Within Katahdin’s Realm: Log Drives and Sporting Camps - Chapter 07: Jo-Mary Lakes Watershed

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Within Katahdin’s Realm:
Log Drives and Sporting Camps

Part I
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Jo-Mary Lakes Watershed

The Jo-Mary lakes watershed consists of a chain of four lakes that flow north into Pemadumcook Lake. Upper Jo-Mary Lake empties via a short stream into Turkeytail Lake, which is separated by an island from Middle Jo-Mary Lake, which flows into Lower Jo-Mary Lake, which is connected to Pemadumcook Lake via Jo-Mary Stream. Cooper Brook drains into both Lower and Middle Jo-Mary lakes and creates Jo-Mary Island, which is like a loose plug between the two bodies of water. Water, from the west, comes into the watershed from Rabbit Pond through Leavitt Pond and down Pratt Brook, where it is joined by the outlet stream from Henderson Pond before reaching Mud Pond and then the Cooper Brook Deadwater at Middle Jo-Mary Lake. From the southwest, Big Pleasant Pond flows through Yoke Ponds into Crawford Pond and down Cooper Brook through Church and Cooper ponds before emptying into Cooper Brook Deadwater. To the south of Jo-Mary Mountain, water from Johnston and Jo-Mary ponds flows through Johnston Brook to the upper-west side of Upper Jo-Mary Lake where the Cooper Brook Haul Road of the late 1920s ended. Although this haul road was not a waterway, Great Northern Paper Company (GNP) constructed it so loggers could harvest thousands of cords of wood in the East Branch of the Pleasant River watershed, haul them over the height of land to Upper Jo-Mary Lake, and tow them to the Millinocket mills.

Most of the area encompassed in this large watershed was the realm of Jo-Mary, a Penobscot Tribe chief. Several stories persist about who Jo-Mary was.¹ One of the most often cited is that he was a great swimmer who could stay underwater for some time. When surfacing, he spouted water from his mouth and became known as the *blower* or the *puffer*, both were terms

¹ *Guide to the Appalachian Trail in Maine*, 1936, p.65.
the Native Americans used for the whale, Potaywadjo. Nearby Potaywadjo Ridge owes its name to Jo-Mary. The Native Americans referred to the lake as *Melapswangamoc*, meaning many rocks under water.

Another story, which Fanny Hardy Eckstorm recorded, is that of an old Native American hunter named Jo-Mary, still alive in 1800. His nickname first became Podehbeh, the original name for Jo-Mary Mountain, Lake, and Stream. His other nickname was Kayzwilet, which means “runs fast” and is a shortened form of Kayzwilet-bemadinek, which was applied to what has become known as Jo-Mary Mountain. One year just before a hunting party set out, Kayzwilet got drunk. By the time he sobered up and realized the hunters left, two weeks had passed. Nevertheless, he impulsively set out running after them and became known as the crazy one. He died and was buried in the area. This Jo-Mary may have been the one born perhaps about 1730 and was one of eight Native American guides for Chadwick’s 1764 survey.

Cecil Palmer discovered that a person named Jo-Mary, a son of Chief Nuddikuton, was born sometime between 1790 and 1800 at Indian Island, Maine. The son became known as “Poitadio.” In 1818, the Jesuits baptized Poitadio as Joseph Mary Balliou. Chief Nuddikuton’s land included that south of Pemadumcook Lake, north of the East Branch of the Pleasant River and west to Nahmakanta Lake and Kokadjo. Jo-Mary either lived at or spent time at Cooper Pond hunting in the mid-1800s. In 1860, Louis Agassiz, the noted geologist and naturalist, did research in Maine and supposedly spent three months with Jo-Mary. Where they spent their time together is unknown.

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2 Fanny Hardy Eckstorm Papers, University of Maine Fogler Library Special Collections
3 Palmer, Cecil. “Potaywadjo.” personal notes, September 1944 (privately held)
The early Native Americans traveled to the lakes from down east and the south via canoe routes using the Penobscot River’s tributaries. One took the East Branch of the Pleasant River through the Ebeemee Lakes to Wangan Brook with a carry over the height-of-land to Sanborn Brook, which empties into Upper Jo-Mary Lake, the southernmost point of the watershed.\(^4\) The second route used the West Branch of the Penobscot River to reach North Twin and Pemadumcook lakes where they traveled south into the Jo-Mary Lakes.

The first loggers used these same routes. By the 1830s, logging activity in the watershed was sufficient to support a land-based supply route, the Nahmakanta Tote Road (1835), which loggers with their supplies followed from Brownville. The road passed on the west side of Schoodic Lake and continued north along the east shore of Upper Ebeemee Lake to reach the southeast edge of Upper Jo-Mary Lake before ending at the head of South Twin Lake.\(^5\)

A couple miles above Upper Ebeemee Lake, the tote road forked with the Caribou Lake Tote Road (built c. 1838) running northwest through the headwater area of Cooper Brook in the Yoke Ponds area.\(^6\) The use of these supply routes diminished greatly once the railroad reached North Twin Dam in 1894. The Philbrook farm shanty on the Nahmakanta Tote Road transitioned to a sporting camp that was still operating in 1906. The Caribou Lake Tote Road’s Jo-Mary Pond shanty was apparently abandoned, and the Yoke Ponds shanty probably became the site of the Yoke Pond Camps, a sporting camp that opened in the early 1890s. By about 1900, another tote road from the railroad’s Perkins Siding at the southeast corner of South Twin Lake passed the


\(^5\) Hubbard, Lucius L. *Map of Moosehead Lake and Northern Maine*, 1879.

south end of South Twin and Turkeytail lakes and went up the west side of Middle Jo-Mary Lake before turning north and ending on the south edge of Lower Jo-Mary Lake at the Cooper Brook Tote Road, which is not the same as the Cooper Brook Haul Road.⁷

**Jo-Mary Lakes**

Given the small scale of the earliest cutting anywhere around the lakes, the spring runoff provided sufficient water to carry the long logs into Pemadumcook Lake and the West Branch of the Penobscot River. At some point, however, the volume of logs exceeded the capacity of the spring runoff and lumbermen built dams at each lake’s outlet. According to Walter Wells’s waterpower survey and a travel account, someone built the dams after 1869.⁸ No documentation has been found that specifically charters a dam on any of the Jo-Mary lakes.

Lower Jo-Mary Stream may have been driven without a dam until sometime after 1889. Fanny Hardy Eckstorm and her father paddled into the Jo-Mary chain in August 1889, and her detailed notes make no mention of dams on either Lower or Middle Jo-Mary lakes.⁹ Pictures of the outlet of Lower Jo-Mary Lake about 1900 show no dam, but in 1922, Great Northern Paper Company (GNP) had a dam designed, and pictures from the 1930s show one.¹⁰ In 1941, GNP blasted the rocky channel to Pemadumcook Lake to improve the flow of logs around the sharp corner.¹¹ The blasting also improved the channel so lumbermen and sporting camp owners could

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⁷ GNP Division of Forest Engineering, Township 4 – Indian Purchase, Nov. 12, 1915
¹⁰ GNP picture file held at Katahdin Forest Management Maine Division of Acadian Timber Archives and GNP Papers, University of Maine Fogler Library Special Collections
¹¹ conversations with Dana Brown
motor bateaux up the stream. In the early 1940s, the dam had no gate when Dana Brown came for 700 boom logs, which, once he sluiced them, got hung up on the sharp corner. Logs came through the dam into the mid-1950s when the West Branch No. 3 towed the last booms from the mouth of Jo-Mary Stream to North Twin Dam.

Middle Jo-Mary Lake likely required two dams. The main dam with a gate, about two feet of head and a sluice with a wide apron, was at its east outlet. To the west, lumbermen probably built a small side dam where a north-flowing channel of Cooper Brook, often called Pratt Brook, entered Lower Jo-Mary Lake from Middle Jo-Mary’s Cooper Brook Deadwater. The dams also raised the water level in Turkeytail Lake. The date of the first dam is unknown, but it was after 1869 when Charles E. Hamlin, traveling to Mount Katahdin, came north on the Nahmakanta Tote Road and took a logger’s path from the road to the east end of Turkeytail Lake. Here, his party launched their birchbark canoes and paddled through Middle Jo-Mary Lake into Lower Jo-Mary Lake and down the difficult stream into Pemadumcook Lake. His detailed journal made no mention of any dams between Turkeytail and Pemadumcook lakes. The lake outlet dam was either newly constructed or rebuilt in 1895 when Bert Haynes built his first camp close to the dam site. GNP repaired the lake’s east outlet dam in September 1927. In the late 1940s and early 1950s, this dam’s structure supported a bridge that ran across its top and allowed enough room for a good size boom jumper or bateau to pass under. A headworks, located at the dam, towed bateaux up the steam from Lower Jo-Mary Lake through at least 1946. The dam and bridge structure were gone by the late 1960s or early 1970s.

12 conversations with Sandy Haynes
13 a statement based on when the last cuts came through some portion of the Jo-Mary drainage
15 conversations with Sandy Haynes
The Upper Jo-Mary dam first appears in George N. Colby’s 1882 Piscataquis County Atlas, but who built it when is unknown.\(^\text{16}\) GNP rebuilt it in 1922, repaired it in the late 1920s, and last used it in 1948.\(^\text{17}\)

The Nahmakanta Tote Road reached Upper Jo-Mary Lake by the mid-1830s, so loggers probably started cutting along the shore and continued around each of the Jo-Mary Lakes during the next sixty years, but other than references to an 1881 hospital camp, no information has been found.

Lumbermen set up the hospital camp in response to the smallpox outbreak.\(^\text{18}\) Area loggers brought in sick men, and they remained at the camp until they became healthy or died. The exact location of the camp is unknown, but J. A. Thompson, longtime logger from the Houston Pond area, and a companion paddled by it about 1882 on either Lower or Middle Jo-Mary Lake on their way to Upper Jo-Mary Lake, where they picked up the Nahmakanta Tote Road. Lewey Ketchum told Eckstorm that the graves of six men who died of smallpox were at “Logan Joe Mary,” an unknown location presumed to be on or near one of the Jo-Mary lakes and near the site of the hospital camp.\(^\text{19}\)

Starting in 1881, public health regulations for lumber camps required that the logging camp boss remove sick men from the main camp and place them in a separate small camp.\(^\text{20}\) The rest of the camp’s crew had to remain in the woods where they were, but they could continue to

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\(^{16}\) Piscataquis County Maine Map. Houlton & Dover, ME: George Colby. 1882.

\(^{17}\) Records held by Katahdin Forest Management Maine Division of Acadian Timber Archives and GNP papers at University of Maine Fogler Library Special Collections


\(^{19}\) Fanny Hardy Eckstorm Papers, University of Maine Fogler Library Special Collections

\(^{20}\) Maine State Board of Health Annual Report 1902–1903: 20–21, 28–29, 113–123. The first annual report was in 1885
work. Some crews in later years built what the men referred to as “pest houses.” By the early 1890s, vaccinations became a requirement for those in lumber camps and working in the mills. In 1902, Maine had 222 cases with 12 deaths. In late 1903, smallpox was prevalent in the Lower Chain lakes area, and Maine recorded 2,096 cases with 9 deaths.21

The supply route for loggers on the lakes changed in 1894 when the Bangor and Aroostook Railroad reached Partridge Cove on South Twin Lake, and North Twin Dam and Norcross became settlements. The steamers carried the supplies from Norcross to the mouth of Jo-Mary Stream on Pemadumcook Lake where a tote road paralleled the stream’s east side. For other operations and when loggers drove Jo-Mary Stream or boomed logs blocked the outlet, the supplies went to Stephensons Landing for toting to Lower Jo-Mary Lake. For operations on Upper Jo-Mary Lake, teamsters tooted supplies from the railroad’s West Schoodic siding to the southeast side of the lake. Logging camps on the Lower and Middle Jo-Mary lakes used the Millinocket Tote Road, which started from the Debsconeag depot camp at the mouth of Nahmakanta Stream, went over Potaywadjo Ridge around the west end of Lower Jo-Mary Lake, and along the south shore to join the already existing Cooper Brook Tote Road (built c. 1850) to the Crawford and Yoke ponds area.22 In the winter, the teamsters traveled on the ice, but as soon as the lakes began to freeze or soften, teamsters needed a land route to move supplies.

By the late 1890s, Charles W. Mullen began cutting pine in the Jo-Mary watershed for the Twin Lakes Lumber Company, which had a sawmill he built in 1899 on North Twin Lake above its dam.23 In support of his operations through about 1904, he built two log storehouses.

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21 see footnote 20

22 GNP built this new network of tote roads around the Lower Chain Lakes.

23 Daily Kennebec Journal, April 3, 1902 and The Maine Sportsman, Jo-Mary Trip, March 1903
One was near a tote road from Pemadumcook Lake to Lower Jo-Mary Lake at what became known as Stephensons Landing on Pemadumcook Lake, and the other, which included a shed for fifteen tons of hay, was on the south side of Lower Jo-Mary Lake behind Blueberry Island, about three-quarters of a mile east of Indian Point and close to the Cooper Brook Tote Road.24

Once the GNP mill started operating in 1900, its crews moved into the area. Stephen built his logging camp at the Pemadumcook landing in 1902. He was followed by other GNP crews that rebuilt the camp and constructed wharfs at both ends of the tote road that connected Pemadumcook Lake to Lower Jo-Mary Lake.25 The wharf on Lower Jo-Mary Lake included a 32-foot boathouse. In 1918, a GNP crew rebuilt the Mullen storehouse on the south side of Lower Jo-Mary Lake, and it continued to show on a 1938 GNP map of the area, but little remained by the late 1940s.

Scalars’ reports show that logging around the shores of Lower Jo-Mary Lake took place in 1904 (James C. Rice), 1905 (James C. Rice), and 1909, but these reports do not provide the camps’ exact locations.26 One possible camp was the Stephen’s logging camp at Stephensons Landing. Other possibilities were on the south edge of the lake at the tote road to the Mud Pond landing (pre-1890) and at the lake’s west end at the start of the tote road up along Pratt Brook. Hanscom’s camp in 1911 was on the lake’s north shore at the base of Potaywadjo Ridge.27 His logging camp on the mountainside off the west end of the lake burned in the 1911 forest fire.

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24 David Smith Papers, University of Maine Fogler Library Special Collections and GNP, Documents and Plans, Jo-Mary Lake, storehouse, March 15, 1918

25 GNP Structures, David Smith Papers, University of Maine Fogler Library Special Collections

26 Scalars’ reports by location 1901-1913, GNP Papers, University of Maine Fogler Library Special Collections

27 Sketch of Fire Lines, May 18, 1911, on T.1 R.11
Middle Jo-Mary Lake had logging camps near the outlets of each of the tributaries feeding logs into the lake, Cooper Brook, and Upper Jo-Mary and Turkeytail lakes. Gordon’s landing, known as such by 1923, was at a low point on the esker on the west edge of the lake and may have hosted a camp. Loggers used the camp on the stream between Turkeytail and Upper Jo-Mary lakes in the late 1920s and probably at other times because it was on the drive route. Another logging camp was on the prominent point on the south shore of Turkeytail Lake and used in at least 1939–1940.28

At Upper Jo-Mary Lake, loggers had an early camp (built c. 1890) on the lake’s east side where a tote road from the Nahmakanta Tote Road touched the lake. Bert F. Hobbs, who cooked at the camp until it closed about 1895, retained it as a personal camp.29 Camps probably existed at the dam (built c. 1882) and near the conveyor and stacker (built c. 1927) south of the cove below the mouth of Johnston Brook.30 This cove area, a log landing, had a small camp that was still standing in the early 1950s. A later camp, perhaps from the late 1930s, was on the west shore above the current Jo-Mary Lake Campground.31 Loggers had abandoned this camp by the early 1950s when the Megquier family, a nearby leaseholder, received permission to salvage the boards of the remaining scalar’s camp.32

The status of logging at both the north and south ends of Upper Jo-Mary Lake is unknown. A camp existed near the mouth of Sanborn Brook and may have supported logging on

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28 GNP Division of Forest Engineering, Township No.4 Indian Purchase, April 22, 1950

29 see chapter 11 of this book

30 untitled map of stacker areas at northwest corner of Upper Jo-Mary Lake at the end of the roads that appear on, Timber Map of T.A.R.10 from cruise by Div. of Forest Eng (DAS) 1938

31 GNP Division Forest Engineering, GNP Division of Forest Engineering, Township A Range 10, March 15, 1932 – Feb. 28, ‘33

32 conversations with Jean Megquier
or near the brook. An undated map showed a dam at the outlet of Sanborn Pond but none at the head of any of the deadwaters. Sanborn Pond was the site of an old pre-1890 camp that only had a smoke hole. The logs cut in the area of the pond could have been hauled south to Wangan Brook or to the north-flowing Sanborn Brook. Whether any early logging took place at the north end of Upper Jo-Mary Lake in the small Duck Brook watershed before the forest fires of 1903, 1908, and 1911 is unknown. The lake’s swampy north end might have provided excellent cedar for a shingle mill, which operated on the lake, but at an unknown time and location.33

One reason for the lack of camps and sporadic logging of the lakes’ shores was perhaps the forest fires of 1903, 1908, and 1911. The fires burned around the west end of Lower Jo-Mary Lake, moved south to Mud Pond, missed Indian Point, jumped Mud Pond, burned southerly along the east shore of Cooper Pond, and reached as far south as the western side of Middle Jo-Mary Lake and the northern portion of Upper Jo-Mary Lake. At its north edge, the fire burned out a short distance west of Stephensons Landing. Francisco O. Estes, who organized the crews fighting the 1911 fires, said they were impossible to stop in the old burn areas of 1903 and 1908, so they waited for it to reach “green areas” where they could successfully fight it.34 While some of his crews fought the fires and saved both Buckhorns and Antlers sporting camps, others were on the lakes in boats trying to keep track of where the fires were popping up.

Headwaters of Upper Jo-Mary Lake

Upper Jo-Mary Lake was a collection point for logs coming from the southwest, south, and southeast sides of Jo-Mary Mountain through the Johnston Brook watershed, which is fed by Johnston and Jo-Mary ponds. Both ponds have a limited catchment and are small, so a dam

33 conversations with Jean Megquier
34 Fred A. Gilbert Papers, University of Maine Fogler Library, Estes letter of May 18, 1911
would raise a small head of water. An inspection of Johnston Pond’s outlet turned up no dam evidence, but the outlet is suitable for a horse dam. Johnston Brook is small, steep, and rocky with some flat boggy areas preceding the gentle last four miles to the lake. An inspection of these lower miles suggests loggers probably drove this end of the brook. A 1932 James Sewall Company survey listed the brook’s lower three miles as drivable.35 A tributary immediately west of Johnston Brook has similar characteristics.

Logging westerly of Johnston Pond likely started as loggers moved up the East Branch of the Pleasant River of the Piscataquis watershed (called the East Branch by loggers in this area) in the late 1820s. The area southwest of the low ridge south of Johnston Pond is a downhill 1.5-mile haul to the East Branch and some of the slope drains into Trestle Pond flowage. It is conceivable that loggers could have dammed nearby Trestle Pond and flushed logs to the East Branch before the 1920s. Given this scenario, loggers probably did not log the immediate area of Johnston Pond, which is a little over four miles on a direct line from Upper Jo-Mary Lake. In 1915, Haynes noted no one had yet cut a tree in the area.36 When the first tote roads reached the area in 1959–1960 for a GNP experimental cut, the 80- to 90-foot spruce trees were some of the largest the men had seen.37 Logging on the lower sections of the brook likely started after the initial cutting of the 1840s around Upper Jo-Mary Lake. In 1928, the cove below the mouth of Johnston Brook had 5,000 cords in a boom.38 It is not known if loggers drove them down the brook, towed them into the protected cove for storage, or hauled them to the cove’s landing.

35 Sewall, James W. Field Explorations for Township TAR10, 1932.

36 courtesy of Sandy Haynes


38 The Northern, June 1928
Early loggers, who were cutting between the low ridge immediately west of Jo-Mary Pond and the East Branch, may have used the Caribou Tote Road and its Jo-Mary Pond shanty. This area was within hauling distance of the East Branch. The absence of a dam on the outlet brook, which flows into Johnston Brook, and the lengthy distance to Upper Jo-Mary Lake probably precluded loggers from cutting the area sloping easterly to Upper Jo-Mary Lake until about 1926 when they built the Cooper Brook Haul Road that connected Upper Jo-Mary Lake to Yoke Ponds. The outlet does have a short, definitive channel from which loggers removed the rocks that they piled on its west side. It leads to the 1920s Cooper Brook Haul Road, but the channel’s purpose is unknown. On the drainage 100 yards below the channel are the remains of a small cement dam. This might have been a part of a water collecting system that supported icing the haul road in winter.

**Upper Jo-Mary Lake and the Cooper Brook Haul Road**

Starting in 1920, GNP began to develop the infrastructure needed to log the upper portion of the East Branch and move the logs into the West Branch of the Penobscot watershed. In that year, GNP and Hollingsworth and Whitney Paper Company (H&W) agreed to connect their roads. The resulting road became known as the Yoke Ponds Tote Road and was GNP’s supply line into the area from Greenville. GNP began to build the 13-mile Cooper Brook Haul Road in 1925. This road, which did not run along Cooper Brook, was what GNP Lombards and tractors used to haul logs over the height of land and down to Upper Jo-Mary Lake. Previously, logs in this area

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39 Geller exploration


went into either B Pond or directly into the East Branch, making them unavailable to the Millinocket mill.

Where the Yoke Ponds Tote Road ended and the Cooper Brook Haul Road began is unclear, but it could have been at the Yoke Ponds depot camp that served the early operations. The tote road south of Yoke Ponds likely followed the old Caribou Tote Road to the East Branch at the mouth of the stream from Hutchinson Pond, where GNP moved the Yoke Ponds depot camp in November 1926. From the camp, the road, also known as the Sand Road, followed the East Branch downstream before turning easterly above Trestle Brook, crossing it, passing the north shore of Jo-Mary Pond, and continuing northeasterly to Upper Jo-Mary Lake south of the Johnson Brook inlet. GNP listed the road as one of its ten key roads. During the summer of 1927, a branch Lombard road was in use from near Trestle Brook along the south side of the East Branch to B Pond.

The size of the depot camp is an indicator of the magnitude of the operations for about a decade. The camp included separate buildings for clerks, paymasters, foresters, and a superintendent; two conveyors; a garage; a hayshed; a storehouse; an office; a bunkhouse; an engineers’ bunkhouse; a blacksmith shop; a hovel; an equipment shed; a storehouse at B Pond junction; a water tank at Jo-Mary Pond; three portable buildings at B Pond; and a store house at Crawford Pond. The camp supported 300 men. GNP also had 70 men in two camps at B Pond in 1927. Crews built a wooden sluice on the side of Boardman Mountain northwest of the depot camp and used it into the mid-1930s.

The depot camp provided the supplies for the operations at the west end of the haul road. Supplies for the crews at the Jo-Mary end of the Cooper Brook Haul Road came from Norcross

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42 *The Northern*, August 1926, October 1926, November 1926
on a 40- by 10-foot scow built specifically for the late 1920s operation.\textsuperscript{43} A crew off-loaded the scow’s freight to bateaux at the mouth of Jo-Mary Stream, and a headworks at the dam pulled them upstream through the dam while a couple men in each bateau used long poles to keep it off the stream’s rocks. The bateaux then proceeded through the lake. A headworks at Middle Jo-Mary dam towed them through. At the head of the lake near the Turkeytail outlet, teamsters hauled the supplies to Upper Jo-Mary Lake, and bateaux took them to the camps.

At the depot camp, a turntable enabled the log haulers to turn around once they returned from Upper Jo Mary Lake or after they unloaded supplies from Greenville. The garage burned February 16, 1927, destroying the Lombards and other heavy equipment. GNP replaced them all within the week—an indicator of the importance of this operation. Lombards could descend with loads from Crawford Pond, but unlike the tractors that also brought in supplies and coal from Greenville, they could not climb back up with a load.

Once the haul from the depot camp to Upper Jo-Mary Lake commenced, it was obvious the road’s original 7- to 8-percent grade to the height of land above Upper Jo-Mary Lake was too great.\textsuperscript{44} Drivers had to use two Lombards and reduce the number of sleds pulled. The following year, construction crews cut the grade to 2 percent, the maximum ideal grade for a Lombard, by making a 27-foot deep cut at the height of land and building a 1,250-foot curved wooden trestle 25 feet high just below Trestle Pond. In making the trestle, GNP brought in a portable sawmill to mill the locally cut hardwood. Hughes Construction of Bangor reduced the grade with the aid of a steam shovel and twenty horses in time for the next drive. Even with the change in grade, GNP still doubled the haulers the last few hundred feet to the height of land. GNP’s last use of the

\textsuperscript{43} \textit{The Northern}, September 1927

\textsuperscript{44} \textit{The Northern}, January 1928 and Hempstead, Alfred G., \textit{The Penobscot Boom}. Orono: University of Maine Press, 1931.
road was in the mid-1930s. The trestle collapsed by 1952, as had the road’s lower bridge across the East Branch. About 1950, Jean Megquier and her husband walked beside the remaining standing posts of the old trestle.45

In the road’s first year, 29,494 cords cut by seven camps moved across it. From 1926 to 1928, the last use of a steam powered Lombard log hauler occurred on this road. The loggers had record Lombard hauls of 175 cords on 15 sleds and 185 cords on 16 sleds. The winter of 1933 offered a good example of the road’s daily 24-hour schedule, which included Lombard and large tractor long hauls at night, smaller tractor hauls during the day, and horses for some of the shorter hauls. In addition to these hauling strategies, GNP began experimenting with trucks in 1934. Trucks, some pulling sleds and others with wood on the truck body, dumped 10,000 cords on Yoke and Crawford ponds for the Cooper Brook drive.46

As loggers were pitching the logs onto the ice in the cove to the south of the mouth of Johnson Brook in early 1927, construction crews were rebuilding the Upper Jo-Mary dam with an additional 4-foot of head.47 The following summer crews made repairs to the Middle Jo-Mary dam and improvements in the waterway between the lakes. The anticipated log volume for the following year caused GNP to construct a conveyor with stacker in the second cove below the mouth of Johnston Brook.48 Teamsters hauling at the same time unloaded at the old landing on the north side of the cove immediately below Johnston Brook. A logging camp of five buildings served these operations.

45 conversation with Jean Megquier
47 *The Northern*, April 1927
48 *The Northern*, March 1927
The Lombards pulled alongside the conveyor that paralleled the roadway next to the lake, and loggers tossed the logs into the wooden channel with moving cleats in the bottom. Beyond the roadway, the channel rose up and extended out over the ice. The conveyor ran 24 hours a day, seven days a week during the hauling season. This may have been one site where men used dynamite to spread out the pile. The men kept the wood in the cove with a double string of boom logs set on the ice. By June, they had boomed, towed, and sluiced nearly all the wood.\textsuperscript{49} During the 1927 drive season, personal correspondence from Haynes stated that as the logs came through Upper Jo-Mary dam and into Turkeytail Lake, drivers formed 3,000-cord booms and towed them by headworks to the Middle Jo-Mary dam.\textsuperscript{50} The stacker was still in place in 1934, the logging camp at the lake was in good condition, and loggers had recently driven the lakes.\textsuperscript{51} However, the Cooper Brook Haul Road soon fell into disuse with only a part of it being used in the mid-1950s when loggers returned and began trucking wood to North Twin Dam.

Knowing that GNP graveled the Copper Brook Haul Road, I was curious to see if I could follow it once it passed the north side of Jo-Mary Pond where the current road is the old haul road. I thought it would be easy given the wide turn radius, gravel surface, and the 2 percent grade. Perhaps I was looking in the wrong area, but after several hours of searching, I saw no hint of it.

My search for the junction of the Yoke Ponds Tote Road and the Cooper Brook Haul Road and the depot camp was made easy by Darryl Day who trapped and wandered the area. He stopped his truck on the south side of the East Branch, and we walked across the snowmobile

\textsuperscript{49} The Northern, July 1928

\textsuperscript{50} courtesy of Sandy Haynes

\textsuperscript{51} Sewall, James W. Field Explorations for Township TAR10, 1934.
bridge and into what was once the depot camp. In a tangle of brush, I saw the cab of an old Lombard log hauler. Not far away Darryl disappeared into the young softwoods where he pointed out the cement piers the Lombards parked on in the garage. In the 1980s, loggers cut up some of the old Lombard boilers for culverts. The turntable must have been nearby, but iron scavengers in 2011 made off with it as they did with other metal remains in the area.

Our next stop was near the west end of Trestle Pond. Not far away from the pond were the uniform, rotted mounds of the trestle’s stilts. The 2-foot-long bolts that connected the frame littered the ground. The trestle’s west end abutment is still plainly visible. Farther up the hill, we passed through the cut in the hillside needed to achieve the 2 percent grade.

I returned to the area a second time and walked the Yoke Ponds Tote Road downhill from Yoke Ponds to the depot camp, the route of the Lombards that hauled in coal for the others working the Cooper Brook Haul Road. Given the radius they need to turn around, I grasped the necessity of the turntable. It also gave me an appreciation for just how gentle an uphill slope they required when they were pulling a load. Clearly, they did not return with a load.

**Cooper Brook Drainage**

The Cooper Brook watershed, which flows east from Big Pleasant Pond, enters Middle Jo-Mary Lake at its northwest corner. Just over a slight rise in land beyond Big Pleasant Pond are Long Pond and Bog Pond. Even though this area is outside the watershed, loggers who cut timber in this area likely hauled timber into and floated it out through Cooper Brook. Cutting on the brook’s watershed, which probably started between 1835 and 1850, sent a constant flow of logs into the Jo-Mary system until about the mid-1930s. The landowner of the upper portion of the
watershed made a land management decision to stop cutting in the mid-1930s.\textsuperscript{52} The decision to resume cutting occurred after the log drives had ended. Cutting from a mile above Church Pond to Middle Jo-Mary was never purposely stopped for a period, and the last drive from this area was in 1947.\textsuperscript{53}

The supply route for the logging operations changed over time. In the early years, those cutting at the upper end of the watershed brought supplies in on the Caribou Tote Road to the Yoke Ponds area, and those on the lower end probably came via the Nahmakanta Tote Road to Upper Jo-Mary Lake and into Middle Jo-Mary Lake and the mouth of Cooper Brook. Here, from the first to the last log drive, Cooper Brook Tote Road ran along the length of north side of the waterway. In 1887, lumbermen brought in supplies on a new tote road from Katahdin Iron Works and built a storehouse to serve operations at the upper end of the waterway.\textsuperscript{54} Beginning in 1894 when the railroad reached Norcross, lumbermen supplied operations on the lower end from the station. The supply route changed again about 1900 when Great Northern Paper Company (GNP) and Hollingsworth and Whitney Paper Company (H&W) did not allow shared road use, and all supplies for the watershed came from Norcross. The last substantive change was in 1920 when GNP and H&W connected their tote roads at Yoke Ponds and supplies for the upper end came from Greenville.

No loggers had cut in this watershed when Joseph C. Norris surveyed the town boundary lines (TAR11 W.E.L.S.) in 1827.\textsuperscript{55} On the western boundary, he found great pine and a flat area

\begin{itemize}
\item \textsuperscript{52} conversations with Tom Nelson of Prentiss and Carlisle Company
\item \textsuperscript{53} mapped cuttings: Forest Stand Map Township A R 10 WELS GNP 1953
\item \textsuperscript{54} \textit{Bangor Daily Whig and Courier}, November 21, 1887
\item \textsuperscript{55} Norris, Joseph. Field Notes of Township A Range 11 W.E.L.S. Surveyed in 1827.
\end{itemize}
east northeast of Big Pleasant Pond for easy road construction. Poor-quality pines were growing along the north boundary. Loggers apparently were moving up Cooper Brook soon after the Norris survey, perhaps about 1845. Thin cross sections cut from the spruce harvested in the Long Pond and Yoke Ponds area in the mid-1970s by Prentiss & Carlisle forester Tom Nelson indicated some trees were 125 years old. Under these spruce trees were old pine stumps that had survived for 100 years or more.\(^{56}\) This suggests the harvested pine logs could have been cut in the 1840s. In 1850, landowner William McCrillis paid to have the area explored, and it appears he then did some logging.\(^{57}\) The N. Wood 1883 TAR11 survey indicated that loggers had cut pine along and generally within about a mile of the waterway as he repeatedly mentions available second-growth pine.\(^{58}\) This suggests the first cut was probably in the 1830s and that loggers left a great deal of the township untouched before 1883.

By 1871, the substantial cutting activity on Cooper Brook was enough to warrant Dudley F. Leavitt and George M. Weston, both timber speculators, to seek and be granted a charter for the Cooper Brook Dam Company with authority to build dams on Cooper Brook and its tributaries for purposes of floating logs.\(^{59}\) Given Well’s Maine waterpower report of 1869, some minimal temporary dam activity had taken place at undisclosed places on the brook.\(^{60}\) Construction crews built the first five rock crib dams between 1872 and 1883. An 1883 map of Crawford and Big Pleasant ponds had an “old dam” label at Crawford Pond and a dam on the

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\(^{56}\) conversations with Tom Nelson

\(^{57}\) William H. McCrillis Family Papers, University of Maine Fogler Library


brook between Crawford and Yoke ponds. The Cooper Pond dam was 360 feet long with a 7-foot head and two gates, Church Pond dam was 426 feet long with a 7-plus-foot head, Crawford Pond Dam was 192 feet long with 14.3-foot head and two gates, Yoke Ponds dam was 240 feet long with 6-plus-foot head, and Big Pleasant Pond dam was 187 feet long with a nearly 7-foot head. Soon after 1900, loggers built another dam, this one on the stream, about 1.5 miles below Crawford Pond dam.

No dam at Yoke Ponds has ever flooded out the long, finger-narrow point that reached more than halfway across the single body of water. Sometime around 1915, loggers relocated the tote road from the west side of the pond so that it ran the length of the point and crossed a bridge to the east side. The east side of the 2014 causeway is rock fill. Whether the road crew added the fill at the time they relocated the road is unknown.

In 1906, Crawford Pond dam’s east side washed out, and the flow took out the west side of the dam below it as well as all the dams downstream. According to a report by Charles Goodwin and R. Sutherland, this nearly ruined the brook for driving. The report also indicated the entire brook’s infrastructure work had to be replaced, Yoke Ponds dam rebuilt, and Big Pleasant dam repaired. The dams, rebuilt in 1915–1916, did not include those at Church and Cooper ponds. In 1920, the Sewall survey indicated the Big Pleasant Pond dam with one gate had a 9-foot head and the Crawford Pond dam with three gates had a 16-foot head, and each was

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61 Plan of Township A R 11 W.E.L.S., June and July 1883


63 William H. McCrillis Family Papers, University of Maine Fogler Library, Goodwin & Sutherland letter on TAR11 to Henry Prentiss, June 1906

64 Prouty, E. W., Report on Storage Dams Particularly Small Ponds on West Branch Penobscot River, Summer 1936
in good condition, but the dams on Cooper Brook were worthless. In 1923, the Crawford Pond dam washed out again, and loggers rebuilt it. By 1932, they had also rebuilt the Church and Cooper ponds dams, each with two gates and 5 to 6 feet of head. Although the natural flow of the stream could carry short wood, dams may have been needed to hold water to sustain the drives of large quantities of short logs. A 1933 GNP report on key water storage dams listed those at Cooper, Crawford, Yoke, and Big Pleasant ponds. In 1936, the Crawford Pond dam was leaking badly, could only hold about 9-foot of head, but its gates still worked. The Yoke Ponds dam was usable, but in poor condition. By 1938, none of the dams were on the water storage list, and in the late 1940s, if the gates had not washed out, then GNP removed them to allow the passage of fish. A person could still walk over the superstructure of the Cooper Pond dam in the mid- to late-1960s, but by the early 1970s, little was left other than rotting rock cribs with their iron spikes.

While these dams were being built, beginning in the early 1870s, loggers continued to cut. N. Woods noted that by 1883 at the uppermost end of the watershed in the western corner, teamsters hauled the logs from the west and northwest to Big Pleasant and Yoke ponds. Teamsters hauled the cuts from the low plateau immediately north of the watershed and around Long Pond across Rocky Pond and on to Crawford Pond. Woods made no mention of a dam on

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65 Sewall, James W. Field Explorations for Township TAR11,1920.
66 Sewall, James W. Field Explorations for Township TAR10,1932; Sewall, James W. Field Explorations for Township TAR11,1920; Sewall, James W. Field Explorations for Township TAR11,1934.
68 Prouty, E. W., Report on Storage Dams Particularly Small Ponds on West Branch Penobscot River, Summer 1936
70 conversations with Sandy Haynes
Long or Bog ponds or driving the marshy ill-defined outlets that flow north to Nahmakanta Lake. Lumbermen in subsequent years continued the same hauling strategies. Woods indicated that most of the pine around Yoke and Big Pleasant ponds had been cut, but the Yoke Ponds dam’s impoundment killed some virgin pine. In addition to the area around Crawford Pond, loggers cut the north side of the hill to its south. He described a tote road on the north side of the stream that connects Yoke and Crawford ponds and a logging camp at the Yoke Ponds end. Cutting on Cooper Brook’s lower end was generally on its south side on the lower west, northwest, north, and northeast slopes of Jo-Mary Mountain.

The logging camps for operations after the mid-1880s were spread throughout the watershed with a number of them used on multiple occasions. One logging camp was close to the junction of the Norcross Tote Road and Cooper Brook Tote Road at Cooper Brook near Mud Pond and its dam. Its years of operation are unknown, but it may have served early operations on Mud Pond as well as lower Cooper Brook. The crews of both Howard Perkins and Samuel White hauled onto Cooper Brook in the 1887 season.71 Edgar E. Ring may have had a crew on the brook that same season.72 In 1888 and 1889, Samuel Hodgdon logged in the area and landed the logs on the brook with fifty men and fourteen horses.73 In that two-year span, Hodgdon cut 4.5 million board feet. A late 1800s camp was on the south end of Cooper Pond where Bert Haynes built a camp in 1904. The Haynes family found both oxenshoes and horseshoes at the site and a trench created by logs as they entered the water.74 Loggers built another camp at Cooper Pond

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71 *Bangor Daily Whig and Courier*, September 28, 1886

72 about 10 years later Ring went on to become one of the early Forest Commissioners of the State of Maine


74 conversations with Sandy Haynes
before 1900, and in 1932, the structure was still in good condition. Another early Cooper Pond
camp was on the west side at Cooper Brook. In 1892, Ring and Fred W. Ayer had a crew of
eighty men and twenty-five horses split between two camps that were harvesting 3.5 million
board feet of timber.75 The other camp may have been the one at the small falls between Cooper
and Church ponds; a crew’s last use of it was during World War II. From 1902 to 1903, Twin
Lakes Lumber Company with a crew of thirty-five men cut 1.5 million board feet of pine from
its camp on the brook due south of the head of Henderson Pond.76 The company might have also
used the camp in 1901. In 1920, it supported twenty-seven men and sixteen horses, but it could
accommodate seventy men and sixteen horses.77 By 1932, the camp was deteriorating fast.78
Below the camp, evidence of old roadways suggests that teamsters hauled to the extensive flat
area where drivers pushed logs over the high bank into Cooper Brook. A tote road connected the
flat area to a camp at the southeast corner of Henderson Pond.

The only areas of the watershed above Church Pond logged between 1907 and 1915 were
the lands north and southeast of Crawford Pond and southeast of Big Pleasant Pond in 1910.79
By 1915, loggers moved back into many parts of the watershed with the rebuilding of the
Crawford and Yoke Ponds dams.80 Crawford Pond dam’s new dimensions were 267 feet long
with 17.5 feet of head, three gates, and a tractor bridge. A logging camp was west of the dam and

75 The Bangor Commercial, February 1892
76 The Maine Sportsman, Jo-Mary Trip, March 1903
77 Sewall, James W. Field Explorations for Township TAR11,1920.
78 Sewall, James W. Field Explorations for Township TAR10,1932.
79 mapped cuttings on: GNP Division of Forest Engineering, Township A Range 11, November 22, 1916
80 Sewall, James W. Field Explorations for Township TAR11,1920.
may have included a storehouse built in 1916. Yoke Ponds’ reconstructed dam was 182 feet long with 5.5 feet of head and one gate. Three side dams kept the water in the pond. C. E. Gilbert, superintendent of operations in 1916, was running four camps that dumped wood on Cooper Brook and on Church and Crawford ponds.\textsuperscript{81} Loggers cut the areas around Crawford and Rocky ponds in 1916 and 1917. Operations around Big Pleasant Pond and along Cooper Brook continued in 1918.

The supply line changed in 1920 when H&W and GNP connected their roads west of Yoke Ponds and the camp at Yoke Ponds dam’s west side became the depot camp whose supplies now came from Greenville. The opening of the road also made it feasible for the men in the area’s logging camps to be entertained by Gerry Gartley, who traveled in from the Greenville area by horse and buggy, sleigh, and motorcycle to show movies at the logging camps in T1R11 W.E.L.S., T2R12 W.E.L.S., and TAR11. He later became a Maine state trooper and was the first trooper to ride a motorcycle.

From 1920 to the mid-1930s, loggers cut the watershed hard. At Church Pond, the camp, assessed in 1920 as capable of handling sixty men with a sixteen-horse hovel, was on the north side.\textsuperscript{82} When a crew first built it is unknown. Loggers used it about 1925, and definitely in 1928, 1934, and again in the mid to late 1940s.\textsuperscript{83} During the 1921 to 1923 seasons, loggers cut the south slopes of Cooper Mountain draining to Cooper Brook. Joe Sheehan had a crew cutting in


\textsuperscript{82} Sewall, James W. Field Explorations for Township TAR10, 1920.

\textsuperscript{83} mapped cuts on: Forest Stand Map, Township A Range 10 W.E.L.S. Piscataquis County, Maine, GNP Co. Woodlands Department, 1953.
1922.84 Others logged the areas near Long Pond and Crawford Pond from 1920 to 1923.85 During the 1928 season, Charles Henderson had a crew of one hundred men operating out of the Church Pond camp.86 Cutting took place in the Crawford Pond area in 1928, and in preparation for that drive, loggers cut and prepared 743 boom logs someplace in the watershed. Crews cut in the Long Pond area again in 1930. In the early 1930s, logging took place around Cooper Pond. Henderson was back in 1934 with another hundred men cutting between Yoke and Church ponds. His depot camp was on the East Branch at the mouth of the brook from Hutchinson Pond. The crew landed the cut around Crawford Pond on the pond.

The camp at Crawford Pond, which appears to have always been on the west side of the dam, housed men cutting in the local area, as well as drivers including those who worked the pond’s landings. In 1920, the camp hosted eighty men and thirty-six horses and was in good condition.87 The pond had several key landing sites. At the southwest edge of the pond was perhaps a chain device that took logs out on the ice. This may have been a second conveyor type device that the GNP inventory listed for the area in the mid-1920s. In the same general area, the steep hillside slopes to the pond, and loggers may have used a sluice. Beyond this point is a rock with an anchor pin to hold a boom that probably kept the north wind from blowing logs into the southwest cove. The landing area at the head of the pond received logs from the Long and Rocky ponds area. Two other landing areas were on the west side of the pond at about its midpoint.

84 The Northern, April 1922
85 cuts mapped on: GNP Division Forest Engineering, Township A Range 11, Nov. 22, 1916 and June 24, 1919
86 The Northern, May 1928
87 Sewall, James W. Field Explorations for Township TAR11, 1920.
At Yoke Ponds, the 1905 camp west of the dam became a depot camp about 1920 when it was in fair condition and housed fifty men and twenty-eight horses. When Nelson first looked around the old site in the early 1970s, he came across a huge pile of bones that were left from the butchering needed to feed the large number of men in the area. The camp’s supplies began coming from Greenville by Lombards in 1920. The Lombards continued on to Crawford Pond where they turned around on the ice. GNP wanted 24 inches of pond ice to support a log hauler. A crew assisted Mother Nature in creating that thickness by calculatedly opening and closing the dam’s gates so that water ran in on top of the ice. When it froze, they repeated the process until they reached 2 feet. However, one Lombard broke through the ice and still rests on the bottom.

In the 1920s and 1930s, an acre of trees in the Yoke Ponds area produced more board feet than any other GNP had previously harvested. Logs came to Yoke Ponds from the sides of and saddle between Little and Big Boardman mountains. In the saddle, loggers constructed a counterbalancing breaking device that lowered the log-loaded sleds to Fox Pond and raised empty sleds and those with supplies to the saddle. Loggers ran a rope or cable, which reached the length of the steep section, through an eye pin in a huge rock in the saddle and attached one end to a loaded sled in the saddle and another at Fox Pond. Even with this counterweight and breaking system, accidents resulted in the death of eleven pairs of horses during its use in the mid-1920s. When the line broke, the teamster jumped, and the horses fended for themselves with the loaded sled.

No logging camps on Big Pleasant Pond have either been discovered or noted on maps. Loggers likely used the Yoke Ponds camp given its close proximity. A crew had a camp about a

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88 Sewall, James W. Field Explorations for Township TAR11,1920.
89 conversations with Tom Nelson
90 conversations with John Leathers
mile north of Yoke Ponds and just south of Bog Pond. Given the proximity to Big Pleasant Pond and the area’s flatness, teamsters likely hauled to Big Pleasant Pond as they did from the area around Little Rocky Pond.

Rocky Pond, a half-mile north of Crawford Pond and a half-mile south of Long Pond, has an outlet stream with a defined channel so a small volume of logs might have been put through with substantial spring freshet and no dam at the time of the earliest cutting. The pond has many exposed rocks that would have probably precluded log towing. Near the pond’s outlet on the west side, loggers used corduroy to construct the road that ran along the edge of the pond. A dam would have flooded this out. People familiar with the outlet do not remember seeing any dam remains. Teamsters likely toted over the pond and the flat half-mile between it and the landing at the head of Crawford Pond.

A floating bridge connected Rocky Pond’s west shore to the prominent point on the east side. East of the bridge, the road joined a tote road from lower Cooper Brook to the logging camp at the east end of Long Pond. The camp at the junction accommodated sixty men and twelve horses. A tote road (c. 1883) from Crawford Pond dam ran along the pond’s east side, crossed at the inlet from Rocky Pond, and passed along Rocky Pond’s west side to the logging camp at the west end of Long Pond.

By the mid-1930s, GNP had cut most of the desirable pulpwood in the Cooper Brook watershed. The last wood dumped in Crawford Pond was likely in 1934 when loggers cut the area around Crawford and Rocky ponds. Logging upstream of Church Pond in township TAR11

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91 conversations with Peter Chaples and John Leathers
92 Sewall, James W. Field Explorations for Township TAR11,1920.
93 Plan of Township A R 11 W.E.L.S., June and July 1883; James W. Sewall Company archives
ceased that year or soon after and marked the last of the log drives from this upper end of the Cooper Brook watershed.94

For more than 140 years loggers, teamsters, and river drivers worked the Cooper Brook watershed with the support of dams and camps. What could I find of those dams and camps? The remains of the Church Pond dam are visible beneath the surface of the water at the outlet. Some of the rock cribs of the Cooper Pond dam are still in place above water and the barrow pit near the dam is unmistakable. The large size of the Crawford and Big Pleasant ponds dams is evident from their west abutments. In my search for the Yoke Ponds dam, which is at the very end of the extensive swamp beyond the open pond, I found two side dams anchored by a huge rock on the southwest side of the swamp.

While looking for the dams, I also noted the locations of logging camps and compared those locations with those I read about. The size of three of the logging camps astounded me. The Church Pond camp now has a fern floor with young hardwood trees, widely scattered metal remains, and some building outlines at the edges of the old clearing. The camp yard at Crawford Pond dam is still a field 100 feet wide and 200 feet long with building outlines on either side. The nature of the debris enables one to identify the cook camp. The depot camp at Yoke Ponds has a great deal of kitchen and eating artifacts, all rendered useless with a hole made by either a knife or an ax. This seems to have been a GNP strategy: make anything left behind useless to anyone else.

What perplexed me the most about the operations in the Cooper Brook watershed was where the Lombards left the Yoke Ponds Tote Road to get on the Crawford Pond ice to turn

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94 mapped cuttings; GNP Division of Forest Engineering, Township A Range 11, November 22, 1916 & Township A Range 11, June 24, 1919
around. After more thought, I went back a third time to search from the current logging road. An old side road left the Yoke Ponds Tote Road where it makes a wide westerly arching turn about the midpoint of Crawford Pond and the elevation difference between the road and the pond is at its lowest. The radius of a curve needed for a Lombard is very large. The side road angled toward the shore and seems to have run along the top edge of the lake’s bank. At the bottom of the bank was a 10-foot-wide paralleling ditch, and between it and the pond, just above the current water level, is a long narrow berm that parallels the shore. It could be the result of years of constant pounding by logs rolled off the bank into water, landing on top of each other and ramming against the pond’s floor. When the dam was holding back water, the berm was underwater and about 20 feet from shore. Beyond the south end of the berm, the slope of the land on the lake’s edge is gentle as it reaches the 2012 sandy area. I believe I found the Lombard route onto the ice.

I do not think it likely those Lombards ever unloaded logs on the ice here. However, when a crew unloaded Lombard log sled racks on the ice, one man was positioned on each rack and the Lombard, moving slowly and never stopping, swung in a large arc, and the man on each rack pitched logs one at a time on the ice. The next Lombard followed close to the previous arc, but not so close that logs could ricochet off other logs and land under the sled.

**Pratt Brook Drainage**

Cooper Brook Deadwater at Middle Jo-Mary Lake is the terminus of the Pratt Brook drainage. Loggers who worked their way upstream first came to Mud Pond, exited its northwest corner, and continued along Pratt Brook to Leavitt Pond and then Rabbit Pond.

When loggers moved into this watershed is unknown, but it was after 1827 and before 1883. In 1827, Joseph C. Norris resurveyed the east town boundary line (T1R11) that intersects
Pratt Brook below Leavitt Pond. He noted no loggers had yet been in the area and that it had some fine valuable stands of white pine. N. Woods surveyed and cruised the same area again in 1883 and determined that the town line had been re-blazed thirty-five to thirty-eight years ago probably by lumbermen. These factors suggest loggers were operating in the watershed in the 1840s.

The roads noted by Woods connected all the ponds of the watershed to Lower Jo-Mary Lake. The tote road that led northwest from the northeast corner of Henderson Pond probably crossed the nearby plateau and went down the gentle slope to Rabbit Pond to connect with the tote road from Leavitt Pond. At Leavitt Pond, the tote road followed Pratt Brook to Mud Pond where it continued down the pond on the ice to its landing immediately west of Indian Point on Lower Jo-Mary Lake. In later years, the road crossed the head of Mud Pond and connected to the Millinocket Tote Road at the west end of Lower Jo-Mary Lake. Woods assessed Pratt Brook as drivable.

The Mud Pond dam, built under the Cooper Brook Dam Company charter, was in place sometime after 1870. It was 150 feet long with 3-plus feet of head and had no value in 1920. A small dam, likely built before the early 1900 forest fires, was not far above the pond’s inlet. Bert Haynes, owner of a nearby sporting camp, apparently kept the outlet dam repaired enough to hold back some water. His journal entry of July 1923 indicated he added some rocks to the remaining structure. It was still evident in 1938, but when drivers last used it is unknown.

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95 Norris, Joseph. Field Notes of Township A Range 11 W.E.L.S. Surveyed in 1827.


97 Sewall, James W. Field Explorations for Township TAR10,1920.

98 courtesy of Sandy Haynes
Loggers drove logs from Leavitt Pond before 1900, but whether they used a dam is unknown. About a mile farther up the watershed at Rabbit Pond, loggers had a camp at about the midpoint on the south side of the pond, but records make no mention of a dam. Woods made no note of a dam at Henderson Pond or driving its outlet stream to Pratt Brook, but acknowledged being perplexed about how loggers moved logs from the Henderson Pond area. Crews at Henderson Pond likely hauled in multiple directions. The earliest route was northwest to Rabbit Pond and on to Leavitt Pond, a feasible two-mile haul. A second option was a sluice or snub line running east from the outlet to Pratt Brook; it would have predated the 1903 fire. Lastly, teamsters probably hauled on the tote road from Cooper Brook to the south end of the pond and the logging camp that loggers abandoned by the 1930s after the area’s last cut went to market via a waterway. Bill England, who first started hunting in the area in 1969, walked through the old camp on the tote road. The camp had one large building, two smaller ones, and what appears to be some kind of loading or unloading ramp. West of the camp on the side of Cooper Mountain is a considerable amount of cable that suggests the use of a snub line for lowering loaded sleds. An odd-looking rock pile at the camp may be a grave. Unknowingly, England removed a few stones, saw some personal items, and quickly replaced the stones.

The names of a few early loggers in the watershed are known. In September and October 1886, F. W. Cunningham of Old Town was working to clear Pratt Brook with a crew of twenty-five men and twelve horses. About 1900, Edgar E. Ring cut in the area. In 1903, the old Ramsey logging camps were still standing not far from Mud Pond on Pratt Brook, and the tote

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99 conversations with Bill England

100 Bangor Daily Whig and Courier, September 28, 1886

101 see footnote 100
road from Mud Pond to Leavitt Pond was still open. A depot camp was about two miles above Mud Pond on the east side of its east tributary about 1905. The camp burned in 1910, and a year later, the 1911 forest fire burned the area around it.

Forest fires that burned through parts of the area in 1903, 1908, and 1911 influenced the logging cycle in the drainage. The fire in 1903 burned partway down the Pratt Brook watershed. The fire was so intense that it burned everything including the earth leaving the open ledges. The 1908 fire burned across the north and east sides of Henderson Pond, completely engulfed Rabbit and Leavitt ponds and moved on down the watershed along both sides of Mud Pond to the Cooper Brook Deadwater. The 1911 fire started at Howe Pitch on Nahmakanta Stream and followed a course similar to that of the 1908 fire. The fires burned past the east side of Cooper Pond, jumped the Cooper Brook Deadwater, and stopped after burning around the north end of Upper Jo-Mary Lake. The fires did leave unburned pockets. One was the east side of Pratt Brook valley southeast of Henderson Pond, and another was at the southwest corner of the pond. No loggers returned to the area between Leavitt and Rabbit ponds until after the log drives were over in 1971. Below Leavitt Pond, loggers cut the poplar, which seeded in after the fire, and hauled it across the frozen Mud Pond to Lower Jo-Mary Lake in the 1950s.

The logging around Henderson, Leavitt, and Rabbit ponds mystified me. It took four trips into the Henderson area before I finally felt like I understood the logging operations. Finding it hard to believe Woods did not think they drove Henderson Pond’s outlet brook, I followed it to

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102 The Maine Sportsman, Jo-Mary Trip, March 1903

103 Sketch of Fire Lines, May 18, 1911, on T.1 R.11

104 burns mapped on: Township 1 Range 10 State Ass. Report 1912; GNP Division of Forest Engineering TWP. 1 Range 11, April 9, 1956 and Township A Range 11, October 5, 1949 ; Township A Range 10, State Ass. Report 1914;

105 conversation with Ray Campbell
the outlet. There was no evidence of stream clearing, and it would have taken a tremendous quantity of water to drive long logs. No signs of a dam exist at the outlet. On my way back down, I looked for evidence of a possible sluice and did not find any. On my second trip, I borrowed Jim Strang’s canoe and paddled the pond’s edge on a windless day looking for boom logs, cut logs, boom chains, eye pins, and drilled holes in rocks, and searched the pond’s floor at the outlet. I found nothing to suggest logs were landed on the pond. On another trip, I walked in from Long Pond and on another from Rabbit Pond and noted the ease of hauling in either of those directions.

I was also curious about what I might find for dam remains at Leavitt Pond. The pond has evidence of side dams at the northwest corner. At its narrow rocky outlet, loggers might have built a dam. I waded in and felt around in the muck, but pulled up only a large “U” shaped heavy iron bar that might have secured a large three-foot diameter log to the flat smooth granite ledge, but I found no drilled holes. Farther into the long rocky outlet is a natural granite dike with a series of good size boulders lined up and not looking quite natural; they might have been part of a horse dam. I left thinking there was never a substantial dam here.

My last trip was following Pratt Brook between Leavitt and Mud ponds. The two waterfalls are magnificent as are the acres of open sloping granite ledges that the water passes over, but in between there are rocky cuts that made me wonder if they did drive the stream as Norris suggested they could. However, I knew loggers drove Katahdin Stream once and that stream has many more difficult spots than this one. Loggers did not drive the rugged upper portions Pratt Brook after the 1903 forest fire.

I had been to Rabbit Pond outlet in 1996 and knew its outlet was a long, sloping, smooth granite sluice, but loggers seemed to dam just about everything, so I returned in 2012. I found
nothing at the outlet and no rock removal or mining north of the outlet where such might have been feasible. On the same trip, I walked down the south side of the pond to find an old camp I stumbled upon in 1996. Was it a logging or trapper’s camp? On the second pass, I found it. Its outline is on the ground, 24 to 30 feet wide and 40 to 50 feet long, a logging camp. Its location, barely above the pond’s current water level, suggested to me that a dam would have flooded it out. Loggers did not drive logs from the pond; they could have hauled to either Sing Sing or Leavitt ponds.

**The Drive**

Moving the logs through the waterway took time with the constant booming, towing with headworks, and sluicing. For logs coming from Big Pleasant Pond, drivers repeated this sequence eight times before they reached Pemadumcook Lake and North Twin Dam. Other than artifacts such as the headworks anchor the Boyd Allen family found in the woods near Church Pond or some antidotal stories of loggers such as the one who stopped in the 1980s and spoke to Cooper Pond camp owner Michael Rishton, no one seems to have recorded a description of a drive on Cooper or Pratt Brook or other similar waterways. Given what is known about these waterways, it is possible to reconstruct how a drive boss probably conducted a drive on Cooper Brook, a midsize stream, and on Pratt Brook, a small, short 2.5-mile stream.

Pratt Brook carried long logs from Leavitt Pond through Mud Pond to Cooper Brook and its deadwater at the west edge of Middle Jo-Mary Lake. Given Leavitt Pond’s small size, the lumbermen knew its impoundment could not drive a large volume of logs and they knew how many days the impoundment would last given the size of the opening they would create in the dam. The key on such drives was to avoid jams, and this stream had plenty of such hazardous

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106 conversations with Jere Allen and Michael Rishton
spots. Once loggers opened a hole in the dam, they could not easily reclose it, but they could stop sluicing and that meant the loss of valuable water. The stream’s edges were clear-cut so logs could flow more freely. The men at Leavitt Pond sluiced the logs one at a time. Drivers worked from their positions along both banks between the outlet of Leavitt and the impoundment above Mud Pond. In tough spots, they probably had a group of men. They had no way to cross the stream because of water volume and logs. From experience, the loggers knew how much water they needed to get the logs through the toughest portions of the stream. They began sluicing at first light and stopped early enough for the last log of the day to reach the impoundment above Mud Pond at dark.

When the logs reached the head of the impoundment of the dam above Mud Pond, drivers on three-log rafts picked the logs through the flowage and sluiced them at the dam. The current pushed logs clear of the marsh areas and into the open portion of Mud Pond where loggers boomed and towed the logs by headworks to the pond’s dam. Loggers sluiced logs into the brook, cleared of rock obstructions, and the current carried the logs into Middle Jo-Mary Lake where the crew re-boomed them.

The crews that drove Cooper Brook hauled their logs to landings at the ponds and along the stream. In some places, they landed the logs on the ice of the ponds and the stream. In some years, multiple loggers cut in different spots on the waterway. Before the use of dams, the loggers probably landed their logs on the ice to get the full effect of the spring runoff. Once the ice started to go, the crew was divided so they could work both sides of the stream. The crew of twenty to thirty men was not large enough to spread out over a few miles of brook to Middle Jo-Mary Lake, so they collected all their logs in each pond before moving on to the next. They probably used camps at each of the ponds, the only places they could cross the stream—in the
earliest years with a raft or canoe and later a dam with a walkway. Bateaux soon appeared on the ponds, but did not operate on the stream.

When the lumbermen began to work cooperatively in the 1840s, the nature of the drive changed. The size of the combined crews of the camps determined the length of the stream section they could work at any one time. They needed about twelve to fifteen men, a bateau, and a headworks to boom, move, and sluice logs at any of the ponds and additional men stationed along either side of the stream between the two ponds to keep a center channel open. At a minimum, they worked between two ponds at a time such that as soon as all the logs left the upper pond, men picked the rear, and others boomed them in the next pond. The crews also had runners who carried the communications up and down the stream until they used phones, starting about 1910.

With the construction of the dams after 1869, the nature of the drive changed again. Loggers needed the dams for the additional water that was necessary to drive the increasing volume of logs. To minimize jams and maximize the use of water, the drivers worked the stream in a coordinated manner. The drive moved upstream. Each of the five ponds was a water source. First, they drove logs piled on the ice or at a landing below Cooper Pond using as little water of Cooper Pond as possible. They moved next to the pond and sluiced logs landed on the pond and, using the dam’s gates, tightly controlled the water flow. The timing was such that once Cooper Pond had space, logs began to flow into it from upstream. The process repeated itself through the watershed to Big Pleasant Pond. If no logs were on a pond or within a particular stream section, then the dam keeper held water at the pond until it was needed downstream. Those picking the rear work did not start until the uppermost cut was in the stream. If a jam occurred downstream, then loggers stopped sluicing and, if feasible, closed the gate(s).
The drive changed a fourth time when loggers shifted to cutting 4-foot wood. In comparison with a long-log drive, short wood did not need as much water in a stream. At the start of the short-wood era, the lumbermen thought the three dams below Crawford Pond would not be necessary and they were not for a while. However, the large volume of logs took weeks to push through the waterway, and to have enough water to sustain the length of the drive, loggers rebuilt the lower dams and increased the head at Crawford Pond. At least one pond had a side dam, which held back a pocket of water that loggers released when picking the rear. At Cooper Pond, it was on the southwest edge and flooded a nearby swamp.

Once through the last pond, Cooper Pond, the current carried the logs downstream and into Cooper Brook Deadwater. Here, men in bateaux took over. Whether a little prodding of the logs with pick poles was enough to keep them moving or they had to create small boom bags to get them into Middle Jo-Mary Lake where they did boom them is unknown.

**Post-1940**

The last drives through the Jo-Mary watershed occurred in the late 1940s and early 1950s. By then Great Northern Paper Company (GNP) had cut most of the pulpwood and the landowners sold the remaining hardwood and pine stumpage to area sawmill owners such as Ernest and Gerald Ladd. The drives were predominantly pine logs.

In 1938, Don Swan, a GNP cruiser, assessed the Jo-Mary area and noted the Jo-Mary dams needed repairs for driving. GNP made the repairs, and the driving continued. In 1940, crews landed a small cut from northeast of Upper Jo-Mary Lake on the lake halfway between the mouth of the stream from Duck Pond and the mouth of Johnston Brook and another on the west
shore of the lake a mile below the mouth of Johnston Brook.\textsuperscript{107} Loggers cut the area from the mouth of Johnston Brook upstream for about a mile in 1946. The last operation to land logs on Upper Jo-Mary Lake was in 1948 when drivers towed them with small motorboats to the dam. In 1952, when Joseph and Jean Megquier built their camp on Upper Jo-Mary Lake, the dam was in poor shape and driving from the lake had ended.\textsuperscript{108}

In 1940, GNP sent Sylvio Caron to Turkeytail Lake to build a new headworks to tow the logs cut on the north and south sides of the lake by the Dennis Michaud #3 Camp in 1939.\textsuperscript{109} Two years later, a logging camp was operating on the second deadwater between Upper Jo-Mary and Turkeytail lakes.

About 1940, Jasper Haynes used his large, inboard powerboat to haul booms for GNP at night from the mouth of the stream from Upper Jo-Mary Lake at Turkeytail Lake to Middle Jo-Mary Dam.\textsuperscript{110} One evening, he fulfilled a wish of his eight-year-old daughter Betsey. She thought it would be fun to be on the boat towing a boom. However, the night turned out to be a long cold and miserable one, and she decided she never wanted to do it again. The cook and cookie for this operation used the Buckhorn Camps’ kitchen and fed the men there, but they slept elsewhere.

Middle Jo-Mary Lake continued to receive logs through the 1940s. Loggers used what they referred to as High Point Landing, which was on the west side of the brook from the Cooper Brook Deadwater to Lower Jo-Mary Lake. On the west edge of Middle Jo-Mary Lake at the dip

\textsuperscript{107} mapped cuttings; Forest Stand Map Township A R 10 WELS GNP 1953

\textsuperscript{108} conversation with Jean Megquier


\textsuperscript{110} courtesy of Sandy Haynes
in the esker, Gordon’s landing saw its last use in the mid-1940s when logs arrived via a tote road from Cooper Pond. In 1940, loggers built or perhaps rebuilt a camp on the Cooper Brook Tote Road a half-mile west of the Mud Pond outlet and drove the pine logs out on Cooper Brook. The 1942 logging on Jo-Mary Mountain and the lower part of Cooper Brook used the old Norcross Tote Road. Crews headed by Amos Archer drove the logs into Middle Jo-Mary Lake and towed them to the Ernest and Gerald Ladd mill at Perkins Cove. In the winter of 1945, the Ladds’ crews cut and drilled boom logs in the cove east of Buckhorn Camps. A crew cut immediately north of Cooper Pond in 1945 and a year later on Cooper Brook between Church and Cooper ponds. The 1946 James Sewall Company survey indicated that the only means for getting logs to the mill from Veazie Gore, which is to the east of the Jo Mary Lakes, was to haul the logs to either Upper or Middle Jo Mary lakes. In 1947, Ladds took a week to drive pine logs on Cooper Brook to Middle Jo-Mary Lake. In the late 1940s, Ladds brought their wangan in from Yoke Ponds on the Cooper Brook Tote Road and trucked the pine via Wangan Brook to their mill at Upper Ebeemee Lake. The last operation on Cooper Brook at Church Pond took place in 1946-1947. Whether a crew drove the logs down Cooper Brook is unknown. The Church Pond dam was still functional in 1954, and the Jo-Mary Road reached Cooper Brook the same year.

111 conversations with Sandy Haynes
112 conversations with Ray Campbell
113 conversation with Sandy Haynes
114 mapped cuttings; Forest Stand Map Township A R 10 WELS GNP 1953
115 Sewall, James W. Field Explorations for Township Veazie Gore, 1946.
116 GNP Weekly Newsletter, April 1947
117 mapped cuttings: Forest Stand Map Township A R 10 WELS GNP 1953
118 GNP Woodlands Department, TWP. A Range 10, June 21, 1954
Loggers cut the east side of Lower Jo-Mary Lake in 1940.\textsuperscript{119} On the prominent point on
the north shore of Lower Jo-Mary Lake, the Ladds had a logging camp in the mid-1940s. In
1946, Jasper Haynes and his son Sandy took fresh batteries to the logging camp.\textsuperscript{120} The loggers’
radio went dead, and they wanted information on the Joe Lewis–Billy Conn fight. In the early
1950s, loggers hauled a cut easterly to Lower Jo-Mary Lake. This was the last cut in the Jo-Mary
Lakes’ watershed to use the waterway to the mill.

\textsuperscript{119} mapped cuttings; GNP Division of Forest Engineering, Township 1 Range 9, March 24, 1932

\textsuperscript{120} conversation with Sandy Haynes