



Artifacts and Anchors

A quarterly newsletter for Members, Volunteers, and Friends of the Kittery Historical & Naval Society



The Evolution of a Bridge

What's in a name? Railroad, Interstate, Dime, or Middle Bridge

While many of us remember the frustration of the backed-up traffic at the north-bound Hampton tolls on summer weekends, a few may remember the same frustration of the back-up that stretched from Portsmouth to Hampton because the lift on the Maine-New Hampshire Interstate Bridge (later named the Sarah Mildred Long Bridge) was up on a hot summer day to let river traffic through. This was the case when there were only two bridges across the Piscataqua River (Memorial Bridge and the Interstate Bridge), traffic was heavy, the bridge was “up,” and the Interstate was a toll bridge, charging 10 cents. Even before the coming of the Interstate Bridge there was significant traffic congestion in Portsmouth and Kittery on either side of the Memorial Bridge, beginning shortly after it opened in 1923. So we should probably count ourselves lucky to have three bridges, no tolls, and fairly mild disruptions to traffic for the lifting of the Memorial and SML bridges.

A bridge from Kittery to Portsmouth has been in place, close to the current site of the Sarah Mildred Long bridge, since 1822, when a pile bridge was constructed from Portsmouth to what became “Kittery Junction.” The bridge was used for vehicular and foot traffic until 1842, when it was altered to allow rail traffic (Eastern Railroad). Rail traffic continued on the pile bridge until 1939.

In the Museum’s Gallery room there is an excellent display, on loan from the Maine DOT, with wonderful photos and illustrations of the importance of the bridge and the railroad in local development. The railroad changed how goods, materials, and people moved around the region and consequently changed the region’s economy. The railroad allowed those goods, produce, and raw materials to be shipped in and out easily, and visitors arrived via rail to enjoy the benefits of the seacoast climate.

A second bridge, the Memorial Bridge, was opened in 1923 and almost immediately nearby streets in



The Route 1 by-pass crosses the Piscataqua River over the Maine-New Hampshire Interstate Bridge, circa 1940s. Douglas Armsden photo.

Fall 2021

INSIDE

From the President	2
From the Director	3
News	3
Garden Tour Planned	5
Volunteer Spotlight	6
Who, What, Where?	6
Summers on Boon Island	7

Kittery and Portsmouth became congested as cars arrived on Route 1 to cross the two-lane lift bridge. The Maine–New Hampshire Interstate Bridge Authority was created by dual action of the Maine and New Hampshire legislatures to fund and build a new bridge across the Piscataqua River to handle the increased traffic and also to provide a safe rail crossing. In 1940, when the pile bridge was 116 years old, it was replaced with the new “Maine-New Hampshire Interstate Bridge,” renamed the Sarah Mildred Long Bridge in 1989.

Stories are told of crossing over the old pile bridge as it shook and rose and fell. A tragic event happened in September 1939, when a caisson for the construction of the new bridge drifted into the old pile bridge, resulting in structural weakness. A Boston and Maine train, Engine 3666 south-



PRESIDENT

Bob Gray

VICE PRESIDENT

Steven Webber

SECRETARY

Jeanne Voorhees

TREASURER

Ken Schoman

CLERK

Duncan McEachern

MUSEUM DIRECTOR

Kim Sanborn

BOARD OF TRUSTEES

Ronald Ames, Barbara Estes,
Janice Farmer, Lauren Gallant,
Shealagh Gray, William Littlefield,
Bibb Longcrier, Karen Longcrier,
David Morrison, Ann Pierce,
Ed Racicot, Jerry Robock

ASSOCIATE TRUSTEES

Richard Anderson,
Doug Cole, James Craig,
Joseph Gluckert,
Gerald Stone, Sr.

VOLUNTEERS

Lawrence Bussey,
Dean Gallant, Patty LaClair,
Tina Orfe, Susan Pendery,
John Perry, Tom Prince,
Pam Racicot, Dean Rykerson,
Pauli Rines, Suzanne Sayer,
Jean Treacy, Lorene Ulrich,
Suf Waleryszak,
Linda Wentworth

From the PRESIDENT

Greetings,

By the time you read this, Labor Day will have snuck up upon us, whizzed by, and departed all too swiftly into the past. Despite being open fewer hours than in past years, it's been a good summer of welcoming visitors to our Museum. I'm always happy to see just how impressed visitors are with our "hidden gem" of a museum.

The [Kittery History Portal](#)—an interactive database designed to be a repository of historical data about Kittery's people, places, and events—has been available at the Museum for several years. Recently, the [People Search](#) module of the Portal was made accessible on our website at kitterymuseum.org. Future plans are to make the Events and Places modules also available online to anyone who wants to re-search Kittery's history.

Many thanks to Gary Beers, who laboriously typed almost 6000 names and inscriptions of people buried in Kittery's 140 cemeteries from the book "Cemetery Inscriptions in Maine" into a spreadsheet, making it easily importable into our database.

Along with burial information, we also have a section for biographical information. There is still much work to do in filling in biographical information, and that's where you can help us. We are looking to "crowd source" information about prominent, and not-so-prominent, interesting Kittery residents. Please take a look at Clarence M. Prince or Mark F. Wentworth in the database for a couple examples of the kind of information we're looking for.

If you have historical or genealogical information, anecdotes about, or pictures of historic people in Kittery, please let us know. You can email information to portal@kitterymuseum.org.

Thank you and enjoy the rest of your summer,

Bob

Bob Gray, President

From our library:

MANNERS

Culture and Dress

IN THE

Best American Society

by Richard A. Wells, A.M.,
King, Richardson & Co., Publishers,
1890

ASSISTING A LADY TO ALIGHT FROM A HORSE

After the ride the gentleman must assist his companion to alight. She must first free her knee from the pommel and be certain that her habit is entirely disengaged. He must then take her left hand in his right and offer his left hand as a step for her foot. He must lower this hand gently and allow her to reach the ground quietly without springing. A lady should not attempt to spring from the saddle.

Artifacts and Anchors is published quarterly by the Kittery Historical and Naval Society, P.O. Box 453, Kittery, ME 03904. Edited by: Lauren Gallant, Janice Farmer, and Dean Gallant. Submission of articles by members for possible publication is encouraged. Please contact the newsletter at editor@kitterymuseum.com for details.

Information about The Kittery Historical and Naval Museum may be found on our website: kitterymuseum.org or on [facebook.com/KitteryMuseum](https://www.facebook.com/KitteryMuseum).

From the DIRECTOR

Hello Friends,

First of all, I would like to thank you for your support throughout this year. Because of you, we have kept the doors open and Kittery's history alive! We have had to adapt in ways we would have not thought possible, but with your help we are continuing to share and educate visitors on our local history.

We have a small but wonderful crew of dedicated volunteers who were essential this season. Without them, we couldn't do what we do. You can read about our youngest docent/junior volunteer and his passion for history in this edition—and if *you* would like to be a volunteer, please contact me.

A great accomplishment this year was the reprinting of *Colonial Village* by John Eldridge Frost. This book is a must-have for all Kittery history buffs. This edition contains updated information describing what has happened to the town's oldest homes in the last 75 years. Special thanks go out to Janice Farmer and Tom Prince for making this book possible for the 375th anniversary of the incorporation of Kittery. We are all looking forward to celebrating "the oldest town in Maine" starting this October.

I encourage all our members to stop in to visit the Museum. The traveling Sarah Mildred Long panels on loan from the Maine DOT will be here for only a short time more. They make a great complementary exhibit for the train wheels displayed on the Museum grounds.

Again, I thank you for your continued support as we navigate these uncertain waters of 2021. Here's hoping 2022 brings us "fair winds and following seas."

Sincerely,

Kim

Kim Sanborn, Director



Kittery celebrated Independence Day on June 26, 2021 with appearances by the Piscataqua Rangers Junior Fife and Drum Corps, the Portsmouth Naval Shipyard Color Guard, Revolution-era reenactors from Capt. Henry Dearborn's Company, and members of the Daughters of the American Revolution. Kittery native "General William Whipple," shown at left studying his speech, gave a reading of the Declaration of Independence. After the ceremony, the Society invited everyone to enjoy the museum.

Not yet a member? We would love for you to join! Go to our website or click on this link:

Participate

News

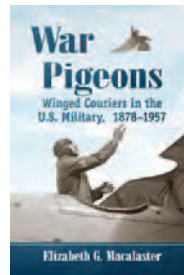
Wreaths Across America

The Society has been contacted by the organizers of Wreaths Across America, a program that places wreaths on the graves of veterans each December on National Wreaths Across America Day. They plan to place wreaths this year in a number of cemeteries in Kittery and Kittery Point. By a vote of the Board of Trustees, the Society is making a generous contribution to the program to place wreaths on the graves of Kittery veterans. For more information about how you can participate, visit [facebook.com/Wreaths-Across-America-Kittery-ME-Area-Cemeteries](https://www.facebook.com/Wreaths-Across-America-Kittery-ME-Area-Cemeteries)

War Pigeons—They Got Their Messages Through A presentation by Elizabeth Macalaster

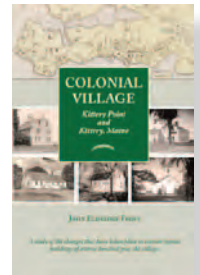
Sept. 16, 6:30 p.m. — Kittery Lions Club

Based on her book, *War Pigeons: Winged Couriers in the U.S. Military, 1878-1957*, Elizabeth's presentation traces the remarkable service of homing pigeons in the U.S. military, from its beginnings after the Civil War to the birds' invaluable communications role in the U.S. military through two world wars and beyond. Admission \$3; members free



Frost Book Released

The Society is excited to announce the release on Sept. 1 of *Colonial Village: Kittery Point and Kittery, Maine*. The updated account of John Eldridge Frost's 1947 book is available online from Amazon and Barnes and Noble, as well as at the Museum.



Annual Navy History Day

Sept. 18 — Albacore Park, Portsmouth

10 a.m. to 3 p.m.

The Kittery Historical and Naval Society will participate in this celebration.

- Stories Around the Scope with former Albacore Crewmen
- "Eating Underwater" discussion with Joe Afienko
- Living history presentations to include: The War of 1812 through the Vietnam War Era
- Traditional Honoring of the USS Virginia (SSN-781)
- Special Curatorial Presentation
- Family Educational Activities

Admission: Free for all Active Duty and immediate families and 20-Year Retired Vets; \$9 Adults/\$4 Children (5-14)/\$8 Seniors

BRIDGE from page 1

bound from South Berwick, started across the weakened bridge, the structure collapsed, and the engine and tender plunged into the Piscataqua. Two lives were lost. The engine and tender remain underwater, although they were moved out of the shipping channel. When the new (2018) SML bridge was constructed, the contractor, Cianbro, salvaged one pair of wheels of Engine 3666 for donation to the Museum, where they are displayed outside with an excellent panel telling the story of the accident.

After the tragedy of Engine 3666, the old pile bridge was no longer used except as a staging area for construction of the new bridge.

The new bridge connected the new Route 1 bypass (built by the WPA) on the New Hampshire side to the bypass in Maine, and changed significantly how the land on either side of the bridge was used and looked. Houses were torn down, farms and land divided, and roads diverted to create the bypass access.

Construction of the new bridge was funded primarily by bonds that the Interstate Bridge Authority intended to repay through tolls on the bridge. The bridge toll was 10 cents—hence the nickname the “Dime Bridge.” The Authority funded bridge operations and maintenance through tolls, and eventually paid off the bonds that were used to build it, and built up a reserve fund, with income to continue operations.

During World War II, the bridge was critical for rail transport of supplies to the Portsmouth Naval Shipyard. Passenger trains continued to use the bridge through 1952. In 1949 the Portsmouth traffic circle was built to provide the newly constructed highway (later known as I-95) access to the SML bridge.

After WWII, both vehicular traffic on the bridge and marine traffic on the river increased. The bridge was experiencing the need for many more lifts than originally planned. In 1963 a movable small craft span on the railroad bed was built to allow small vessels to pass without the need for a lift of the vehicle deck. By 1970, it was estimated that more than 43,000 vehicles passed over the bridge daily.

The coming of the I-95 Piscataqua River Bridge in 1972 was to many a welcome event, relieving congestion on the other two bridges. When the “high-level bridge” opened, the tolls for the Interstate Bridge ceased. The last toll was collected at midnight on October 31, 1972 and by early November the toll booths were demolished.

In 1987, the Interstate Bridge was renamed the Sarah Mildred Long Bridge, honoring 50 years of significant contributions to the Maine–New Hampshire Interstate Bridge Authority. Ms. Long began her work for the Bridge Authority in 1937, and eventually rose to the position of Executive Secretary.

After the opening of the high-level bridge in 1972, the Sarah Mildred Long Bridge continued to carry mostly local traffic, but its age had begun to show. In Kittery, the rail tracks for carrying goods and passengers closed and only the Shipyard branch still operated. In 2013, a large tanker struck the SML bridge, causing structural damage and a temporary close-



Hand-colored postcard depicting the toll booths, collecting 10 cents per car, on the New Hampshire side of the Interstate Bridge, circa 1940.

ing. Closure of Memorial Bridge for replacement in 2011 made issues with the SML bridge an increasing worry. In 2016 the center span got stuck in the closed position and the bridge was once again closed for safety reasons, reducing the region to two bridge crossings. Repairs (estimated at over \$1 million) were deemed not worth the cost. A joint NH/Maine commission began planning for a replacement and the bridge was brought to the open position (marine traffic having the right-of-way over vehicular traffic). Later that year the center span was removed from the SML Bridge and in 2017 both towers were removed.

The US Department of Transportation provided the \$25 million needed for the new Sarah Mildred Long Bridge, reflecting the bridge’s importance in supporting the Shipyard. The new bridge opened in 2018—a dual purpose single 300-foot lift span with an integrated set of rails that lower to the railroad level when rail traffic must cross.

Thanks to design input from the local community, innovative engineering and construction, and financial coordination between the states of New Hampshire and Maine and the federal government, the new bridge is an award-winning span, judged New Hampshire’s “most outstanding engineering achievement of 2018” by the American Council of Engineering Companies.

—Lauren Gallant



The pile bridge over the Piscataqua River before its closure in 1939.

Historical Homes Garden Tour planned for 2022

Plans to celebrate the 375th anniversary of Kittery's incorporation include "Kittery Seaside Gardens Through the Centuries" and the reprinting of John Frost's book Colonial Village.



Colorful blooms frame a view of Fernald Cove. Gardens on Moore's Island Lane will be on the tour.

A tour of the gardens of 8+ historical homes and sites in Kittery Point described in John Eldridge Frost's book Colonial Village, is planned for next summer—the proceeds to benefit the Kittery Historical and Naval Society. Garden sites along 1.4 miles of Pepperrell Road (Rt. 103) in Kittery Point will be open to the public with tickets to "Kittery Seaside Gardens Through the Centuries" from 10 a.m. to 3 p.m. on Saturday, July 9, 2022.

Gardens from the Lady Pepperrell Mansion to homes on Fernald Cove will be on the tour and will include the Sir William Pepperrell Mansion, the Bray House, the Howells compound on Lawrence Lane, Ft. McClary historical demonstration gardens, and other lovely gardens along Pepperrell Road.

This event will need many volunteers and we hope that members of the Kittery Historical and Naval Society will step up to help make it a successful one to benefit the Museum.

For the garden tour to succeed, we will need many enthusiastic helpers. We hope that members of the Society, or any community member, will volunteer to help make this event, which benefits

People are needed for the following (easy and fun!) duties:

LOGISTICS: 1) dropping off flags, signs, equipment (tables, chairs, umbrellas) to gardens and collecting at end of tour and 2) directing visitors in both the Congregational Church and Mitchell School parking lots.

GARDEN DOCENTS: Each site will need two docents at a time, with shifts from 10 a.m.–12:30 p.m., and 12:30 p.m. to 3 p.m. Docents need not be gardeners or historians, but gardening experience and/or historical knowledge of the sites on the tour would be very welcome. The Society will be providing written materials about the sites.

TICKET BOOTH AND BOOK BOOTH: We will have booths to sell tickets and copies of the book, *Colonial Village*. We need volunteers to set up the booths in the morning and to staff the booths during the day.

If you would be willing lend a few hours of your time

on Saturday, July 9, 2022, for what promises to be a fine event to benefit the Museum, please contact

Lauren Gallant (gallant@mit.edu), or

Kim Sanborn (kitterymuseum@netzero.net)

Or phone 207-439-3080 and leave a message.

VOLUNTEER Spotlight



Volunteer Suf Waleryszak

Visitors to the Museum this season had a new benefit—a tour guide to show them the treasures of the Museum and explain the history and significance of our displays. Suf Waleryszak may be our youngest volunteer—he is beginning the 7th grade at Shapleigh Middle School this fall. This past summer, he has spent Wednesday to Friday mornings showing visitors around the Museum and the visitors have very much appreciated his enthusiastic and knowledgeable tours.

Suf first learned about the Museum when he visited with his third grade Mitchell School class—the Museum hosts the third grade class each year to showcase the history of Kittery as part of their curriculum. This past spring, Suf and his parents were considering what Suf might do for the summer that would be interesting

and absorbing. Suf’s grandmother knew that the Museum was always looking for volunteers and suggested contacting them. Director Kim Sanborn was delighted at the prospect of a younger volunteer and engaged Suf immediately.

Suf quickly became familiar with the exhibits and the history on display, and after a very short time volunteered to show visitors around the Museum. Suf likes meeting people from all over, talking with them, and sharing stories and history of Kit-

tery. Suf says the Museum provides a learning opportunity for children and grown-ups alike, and it is a good resource for a family vacation on a rainy day. When Suf has finished taking visitors through the Museum, he often has to rest his voice. Suf’s favorite display is the Gatling gun—a satisfying hands-on piece of historical equipment (minus ammunition, of course). Visitor love his tours.

Suf enjoys history and says it provides material for stories he makes up in his head. Suf plans to continue at Shapleigh, then on to Traip Academy, and eventually hopes to end at Proctor Academy, a boarding school attended by his father and uncle, before heading to college. He would like to study international affairs, and envisions a future that includes writing and history.

Suf returns to school after Labor Day and will not be able to finish the tail-end of the season at the Museum (Sept.—Oct.), but he plans to return in the summer of 2022. The Museum is very lucky to have attracted the service and enthusiasm of this remarkable young volunteer.

—Lauren Gallant



Spotlight on Collections

Who, What, Where

This tool has a flat center blade and six barbed prongs. It measures 14 inches from socket to end of prongs and is most likely made of cast iron. Do you know what it is?

Answer on page 8.

Summers on Boon Island

Mary Luther spent summers on Boon Island with her grandparents. Her grandfather, William C. Williams, was the lighthouse's longest serving keeper, for a total of twenty-seven years, from 1885-1911.

Reminiscence of a young Mary Luther Lewis:

When I was four months old I visited my grandma on Boon Island. This island is a solid mass of large rocks. It is seven miles from land. The island is visited many times during the summer months by the summer people from York Harbor.

I have been here every summer for twelve years. There is a tower on this island with one hundred and sixty seven steps. My grandma and grandpa have lived here for twenty-five years.

In the winter time they have dreadful storms. In the light it is one hundred and twenty-five feet from the ground. Every third night my grandpa has first watch. Then the next night he goes and stays from two o'clock til sunrise and does the morning work. The next night he goes at ten o'clock and stays until two o'clock.

In the Spring my grandma comes to Fall River to see me. She shows me how to make pretty dolls clothes. This summer when I came to visit her she dressed two pretty dolls. We go to bed about seven forty-five and get up at five o'clock.

The summer boards come out here in sailboats fishing. Then they come ashore, and my grandma makes chowders for them. Sometimes they bring their lunch with them, and eat it out on the rocks.

In the Spring and in the Fall, when the birds are going south, the rays of the light attract their attention, and they kill themselves against the lantern. Many a morning when I was a little girl, I have picked up half a bushel basket full of the dead birds.

There is not very much earth for flowers, but my grandma plants a few. She has a good many plants in her window. She has two birds. In the Summer I bring my cat with me. His name is Buff. He hides amongst the rocks.

Sometimes in the summer I pick up shells and star-

fish and dry them. My grandpa goes fishing and lobstering.

There are eight large buildings on the island. There is the boat house, the work shop, the store shed, the oil house, the coal sheds, and two large houses. My grandpa is the keeper. He lives in the new house. The two assistants live in the other house. It is divided into two parts. The water in the winter comes up to the houses.

Most every Sunday when it does not rain we have our dinner on the rocks. My grandma makes lemonade. Then we take our food and lobster with us. We set down on the rocks and eat our lunch.

When we get sick out here there is no doctor, so we have to go ashore and get one. Two years ago my grandma had to send ashore and get a doctor. They brought the doctor out in the steamboat and carried her ashore. She stayed at my uncle's house until she was better.

My grandfather has been there 25 years last August.

—from the Museum archives



Boon Island Lighthouse, circa 1905-1920. From a glass plate negative, Library of Congress.

Boon Island Chowder

1/4 lb Lean salt pork
2 Medium onions
10 Cups of water
2 lbs. Fresh haddock or cod fillets
Salt and pepper to taste
1 - 12oz. Can evaporated milk
1 Tablespoon butter

Peel and cube the potatoes. Cube salt pork and onions. Fry pork until golden brown, add onions and continue to fry until onions are transparent. Put water in a kettle, add fried salt pork, onions, and potatoes, bring to a boil and cook until potatoes are firmly done (not overcooked).

Salt and pepper to taste, add fish fillets, and boil slowly until fish flakes (10 - 20 minutes). When fish is done, add evaporated milk and butter. Simmer on low for 5 minutes, and serve. Note: modern day cooks often add a bottle of clam juice to enhance the flavor.

Serves 6 - 8 people.

From the 1880s to the 1930s, many locals and tourists took the fourteen mile round trip boat ride to Boon Island for some of the keepers wives' famous fish chowder. The tradition lives on with this recipe.



Kittery Historical and Naval Society
 P.O. Box 453
 Kittery, ME 03904

Ron-Bet Excavation
 99 State Rd Kittery
 ME

Tel. (207) 439-5868
 Cell (207) 703-6646

Ryan Chick
 ryan@ronbet.com

Kennebunk Savings
 BANKING · INSURANCE

800.339.6573 • kennebunksavings.com
 Member FDIC

Proud to support
 the Kittery
 Historical &
 Naval Society!

**TIME TO SPRUCE UP
 YOUR HOME?**

Ron-Bet
 Home Improvements
 Co. Inc.
 Established in 1937

**Gutters
 Windows
 Awnings**

**99 State Rd., Kittery, ME
 207-439-5868 • ronbet.com**

Please consider advertising in the quarterly Artifacts and Anchors.

**KITTERY HISTORICAL &
 NAVAL SOCIETY**

Contact Kim at 207-439-3080 or kitterymuseum@netzero.net

Answer to Who, What, Where (p. 6): An antique six-prong eel spear, circa 1900s. A tapered handle was placed into the socket and could be from 10–20 ft. long. The spear was used for catching the American Eel. Eels are nocturnal, and hide during the day in the water under rocks or in mud. When the spear is thrust into the mud from a boat or a bank, the tines are designed to capture the eel without damaging it as it twists back and forth. Spears were used particularly in the colder months when eels burrow into the mud and remain inactive. (Kittery Historical and Naval Museum, Object ID# 79.234)