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Stroudwater, The other port in Portland

Janes Walk Maine 2023

May 6, 2023, 2pm







Hosted by: Jim Stenberg

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*Old Mill at Stroudwater
Portland, Maine.*

Legend

-  Start and End of Tour
-  Stop 1, Great Bridge & Landing
-  Stop 2, Stroudwater Dam and Mill
-  Stop 3, Shipyard Point
-  Stop 4, Harrow House of Col Westbrook
-  Stop 5, Mast Landing & Jetport

Stop 1, Great Bridge & Landing



Start and End of Tour



Stop 3, Shipyard Point



Stop 2, Stroudwater Dam and Mill



Stop 5, Mast Landing & Jetport



Stop 4, Harrow House of Col Westbrook

Map of stops for today's walk





Visit Tate
House
webpage

Starting Point: Tate House Museum and Means House

Introduction

- Jane's walk background
- Jim Stenberg background and interests
- Some rules
 - **ASK QUESTIONS AND MAKE COMMENTS!**
 - Watch out for traffic.
 - Let me know if you can't hear or see something
 - Respect people's property and privacy
 - **ENJOY OUR VILLAGE!**

Point of this Walk

What I hope you take away from today is that for the last millennium, life in Stroudwater centered around its position on the Fore River where it meets the Stroudwater River. Until the 20th century water access and the resources it provided were the key to life here. I hope to impart some insight into what life was like here from that perspective.

Janes Walk Background

Jane Jacobs

Jane Jacobs (1916-2006) was an American-born writer and activist best known for her writings about cities. Her first book, *The Death and Life of Great American Cities* (1961), offered a new vision of diverse, fine-grained cities made for and by ordinary people. She published six more major books about cities, economics, ethics, governance, and culture, two of which are Canadian bestsellers.

Jane's Walk

Jane's Walk is a global festival of movement with nearly 500 participating cities. Walks are free, volunteer-led and inspired and informed by the world around us and our community. They are meant to recognize how our cities and communities are living ecosystems with a past, present, and future; as well as create opportunities to engage all voices in dialogue.

Starting Point: Tate House Museum and Means House

Suspend your current reality on this tour. Place yourself in a time when:

- Wabanaki people lived on this land for thousands of years
- There are no motorized vehicles of any type
- Narrow dirt roads are THE roads
- Traveling by ship is more efficient than any other method
- Trees are THE main resource for this period
- Families are large and houses often small
- Your neighborhood contained most of your relatives
- Death is all around and a well-known part of life
- Slavery is legal and common

What town are we in?

Stroudwater village has never been the center of its seat of government:

- Colonial period 1630's to 1776
 - Part of colony of Massachusetts
 - Town of Falmouth
 - Falmouth Neck settled in 1633
 - Stroudwater inhabited 1680's by Ingersoll family and others
- Federal period 1776 to 1814
 - Remains part of Massachusetts
 - Portland named in 1786 includes only the neck
 - Stroudwater remains part of Falmouth
 - Westbrook formed in 1814 including Stroudwater, Saccarapa, Ammoncongin and Deering
- Maine becomes 23rd state 1820
 - Stroudwater continues as part of Westbrook
- Deering formed including Stroudwater 1871
- Portland annexes Deering 1899

Town Name Scorecard	
1630 to 1814	Falmouth
1814 to 1871	Westbrook
1871 to 1899	Deering
1899 to Present	Portland

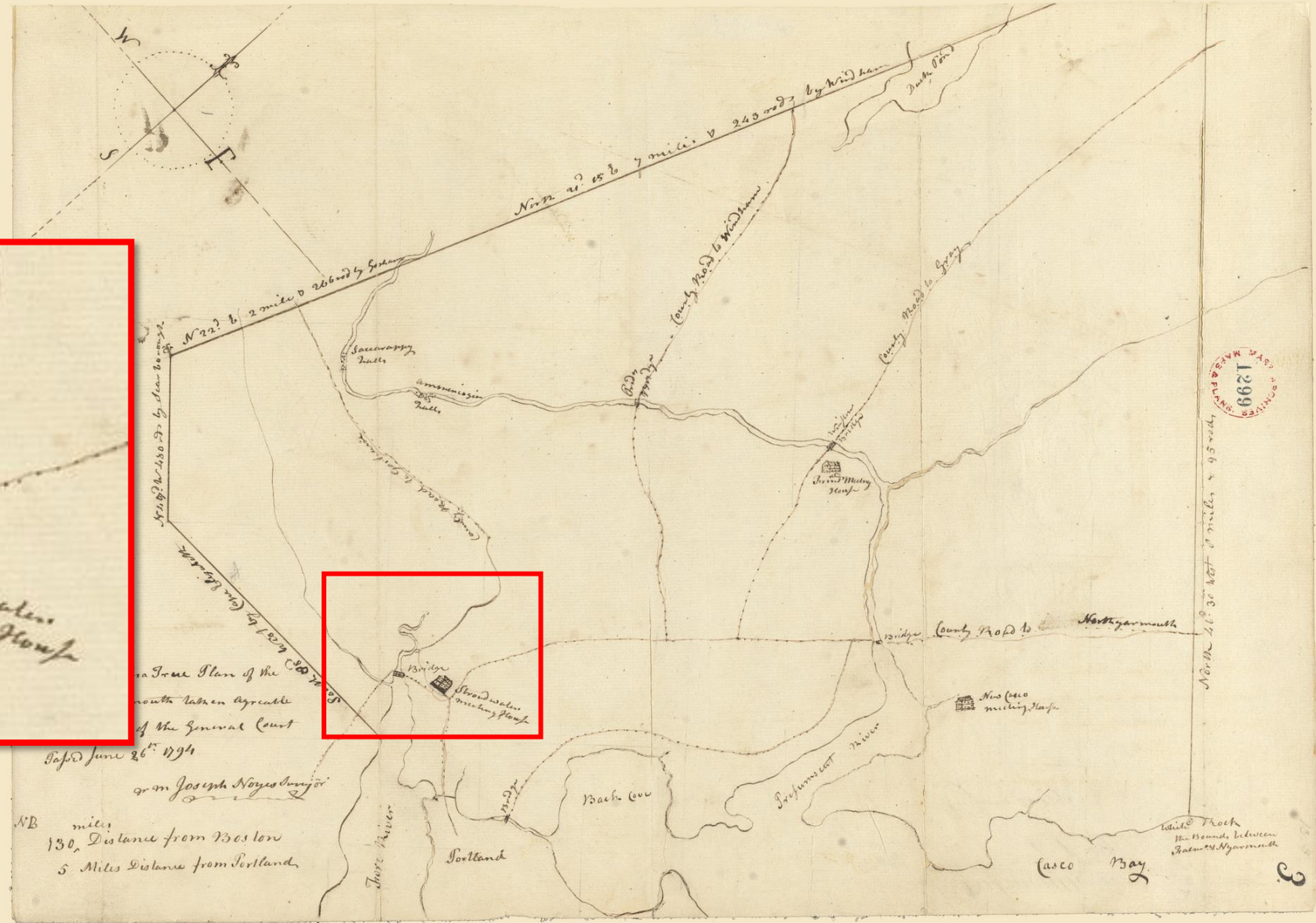
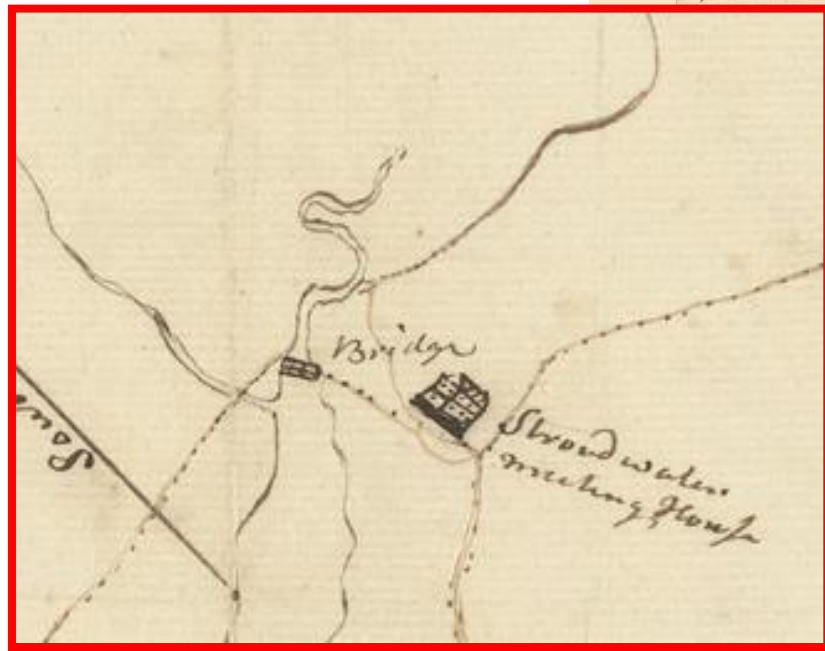
Stop 1: Great Bridge and Landing

- Great Bridge over Fore River
 - Built by Col Westbrook 1730
 - 640 ft long w/ two 75 ft causeways over marsh
 - Rock Cribs
 - Lasted into 20th century
 - Provided a place to land and unload boats
- Point of Stores
 - Stores built here early on to provide goods
 - George Tate opened storehouse 1753
- Mast Yard and Landing
 - One of two mast landing areas
 - Masts brought to yard and prepared
 - Launched downriver to Thompsons Pt for loading
 - A pier and wharf was built to allow ships to unload
- Mills run by tidal power, and other industries
 - Large tidal grist mill built in 1836
 - Sawmill
 - Bark Mill
 - Soapstone cutting
 - Salt and plaster grinding
 - Tannery
- Cumberland & Oxford Canal
 - Portland to Harrison 40 miles
 - Completed in 1830
 - Canal Bank chartered 1827 to finance
 - 27 locks of 10 ft each
 - Flat bottom square stern boats
 - Freight and passengers
 - Last boat passed in 1872

Falmouth 1795

Maine

1795



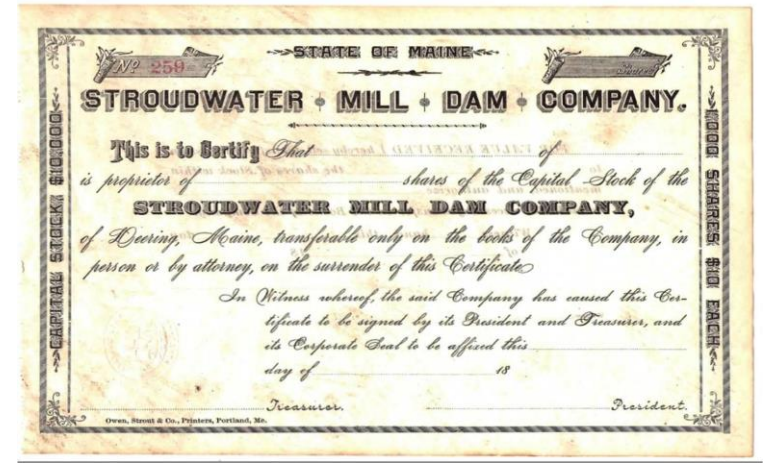
1857



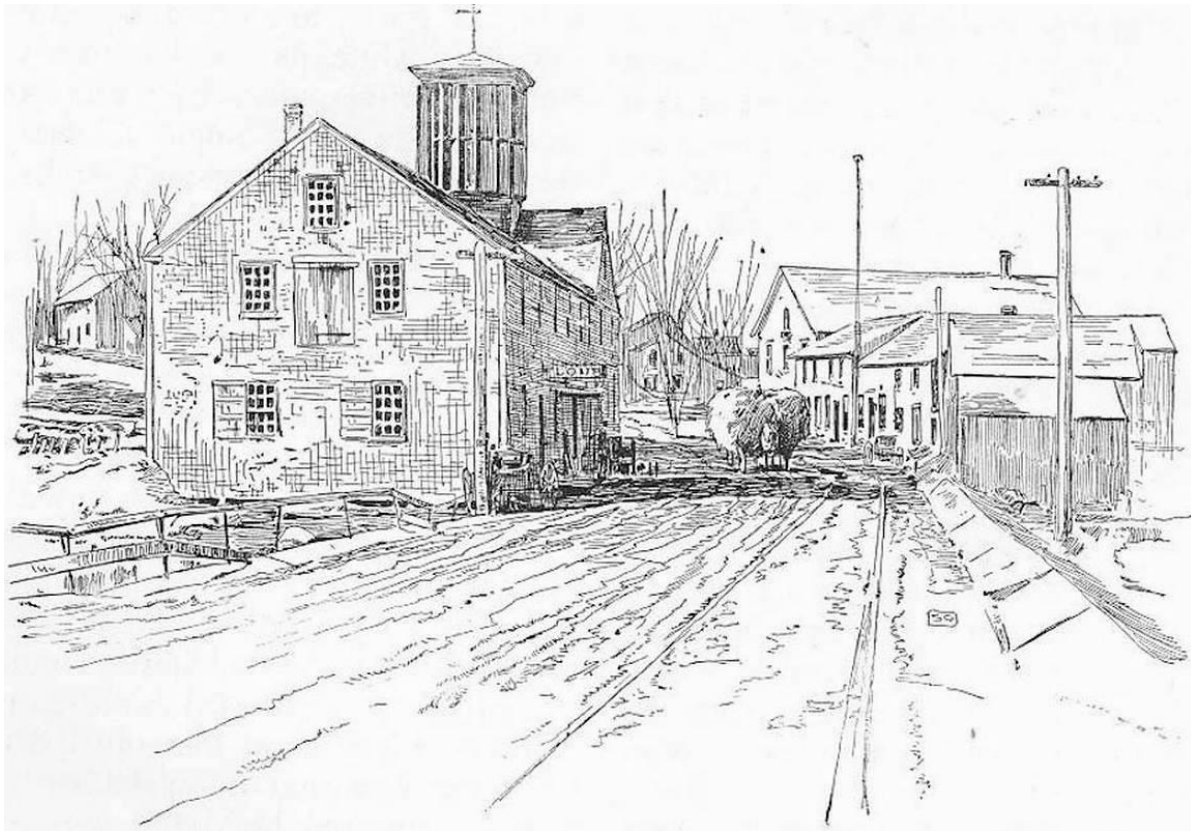
1914



Fore River



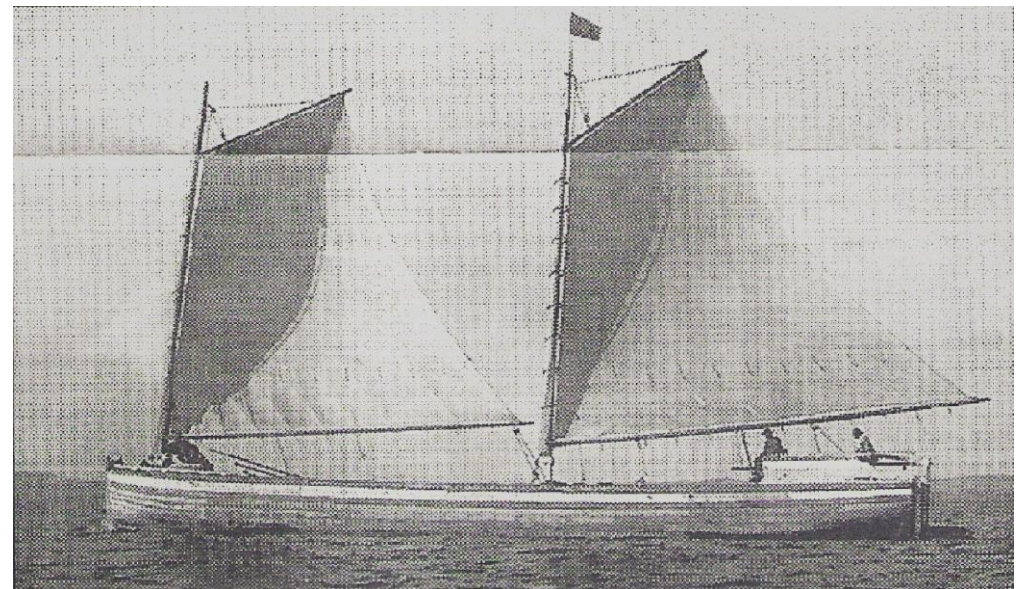
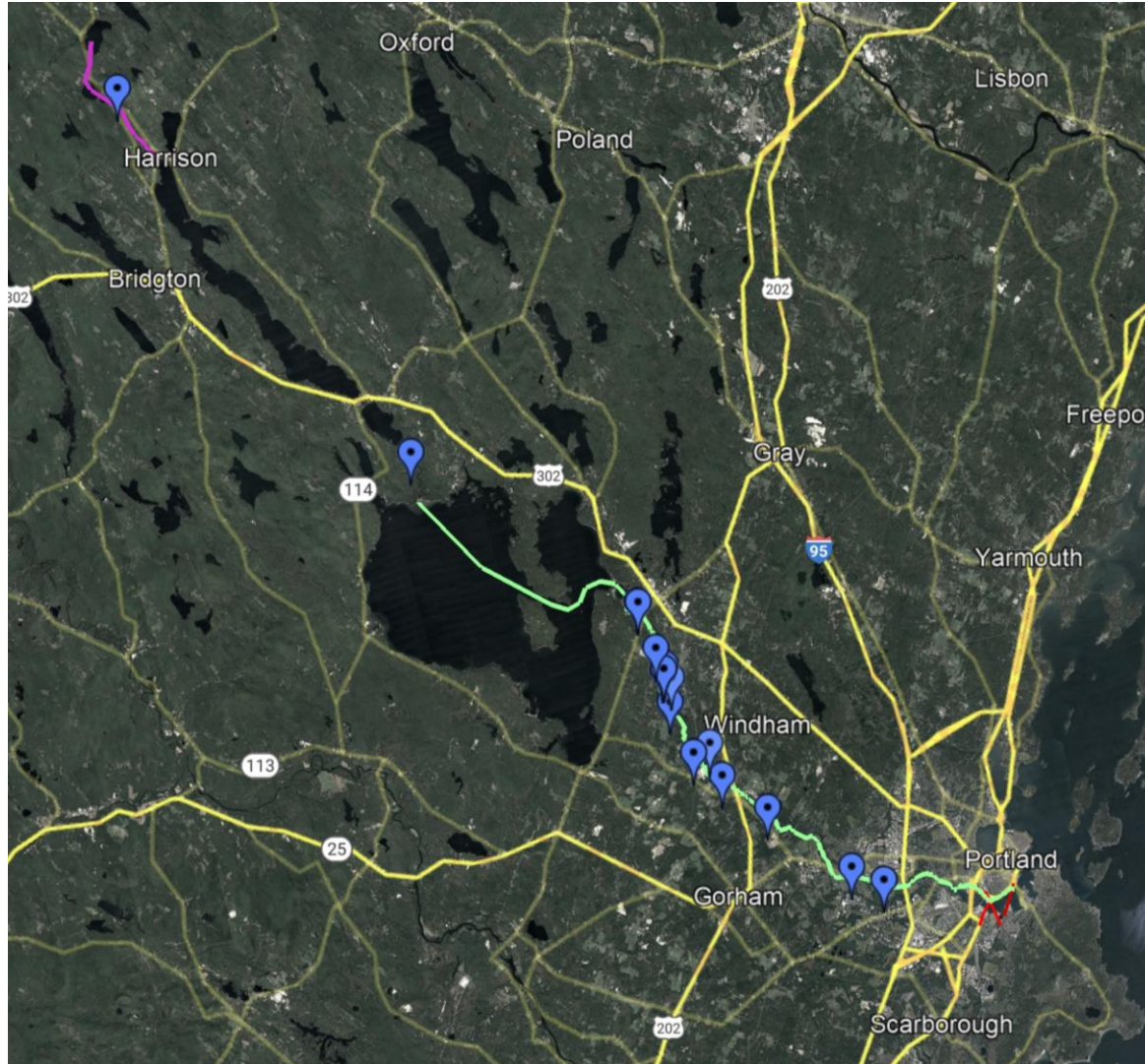
Fore River



Fore River



Canal



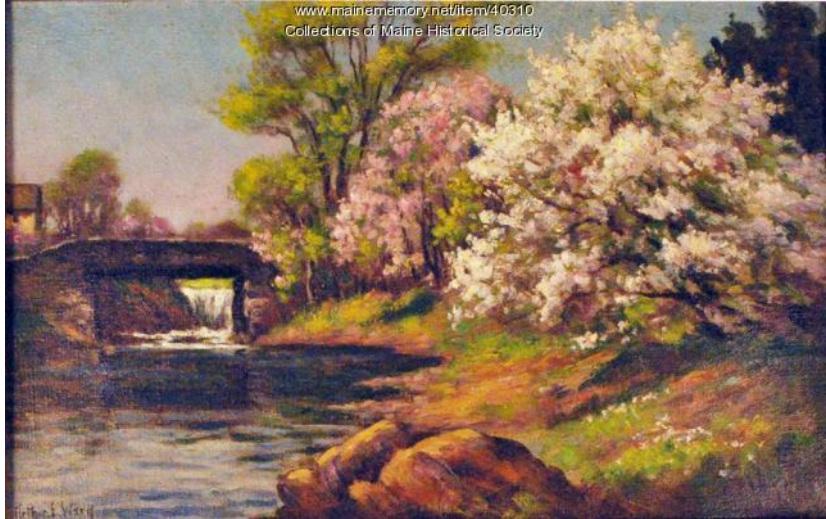
Stop 2: Stroudwater River Dam and its Mills

- Dams and sawmills built as early as 1680's but little written about them
- Col. Westbrook built log dam chinked with rocks and sawmill on south bank c. 1728
- Paper mill built 1734 (first in Maine) on north side opposite sawmill
- John Quinby built a sawmill west of Westbrook's dam on north side c. 1783
- Grist mills always in operation from early times into the 20th century
- Fulling and dye mill (unknown location) c. 1817
- Two dams were present through 18th and most of 19th century
 - Upper falls near "Quinby's mill" had 20 ft of head, removed approx. 1850
 - Lower falls close to where current dam is had 10 ft of head
- Current dam c.1845 to 1850
 - Located further down river than earlier dams
 - Built of blasted stones
 - Height increased twice
 - Once for ice creation
 - Second for canoe pond creation
 - Cement support wedge added c. 1940

Stroudwater Dam and Mill



Stroudwater Dam and Mill



Stop 3: Shipyard Point

Remember

This point was used by native people for thousands of years and was known as the “Net Fishing Place” by the Abanaki’s. This was ALL their land before Englishmen arrived in the 17th century. Most native people lost their lives in the fight to preserve their lands.



Stop 3: Shipyard Point

- Boats and ships were built in the village from approx. 1780's until 1860
- Quantity built was NOT significant to overall Maine production but very important to the village
- Largest documented vessel was the 3 masted, ship rigged, ROSE at 126 ft, 506 Gross Tons, with two deck levels, built by Charles Chesley in 1837
- The business of owning ships made several villagers very wealthy AND bankrupted others. The sea can be very unforgiving!
- Records remain lost from before 1814 but many vessels are known to have been owned in the village before that time and assumed to have been built there.
- 45 vessels were registered as being built here from 1814 to 1859 when last one is reported.
- Three locations in the village were known to have been where boats were built and launched
 - Landing at Great Bridge
 - Shipyard Point
 - Town Landing on adjacent point

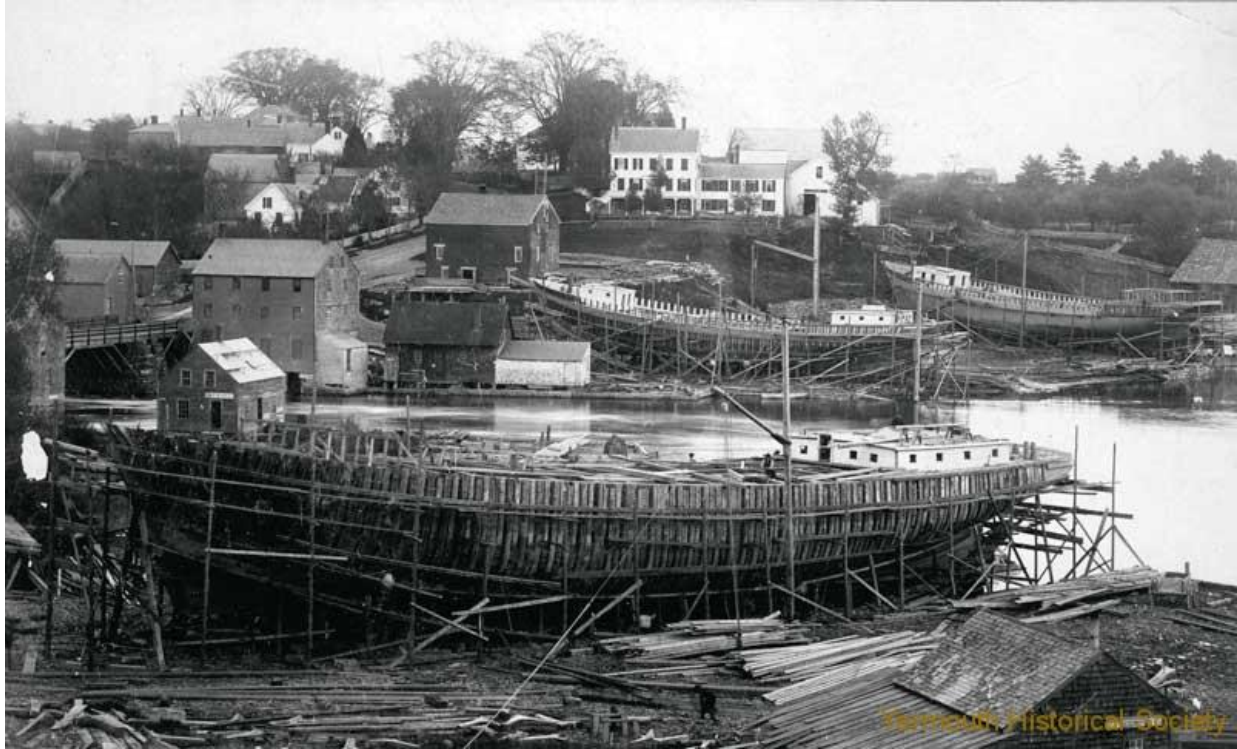
List of Ships

Year	Name	Type	Weight (tons)	Builder	Decks	Masts	Length (ft)	Width (ft)	Draft (ft)
1786	Falmouth	Brig							
1795	Juno	Brig	133	Benjamin Fickett	1	2	59	22	9
1806	Friendly	Brig							
1806	Mary	Schooner							
1806	Dispatch	Sloop							
1806	Superb	Brig							
1806	Good Intent	Brig							
1806	Susan								
1806	Industry	Sloop							
1806	Maine	Brigantine							
1806	John	Barque							
1806	Almira	Brig							
1806	Diamond	Brig							
1806	Mentor								
1806	Eunice	Ship							
1814	Fox	Sloop	58		1	2	56	18	7
1815	Adeline	Schooner	129	Asa Fickett			71	20	10
1815	Levant	Brig	220	Charles Jordan			85	25	12
1815	Miller	Schooner	150	George Morton, Jr	1	2	74	22	10
1815	Abeona	Brig	215	Joseph Chamberlain	2	2	84	24	12
1815	Pacific	Brig	154	Joseph Waterhouse	1	2	80	23	10
1815	Amazon	Ship	417	William Crockett	2	3	106	30	15
1816	Two Sisters	Schooner	100	Charles Jordan	1	2	66	21	8
1817	Monroe	Brig	193	George Morton, Jr	2	2	77	24	12
1817	James Monroe	Brig	135	John Jordan, master	1	2	75	26	9
1818	Albert	Brig	123	Charles Chesley			71	20	9

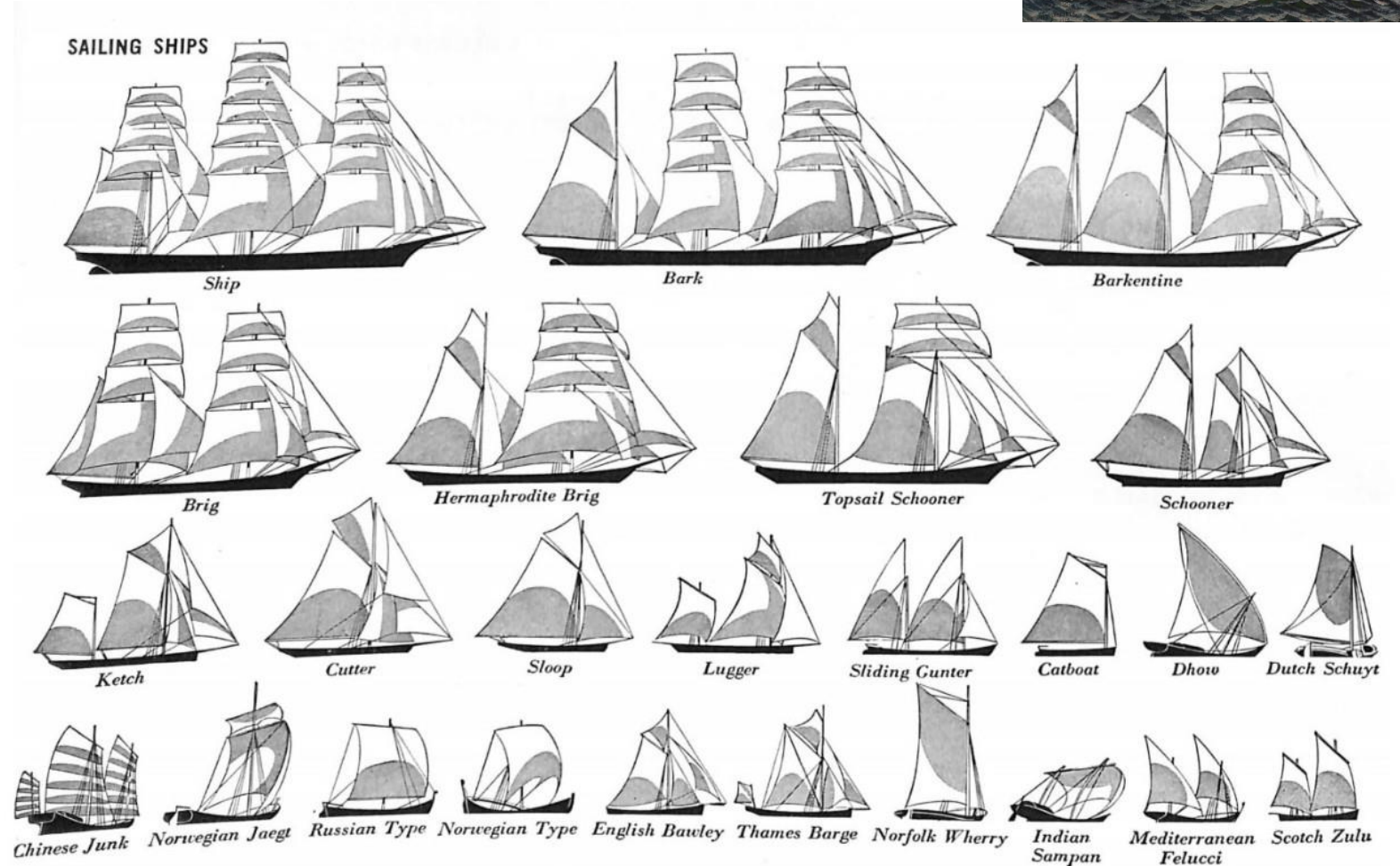
Year	Name	Type	Weight (tons)	Builder	Decks	Masts	Length (ft)	Width (ft)	Draft (ft)
1818	Laurel	Schooner	101				70	20	8
1819	Enterprise	Schooner	100	John Jordan	1	2	73	21	7
1820	Susan and Sarah	Brig	129	Charles Jordan	1	2	74	22	9
1820	Cumberland	Brig	247	Charles Jordan	2	2	91	25	12
1821	Elizabeth	Brig	160	John Jordan			80	23	10
1822	Mary and Martha	Brig	200	John Jordan	1	2	81	24	13
1823	Atlantic	Brig	193	John Waterhouse	1	2	87	24	10
1824	Edward	Brig	295	John Jordan	2	2	96	26	13
1824	William H. Crawford	Schooner	95		1	2	68	19	8
1825	Lucy	Brig	178	John Jordan	1	2	83	23	10
1825	Paragon	Schooner	64			2	57	16	8
1825	Bellow	Schooner	80		1	2	64	17	8
1826	Julia Ann	Schooner	78	George Tate, Jr	1	2	63	18	8
1826	Westbrook	Brig	245	John Jordan	1	2	88	26	13
1829	Hermitage	Ship	351	Charles Chesley			108	27	14
1829	Ceres	Schooner	77	John Jordan	1	2	66	17	8
1830	Washington	Schooner	82	John Jordan	1	2	67	18	8
1831	Hannah	Schooner	83	John Jordan	1	2	64	18	8
1832	George	Ship	361	Charles Chesley	2	3	107	28	14
1832	Sun	Brig	263		2	2	95	25	13
1833	Globe	Brig	239	Charles Chesley			92	24	12
1833	Satira	Bark	281	John Jordan	2	3	100	25	12
1834	Trim	Brig	181	Alpheus Waterhouse	1	2	87	23	10
1834	Mary and Martha	Bark	317	Charles Chesley	2	3	107	26	13
1834	Havre	Bark	286	John Jordan	2		100	25	13
1835	John Marshall	Ship	450	John Jordan	2	3	122	28	14
1835	Catherine	Brig	122	Solomon Morton	1	2	75	25	9
1836	Mary Carver	Schooner	101	Robert Knight	1	2	70	20	8
1836	Waban	Bark	268	Robert Knight	2	3	102	24	12
1837	Rose	Ship	506	Charles Chesley	2	3	126	30	15
1838	Massasoit	Ship	390	John Jordan	2	3	130	27	13
1840	Richmond	Bark	313	John Jordan			108	25	12
1847	Henrietta	Bark	260	G. M. Morton					
1859	Lettie M. Gray		49	William Bartlett			66	20	6

Frame-First Construction

Two examples from
Yarmouth of shipbuilding
c. 1875



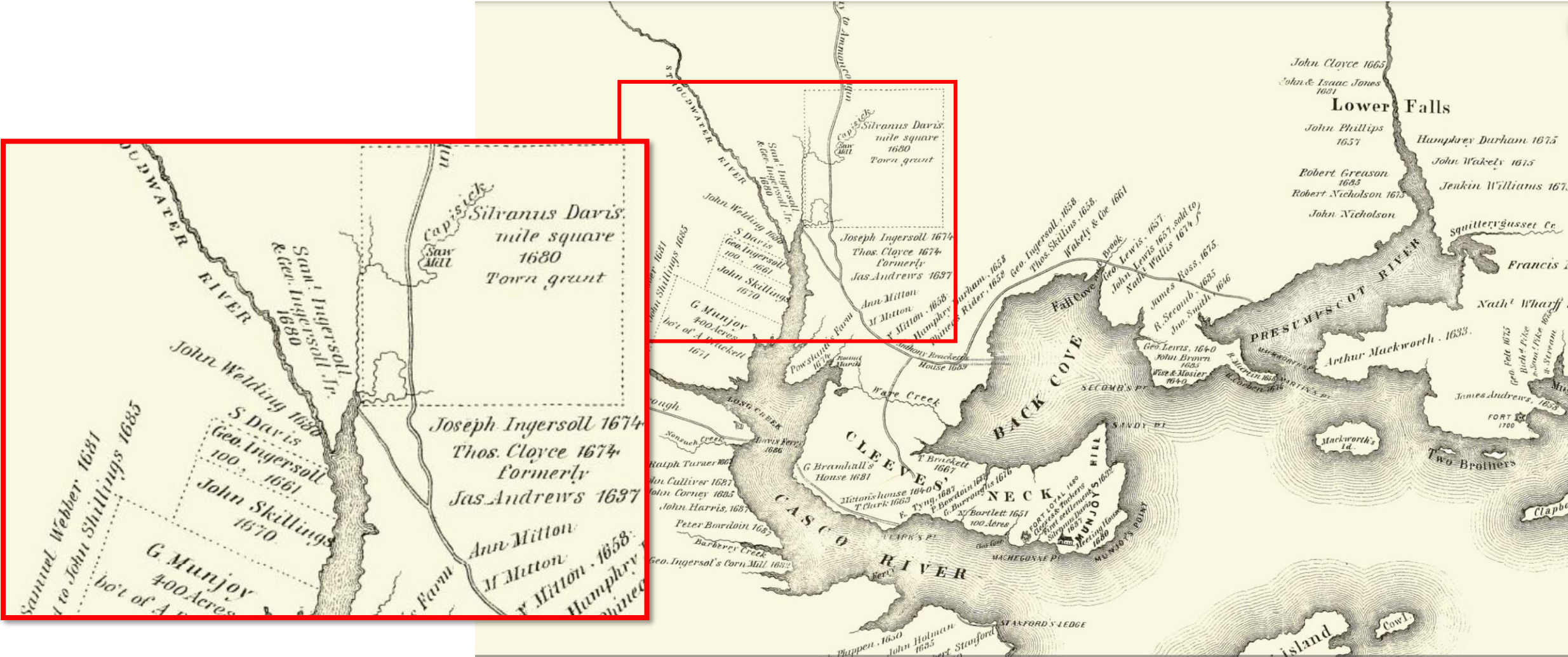
Ship Rigs and Examples



Stop 4: Harrow House, Colonel Westbrooks Home

- Colonel Westbrook (1674-1744) came to Stroudwater in 1727 at age 53 as King's Mast Agent
- Held rank of Colonel and head of all eastern forces in 1723 based in Falmouth
- Bought Stroudwater land, buildings and mills from Ingersoll's in 1728 with Samuel Waldo as a partner
- Built dam, sawmill, paper mill, mast landing, Great Bridge, and Harrow House very quickly after moving here.
- Harrow House started as a relatively small one story house along with another house within a 10 ft high picketed palisade
- Harrow House was apparently expanded before 1750.
- He had another dam and mills approx. 2^{1/2} miles west on the Stroudwater known as "upper falls" in his time now in Westbrook at Spring St.
- Westbrook died in 1744 after losing most all of his property and money to his partner.
- Harrow House was torn down c. 1795 to make way for existing house built by Samuel Fickett a local shipbuilder

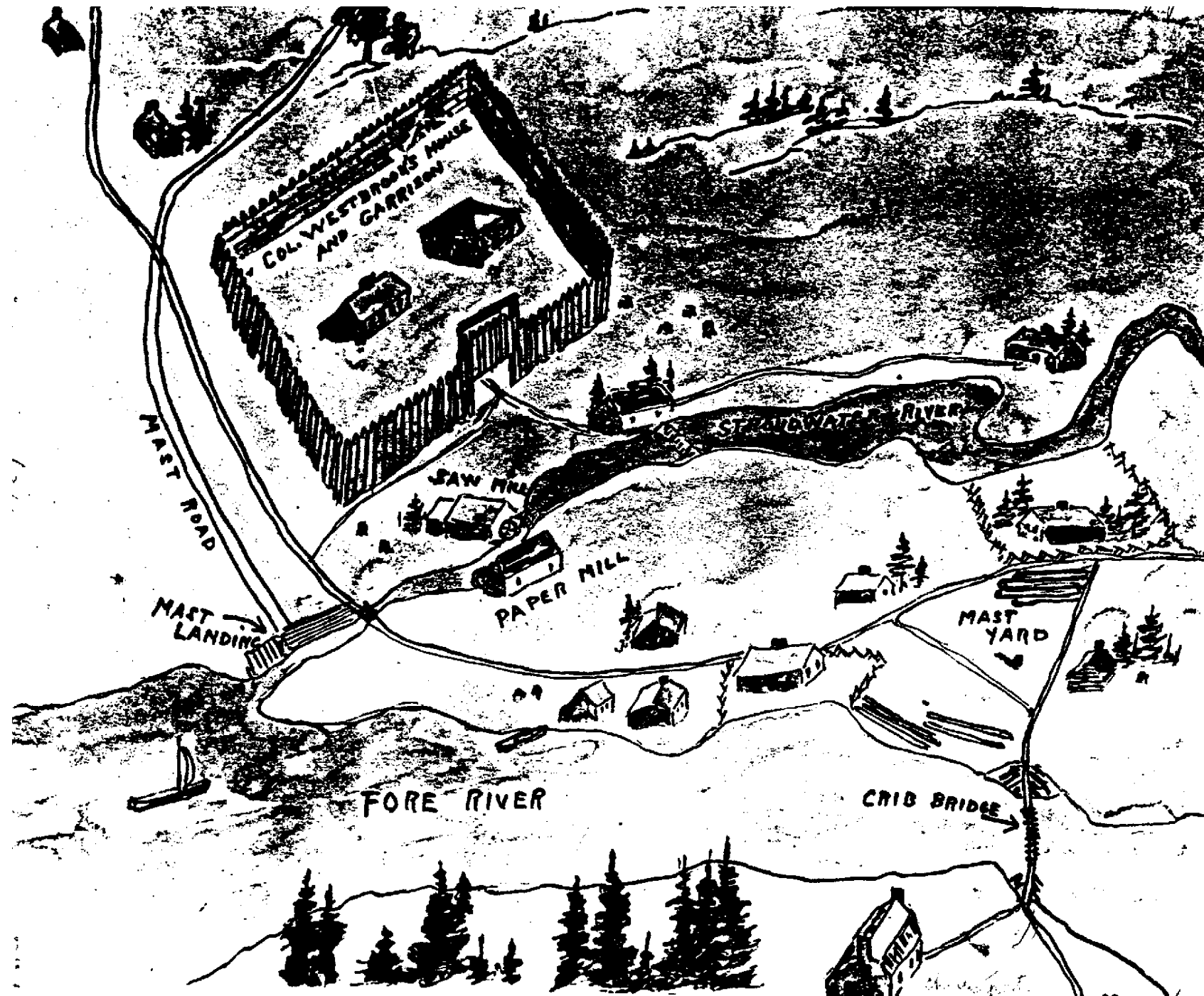
1650 - 1690



1740 ish

A map drawn
by Rupert
Lovejoy to
show village
in Col.
Westbrook's
time

(drawn c.
1930 - 1970)



Garrison House

Fort Western
c.1754
Augusta, ME

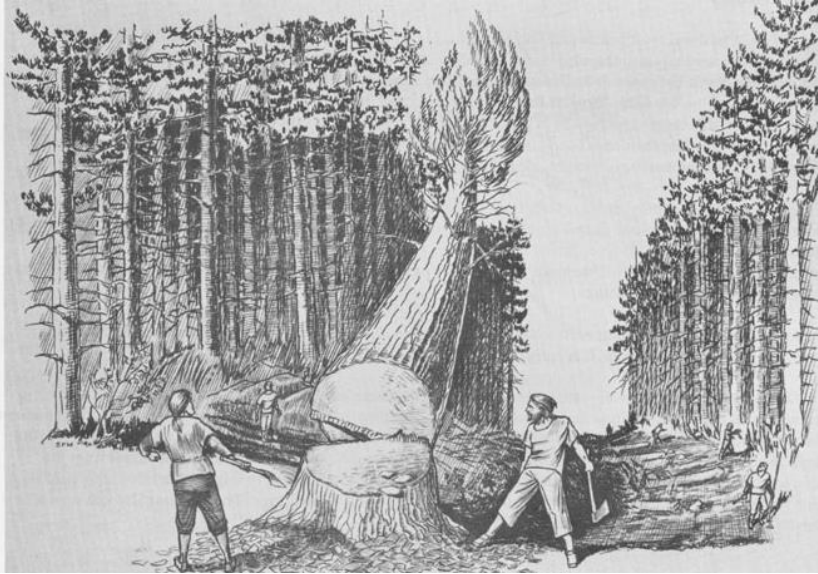
Representative of
what Harrow
House likely looked
like with palisades
and garrison house



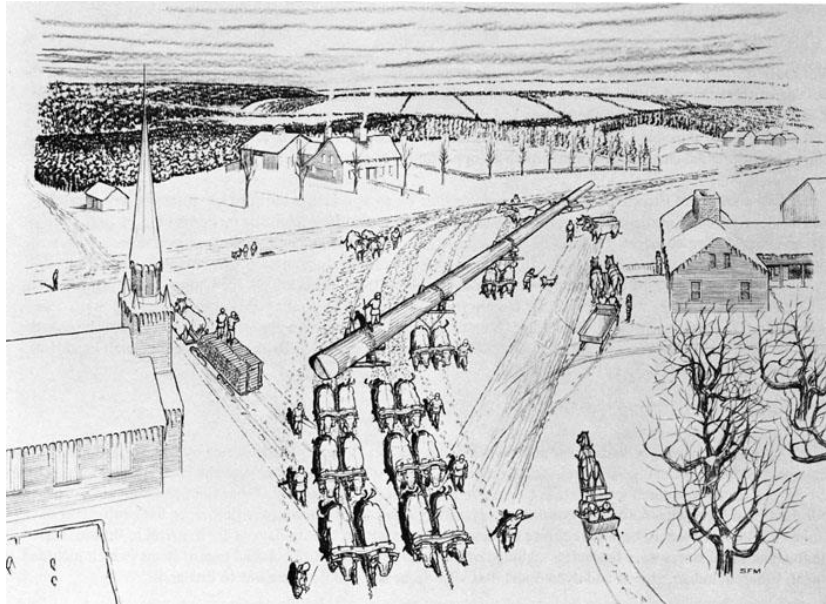
Stop 5: Mast Landing

- Colonel Westbrook developed a mast landing on this site shortly after his arrival where he could launch his masts down river to be loaded onto large carrying ships.
- This became the town landing as well as a building and launching site for ships
- No evidence of either use exists or is well documented other than residents referring to work being done at the mast landing and town landing which were on the south side of the Stroudwater River.
- Also known as Waterhouse Point since the Waterhouse family of ship carpenters had their shops here for much of the 18th century.

Felling the Tree



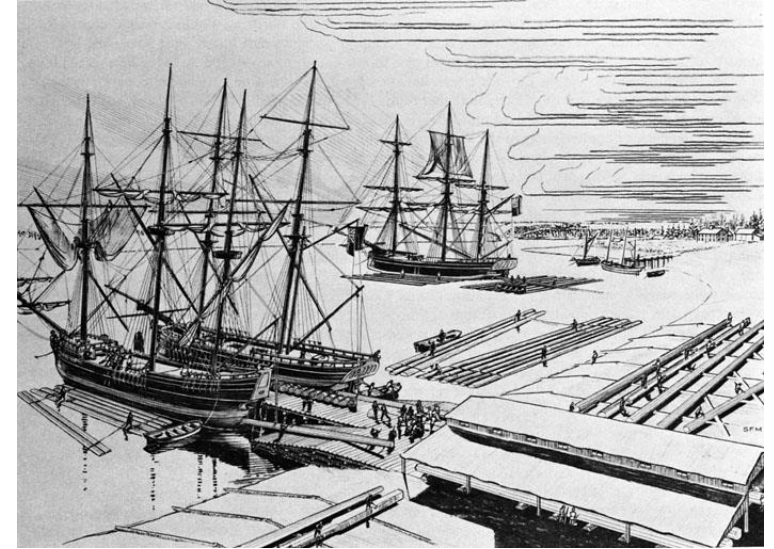
Bringing it to the Mast Yard



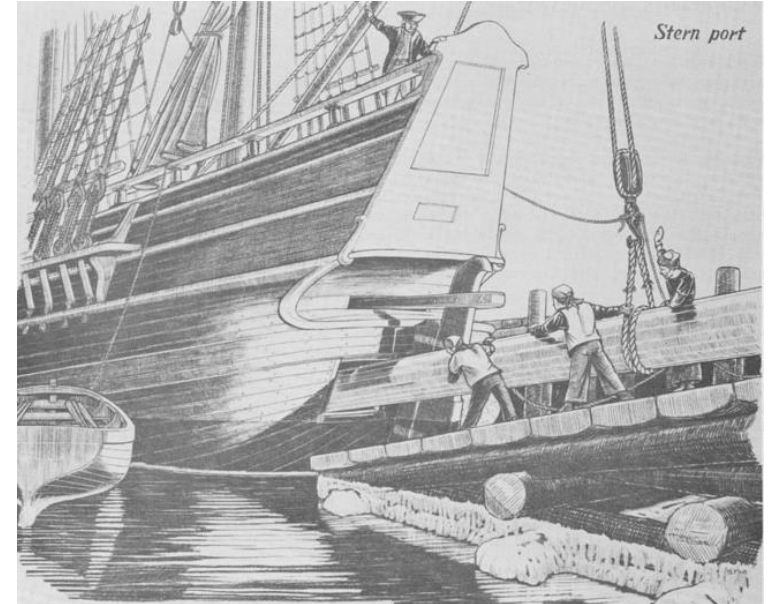
Mast Trade

Drawings by
Samuel F.
Manning

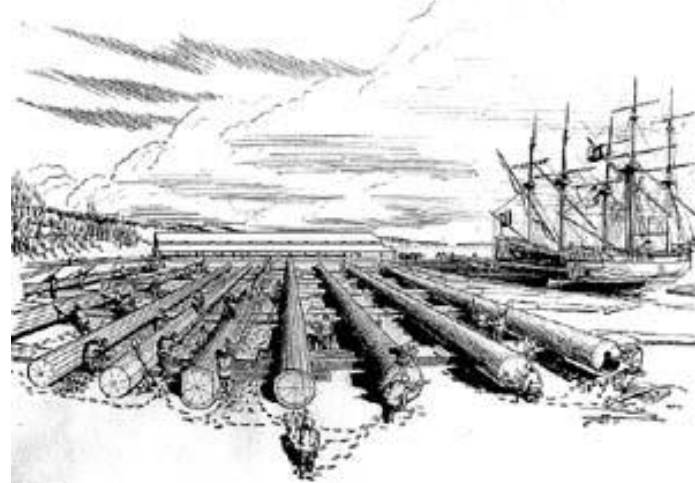
Loading the Ships



Detail of Loading



Debarking and Squaring the Sides



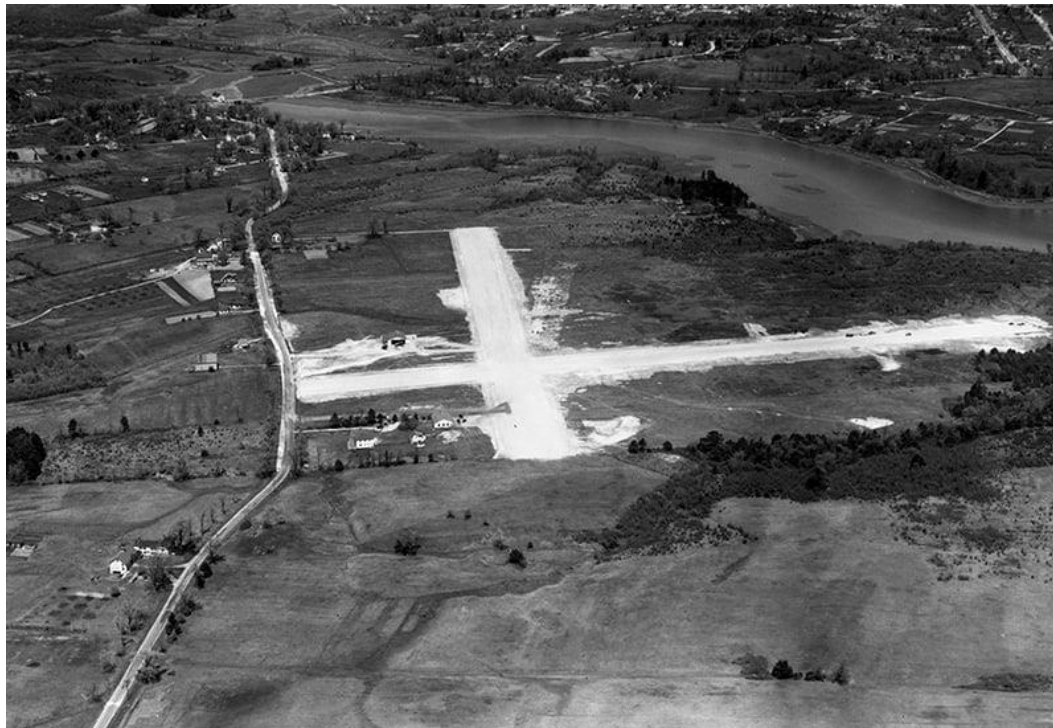
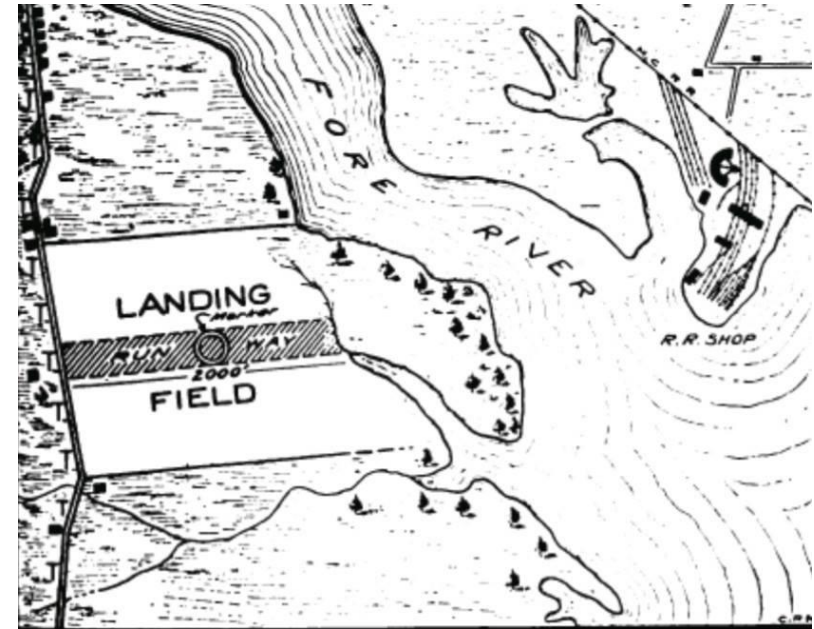
Stop 5: Jetport

- Dr Clifford “Kip” Strange, a dentist by training, and his wife Alice Mae Johnson Strange acquired a house and fields on the east side of Westbrook St. in 1922. This appears to be the 121 & 17 Acre plots owned by E. Cummings shown on the 1914 map.
- Dr Strange acquired a surplus Curtiss Jenny JN-4D biplane in 1924 and created a private strip to fly it out of known as Stroudwater Flying Field by 1926 and recognized by Dept of Commerce on publications. Portland Airport existed already in Scarborough just south of this one. A second runway was added in the late 20’s along with other facilities.
- The city leased the facility in 1933 and changed the name to Portland City Airport along with a third runway. It still all existed on the east side of Westbrook St. Two FBO’s were on the field at this point, Portland Flying Service and Northeast Airways.
- Scheduled passenger service began December 17, 1934 by Boston and Maine Airways, Pan America Airways also had service to Nova Scotia and other parts of Canada.
- On June 30, 1937 the city took the airport by eminent domain to receive federal funding. The Strange’s house was taken by eminent domain in 1947 and was moved to the far side of Congress St at #1871 where it exists today.
- The “terminal” was built in 1940 as a WPA project and existed until 2012.
- Current airport started to take shape in the 50’ and 60’s with a longer E/W runway which crossed the road and the current terminal was opened in 1968, when jet service began by Northeast Airlines.

Airport

1926-34

Dr Strange
and his
wife in
front of
their
Curtis JN-
4 airplane

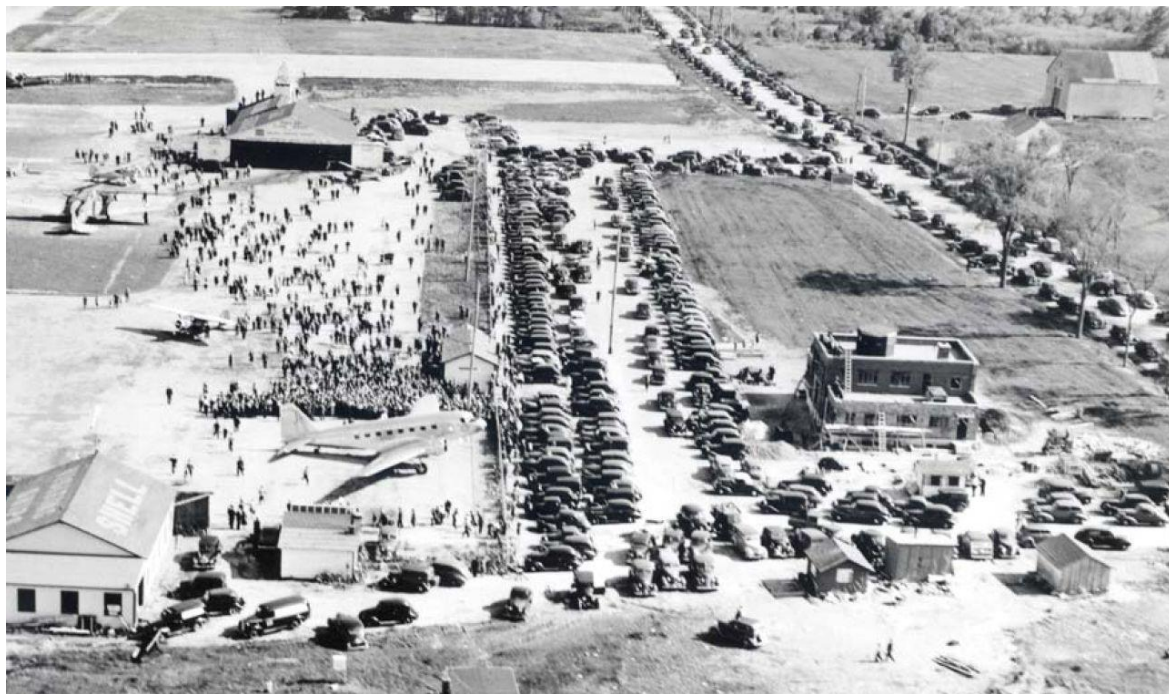


Airport

1940-41



c. 1947



Airport

1960



1967



1987



End Point: Tate House Museum and Means House

- George Tate (1700-1794) was the mast agent after Col. Westbrook. Brought in to return order to the trade after
- He came to Stroudwater from England by way of Portsmouth NH around 1750 with wife and four sons.
- He bought land and built a warehouse in 1753.
- His house was completed in 1755 overlooking the mast yard and the Fore River as well as his warehouse.
- During his time the Falmouth mast trade became one of the largest operations in the empire

- Wife Mary Tate was mistakenly shot to death by son William in 1770.
- The revolution ended the mast trade for Tate but he remained in Stroudwater.
- Two sons William and Robert remained in Stroudwater during the war.
- Samuel and George II went to England during the war.
- All were involved in ships or shipping with varying amounts of success.
- Tate House has been a museum since purchased by the Colonial Dames in 1931.

Take a tour of the Tate House either today or some other day they are open by buying a half price ticket.