

Frohock Brook and McKay Road Wharves and Kilns
By Corelyn Senn
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I have been trying to find and understand the wharves and lime kilns in two areas, Frohock Brook and McKay Road. I think I may finally have them pretty well in hand. The best part of this has been the physical exploring of the sites and talking with the people who have helped along the way.

In Lincolnville most of the lime kilns were built close to the quarries where the rock came from. There were not many that were close to the harbors as there were in Rockport. In 1876, Lincolnville got its Patent Kiln at Ducktrap Harbor but we have learned that two other harbors got their kilns earlier. In 1831, there was a lime kiln associated with the harbor at Frohock Brook and in 1872, three lime kilns were built by the Steamboat Wharf on the current McKay (Ferry) Road.

Frohock Brook Wharves and Kiln: I believe I have written at least three different versions of where things were and how they worked at Frohock Brook. I think and hope I have it corrected now thanks to help from Rosey Gerry who had help from the late Colin Coombs—it takes a Village!

In 1801, Adam Rogers purchased 50 acres of land from Henry Knox for \$66.66. It went roughly from the flats at the edge of what is now the Lobster Pound property, up the Brook, across the road, and up into the marshes behind Chez Michel. It then went across that land and down across the road again to the flats behind the current Whales Tooth Pub and then across the flats to the beginning. In 1831, Adam Rogers sold, for \$900.00, 3

acres and 157 square yards on the water side to David McKoy and Eldin Hartshorn. This was the valuable part of the 50 acres.

McKoy and Hartshorn built two wharves which we will explore shortly. In 1836, Rogers sold the rest of the land above the road to Robert McKoy, brother of David, for \$2,000. Immediately Robert sold half an acre of that land to Eldin Hartshorn and David McKoy for \$75.00 where, as it turns out, they had already built a lime kiln. This kiln and the wharves became intertwined in the lime business.

Starting on RT1 at the back of the Chez Michel parking lot is where the lime kiln was built about 1831. The two story Upham and McKoy Store with living quarters upstairs was built in front of it along the road. A wagon road led from the kiln out to Rt 1 and directly across the road to the wharves.

Apparently for financial reasons, Hartshorn and McKoy did not own these wharves for very long. In 1837, they sold what was now a four acre parcel on the water, including the two wharves and the half acre with the kiln on the western side to Isaac Morse for \$1,500.00. Again we don't know, but he more than likely carried on the shipping business and perhaps also had the kiln in operation.

In March of 1851, Isaac Morse sold the same land plus some additional acreage on the western side of the road to Nathan Knight who, in turn, sold the kiln land to James Perry in September of the same year. It is likely that the kiln was no longer in operation although we don't actually know.

Nathan Knight was heavily engaged in the shipping industry and that was his interest in this property. He also owned several lime

quarries with his son Austin. Austin owned the ship, the Georgianna, which was captured by the Spanish in 1850 in the war over Cuba. (Nathan Knight was the person who sold the land for the School, which is now our Museum, to the Inhabitants of Lincolnville for \$25.00 in 1856.)

In 1854 when he sold an acre of the land to John Carver, Nathan Knight identified the wharves that were there: one he described as the "Lime Kiln Wharf" and the other the "Larger or Southern Wharf. He also mentioned a breakwater and this is the first mention we have of that. His deed stated that Carver had to keep both wharves and the Breakwater in good repair or they would revert to Knight and if Carver sold them and the new owner failed to keep them and the Breakwater in good repair they would also revert to Knight. By 1860, Knight had moved to Hallowell but it appears that he kept his shipping interests active.

John Carver may have been the one who built the current Whales Tooth Pub. When he deeded his land to Eliza Carver in 1881 it included a dwelling house, a store and the land contiguous to this containing a wharf, the Large Wharf, and dock and all outbuildings.

We do not know how long this harbor was in use. The Large Wharf held together quite awhile as 75 years ago people were still fishing from it and we have post card photos of it. I suspect the Kiln Wharf fell into disuse earlier.

The wharves and breakwater have left a strong footprint on the flats and we can put a great deal of it together from old timbers and the stones on and around them. The two wharves started at RT 1. The Kiln Wharf went by the Pub on what is now their front lawn. It continued until it sloped down to the Beach, then it made

a jog to the left and continued out toward the water. At high tide there was enough water to float a ship, at low it was the flats. The wharf remains can easily be seen today if you stand at the end of the parking lot just where it turns and look down: there is what looks like a pile of dark stones and then some rows of sea weed! If you move aside the sea weed, there are the old wharf timbers. You can see where they end right by the Brook. You can also see it all from behind the Lobster Pound.

Returning to RT1 and looking along the Brook just under the propane and water tanks of the Lobster Pound there are more old timbers from the "Large or Southern Wharf". There are quite a few pilings left but as you look along it you can see some of the cross pieces remaining. This wharf disappears under the current retaining wall for the Lobster Pound and it goes under some of the cemented part at the back of the Pound. It then turns into the visible remains of the large wharf going out into the water. There are very large stones marking where it used to be.

Looking toward the left from the large wharf you can see, even at high tide, two posts sticking up out of the water. These are the remaining two posts of the Breakwater. If you walk out to them at low tide and walk in each direction you will see the length of the Breakwater as its timbers are still embedded in the sand. It starts at the shore of the Pub and goes almost to the Brook, making a triangle of water from the Brook, to the shore, to the Breakwater. The final section of the Breakwater is interesting as it makes about a 45 degree angle from the rest of the structure right at the Brook. This leaves the Brook open as a channel between the Breakwater and the Large Wharf.

After studying these various features it appears that the Breakwater was built to protect the wharves and also to channel

the water into the Brook so that at high tide larger boats could come into the wharves. I suspect it was Nathan Knight who was engaged in making this area a working harbor for the ships he owned and for shipping out his products on other schooners. When the Georgianna went out from there she carried lime, leather and oakum for New Orleans

The late Colin Coombs explained to Rosey Gerry how the harbor worked. A schooner would come in at high tide and tie up between the two wharves. Planks were were laid on each side of the ship from each wharf. The ship stayed there through low tide and was unloaded and loaded from both sides. When the tide came in it re-floated and sailed out of the harbor. Larger ships docked at the end of the Large Wharf beyond the Breakwater.

I believe that the wharves and breakwater must have been made either as Crib or Cob structures. Crib wharves and breakwaters were made with a series of cribs (built like a log cabin, two logs laid parallel and two on top of them going across them at their ends and then alternating all the way to the top) put in a line and filled with stones, Cob wharves and breakwaters were made of pilings in rows, sometimes with timbers between them, and they were also filled with stones. There are so many stones in a line where where the remains of the wharves and breakwater are today and they must all have been part of the system. There is not enough wood left for me to know whether these were crib wharves or not. I believe that the breakwater would have been a cob structure.

Steamboat Wharf and Kilns: By 1778, Hezekiah French had bought land in Lincolnville from Henry Knox. In 1799, he bought

75 acres that abutted the Adam Roger's land, the Large Wharf was the boundary, and it went the length of the Beach, known as the French Landing. The family had a large wharf, the Commercial Wharf, in the area of today's Ferry. The French family probably owned the land from the Beach to Frohock Point as well as land up the current Beach Road. But by 1864, the descendants of Hezekiah began selling the land to the Frohock family.

The Frohocks were as ambitious in the use of their land as had been the French's; they had a shipyard, black smith shop and were engaged in shipping. In 1870. They undertook a large project, building a wharf for the steamships running between New Brunswick and Portland. Seven local men, (William K. Duncan, George Drinkwater, Semandel D. Drake, Harvey Achorn, Henry Crehore, John Carver and David Howe) on behalf of themselves and others, entered into an agreement with Arthur L. and Richard S. Frohock to build a wharf to land and receive passengers and freight. It was a very specifically designed wharf. It was to extend 250 feet from the high water mark seaward, and it was to be 22 feet in width. There was to be an ell on the seaward end 75 feet in length and 45 feet in width. The portion of the wharf between high and low tide was to be of cribwork, ballasted with rock. The other part of the wharf, was to be constructed by driving piles. The piles were to be not less than 12 inches and were to be driven 7 feet from each other in both directions and were to be substantially planked or floored. The wharf was to be furnished with a suitable drop to lower and hoist, to receive and land passengers and freight from and to the Steamboats laying at the wharf.

The Frohocks were to build the wharf which was to be kept in good repair and safe for passengers and freight for 10 years.

They were also to keep a road in good repair to and from it. Also, any freight coming or going from the wharf could be left there without fee until it was picked up or taken on the ship and there would be a building suitable for passengers and freight to wait in. The financial deal was this; when the work started the seven men listed as having an interest in the wharf would pay the Frohocks, \$500.00, when the crib-work was done another \$500.00 would be paid and when the whole project was completed \$1,000.00 would be paid. Thus the cost of the wharf would be \$2,000.00 and it was to be done in a year. The materials and labor would be paid for by the Frohocks. It further stated that if the Frohocks wanted to enlarge the wharf for their own use they could do that but it must not in anyway interfere with the docking of the steamboat or the loading or unloading of passengers and freight. The Frohocks also agreed that if they should sell the wharf land during the 10 years then the new owners would be bound to follow all the stipulations agreed to by the Frohocks. At the end of the 10 years the Frohocks took possession of the wharf.

The wharf is now gone but its footprint is still visible, especially on Google Earth. At the low tide mark the lines marking where the cribs were are very clear and one can follow them up the beach to the high tide mark by the remaining timbers. In some of the crib areas there are still the cross pieces that marked the bottom of the cribs. The beach is totally covered with rocks so filling the cribs would have been very easy. From a Plan of the property from 1895, one can reconstruct the actual site and design of the wharf.

The Lime Kilns: In 1873, Arthur L. Frohock and Richard S. Frohock entered into an agreement with eighteen people who had put up money for the land: Joseph H Philbrick, DS Richards, Putnam Frohock, John French, WK Duncan, Harriet Philbrick (she

was Joseph's wife), Elvira Manning, A B Waterman, Andrew Mc Cobb, Ambrose Hall, John Frohock, Adelaide N. Munroe, RS and AL Frohock (this was their land), all from Lincolnvile. Additionally E C and PP Freeman from Camden and JP Cilley from Rockland (he is the Civil War general who was heavily involved with the Coleman's lime business and he was one of the buyers of the Isaac Heal Quarry when the Lincolnvile Soapstone, Coal and Marble Co. went out of business)

The kilns ere on the easterly side of the road past the Steamboat Wharf. It consisted of 29 square rods with a right of way through the sheds to the shore with the privilege for a team to pass. We can see on the Plan of 1895, where the kilns were and they still are visible along the shore line just below where a house has been built today. There has been much earth work done in the area so some of the kiln stones are on the beach and the kilns do not show clearly as kilns. But, checking around them, I found pieces of partially cooked limestone. Since the kilns were built into a hillside they were probably filled from the top as was typical and then the cooked lime taken out the bottom. This was most likely the reason that a team would be needed to pick up the lime when it had been put in casks and carry it across the shore to the wharf.

Now comes the confusing and complex part: the 22 names listed on the deed are not generally associated with lime quarrying in Lincolnvile. We also find that they were given shares in the kiln. All got 1/22 of a share except for Richard and Arthur Frohock who got 5/22.

So what was all this about? I don't yet know. The Frohocks sold some of their land to the Camden Savings Bank in 1874, land starting at the French Landing with the buildings on it including

the barn, cooper shop, and blacksmiths shop. It also included 3/4 of the Commercial Wharf with buildings thereon and 3/4 of the Steamboat Wharf with attached storehouse. In addition there were 5 shares in the Lincolnville Lime Company adjoining the Steamboat Wharf.

These 5 shares must have been the ones awarded to the Frohocks in the deed from August 1873. All this would seem to mean that the Lincolnville Lime Company was incorporated but so far I have not found information on that. I am awaiting word from the State Archive.

What I now believe is that the share holders were not quarry owners nor in general did they quarry but they charged those who did for burning their lime in these kilns and from that the share holders received dividends. I do not know who had to watch the kilns and supply the wood but I would expect that fell to those who cooked their lime rock there. I am looking forward to seeing how much information I can find.

It turns out that these two little harbors with their kilns have quite a big and interesting history and probably many stories to go with them. I am looking forward to seeing what else I can find out. If you have information or photos please let me know.

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