

## Alexander Milliken, First Keeper of the Moose Peak Light

### REFERENCE NOTES AND SOURCES

#### General Notes:

Unless otherwise noted or obvious, all named towns, cities and counties in text and notes are in the State of Maine (or, before 1820, the District of Maine, Commonwealth of Massachusetts).

There are many references to Frankfort (Maine), Alexander Milliken's place of residence and home port on the Penobscot River from about 1805 to 1827. Frankfort took in a much larger area then than now, embracing the present-day towns of Frankfort, Winterport, Prospect, Stockton Springs, Searsport, and parts of Hampden and Newburgh.\*

Captain Milliken lived in and sailed out of what is now the town of Winterport. Winterport was at the head of winter navigation on the river, and is so-named. It was not officially set off from Frankfort and incorporated under its own name until 1860.

The political geography of the counties was also different in Milliken's time. During his years of active party membership and elective office, he lived in and represented Frankfort in what was then Hancock County. With redrawn boundaries, Frankfort (Winterport today) is now in Waldo County.

National political parties were also different then and do not comport directly with any today that bear the same names. In 1812, Milliken belonged to James Madison's Democrat-Republican Party, whose members were called Republicans. The Federalists were in opposition. The Democratic Party was not formed until about 1830 and the Republican Party in 1854. When he left lighthouse service in 1849, Milliken was a Democrat and the Whigs had just elected Zachary Taylor president, purportedly a factor in his retirement.

\* From *An Old River Town - Being a History of Winterport (Old Frankfort)* by Ada Douglas Littlefield (New York: 1907)

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#### Sources and Annotations:

1. Jeremy D'Entremont, *New England Lighthouses: A Virtual Guide / Moose Peak Light / History (2004)*: Includes a names list with tenures of the 34 keepers and assistants who served at Moose Peak Light from 1827 to 1973 (it was automated in 1972). Alexander Milliken is given as the first and longest-serving, 1827 to 1849. <http://www.lighthouse.cc/moosepeak/history.html>

Incidental Finding: The above source also lists an assistant keeper named Alexander M. Drisko, serving at Moose Peak 1859-1860. From *Early Jonesboro Families of Washington County, Maine*, pp. 147 and 152 (see Note 3, following), this was Alexander Milliken Drisko (1836-1901) who later became assistant and keeper at Libby Island Light between 1859 and 1891, retiring to Jonesport in 1890 where he served again that year at Moose Peak. The namesake identity presumably indicates friendship and esteem between the parents and Alexander Milliken, but there appears to have been no actual family relationship. A second namesake is also found in *Early Jonesboro Families*, p. 17: Alexander Milliken Alley (1850-1914), seaman and lobsterman at Head Harbor Island. His mother was a sister of Alexander Milliken Drisko.

2. Gideon T. Ridlon, Sr., *History of the Families of Millingas and Millanges* (Lewiston, Maine: Journal Press, published by the author, 1907), pp. 14-49.

Ibid, p. 44: Portrait photograph of Capt. Alexander Milliken in old age.

Ibid, p.189: Transcription of Capt. Milliken's 17 November 1814 proclamation.

Ibid, p. 190: Extract from President James Madison's Letter of Marque and Reprisal, commissioning the schooner *Fame* and naming Alexander Milliken as her captain with authorization to perform specified actions listed.

Ibid, p.190: Partial list of appointive public offices held by Alexander Milliken.

Gideon T. Ridlon, Sr., *Millikens of Scarborough, Me.* from *The Milliken Family*, extracted from *Saco Valley Settlements and Families* (Portland, Maine: published by the author, 1895), pp. 956-1069.

Rev. William Thompson, *First Church of Scarborough Marriages 1729-1799* (Portland, Maine: Maine Historical and Genealogical Recorder, Vol. 3, 1886), p. 3:83.

Almira L. White, *Genealogy of the Descendants of John White of Wenham and Lancaster, Massachusetts 1638-1900*, Vol. I (Haverhill, Mass.: Chase Brothers, 1900), pp. 58-59, 411-412.

Ezra S. Stearns, *Genealogical and Family History of the State of New Hampshire, Vol. II* (New York, Chicago: Lewis Publishing Company, 1908), pp. 597-600.

George T. Little, *Genealogical and Family History of the State of Maine, Vol. II* (New York: Lewis Historical Publishing Company, 1909), pp. 599-604.

*Representative Men and Old Families of Southeastern Massachusetts, Vol. III* (Chicago: J.H. Beers & Co., 1912), pp. 1481-1483.

Ancestry.com, *OneWorldTree* (subscription)

3. Leonard Tibbetts & Darryl Lamson, *Early Jonesborough Families of Washington County, Maine* (Rockport, Maine: Picton Press, 2004), pp. 310-311.

4. Hancock Court of Sessions Record, File Location: 15-85, *List of Persons Licensed as Innholders and Retailers of Liquor, November 1805*.

5. George Wasson & Lincoln Colcord, *Sailing Days on the Penobscot* (Salem, Mass.: Marine Research Society, 1932), p. 431: Schooner *Martha*, 106 tons, built at Frankfort 1806, owner Alexander Milliken. Schooner *Alexander*, 104 tons, built at Frankfort 1812, majority owner Alexander Milliken.

6. *Eastern Argus* (Portland), 4 April 1825, Page 2: Full text of Act of March 3, 1825, U.S. Congress, approved by President James Monroe authorizing the Secretary of the Treasury to contract for construction of certain

lighthouses and light vessels; erection of certain beacons and monuments; and placing of certain buoys - including, "A light house on a proper site on Moose Peak Islands, in the state of Maine." The Act also provided for appropriation of \$4,000 for the "Moose Peak Islands" lighthouse. (If Monroe signed on March 3<sup>rd</sup> as reported, this would have been one of his very last acts as President; John Quincy Adams took office the next day.)

*Boston Commercial Gazette*, 12 October 1826, Page 2: "NOTICE TO MARINERS. The Light House lately erected on Mistake Island, at Moose Peak, in the State of Maine, was lighted up on the night of Monday, the 9<sup>th</sup> of October, and will continue to be lighted during the nights. / Isaac Isley / Superintendent of Light Houses in Maine."

Timothy Harrison, *Lighthouses of the Sunrise County* (East Machias, Maine: FogHorn Publishing, 2008), p. 87-89.

7. Riordan & Bourget, *World Weather Extremes* (Report ETL-0416, U.S. Army Corps of Engineers, Dec. 1985), pp. 74-75: Contains information that the U.S. East Coast's foggiest place is at Moose Peak Lighthouse, Mistake Island, Maine: based on fog signal operation and low visibility operation of radio beacons at light stations, lightships and other Coast Guard units during a period of ten years or longer.

MSN Encarta, *Summary of U.S. Weather Records* (NOAA Data): States that records identify the foggiest location in the eastern United States as Moose Peak, Maine, with an average 1580 hours of fog per year.

8. John P. Cranwell & William B. Crane, *Men of Marque, A History of Private Armed Vessels out of Baltimore During the War of 1812* (New York: W.W. Norton & Co., 1940), pp. 21, 290: Explanation of duties and responsibilities of a prizemaster before, during and following a capture; risks and handicaps while working the prize back to an American port; and the general basis for sharing in prize money.

*Ibid.*, pp. 287-289: Description of first cruise of privateer *Surprise*, with fairly detailed account of her April 24, 1814, chase, engagement and capture of the brig *Kutusoff*; casualties and damage; cargo and value; repairs at sea; safe arrival at Frankfort under Alexander Milliken; and sale.

*The War* (New York), 31 May 1814, Vol. II, Issue 50, Page 202: Report of the May 21<sup>st</sup> [sic] arrival of prize brig *Kutusoff* at Frankfort, with some particulars.

*Daily National Intelligencer* (Washington, D.C.), 3 June 1814, Page 3: Detailed account of the capture and arrival of the *Kutusoff*, transcribed from a May 21<sup>st</sup> letter from Frankfort to the *Boston Patriot* by an unidentified correspondent. The letter was apparently written either by Alexander Milliken or his interviewer. By the writer's statement, the *Kutusoff* had arrived on the 20<sup>th</sup>, not 21<sup>st</sup> as reported elsewhere. The same letter or derived accounts are found printed between June 3<sup>rd</sup> and 17<sup>th</sup> in Rhode Island, Maine, Massachusetts, New Hampshire and New York newspapers.

9. *American Advocate* (Hallowell, Maine), 9 July 1814, Page 3: Announcement of five upcoming prize sales at auction, including the *Kutusoff* and her cargo to be offered at Frankfort on July 26<sup>th</sup>.

*Providence Patriot* (Rhode Island), 16 July 1814, Page 3: Public notice by Marshal T.G. Thornton, District of Maine, of a public auction on the 26<sup>th</sup>, at which the 220 ton brig *Kutusoff* and all her cargo would be sold to

the highest bidder. The terms of sale and the vessel and cargo are described, the cargo consisting of 100 tons of cocoa; 114 bags of coffee; and 50 hides.

Erasmus Jones, *History of the Town of Frankfort* (Winterport, Maine: Advertiser Job Print, 1897). A short (27 page) book containing references to the *Kutusoff* and related events during the War of 1812. The *Kutusoff's* disappearing cargo of cocoa makes an amusing anecdote.

*Newburyport Herald* (Massachusetts), 19 July 1814, Page 3: Ship News. Privateer *Surprise* of Baltimore (captor of the *Kutusoff*) had arrived at Newport after her successful 113 day cruise, having captured nine British vessels; ordered in six (of which two, including the *Kutusoff*, were known by then to have arrived safely); gave two up to prisoners; and burned one.

*New Jersey Journal* (Elizabeth, New Jersey), 26 July 1814, Page 2: Detailed report filed from Newport on the cruise of the privateer schooner *Success*, as related by Capt. Cathell.

**10.** Harry J. Chapman, *The Battle of Hampden* (Sprague's Journal of Maine History, Vol. II, No. 4, October, 1914), pp. 186-194.

William D. Williamson, *History of the State of Maine*, Vol. II (Hallowell, Maine: Glazier, Masters & Co., 1832), p. 648.

Ada Douglas Littlefield, *An Old River Town* (New York: Calkins and Company, 1907), p. 54.

**11.** Cyrus Eaton, *History of Thomaston, Rockland and South Thomaston, Maine*, Vol. I (Hallowell, Maine: Masters, Smith & Co., 1865), pp. 304-305.

*New York Commercial Advertiser*, 9 January 1815, p. 3: News from Boston of the December 27<sup>th</sup> Thomaston arrival of prize British schooner [*Industry*] and her described cargo, "...captured by a tender to the privateer schr. *Fame*, Millikin [sic], of Thomastown [sic], within 5 miles of Castine, where she was bound. The tender had an officer and five men and the schr. was manned with 3 men - not much resistance was made." [From a p. 27 name reference in *History of the Town of Frankfort* by Erasmus Jones, see Note 9, the officer commanding the tender was probably Isaac Milliken, nephew of Alexander and also a Frankfort resident.]

*National Advocate* (New York), 9 January 1815, Page 2: "Arrived at Thomastown, a prize to the privateer *Fame*, with 140 cases of dry-goods, 20 hhds. sugar, and a quantity of glass and hardware. The prize was bound from Halifax to Castine."

*Columbian Sentinel* (Boston), 1 April 1815, Page 2: Shipping News, Port of Boston, March 30, "Arrived - sch. *Industry*, Milliken, Thomastown, dry goods, glass ware, nails, sugar, crockery, grind stones, hoes, etc."

*Rhode-Island American and General Advertiser*, 7 April 1815, Page 3: Advertisement by T.K. Jones & Co., Auctioneers, "Prize Goods at Auction. On Wednesday, April 12, at the Long-Room, India Wharf, Boston, will be sold at Publick Auction, The Cargo of the *Industry*, captured by the *Fame*, of Thomastown, consisting of a valuable assortment of British Piece Goods, viz...." ... (followed by a detailed inventory of the piece goods being offered, plus 21 hogsheads of "Glass and Crockery Ware").

*The Repertory* (Boston), 11 April 1815, Page 4: A second ad by T.K. Jones & Co. for public auction of prize goods of the British schooner *Industry*, scheduled for April 19<sup>th</sup>, probably to auction that part of the cargo not sold or offered during the first sale.

No record of the proceeds from the sale has been found. The prize schooner *Industry* herself was not sold at this time.

*Boston Daily Advertiser*, 12 May 1815, Page 2: Marine List, Port of Boston, Thursday, May 11, "Arrived - Schr. *Industry*, Millikin, from Thomastown in 4 days, with cargo of lime to the account of her captain."

Capt. Milliken was obviously employing the *Industry* in coastal trading between Thomaston and other ports (here with a cargo of Thomaston lime to Boston to be sold to his own account), perhaps while looking for a vessel buyer. The trading may have been on behalf of himself and others with ownership in the vessel, perhaps the original Thomaston investors in the privateering enterprise, or he may have by then bought out the investors' interests.

Timothy Bigelow, *Diary of a Visit to Newport, New York, and Philadelphia During the Summer of 1815* (Boston: Edited by a Grandson and Printed for Private Distribution, 1880), p. 6: "Our passage [Tuesday, July 4, 1815] was uncommonly pleasant, and we were but four or five hours from Providence to Newport. Dined at Daws's. ... Mr. Milliken, of Frankfort, a Democratic Representative in Massachusetts General Court [the Massachusetts state legislature], was there. He has a cargo of lumber, which he is trying to sell."

From this we know that Alexander was actively engaged in coastal trading that summer and that he was still, at least in 1815, a member of the state legislature. Unfortunately, no shipping news has been found naming his vessel when at Newport, whether the *Industry* or another (based on other findings, he probably still owned the larger schooner *Alexander*). The following, however, tells us he was in command of the *Industry* during a passage from Portland to New York later that year.

*Eastern Argus* (Portland), 25 October 1815, Page 3: Marine News, Port of Portland. Cleared. October 17 - Schr. *Industry*, Milliken, for New York.

He no doubt carried a trading cargo to New York, apparently with plans to put the *Industry* on the market while there.

*New York Courier*, 21 November 1815, p.3: "Auction Sales / By Franklin & Minturn / Thursday, November 23. The schooner *Industry*, burthen 68 ½ tons, 4 years old, may be seen on the west side of Fly-Market Wharf."

Whether the *Industry* sold at that time is not known. Perhaps a sale was made to an owner in Bath, Maine, on condition of delivery from New York by Captain Milliken (maybe with the owner's cargo), or possibly Alexander saw a better business opportunity or other reason to postpone the sale. For whatever reason, he soon took the *Industry* north to Bath.

*Commercial Advertiser* (New York), 28 November 1815, Page 3: Advertisement, "For Bath (Maine) / The schooner *Industry*, Capt. Alexander Milliken, will sail on Tuesday. For freight of 1 to 200 barrels, or passage, apply to the captain, on board, at Fly-Market Wharf, or to / Barker & Co. / 84 South Street."

Note: Occasionally a commercial ad such as the above would include the first name of the captain. In this instance we can directly identify Alexander as in command rather than his nephew Isaac Milliken, without relying on circumstantial evidence.

*Columbian* (New York), 6 December 1815, Page 2: Port of New York. Cleared. Sch. *Industry*, Milliken, for Bath.

This is the last shipping news found of a schooner *Industry* under a captain named Milliken. Unless she was renamed or lost, it would seem she was sold at about this time. Future shipping news reported schooners named *Industry* under other named captains, but no evidence has been found to identify any of these vessels as the ex-British prize.

12. *Eastern Argus* (Portland), 24 June 1813, Page 3: Marine Intelligence, Port of Portland, June 22<sup>nd</sup>, “Arrived sch. *Alexander*, of Frankfort (Me.). She had been captured by the British privateer *Retrieve* and sent to Halifax, and when within two miles of the light [at Halifax] was recaptured by the *Young Teazer*.”

The *Young Teazer*'s magazine exploded soon after in Cape Breton's Mahone Bay with loss of all but six, by some reports seven or eight, of her 36-man crew. She sails on today as a well-known ghost ship and on summer nights when conditions are right can be seen exploding again on Mahone Bay – by those with the gift to see. Her story of success and demise can be found in many books and articles in libraries and on the Internet.

13. Harrison Scott Baker II, *American Prisoners of War Held at Halifax During the War of 1812*, Volume I (Westminster, MD: Heritage Books, Inc., 2004), p. 278.

14. Newspapers of port cities on the east coast regularly published daily marine intelligence columns giving vessel arrival, clearance and sailing dates. These included the vessel's name, generally its port of origin and destination, and occasionally the hailing port. The captain was not always identified, and when he was it was almost always only by surname. Passages of the schooner *Alexander* are thus found listed under Milliken command, but in no case with the first name given. All we can reasonably be sure of is that it was either Alexander or Isaac.

15. John Ward Dean, *The New England Historical and Genealogical Register for the Year 1886*, Vol. XL (Boston: David Clapp & Son, 1886), p. 208:

“Proclamation, 1814. - The Register has been furnished by N. J. Herrick, Esq. with the following interesting document from the original in the possession of Mrs. Charles A. Milliken, of Malden, Mass.

#### *A Proclamation*

*Whereas, Sir John Sherbrooke did by proclamation capture all that part of the District of Maine lying betwixt the Penobscot & St. Croix Rivers for and in behalf of His Majesty the King of Great Britain, I do by all the power in me vested declare it recaptured, excepting Castine & Eastport, for and in behalf of the United States of America, and the subjects thereof having again become citizens are hereby ordered to conduct themselves accordingly.*

*And whereas, it has been customary for British officers to declare a large extent of sea coasts in a state of blockade without a sufficient force to enforce such a blockade, I do by my power as aforesaid declare all the Ports, Harbors, Rivers, Bays and Inlets from the River Penobscot to the River St. Croix that remain in actual Possession of the En'y in a state of rigorous blockade, having under my command a sufficient force to enforce the same, and the officers under my command are hereby ordered to govern themselves accordingly.*

*Done on board the Schooner Faun [sic] in Machias River this 17<sup>th</sup> day of November 1814 and nailed to the Flagstaff of the Fort at Machias.*

*Alexander Milliken  
Commander of the private armed Schooner Faun [sic]”*

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Some discussion of the proclamation:

One of Alexander Milliken's sons was Charles Austin Milliken who died in Malden in 1884. The Mrs. Charles A. Milliken of Malden in possession of the original proclamation in 1886 was no doubt his widow (Alexander's daughter-in-law), and the proclamation a family artifact.

The spelling of the schooner's name as "*Faun*" is an obvious error, probably made in transcribing from the handwritten original. Alexander Milliken was at the time in command of the privateer schooner *Fame* of Thomaston.

Transcriptions of the proclamation are also found in: *Collections and Proceedings of the Maine Historical Society*, Second Series, Vol. II (Portland: Published 1891), p. 332; and in G.T. Ridlon's 1907 *History of the Families Millingas and Millanges*, p. 189.

Alexander Milliken's proclamation was not the first to be issued by an American privateer in parody of unenforceable claims of conquest and blockade made by British commanders. In 1813, a proclamation by Capt. William Dobson of the *Young Teazer* gave written notice to the British fleet of the North American Station that he and his small schooner had placed Halifax in a state of blockade. He challenged Captain Capel of the 74-gun line-of-battle ship *La Hogue* to meet him in single ship combat "at any time and place".

Earlier in 1814, Capt. Thomas Boyle of the *Chasseur*, probably the most dashing and certainly one of the most successful American privateer captains of the war, sent in a proclamation while in the English Channel. In language very similar to that of Alexander Milliken, he declared all waterways of all seacoasts of the British Isles to be in a state of "rigorous blockade" by the *Chasseur*.

More than 100 years later, Milliken's parodical proclamation became fodder feeding historical ignorance or naïveté on the part of a newspaper editor. On December 19, 1917, the *Boston Daily Globe* printed an article on Page 13, author unidentified. The article made the incredible claims that "President Madison had commissioned Milliken a captain in the Navy and placed him in command of the schooner *Fame*". In this capacity, according to the article, he blockaded the entire area of coastal Maine in British possession; "captured many prizes"; "aided the land forces in driving the enemy out of Maine"; "built a fort at the mouth of the Penobscot"; and "issued a proclamation claiming the land between the two rivers [Penobscot and St.

Croix] on behalf of the United States”!

16. Joseph W. Porter, *The Bangor Historical Magazine*, Vol. III, July, 1887 - June, 1888 (Bangor: Benjamin A. Burr, 1888), p. 155.

17. Hancock Court of Sessions Record, File Location 7-29, 1812 Session, *List of Justices for the Hancock County Court of Sessions*, May 1812.

18. *New England Palladium* (Boston), 5 July 1808, Page 2.

Edward J. Coale, *Mnemonika, or, Chronological Tablets* (Baltimore: B.W. Sower & Co., 1812), p. 115.

*Table of Post Offices in the United States with the Names of the Postmasters, Counties and States ...* (Washington City, 1819), p. 23.

19. *Independent Chronicle* (Boston), 23 January 1809, Page 2.

*Eastern Argus* (Portland), 23 July 1812, Page 2.

*Independent Chronicle* (Boston), 24 January 1818, Page 2.

*Bangor Register and Penobscot Advertiser*, 5 July 1821, Issue 27, Col. B.

20. *Eastern Argus* (Portland), 23 July 1812, Page 2: Includes the full text of the address and resolutions. The meeting chairman, secretary and members of the committee that prepared and presented the address and resolutions were identified by name: Chairman, Col. Andrew Tyler; Secretary, Isaac Milliken; and Committee Members Alexander Milliken, Esq., Abner Bicknell, Esq., Capt. Alexander Leavitt, Capt. Elisha Thayer, and Mr. Zacheus Kempton.

21. Jeremiah Perley, *The Debates, Resolutions, and Other Proceedings of the Convention of Delegates Assembled at Portland on the 11<sup>th</sup> and Continued Until the 29th Day of October, 1819, for the Purpose of Forming a Constitution for the State of Maine to Which is Affixed the Constitution / Taken in Conference* (Portland: A Shirley, 1820), p. 33.

Franklin B. Hough, *American Constitutions: Comprising the Constitution of Each State in the Union and of the United States*, Vol. I (Albany: Weed, Parsons & Co., 1872), p. 534.

22. *Resolves of the Legislature of the State of Maine* (Portland: Thayer, Tappan & Stickney, 1822), p.109.

*Bangor Register and Penobscot Advertiser*, 10 January 1822, Issue 2, Col. A.

23. *Bangor Register and Penobscot Advertiser*, 26 July, 1821, Issue 30, Col. D.

24. *Private Acts of the State of Maine Passed by the Legislature at its Session, January, 1822* (Portland: Abijah W. Thayer, 1822), p. 199. Named with Alexander Milliken in the enactment were Philo H. Washburn and William R. Ware.



**25.** *1860 U.S. Census, City of Portland, Cumberland County, Maine:* Alexander Milliken [Jr.], Head of Household.

**26.** *1870 U.S. Census, City of Portland, Cumberland County, Maine:* Alexander Milliken [Jr.], Head of Household.

**27.** The place and dates of construction of the two vessels, and their tonnages, were included in the news reports of their losses. See the newspaper sources cited under Notes 32 and 33. Also, Note 28.

**28.** *Ship Registers and Enrollments of Machias, Maine -1780-1930*, No. 77, p. 61: “ALEXANDER MILLIKEN, brig, of Jonesport. Built at Jonesport, 1848, by Jeremiah Drisko, master carpenter. 176 18/95 tons; 88 ft. 7 ½ in. x 24 ft. 9 in. x 9 ft. 2 in. One deck, two masts, square stern, a billethead. Enrolled, No. 39, Dec. 5, 1848, at Machias. Owners: Reuben Lamson, Alexander Milliken, Freeman S. Doyle, Nathaniel Sawyer, Daniel S. Hall, Daniel J. Sawyer, Matthew Milliken, Charles Woodward, Jonesport. Master: Reuben Lamson.”

Incidental: Builder Jeremiah Drisko (1790-1870), master carpenter of Addison, Maine, built at least 22 vessels during his lifetime, the last of record finished in 1852. Twelve are listed in *An Era to Remember* by Robert R. Hammond (Harrington, Maine: Printed 1967 and 1972), and others in *Ship Registers and Enrollments of Machias, Maine - 1780-1930*. He was listed as an Addison ship builder as late as 1855: George Adams, *The Maine Register for the Year 1855* (Pub. Augusta, Bangor, Hallowell, Portland: 1855), p. 391.

Genealogical Data for Jeremiah Drisko are provided in *Early Jonesborough Families of Washington County, Maine* (Note 3), p. 143, and *Early Pleasant River Families of Washington County, Maine*, pp. 159 & 162-163, both works by Leonard Tibbetts & Darryl Lamson. Additional information can be found in *Genealogical and Personal Memoirs Relating to the Families of the State of Massachusetts* by William R. Cutter (New York: Lewis Historical Publishing Company, 1910), pp. 2137-2139.

Incidental: Capt. Reuben Lamson (1818-1860), the first master and 1/8th owner of the brig *Alexander Milliken*, is biographically profiled in *The Lamson Family of Jonesport, Maine* by Darryl Byron Lamson (Baltimore: Gateway Press, 1978). The brig is mentioned on pp. 4 and 493, with an apparent discrepancy as to the builder (given as Abraham L. Norton on p. 4 and Jeremiah Drisko on p. 493).

**29.** *Ship Register (1857-1900) Search.* <http://library.mysticseaport.org/initiative/VMSearch2.cfm>

Newspaper Sources: Between 1848 and 1872, marine intelligence columns in various east coast newspapers recorded arrivals and sailings of brig(s) *Alexander Milliken* to and from: Boston, Philadelphia, New York, St. Martins, Sagua Le Grand, Bangor, Pensacola, St. Jago De Cuba, Havana, Trinidad, Darien (GA), New Bedford, Georgetown (SC), Newport, Charleston, Cienfuegos, Baltimore, Portland, Bermuda, Falmouth, Cape Verde Islands, Matanzas, Port Royal, and York River (VA). Many of these ports received multiple visits from one or both of the two identically named vessels.

**30.** *Index to the Executive Documents, Printed by Order of the Senate of the United States for the Second Session of the Thirty-Seventh Congress, 1861-62*, Vol. 5 (Washington: GPO, 1862), pp. 6-7.

**31.** Between 1846 and 1872, marine intelligence entries in U.S. newspapers named the following as masters of the two brigs *Alexander Milliken*, by surnames only: Hall, Norton, Foster, Look, Fish, Leighton, Potter, Swift, Childs, Milliken\*, Bates, Stearns or Stearne, and Lord . From *The Lamson Family of Jonesport, Maine*, we also know that Reuben Lamson was the first master of the Jonesport brig (see Note 28). Ship registry records (source, *Mystic Seaport Museum*, Note 29) add another: Capt. Moulton, master of the St. Andrews brig *Alexander Milliken*.

\* In February 1865, the St. Andrews brig *Alexander Milliken* arrived in New York with a Captain Milliken in command, first name not given. 1863 was her recorded construction year, raising the possibility that this Capt. Milliken was her first master. Perhaps it was Alexander Milliken, Jr., 64 in 1863, who took her from the stocks at St. Andrews.

**32.** *Bangor Daily Whig & Courier*, 16 December 1869, Issue 298, Col. C: Report of finding the abandoned wreck of brig *Alexander Milliken* at sea.

**33.** *Bangor Daily Whig & Courier*, 14 March 1872, Issue 64, Col A: Report of schooner *Alexander Milliken* ashore at Nauset in a storm, two lives lost.

*Bangor Daily Whig & Courier*, 20 March 1872, Issue 69, Col. H: Provides details on the wreck of schooner *Alexander Milliken*, including identities of the two crew members lost and the heroism of Capt. Salisbury in rescuing others.

**34.** *Bangor Daily Whig & Courier*, 4 April 1872, Issue 82, Col. F: News of marine losses during March, including U.S. totals and totals for Maine vessels lost. The article also noted a number of other vessels long overdue at their ports of destination but not yet given up as lost.

**35.** *Ship Registers and Enrollments of Machias, Maine - 1780-1930*, p. 326: No. 700. *George*, schooner, of Portland. Built at Eden, 1831, 37 63/95 tons; 45 ft. 7 in. x 14 ft. 6 ½ in x 6 ft. 8 in. One deck, two masts, square stern. Previously enrolled Oct. 9, 1838, at Portland. Registered (temporary), No. 4, Dec. 22, 1838, at Machias. Owner: Charles Rackleff, Portland. Master: Alexander Milliken.

**36.** *Journal of the House of Representatives of the United States, Being the Second Session of the Twentieth Congress: Begun and Held at the City of Washington, December 1, 1828* (Washington: Printed by Sales & Seaton, 1829), p. 116.

**37.** *Journal of the House of Representatives of the United States, Being the Second Session of the Twenty-First Congress, Begun and Held at the City of Washington, December 6, 1830* (Washington: Printed by Duff Green, 1830), p. 158.

**38.** *1850 U.S. Census, Town of Falmouth, County of Cumberland, Maine*: Alexander Milliken, Head of Household.

**39.** *Bangor Daily Whig & Courier*, 19 September 1855, Issue 68, Col. D: Real Estate For Sale - Advertisement by Joseph Sturdivant pursuant to license granted by the Probate Court, County of Cumberland.

**40.** *1860 U.S. Census, Town of Falmouth, County of Cumberland, Maine:* Michal Milliken, Head of Household.

**41.** *1870 U.S. Census, Town of Falmouth, County of Cumberland, Maine:* Michal Milliken, Head of Household.

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HPM 07-13-2009