooks. As we marvel at the machinery and technical expertise that supports lumbering in the 21st century it is interesting to look back at some of the methods and concerns of nineteenth century forest harvesting.

James Grant, who worked for John Black during the first half of the 19th century, wrote the following report while checking on the progress of various timber-cutting teams and looking out for trespassers on the land owned by the Bingham estate and Baring Bank.

Monday 21st [February, 1831]

William [Black] and self leave home at 9 AM for the woods...Arrive at Increase's Camp at 4 o'clock P.M.- find the men well and the oxen in good order, the chance for Timber middling. Taunton Bayers don't interfere, but the prospect of a good winters work poor for want of more snow-both teams 550 logs-clear and cold.

Tuesday 22nd

William had a bad cold before leaving home and this morning feeling it worst, concluded it best for him to go home. Leave the horse at the camp and travel thro the woods 1 1/2 miles to Spec. Pond, across the pond to Haslam and Hopkins Camp-who are doing well, 300 logs each.... There must be a great quantity of good timber around this pond from what I can learn and from my having a pretty good view of the country by stationing myself in different parts of the pond.

Tuesday, March 1st

Rich Phillips and self start after breakfast...Cross Bog River and follow the road for 1 1/2 or 2 mile to highth of hard

wood ridge were we find a mast. Make marks and nail a ticket to the Hemlock tree with the following:

NOTICE The timber north of these marks will go into the Union River; any person attempting to haul it to Taunton Bay will be considered a trespasser.

This notice I thought best to put up and sign the Col's name so that trespassers might be made to know that they were being looked after, and if possible prevented for the present at least from destroying and stealing the very best of the timber...[on this day Grant found 7 masts cut by timber poachers and waiting to be hauled to Taunton Bay and much good timber cut and left to spoil in the woods]

There being no prospect of seeing any of those who have been engaged in this trespass, unless I go to their houses-set out to return. Concluded to travel down stream to Increase's landing-saw some fine timber; but apparently a wretched rocky brook unless the prospect when the brook is clear of ice is better for driving logs than it now is-Increase's landing must be at the head of Navigation, arrive at the camp by sunset having torn my trousers to rags.

Wednesday 2nd March

After mending my trousers depart for Morrison's to know the result of his exploring...Arrive at Water's camp at 10 P.M. and turn in. Waters has the best accommodations I have found. Crew well and [ox]team strong. Have hauled 679 pretty good logs. 🐻

	Pine	Golden Mast		Pine	Spence
Y	1.		BJ	469.	130.
Y ₁ B	1.	2.	JB	16.	
Y ₁ B	6.		JxB	.2	57
YxB	111.	98.	JEB	1.	
BY	7.	3.	JH	12.	3
HB	1.		J.B	2.	
HxB	8.		JxB ¹¹	271	203
EHB		35.	AB	10.	
IHB	11.		WFB	30.	57
xHBx	230	190	M	1.	
NHB		1	MB	4.	
WLB	267	57	JxB	1.	
◇ B	78	52.	IxB		2.
			True Logs B	10	6.

List of marks used to identify logs belonging to John Black. Woodlawn Museum archives.

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Card Number _____ Expiration Date ____/____/____

Card Holder's Signature _____

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