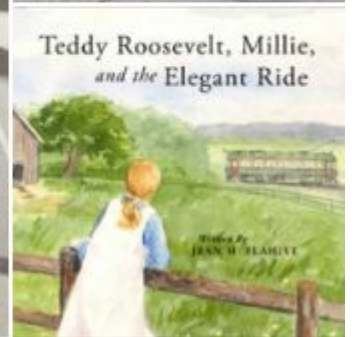


## Monthly Meeting ~ June 12 ~ 7-9:30pm

"The **Narcissus**" (Short program) We will be exploring the recorded memories of Eliot High School and SAD #35 teacher Mildred Obrey (1908-2007), about growing up and her experience with the electric trolleys in this area. Her memories were the inspiration for the book "Teddy Roosevelt, Millie, and the Elegant Ride" by Maine author Jean Flahive, about the "Narcissus", one of the Portland-



Lewiston Interurban's cars and the centerpiece of Flahive's book.

Mildred grew up in South Berwick and, after her marriage, lived on Moses Gerrish Farmer Road in Eliot. A beloved teacher who is remembered by many, Mildred taught in the Eliot High School and later Marshwood High School, retiring in 1973, after 37 years. This short program is in preparation for our June 21st visit by Historical Society members of Eliot and South Berwick to the Seashore Trolley Museum.

Zoom link:

<https://us02web.zoom.us/j/89970965186?pwd=b0JaVFgyOFRnNW11WjRLZFVSRDNLdz09>

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## President's Prattle

by Tracey Graffam-Dickson

### *Celebrating Summer Together*

The summer solstice is just around the corner, though, here in Maine, it sure feels slow in coming! Schools are indeed winding down and students are counting the days to vacation! Families are making plans for annual gatherings, camping trips, outings and just simply taking some much-needed time off from their busy schedules.

As the custodians of our town's heritage and tour guides to Eliot's past, we continue to find ways to share our town's story: whether it be through time together maintaining important landmarks, making available interesting artifacts from our collection or providing fun and educational programming. Although we will not be holding our monthly meetings in July & August, we still have plenty of fun initiatives planned. Every Saturday, this summer, the #8 Schoolhouse will be open for visitors to enjoy; and on the occasional Sunday, we will work together with our neighbors to revive a few of our beautiful old cemeteries; In addition, a few of us plan to stay nice and cool indoors working to organize our collection and update our inventory; and before the summer comes to a close, we look forward celebrating together our many accomplishments at our annual summer picnic!

Through these efforts we aim to bridge the gap between generations and inspire a deeper appreciation for our town's heritage, while instilling a sense of pride and belonging to our residents and visitors too! We hope this summer you can join us - there are so many fun ways to help with this important mission. Check out the calendar of events in our newsletter or on our website. Get the word out and bring a friend! We look forward to sharing and celebrating our beloved town of Eliot with you this summer!

Tracey

## JUNE 21<sup>st</sup> – Special Visit to the Seashore Trolley Museum

Phil Morse will be our host and guide and we will be his GUESTS.

**Don't Forget!**

This special program and tour are FREE for Eliot Historical Society and Old Berwick Historical Society members. If you are bringing a guest the cost will be: 2-under – Free; 3-5 - \$6; 6- 16 - \$11; 17-59 - \$13; 60-up - \$11. We'd like to get an approximate head count so they can plan for the group, so, if you are thinking of going please let us know ASAP. If you are not sure, just meet us there!

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Perhaps during our visit to the Seashore Trolley Museum you'll have the opportunity to "ride the rails" on their newest feature "Revolution Rail"!

Revolution Rail has partnered with Seashore Trolley Museum and they are now offering rail bike rides on their heritage railway! Revolution Rail tickets for rides at Seashore this season are available at <https://www.revrail.com/kennebunkport-run>

UPCOMING PROGRAMS

JULY – no meeting

AUGUST – Annual cookout

SEPTEMBER - History of the Eliot Pre-School Program. This is the 50th Anniversary of the development of the Pre-Kindergarten Program in Eliot. Come learn about how it all started. [Short program followed by Quarterly Business Meeting]

OCTOBER - "The Nightingale" Frank Thomas will share with us the history of this famous clipper ship, built at the Hanscom Shipyard, here in Eliot, Maine.

At the #8 Schoolhouse, Jan Cerabona was recently host to the 2<sup>nd</sup> grade classes from **Eliot Elementary School**, as part of their Eliot History studies. This was followed by the first ever visit of the 3<sup>rd</sup> graders from **Central School** in South Berwick.



Students participated in a living history experience at Eliot's One Room Schoolhouse. Pre-teaching and research prepared students to practice many routines and practices from colonial times. Dressed in period ensembles, students enjoyed using slate and chalk for math practice as well as role playing what a school might be like that included 1st-12th grade!



Photos: Marshwood Schools Facebook page

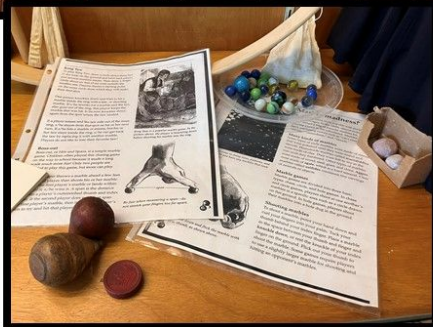
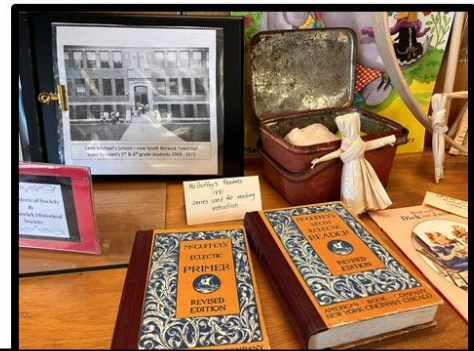
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**M**arshwood Middle School received its second display, courtesy of **Eliot Historical Society** and **Old Berwick Historical Society**. The focus was on “Schools” to support the district’s **HIKE THROUGH HISTORY** theme this year.



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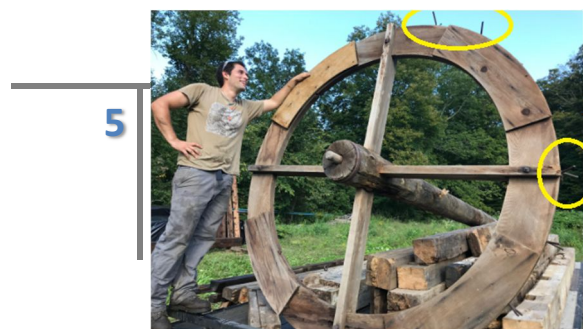
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**#8 One-Room Schoolhouse Museum** is now open every Saturday from 10-2. Stop by, bring your family and friends. Always looking for volunteers to help greet people. Contact Jan to help.

In our May newsletter we asked if anyone had an idea of what this was used for. Jason Ouellet writes that he has found the answer. He was given a large oak slaughter wheel that was hanging in the farthest barn on the 771 Main Street property. Embedded in it are these iron pieces, used as a guide for a rope. These wheels were used for cleaning slaughtered animals or lifting the end of a wagon in need of repairs.



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# CEMETERY CLEANUP SCHEDULE

Eliot Historical Society has, once again, organized cemetery work days this coming Spring/Summer, to be held on the first Sunday of the month, from 1-3pm. Usually a small group, we hope you will support our work and If you can help or have any questions please give us a call at 207-752-0174.

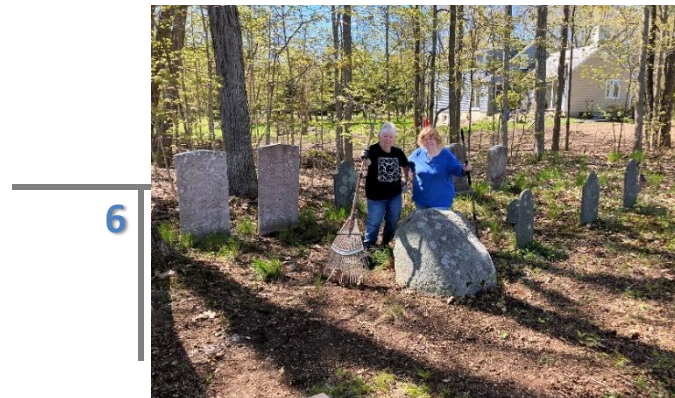
**July 2: Neall Cemetery**, Goodwin Road (off Woodside Meadow Road)- checking the cemetery and removing brush, if necessary

**August 6: Hodgdon/Rowe cemetery**, 2039 State Road

**September 3: Parish Cemetery**, River Road

## SPEAKING OF CEMETERIES

The “Chandler Shapleigh” cemetery at the corner of Governor Hill and State Roads was our May Cemetery Cleanup project. Jan and Rosanne made short work of it and Tracey stopped by to rake up the piles and move them to the property line.



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**J**ulie Johnson alerted us to a cemetery, long hidden among the brush and trees, that has been “uncovered”. It is located off Pleasant Street, about 100 yards from the prominently marked Christian Remick Cemetery. She took these pictures for us.



**R**ight before Memorial Day we got a call from a resident looking for help with finishing up the cleaning of her cemetery where 6 veterans are buried. The tree, that had fallen over last year had been cut up but was still laying over 4 of the graves. The Town Manager offered the help of the Highway Department to take care of it.



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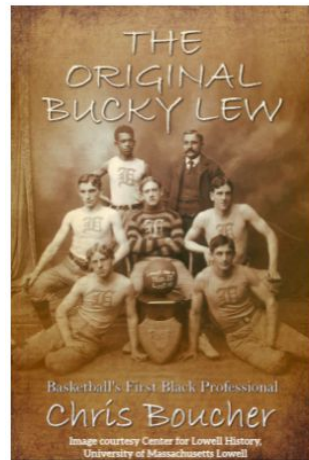
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**AREA NEWS AND EVENTS**

**PRESERVATION**

Jason Ouellet, the new owner of what was the home of Albert Lord (1846-1931), at 890 Goodwin Road, has completed taking down the 100+ year old barn that was on the site of what was Clover Farm in Eliot at 771 Main Street. These pictures were taken before the land was cleared of all buildings.



**JUNE 20 –**

**BERWICK LIBRARY** – 6pm. Author **Chris Boucher** will talk about his newest book ***The Original Bucky Lew***. He brings to us the full story of Bucky Lew, who, in 1902 became the first Black pro basketball player in a white league and went to become the first coach, general manager, franchise owner and referee. Chris will also discuss his neighborhood connection to Berwick, where Bucky brought his barnstorming team for many area games.

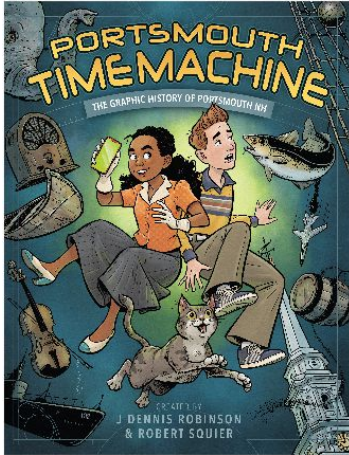
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**JUNE 28 – PORTSMOUTH HISTORICAL SOCIETY** – 5:30-7:30pm. Book signing with author J. Dennis Robinson and illustrator Robert Squier - *Portsmouth Time Machine*. The adventure of two young students, who, due to a cell phone glitch while studying online, are catapulted through time. Admission free. RSVP is required. 603-436-8433 10 Middle Street.

## Ferguson - Wylie - Gerrish Family

Editor note: This continuing series explores the Ferguson, Wylie, Gerrish family through further research, using the papers brought to us by Warren Walkup. If you have corrections or more information please contact us so that we can gain a more accurate understanding of this family and their lands.

In the last newsletter we started talking about the children of Frances Ferguson and William Wylie. Before we move on to their other child, some more information has come to light concerning William Curtis Wylie and his family to share with you.



William's family moved to Haverhill Mass when he was young. His father, was an expert carpenter and William learned the trade. He helped his father in building a 36-room addition to the Atlantic House at the Isles of Shoals, in 1856, and when, in 1857, Reuben was hired as foreman carpenter for the Bay State Wrecking Company of Boston, for an expedition to Russia, William accompanied his father. William was 17 years old. Bay State Wrecking Company was one of several companies who, at the request of the Russian Government, were employed to attempt to raise over 107 vessels that were sunk by the Russians, during the Crimea War (1855), to keep the British out of Sebastopol Harbor.

William and his father sailed from Boston in the early part of 1857 on the clipper schooner *Silver Key* for Sebastopol with a crew of 13. Arriving in Malta 65 days later, they continued on to Constantinople and then up through the Dardenelles, Bosphorus and Marmora Sea. The trip took 2 weeks, gathering an extra crew of 25 men.

Newspapers, across the country, reported on the expedition with varying reports of success and failure, but from an article in the Portsmouth Herald (February 1911) we

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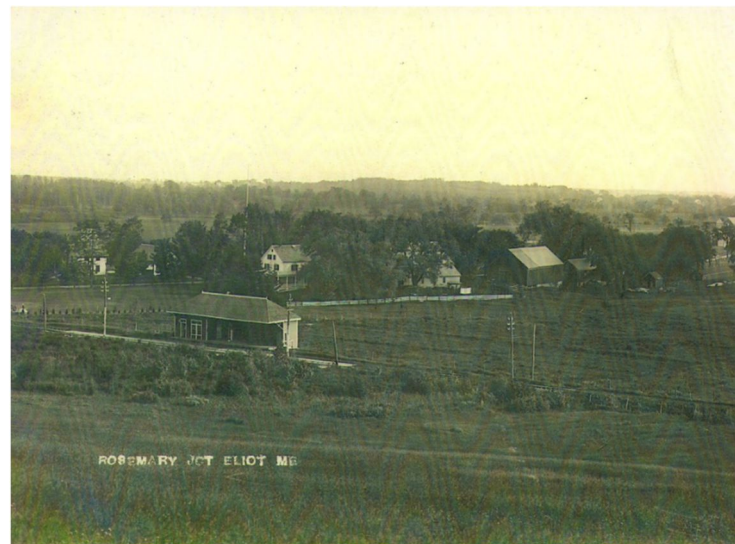
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get a glimpse into William's experience, as told to a reporter. On board was a pump capable of drawing 5 barrels of water a minute and although they had great confidence in the pump, it was of no use in lowering the water and the chains to help raise the vessels were also of no use because the wood was so badly eaten by the worms in the Black Sea. The crew turned to diving and bringing up anchors and chains. William was one of the divers. This cargo was then taken to Constantinople. Unable to sell the chains and anchors there to make a profit, the promoters of the expedition were so discouraged that they sold the schooner to the Greeks. Each man was advanced three month's pay. Some of the men went to Harve and went home by steamer but William went aboard the bark Acme out of New York and worked his passage home, arriving back here the early part of 1859. He worked for his father as a carpenter, until the beginning of the Civil War, when, in 1861, he and a friend shipped out on the bark *Dennie Houghton* for Bristol Channel but then jumped ship at Eastport and continued their journey on the brig *Gordon*. When the brig ran aground on Sable Island, they lost everything.

While they were waiting for passage home, they worked for \$2 a day helping save the cargo of the English steamer *Georgia* that had also wrecked on the island. From Sable Island they went to Halifax Nova Scotia. With their funds running out they were about to ship aboard a blockade runner when a friend (from Seabrook, NH) met them in Halifax and paid their hotel bill and fare to Boston.

William came back to Portsmouth and got a job at the Navy Yard working on the *USS Franklin* and monitor *Agamenticus*. While there a war vessel at the yard lost a large anchor and several fathoms of chain in the narrows. When it was learned that William had done submarine work he was asked to put on diver's armor and go down to retrieve the items, receiving \$50 for the job. The experience led to him doing diving jobs around the Navy Yard for about 7 years until after the close of the War. During this time his father and he were employed by the US army engineer at Portland, Maine to make a survey of the coast from Gloucester, MA to Bangor, Maine. They worked 97 days for \$40 a day. He also recovered cargo or iron that was being moved from Portsmouth to Paul's foundry at Newmarket by gondola and had capsized on the trip up river.

Having to give up diving, because, as William said, he was getting too stout to put the divers suit on. He then worked in the hotel and restaurant business. He managed the Diamond Island Hotel at Lake Winnepesaukee for the Boston, Concord and Montreal Railroad for three years; the Laconia House in Hopkinton; the Medicinal Spring Hotel in Concord and the Kearsarge and Marlboro Hotels in Portsmouth before taking over the restaurant and waiting station at Rosemary Junction, here in Eliot, in 1903.



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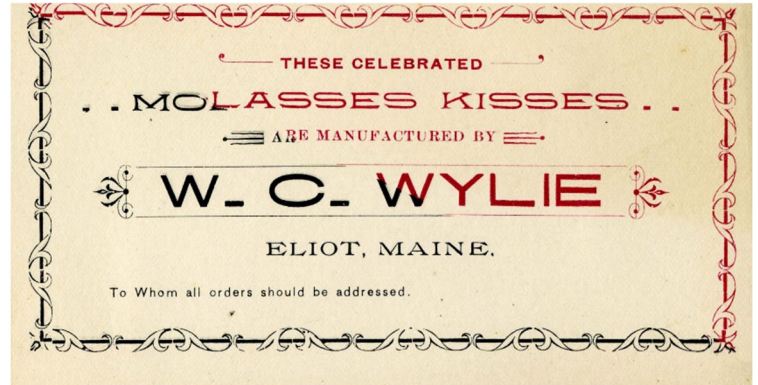
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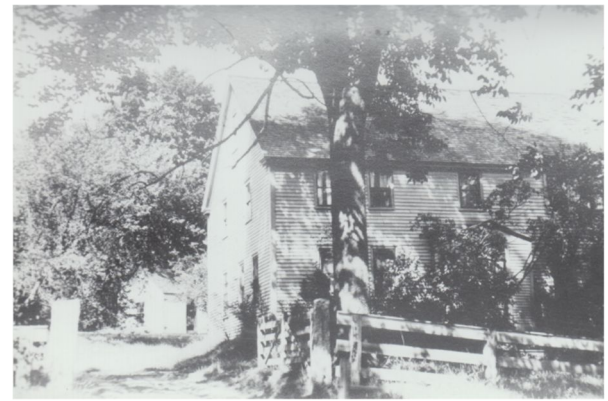
Rosemary Junction was located at the foot of Rosemary Hill (Depot Road) on the line of the Atlantic Shore Street Railroad (1902-1922). At this location the electric railway lines, which came up Depot Road, split, with one track going to Dover (connecting with Goodwin Road near what is now Ambush Rock Road) and the other traveling over the fields, coming out and then over Goodwin Road, at what was called "Hoot and Hollar" (just below Frost Hill Road), and then over to and across Beech Ridge Road, near the Eliot/York line to York Beach.

With the help of his wife and daughter Mary, for 12 years he ran a store and lunchroom at the Rosemary Junction waiting station. Addie and Mary would make baked goods for the lunch counter. The family were known for their "Wylie Kisses" which were sold at the store. Local farm girls made and wrapped "Mrs. Wylie's Kisses" in the ell of this house and then it was packed in wooden barrels and shipped from the nearby railroad depot throughout the country. Mrs. Wylie also made pies which her husband peddled to streetcar passengers at Rosemary Station.

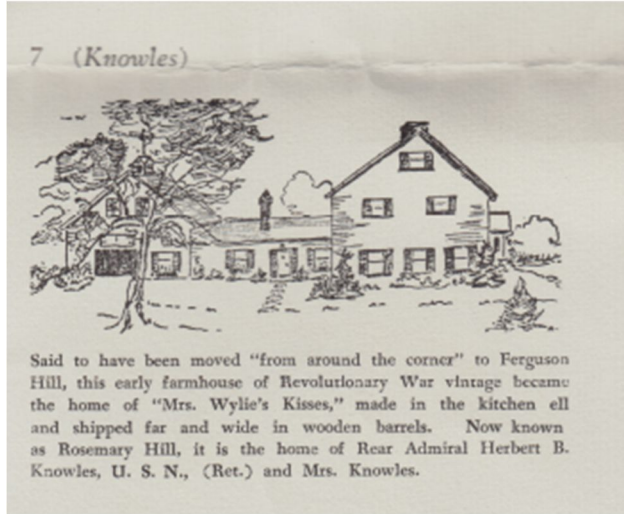


In December of 1923 William stoked the fire in the woodstove, left the drafts open and then went home for lunch. The building caught fire and burned down. The waiting station from Green Acre, on Main Street, was then brought up to replace it, until the electric railway closed in 1922.

The Wylie family lived on Goodwin Road, above the station, at what is referred to as the Moses Paul house and more recently The Moses Paul Inn. Today it is a private home (714 Goodwin Road).

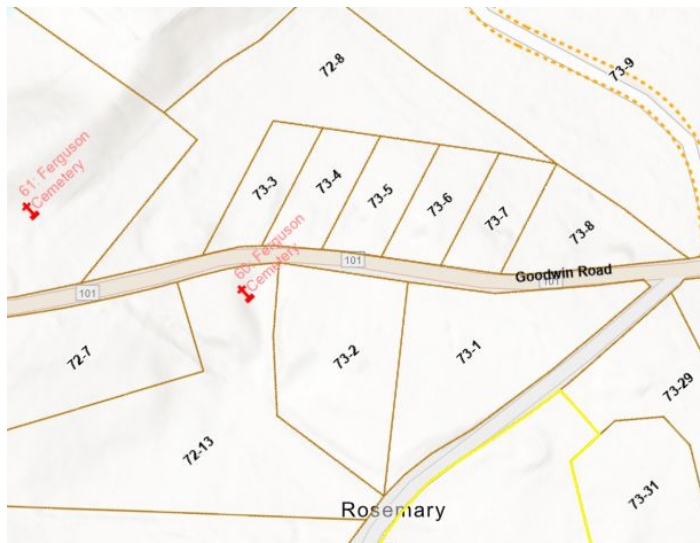


William Curtis Wylie died at Eliot, Maine on June 30, 1915 of Intentional Nephritis (chronic) and Eliot's Dr. J.L. M. Willis signed the death certificate. Tasker & Chesley, 15 Third Street, Dover, NH. handled the burial. [dc]



In 1929 Frances passed to her daughter Mary W. Gerrish 5 lots - a 2 acre piece that originally belonged to her brother John H. Ferguson (wife Sarah); the 27 acres that was mortgaged to Charles Boynton; the 2 acre piece on which the Goodwin/Ferguson cemetery is located; a 125 square rod piece of woodland that Charles and Mary Boynton (Frances' sister) had given her, which had been owned by brother Owen Ferguson; and a 23 acre piece of pasture land that had been deeded her from Nathaniel Frost and was originally part of the estate of Joseph Emery. In 1940, Mary, now living

in Ashland, MA, sold the property to Fred O. Trefethen of Eliot. These lands passed to George and Mary Wilson (1945), to Mary Wilson (1947) and then to Herbert and Helen Knowles (1948). Helen revived our historical society in 1966 and is responsible for compiling the stories in the little booklet - *Twice Told Tales*.



Beginning in 1976 with a 2-acre piece being conveyed from Helen Knowles to her daughter Elaine Weare, the lands begin to be divided, with most of the property becoming part of the *Rosemary Ridge Subdivision* in 1977. This subdivision created 5 building lots.

Helen Knowles also acquired another parcel of the Ferguson lands in 1981 - a 19-acre piece of pasture land that had belonged to Joshua Ferguson (died 1902). Joshua was the son of Nathan (1787-1872) and Anna Ferguson

(died 1881) ...to be continued. *This series concludes next month with the Gerrish family - William and Frances' daughter Mary and her husband Willard Peabody Gerrish.*

