

Historical Acquisitions

Donations

- A shoe and harness repairing outfit and shoe making forms, type D 15 amp fuses used in residential homes, a lard pail from E.W.Penley. Donated by Doug Hodgkin of Lewiston.
- A set of old children's wooden building blocks and a collection of 15 Lightning, Atlas E-Z Seal and Ball canning jars of various sizes and colors. Donated by Doug Hodgkin of Lewiston.
- Paperback entitled *Maine Place Names and the Peopling of its Towns* by Ava Harriet Chadbourne, Professor Emeritus of Education, University of Maine. Donated by Phyllis P. Jones of Danvers, MA. The book belonged to her parents who were members of the A.H.S., Clarence & Ethelyn Penley.
- Two half-pint milk bottles from Turner Center Creamery and Hood's Dairy. Donated by Doug Hodgkin of Lewiston.
- Framed Auburn Grammar Schools diploma belonging to Alice Lizzie Keith dated June 16, 1896. Donated by Watson M. Marshall of Richmond, VA.
- Book entitled *The History of England* by Robert Ferguson, LL.D. The book belonging to Adam Clarke, of Minot 1860. Donated by Linda Hanscom of N. Waterboro.
- Genealogies of the Martel & Saucier families of Lewiston along with a photograph of Roscoe Penley, Proprietor of Perryville Pharmacy of Auburn. Donated by Mary E. Bridges & Richard Martel Bridges of East Boothbay.

Purchases – Additions to our library collection:

- Dyke Hendrickson. *Franco-Americans of Maine*. Charleston, SC: Arcadia Publishing, 2010.
- David A. Sargent. *Remembering Lewiston-Auburn on the Mighty Androscoggin: River Views*. Charleston, SC: History Press, 2010.
- Karen H. Dacey. *The Stanleys of Newton: Yankee Tinkerers in the Gilded Age*. Kingfield, ME: Stanley Museum, Inc., 2009.

South Bridge (now Lown Bridge) in 1875

“The new bridge over the Androscoggin already has two names. The Lewiston City Council orders every body to call it Cedar street bridge, while the Auburn folks say ‘Broad street’ bridge.” *Lewiston Evening Journal*, May 11, 1875.

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Little Culprits In Auburn Court Ten Boys and Girls Made to Understand They Mustn't Go Blueberrying In Somebody Else's Patch

“Ten little culprits, who weren't exactly sure what they'd done, lined up before Judge Harrie L. Webber Saturday morning, and were made to understand that they should not go berrying in someone else's blueberry patch.

“Charles Eveleth, who lives near Hillcrest hospital, Auburn, has, easily, the finest blueberry patch in town, and these youngsters discovered it. They thought they were alone in their discovery and were reveling in their finds unaware of the existence of either Mr. Eveleth or “No Trespass” signs. It seems, however, that they were not the only “discoverers” of this blueberry field, and that Mr. Eveleth has been troubled by scores of other berry pickers, who industriously picked in his patch.

“The ten little transgressors – boys and girls, were hauled before the Auburn city marshal Friday morning, and Marshal Nickerson and Deputy Mower, who brought them in had all the appearance of conducting a picnic. But it wasn't any picnic, as Judge Webber made the youngsters understand Saturday morning, and it is safe to say that these ten, at least, will watch industriously for “No Trespass” signs in the future.

“They were released when Judge Webber had finished his kindly lecture.”

Source: *Lewiston Saturday Journal*, August 3, 1918.

North Bridge (now Longley Bridge) in 1875

“Auburn sprinkles her part of the bridge, but the Lewiston portion is dry, dusty and disagreeable for pedestrians. There is no point in the city where the winds have such sweep and where dust is more troublesome. The city council should take pity on the throngs who have to foot it over the bridge.” *Lewiston Evening Journal*, June 3, 1875.

Androscoggin History

The newsletter of the Androscoggin Historical Society

Www.androscogginhistorical.com

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AHS FUTURE?

What should the Androscoggin Historical Society look like in ten years? What are our strengths? What are our weaknesses? What are our opportunities? What are our challenges? These are some of the questions the Board of the Society wrestled with in a daylong workshop and an evening follow-up meeting.

The Society hired John Henderson of Hometown History Works as our consultant to help us through the process. Our sessions were held on Friday, June 25, 2010 at the Androscoggin Chamber of Commerce and Thursday, July 1, 2010 in the Society museum.

On the basis of our deliberations, Henderson developed recommendations in the form of a four-phase implementation schedule, all to be accomplished in the next year. This report was entitled “Fire on the Water: Re-Energizing Androscoggin Historical Society.”

The Board has established part of the foundation by defining what had heretofore been an amorphous and largely inactive committee structure, barely outlined in the by-laws. We adopted new by-laws providing for the following committees with defined jurisdictions:

- Finance: annual campaign, grant opportunities, planned giving, potential store operations.
- Membership: Corporate, adult, youth; nominations, recruiting.
- Program: Lectures, tours, docents, schools, community events.
- Collections: Accession/de-accession, maintenance, displays.
- Communications: Newsletter, website, media relations.

Board members have been distributed among the committees and we hope to recruit additional volunteers for defined roles. The committees have been writing detailed position descriptions for persons needed to accomplish the committees' tasks.

This may be a prosaic start, but our consultant has convinced us that this is the way to get started! The Board has a renewed enthusiasm. Stay tuned!

MEETING NOTICE:

Topic: Maine's Early Autos

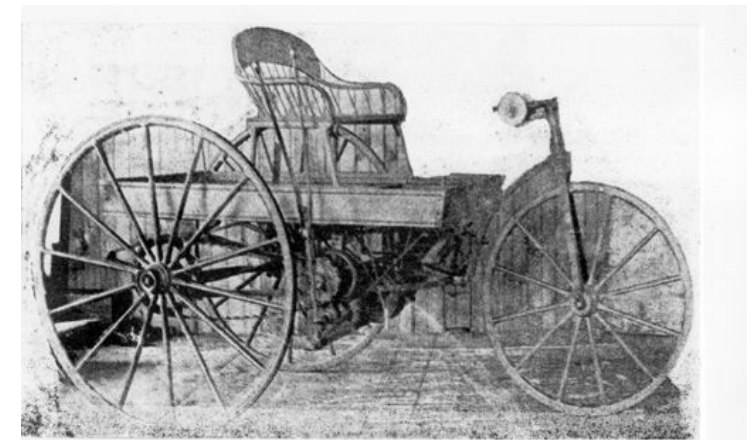
Speakers: Richard and Nancy Fraser

Date/Time: Tuesday, October 26, 2010, at 7:00 P.M.

Location: Androscoggin Historical Society
Free to the public and wheelchair accessible.

Old automobiles bring fond memories — gleaming paint, shiny brass, and hill-climbing contests. Richard and Nancy Fraser, who live in Poland, will share their extensive knowledge of antique autos and the auto industry in Maine. They recently published the second edition of their book, *A History of Maine Built Automobiles and Motorized Vehicles, 1834–1934 with a History of Maine License Plates*. Richard is a member of the AHS board.

Coming topics for Androscoggin Historical Society meetings are: November 16, “The Grey Nuns,” by Prof. Mary Rice-Defosse; February 22, “Tales of the Valley,” by Jonathan LaBonte; March 22, “Local Architecture,” by Mark Lee; April 26, “Beginners' Genealogy,” a panel of local genealogy enthusiasts; May 24, “Local Waterfalls,” by Patricia Hughes. In June we'll conduct a tour of historic Danville.



Carriage? Tricycle? Automobile? Come to the lecture to find out.

BOOKS, BOOKS, BOOKS

Suddenly, it seems that books about local history are announced with increasingly frequency. That is a good thing. Since our last newsletter, four books have come to our attention that may be of interest to Androscoggin history buffs.

Franco-Americans of Maine, by Dyke Hendrickson

We have added to our library a new book in the Images of America Series, produced by Arcadia Publishing. *Franco-Americans of Maine*, by Dyke Hendrickson, reproduces many Androscoggin County photos as well as others around the State, organized in chapters devoted to Work, Family, Religious Life, Community, Sports and Recreation, Arts and Entertainment, Education, Franco-American Pride, and The Acadians.

Hendrickson selected photos to focus “on the successful transition that Franco-Americans have made over the decades. It is designed to produce visual evidence of the happiness and prosperity that many families were able to achieve.” We see family groups, weddings, bands and parades, and snowshoeing and other team sports. Not only are the textile mills and shoe shops pictured, but also a great array of occupations including farming, lumbering, baking, tailors, stores, and newspapers.

128 pages. \$21.99 from Arcadia Press.

Remembering Lewiston-Auburn On The Mighty Androscoggin: River Views, by David A. Sargent

A selection of his twice-monthly columns written for the *Lewiston Sun Journal*, this is a collection of historical vignettes, often including a personal recollection by the author. David Sargent grew up and continues to live on a farm bordering the Androscoggin River in Auburn. Materials serving as the historical sources are frequently local newspaper articles, but also histories, old diaries and other documents.

Subjects covered range from first settlements to the present. The sections are Early Industry; Snow, Flood and Fire; People and Recreation; and War and Sport. Illustrations include family photos and some taken by the author.

128 pages. \$19.99 published by The History Press.

Monmouth, by Bobbie M. Bowler

Another in the Images in America Series published by Arcadia Press is this new book with pictures of Monmouth, Maine, a town bordering Androscoggin County. The historic images are of individuals important in the town’s history, as well as those of fires and of Cumston Hall.

Bowler is past president of the Monmouth Museum, Inc. She selected the photographs from the Museum collection and from those provided by local residents.

128 pages. \$21.99 from Arcadia Press.

The Stanleys of Newton: Yankee Tinkerers in the Gilded Age, by Karen H. Dacey

Twin brothers Francis E. and Freelan O. Stanley of Kingfield, Maine traveled a long way from their rural roots via Lewiston, Maine, to become examples of the new technocratic entrepreneurial class in Newton, Massachusetts. They got their start and their comfortable fortune in the Stanley Dry Plate Company of Lewiston and Newton (1890–1904), but their fame derived from their Stanley Steamer automobile, a successful competitor on racetracks and a potential alternative to the internal combustion engine. Dacey also shows how the Stanleys joined the social circles of Newton as patrons of the arts. The research is meticulous and based on archives and diaries.

250 pages. \$19.95 from the Stanley Museum.

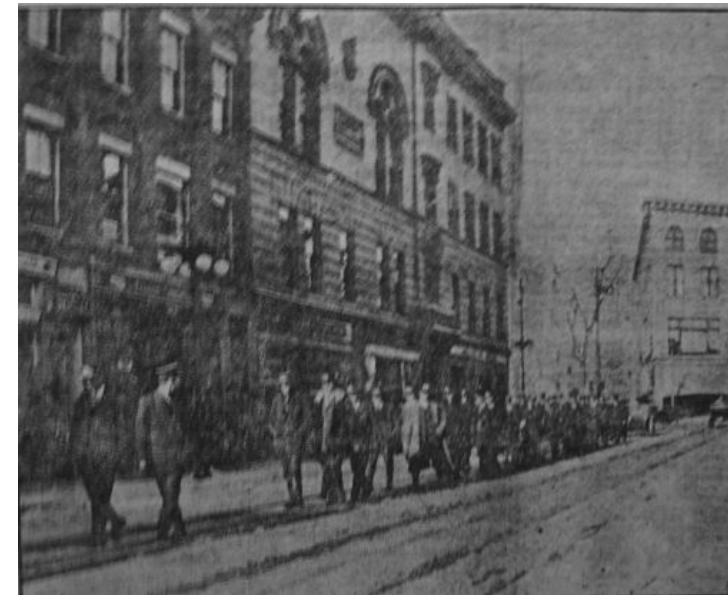
REQUEST FROM THE SOCIETY

May we have your email address? In order to save much needed funds, we request your email address in order to send notices and other mailings. However, the Board of Directors has realized that many of you prefer to receive your newsletters in hard copy. Newsletters will continue to arrive in the mail. We shall use your address only for Society business.

Please send the address to androhs@myfairpoint.net if you are willing to receive communications from the Androscoggin Historical Society in this way. If not, we shall continue to send this material via the United States Postal Service.

WILDCAT STRIKE BY L-A CONDUCTORS by Douglas I. Hodgkin

Workers and shoppers in the Lewiston and Auburn area went to their trolley stops on December 3, 1917 and found their usual mode of transportation unavailable. They had to walk or make other arrangements, and “the jitneys did a thriving business.” About fifty conductors and motormen of the Lewiston, Augusta & Waterville street railway had suddenly refused to report for duty.



Strikers Parade at Head of Lisbon Street. *Lewiston Evening Journal*, December 3, 1917, p. 1.

The immediate grievance was a notice issued by management that Rooke registers would be used – “an automatic device held by the conductor in the palm of his hand, the passenger himself pushing his nickel thru a slot.” This device had been used without incident on other lines of the system. Possibly it was resented because there had been complaints touching on the honesty of conductors. Although this device presumably relieved the conductor “of any slur upon his integrity,” it was resented in this context.

The workers supplemented this complaint with grievances concerning matters of back pay, increased work, failure of the company to provide rubber coats to car washers and other equipment, and “discouragement of the local association or union.”

G. W. Bowie, general superintendent of the railway, responded that the use of the Rooke register was a decision in the management’s prerogative and that the men had broken their contract by having failed to follow grievance procedures. Workers who did not return would be dismissed.

The company operated as many cars as possible with management, master mechanics, and a few workers.

Meanwhile the strikers formed two abreast in front of the Doyle building, labor headquarters on Lisbon Street, marched to Auburn, and returned down Lisbon Street to Central Labor Union hall. There they voted to remain firm in their demands.

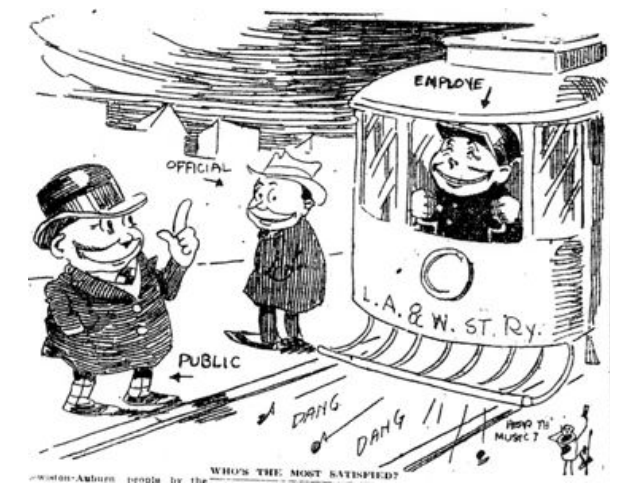
After a strikers’ meeting that evening, George B. Pratt, president of the union, demanded the “expulsion of the Rooke register,” discharge of the nine workers loyal to the company, dropping of any charges against the strikers, and full pay for December 3. Management refused. The strike then expanded to all divisions of the railway including Bath, Freeport, Augusta, Hallowell, and Gardiner (176 miles of track) on December 4, involving two hundred men.

Late in the afternoon on December 4, P. J. O’Brien, an international vice-president of the Amalgamated Street Carmen’s Association, met with the strikers and in a contentious meeting persuaded them to go back to work. “They had acted hastily, and had overstepped their authority in declaring a strike” in direct violation of the union contract for not following grievance procedures.

A committee of the strikers met with management and agreed to return to work. No concessions were made to the workers, except none would be dismissed. Bowie did assure “the men that the rubber supplies for the car washers and pit men and the stools for the motormen, had been ordered for a long time ... but their shipment had been delayed as in the case of many other supplies.”

The *Lewiston Evening Journal* concluded that all were satisfied with the outcome, especially officials and the public. Allegedly, even the strikers were glad to be back at work, even though their cause had failed. “A week from now it will all be forgotten.”

Sources: *Lewiston Evening Journal*, December 3, 4, 5, 1917; *Lewiston Daily Sun*, December 4, 5, 1917.



Newspaper Decides All Parties Were Happy with Strike Outcome.

Lewiston Evening Journal, December 5, 1917.