

Maine Historical Society Quarterly

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THE SOCIETY

The response to the Society's current fund raising appeal has been heartening. To date more than \$25,000 has been contributed towards meeting our overall goal of \$40,000. This support has enabled the Society to meet the challenge of Mr. & Mrs. J. Weston Walch who had pledged a \$5,000 gift, if the Society could raise an additional \$7,500 by December 15, 1977. The generosity of our friends has been greatly appreciated, and with their continued support we should have little difficulty in meeting our objective.

Word has been received from the Maine Historic Preservation Commission that our request for a \$15,000 federal grant for the restoration of the Wadsworth-Longfellow House has been approved. This is in addition to an \$18,000 grant recently awarded to the Society from the Community Development Funds of the City of Portland. With funding now assured, arrangements are currently being made to engage an architect to oversee the restoration which should begin this spring.

The 156th Annual Meeting of the Maine Historical Society will be held at Bates College in Lewiston on June 17, 1978. Following the business meeting and luncheon, Dr. Robert Bradley of the Maine Historic Preservation

Commission will present an afternoon lecture on "The Archaeology of Colonial Maine: An Illustrated Survey of Recent Discoveries." More detailed information will be provided to the membership at a later date. In the meantime, please mark your calendars.

Thomas L. Gaffney has been appointed Director of the Society. A member of the staff since 1970, Mr. Gaffney holds undergraduate and graduate degrees in history from the University of Maine at Orono. His appointment fills the vacancy created by the resignation of Gerald E. Morris who left Maine to assume a position with the Mystic Seaport Museum in Connecticut.

The Canadian National Railways recently placed the corporate records of the Atlantic & St. Lawrence Railroad on indefinite loan to the Society. Consisting of all the directors and stockholders records of the road from its inception in 1845 until its demise in 1960, these records chronicle the history of one of Maine's most important and celebrated railroads. Ardentely promoted by John Alfred Poor, Maine's famous evangel of railroad development, the construction of the Atlantic & St. Lawrence Railroad represented an ambitious attempt to link the economic destinies of Maine and Montreal, by making Portland Harbor the great all-weather shipping terminal for eastern Canada.

The Standing Committee and staff of the Society were saddened by the death of Mr. Philip H. Carey of South Portland. Phil, a conscientious volunteer for the past four years, died on December 14, at the age of sixty-four.

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Errata

(Vol. 17, No. 2)

p. 86, line 1, Kamph *read* Kramph; p. 87, para 3, line 13, Zetas *read* Zetes; p. 87, para 3, line 14, Ashur *read* Asher; p. 87, para 3, line 16, Zetas *read* Zetes; p. 88, para 4, line 1, of *read* after; p. 90, para 4, line 1, mantles *read* gas mantles; p. 90, para 4, line 5, verticle *read* vertical; p. 92, para 2, line 4, Ashur *read* Asher; p. 92, para 4, line 1, Ashur *read* Asher; p. 93, para 5, line 4, Ashur *read* Asher; p. 97, para 2, line 11, Merridian *read* Meridian; p. 98, para 3, line 17, usually *read* unusually; p. 100, para 2, line 10, judgement *read* judgment; p. 101, para 2, line 11, Master's *read* Master; p. 103, line 1, Kamph *read* Kramph. [The editor extends his apologies to Mr. Owen for the above errors appearing in his essay, "As Maine Goes"]