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Within Katahdin's Realm: Log Drives and Sporting Camps - Chapter 11: On Chief Jo-Mary's Lands, and Epilogue, Sources of Information, Names and Related Information, and Glossary

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Within Katahdin's Realm:
Log Drives and Sporting Camps

Part 2
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Chapter 11

On Chief Jo-Mary's Lands

The sporting camp era in the Jo-Mary watershed began during the mid-1890s. Bert F. Hobbs of Brownville, Maine, may have had the first sporting camp on the Jo-Merry lakes in 1894. H. L. Stinchfield and Fred Heath, B. F. Hobbs[1], and Charles Harris advertised as guides operating out of Brownville with each of them having a sporting camp at an undisclosed location on "Jo-Mary Lake" in 1896 and 1897 and perhaps earlier.[2] Bert and Guy Haynes built at the outlet of Middle Jo-Mary Lake (1895)[3], and the Sumner A. Potter family was on Lower Jo-Mary Lake (pre-1900)[4]. At the upper end of Cooper Brook, which drains to Middle Jo-Mary Lake, Charlie Berry and Jack Caughlin were at Yoke Ponds (mid-1890s)[5]. Elmer Harris began advertising his guiding services and a camp in 1903. With the exception of the Potter and Haynes branch camps, it was another forty-five years before a few other camps appeared within the watershed—Ray Campbell (1940s) on the outlet stream of Upper Jo-Mary Lake[6], the Chaples family (1952) at Crawford

[1] Linda and Harlan Harris, grandniece of B.F., provided much of the information about this camp, now hers.

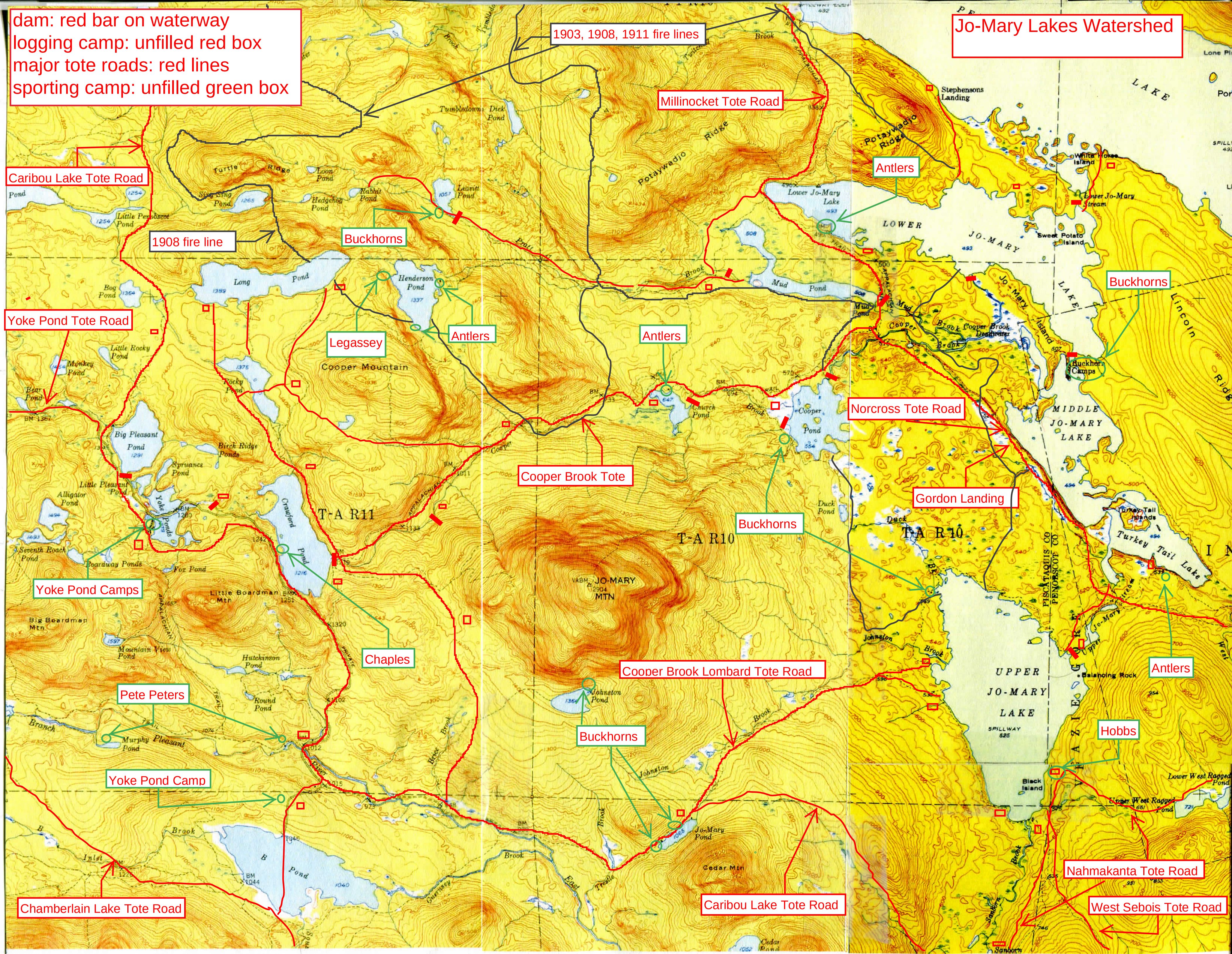
[2] Beginning in 1894 the Bangor and Aroostook Railroad began a yearly publication, the title of which changed until 1900 when it was consistently named "In the Maine Woods." These camps were either named in advertising or in the text of the publication.

[3] Sandy Haynes, grandson of Bert Haynes, has provided most of the information in the chapter relating to Buckhorn Camps.

[4] Jim Lagassey, grandson of Sumner Potter's brother, Leon, provided most of the history of Antlers Camp.

[5] information provided by John Skillin, whose family bought the camp from Charlie Berry, John Leathers who worked for the Skillin family, and by Robin and Barry Nevel, who currently manage the camp.

[6] conversations with Ray Campbell.


Jo-Mary Lakes Watershed
dam: red bar on waterway
logging camp: unfilled red box
major tote roads: red lines
sporting camp: unfilled green box
1903, 1908, 1911 fire lines
1908 fire line
Millinocket Tote Road
Caribou Lake Tote Road
Yoke Pond Tote Road
Cooper Brook Tote
Norcross Tote Road
Gordon Landing
Cooper Brook Lombard Tote Road
Chamberlain Lake Tote Road
Nahmakanta Tote Road
West Sebois Tote Road
Buckhorns
Antlers
Legassey
Chaples
Yoke Pond Camps
Yoke Pond Camp
Pete Peters
Hobbs
Lower Jo-Mary Lake
Middle Jo-Mary Lake
Upper Jo-Mary Lake
Cooper Mountain
Jo-Mary Mtn
T-A R11
T-A R10
Long Pond
Henderson Pond
Crawford Pond
Cooper Pond
Church Pond
Mud Pond
B Pond
Big Pleasant Pond
Turkey Tail Lake
Potaywadjo Ridge
Little Boardman Mtn
Big Boardman Mtn
Cedar Mtn
Johnston Pond
Jo-Mary Pond

Pond[7], the Megquier family (1952) on Upper Jo-Mary Lake[8], and Chink LeGassey (early 1960s) on Henderson Pond.[9]

For years, these sporting camps were only accessible by boat, buckboard, or a combination of both. Those headed to Yoke Ponds took the train to Katahdin Iron Works where Charlie Berry met them for a 17-mile walk and buckboard ride to the sporting camp. For many early travelers, access to the Jo-Mary lakes was the Nahmakanta Tote Road from Brownville to the foot of Upper Jo-Mary Lake and from there by water. The alternative was to take the train to Mattawamkeag and then the stage to Medway where a guide poled and portaged their gear up the West Branch of the Penobscot River into the Lower Chain Lakes. When the railroad reached the Lower Chain Lakes area in 1894, sports either disembarked at the West Sebois stop and took a new tote road to the foot of Upper Jo-Mary Lake or continued on to Norcross and took the steamer to the mouth of Jo-Mary Stream on Pemadumcook Lake. Here some guests opted for being poled up the stream, and others walked a short distance to Lower Jo-Mary Lake where someone ferried them, along with supplies and mail, to the sporting camps. By the mid-1920s a headworks at the site of the Lower Jo-Mary dam pulled boats up the stream and through the dam. Those going on to Middle Jo-Mary Lake passed through a short stream by poling and later with the aid of a headworks at the dam. As rail traffic declined through the 1920s and vehicle use increased with road development, the pickup became the dock at Ambajejus dike. By this time, the sporting camps had their own boats for transportation on the Lower Chain Lakes. In the late 1940s, some sports began to arrive by floatplane, and drivable roads slowly emerged after about

[7] conversations with Peter Chaples

[8] conversations with Jean Megquier

[9] Chink LeGassey's son, Chip, Gean Sargent, a pilot who work for Chink, and Jim Strang who now owns the former Legassey air service provided nearly all the information on this camp and flying service in the region.

1950. Perhaps the last use of the headworks at the Lower Jo-Mary dam was about 1950 when Jasper Haynes bought up a large gas refrigerator and gas cylinders.

At Upper Jo-Mary Lake

The early trappers and loggers initially reached the Jo-Mary lakes via the Native American canoe route that connected Brownville to the south end of Upper Jo-Mary Lake. Other lumbermen followed and created the Nahmakanta Tote Road, which roughly paralleled the water route. Then sports came north using either of the routes or a combination of them. The road's two shanties served both the water and land routes. The Norton shanty was close to Schoodic Lake, and the Philbrook shanty was on Wangan Brook. Charles E. Hamlin and his party used the route in 1869 when they went north and stayed at Elisha Norton's place on their way to climb Mount Katahdin.[10] John Way's 1874 guidebook for sports did not mention the route, but Lucius Hubbard's 1882 guidebook did.[11] However, he offered no suggestions about where to camp on any of the lakes. Hubbard noted that the Nahmakanta Tote Road was now so rough that a two-horse team toting canoes and dunnage could no longer travel from Brownville to Upper Jo-Mary Lake in a day.

Bert F. Hobbs[12] opened the lake's earliest known sporting camp, a former lumber camp on the lake's east side, a short distance from the Nahmakanta Tote Road. Once the railroad reached West Sebois in 1894, the loggers cut a tote road from the stop to the logging camp. Bert cooked for the logging operation in the early 1890s and when the loggers left (c. 1894) he stayed

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[10] Hamlin, Charles E. "Routes to Ktaadn," *Appalachia* 27, no. 2 (1881): 306–331.

[11] Way, John M. Jr. *Guide to Moosehead Lake and Northern Maine*. Boston: Bradford and Antony, 1874; and Hubbard, Lucius L. *Summer Vacations at Moosehead Lake and Vicinity*. Boston: A. Williams, 1879, 1880, 1882.

[12] see footnote 1

and used the old cook's camp, which has the date 1890 carved in a wall. He probably named his sporting camp *Hunter's Home Camp.* His second building, a two-story vertical log bunkhouse, took him five years to build (1900–1905). At some point, he contacted tuberculosis and remained at the sporting camp so he would not infect his family. Whether his illness marked the end of his commercial enterprise is unknown. He passed the sporting camp to his son Albert who used it as a private family camp. Albert's wife Stella recalled that at times they walked in on the Nahmakanta Tote Road from the old Philbook farm even after the railroad was running. The camp remains in the family and is owned by Linda Harris, a niece of Stella Hobbs.

Charles Harris and B. C. Hobbs listed their sporting camps as being on "Jo-Merry Lake," probably Upper Jo-Merry Lake given its proximity to the communities where these men lived.[13] Charles Harris, a guide and farmer from Milo, died in 1917 at sixty years of age, but nothing is known about his dates of operation. B. C. Hobbs lived in Schoodic, a railroad siding at the north end of Schoodic Lake about 11 miles north of Brownville, and connected to the Nahmakanta Tote Road. Neither the location of his camp nor the years he guided are known.

Elmer Harris, who was guiding in the area in 1903, listed Camp Lakeside on Upper Jo-Merry Lake in 1906. He was the youngest brother of Benjamin C. Harris, who opened the Katahdin View Camps in 1898 on Pockwockamus Deadwater of the West Branch of the Penobscot River. Elmer, who never married, spent his entire life working as a guide with a home base of Brownville.[14] To reach his sporting camp, he used the tote road from the railroad station at West Sebois. Neither the sporting camp's location nor exactly how long he maintained it is known, but it appears he maintained the camp through 1925 and stopped guiding by 1940.

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[13] Generally, detailed individual's information like birth, death, spouse, marriage, children, employment, residences came from ancestry.com

[14] Elmer Hobbs information came from "In the Maine Woods," and conversations with Jean Megquier.

After Elmer ceased operations, Ray Campbell and Joseph and Jean Megquier moved into the area. Campbell, who lived in Millinocket, worked at the mill, and guided for Jasper Haynes, took over the logger's office camp on the stream from Upper Jo-Mary Lake to Turkeytail Lake in the 1940s and used it for some time as a hunting camp. The Megquiers built their camp in 1952 not far from where the Nahmakanta Tote Road touched the lake. They drove in on what eventually became the Jo-Mary Road (1953). At Sanborn Brook, they poled a small punt down the stream to the lake where they continued on to the camp. Jean's grandparents knew Elmer because they ran the Philbrook farm after it became a sporting camp, and her father lived there as a child. While the Megquiers were building, they stayed at the Hobbs's camp.

By the 1980s, the landowner issued another five noncommercial camp leases. The Lloyd Robinson family, who previously owned the sporting camp at Hurd Pond, built a camp in 1989-–1990 on the point on the west side below Johnston Brook.[15] It is at the end of the long-abandoned Cooper Brook Tote Road used by Lombard log haulers coming from the B Pond and Crawford Pond areas in the late 1920s. The Tom Nelson family built the camp on the next point to the south in the early 1990s.[16] Bud Ames has a camp north of the Megquiers, and Dale Leavitt has one in behind the islands near the outlet. The fifth camp, which shares an access road with Ames's camp, belonged to Reed and Moore before they sold.

The south end of the lake with its sand beaches and stunning view of Mount Katahdin and Doubletop Mountain became an increasingly popular spot to camp after Gerald Ladd closed his nearby lumber camp and road access to the lake developed. The area soon became a Maine

[15] conversations with David Robinson

[16] Tom Nelson provided the information on his camp and the other leases of this time period.

Forest Service Camp and later the Jo-Mary Campground.[17] Jim and Loretta Smith were two of the many folks using the spot and became the unofficial caretakers, keeping it neat and clean. In the late 1960s, when both property owners and the conditions for the site's use changed, the Smiths obtained a lease for a campground. Their store and office building was the former cook building at the Johnston Pond lumber camp. In 2008, they gave up the lease knowing that none of their children were interested in taking it over. The North Maine Woods (NMW) organization stepped in to continue running the campground.

At Middle Jo-Mary Lake

The early travelers exited Upper Jo-Mary Lake via its outlet and entered the west corner of Turkeytail Lake where they paddled around the island into Middle Jo-Mary Lake. In 1889 and 1891, Charles Potter of Medway guided Arthur G. Ranlett into the lake and camped on the point at the mouth of Cooper Brook. Luther M. Gerrish of North Twin Dam guided a group from Brownville in September 1891 and probably camped at the same site.[18] His party took a horse-drawn wagon from Brownville to Schoodic Lake where they paddled to the end of the lake and took another wagon to Upper Ebeemee Lake. Here, the road conditions required a short sled with wooden runners, a jumper, to reach Upper Jo-Mary Lake.

A year after Bert Hobbs opened his sporting camp on Upper Jo-Mary Lake, brothers Bert and Guy Haynes, who were living in Hancock County on Eagle Lake and Nicatou Lake where they ran a sporting camp and logged, came into the area from Norcross. They built the first

[17] Al Cowperthwaite of North Maine Woods and Darryl Day provided information on the campground.

[18] McAleer, George. "Our trip to the Little Jo Mary," *Forest and Stream* 36 (September 17, 1891): 168. He also had another trip (September 1890) in the area: McAleer. "Monarchs of the Pool," *Field and Stream* (April 30, 1891).

structures of Buckhorn Camps in 1895 and ran the sporting camp together until about 1901 when Bert took over the operation and Guy established his own sporting camps. Bert had previously guided into the lakes from the West Branch of the Penobscot River and logged at the foot of North Twin Lake. To choose the sporting camp's location, he and Nellie took their honeymoon trip by train to Norcross, stayed at the new hotel, and paddled around the lakes. While on Middle Jo-Mary and Turkeytail lakes, they counted more than 118 deer and that helped convince them to build on the island that fits like a loose cork between Middle and Lower Jo-Mary lakes. Bert and Guy built one building the first year and another with a log chimney the following year. Later, they added a boathouse near the main lodge and docks on both Middle and Lower Jo-Mary lakes. The only structures the Haynes family built after about 1940 were a sleeping cabin and a housekeeping cabin. Bert, his wife, son Jasper and two daughters Winifred and Alberta lived at the sporting camp except for the winter months when they resided at their home on Great Pond in Hancock County and later Bangor. As did all those who lived in the woods at that time, Bert logged, cruised timber, guided, helped survey, picked spruce gum, gardened, hunted and fished, and was a fire warden whose duties included scouting and running phone lines.

The Haynes family lived in the large two-story main building that was at the lake's edge and had a windowed porch facing it. The full cellar had a well and wood furnace that could burn four-foot wood. Three bedrooms were upstairs, as was space for dry goods storage. The main floor had one bedroom with a full bath, a kitchen with wood stove, and a dining room that had a fireplace and accommodated thirty guests. The family and guides ate first in the kitchen and then they served the guests in the dining room.

Closer to the island's point was the summer dining room, which hung out over the water and had a kitchen with a wood cook stove, a dining room with a fireplace for heat, storage, and a

walk-in icebox. By late September or early October, the Haynes's closed this facility. About 1950, the Hayneses replaced the wood cooking stoves and ice refrigeration with gas appliances. As most sporting camps did, they maintained a garden, one on the island and the other on the nearby mainland.

Only one of the original buildings remains; various fires destroyed the others. In 1943 or 1944, when one of the buildings caught fire, Nellie noticed it and notified the driving crew headed by George Thibodaux and Tommy "No Chin." Fortunately, they were sluicing logs through the dam and able to quickly form a bucket brigade and extinguish the fire. .

The Hayneses rebuilt the lost buildings in the same manner as the originals. The construction methods Bert used and passed on to son Jasper were different from those of others. Some of the original logs were 4 feet in diameter and moved into place by two men without the aid of animals. The Hayneses covered each building's cedar shakes with a layer of boards and then roofing paper. Over the years, Jasper became known as an exceptional mason with clever creative designs such as using the kitchen ovens as part of a building's heating system.

Guests, who arrived at Norcross, 15 miles from Buckhorn Camps, took the steamer to the Lower Jo-Mary Stream landing where Bert or Guy met them. Sometimes they greeted the spots in Norcross and paddled them to the sporting camp. In the early years, the guests were adventurous, came for four to five weeks, and traveled around to the branch camps. In later years, the visits shrank to four weeks to two weeks and then to a week. Little changed over the years during the hunting season when guests typically came for a week. The stays of fishermen never formed a particular pattern, but they did not usually stay as long.

Both Guy's and Bert's well-known guiding skills in relation to Mount Katahdin were highlighted by a visit and in a subsequent article written by Cornelia Thurza "Fly Rod" Crosby.[19] On July 27, 1897, the Haynes family paddled to Norcross to pick up Crosby. A couple days after her arrival, Nellie, Bert, Guy, and Fly Rod paddled their canoes into Pemadumcook Lake and rode the steamer to the head of Ambajejus Lake, where they resumed paddling until they reached Joe Francis's sporting camp. Francis and Joseph Dennis joined the party, and they all spent the night at Benjamin Harris's sporting camp on Pockwockamus Deadwater. A couple days later, they were all on Mount Katahdin where Nellie, who previously climbed the mountain with Bert on their honeymoon, dug into the rocks and pulled out the tin box so Fly Rod could add her name to the list of women who had climbed it. When they got off the mountain, they all went on to Irving O. and Lyman Hunt's on Nesowadnehunk Stream for a visit. Francis and his cousin Lewey Ketchum had known Bert since he was a boy and gave him his first pair of snowshoes when he was sixteen years old. Bert and Francis joined Fly Rod and were part of the sportsman shows in New York City. In 1912, Bert was back on the side of Mount Katahdin with a frequent guest, Frank Sewall, building the fire warden's camp halfway up the mountain. Bert, as the chief deputy for the area, appointed Sewall as watch person, and Sewall was happy to have a few guests.

The Hayneses—Guy and Bert, —had branch camps on nearby ponds. Some of their camps were simple—a trapper's camp. They built the first branch camps at Church, Cooper, Henderson, and Leavitt ponds in 1897. That same year, they also established tent camps with a canoe at Rocky and Johnston ponds. To reach these branch camps, Bert and Guy paddled sports

[19] Crosby, Cornelia (Fly Rod) Thurza. "A Trip to Katahdin with the Haynes family." *Shooting and Fishing Magazine* (New York), 1897 or 1898.

through Middle Jo-Mary Lake, up through the Cooper Brook Deadwater to just below the foot of Mud Pond. If they were headed to Cooper (5 miles), Church (6.5 miles) or Rocky (12 miles) ponds, then they followed the Cooper Brook Tote Road. To reach Leavitt Pond (9 miles), they paddled to the head of Mud Pond and walked the tote road along Pratt Brook to the camp. Their trail to Henderson Pond either went up Cooper Brook Tote Road to a junction south of the pond where they departed north to the pond or they took the Pratt Brook trail to the Henderson outlet brook and followed it. To reach Johnston Pond they cut a trail to it from the southwest corner of Cooper Pond. Bert had either a canoe or a log raft that he poled while the sport fished at each of these sites.

Bert and Guy built their first camp at Cooper Pond on an island near the pond's west-southwest corner. All the materials for the camp came from the nearby woods except the windows. The floor was made of logs flattened with an adze. The Haynes family does not know which island it was on nor what happened to the camp other than it was gone by the mid-1940s when Jasper started taking his son Sandy to the pond.

From the southwest corner of Cooper Pond, they cut a five mile trail southeasterly across the foot of Jo-Mary Mountain to an "outfit," probably a tent and canoe, at Johnston Pond's northeast corner. Bert built a small camp with stone chimney there in 1915.

Opposite the island on the shore in Cooper Pond's west-southwest corner, Bert took advantage of a wonderful view of Mount Katahdin and built another camp in 1904. The camp yard was the start of the Jo-Mary Mountain fire warden's trail, which Bert probably cut in 1911–1912 because he was the chief warden of the Katahdin district from 1911 to 1915. He built the warden's camp partway up the mountain in 1912 and used three miles of phone line to replace lost and damaged line. In 1914, Bert's son Jasper manned the tower, which was a tree with a

platform. Six years later, the Maine Forest Service deactivated the tower and abandoned the trail. In 1936, AT crews reopened the trail when they cut a side trail from the AT on the pond's north side to a campsite that it connected to the Haynes's camp yard. Hikers abandoned the old warden's trail by the 1960s.

Bert's Church Pond camp, which included a fireplace, was on the north side of the pond. He used it regularly until 1924 when for some unknown set of circumstances Leon Potter, proprietor of nearby Antlers Camps, took on the lease. The two families certainly shared the area with some kind of mutual understanding and limited the branch camps to one per body of water. In the early years, they both had camps at Leavitt and Henderson ponds, but Bert stayed at Leavitt Pond and Sumner Potter stayed at Henderson Pond.

Not far above Church Pond where Bert Haynes left the Cooper Brook Tote Road for Henderson Pond, another tote road branched off to the northwest and led to Rocky Pond. At an unknown location, Bert set up a tent site with a canoe in 1897, and nine years later, he built a log camp. When he abandoned the site is unknown, but it may have been between 1915 and 1920 when substantial logging took place in the area and Great Northern Paper Company (GNP) built a logging depot camp at nearby Yoke Ponds.

Bert's camp at Leavitt Pond was on the west side at perhaps an older camp's site. One tale is that a white trapper and Native American woman lived here before the late 1890s. Jerry Dunn's finding of an old stone grinding bowl and pestle at the site gives some credence to the story. A 1903 forest fire burned the 1897 camp, but Bert rebuilt it that same year. Whether the camp burned again in the 1908 or 1911 forest fires is unknown, but Bert's detailed notes make no mention of it. Part of the camp burned in a second fire sometime during the Haynes era, but

the family salvaged the building's back portion and included it in the new structure. Inside the camp, a 10-inch step is the likely seam between the old and new portions.

From Leavitt Pond, Bert Haynes could either swing up the brook to Rabbit Pond and fish for a while before heading over to Henderson Pond or go down Pratt Brook a short distance and up the stream to Henderson Pond. He built a small camp on Henderson Pond in 1897. A fall 1902 party of four hunters was at a camp, probably Bert's, on the granite knoll immediately south of the outlet when Sumner A. Potter arrived intending to use it. He and his sport moved on to a camp at Tumbledown Dick Pond. The Henderson Pond camp probably burned in the 1903 fire that swept the east side of the pond. The same area burned again in 1908. Whether Bert rebuilt after either of these fires is unknown, but it seems that he did not, given his journal made no mention of its future use.

Bert built two camps on Middle Jo-Mary Lake for families who were frequent guests. The Hardy family camp (c. 1920) was at the beach between Middle Jo-Mary and Turkeytail lakes. The original camp is no longer standing, and a new structure is in its place. He built the other camp in 1925 for the Jones family on the tip of the point that is about a mile south southeast of the tip of Jo-Mary Island. The cove to its east side became known as Jones Cove. They sold the camp in the early 1960s to Mark Libby. After the Libbys sold in 1987, lightening hit and destroyed the camp and no one has replaced it.

On Memorial Day 1927, tragedy struck the Haynes family when Bert and his guest, Dr. James Russell of Brewer, Maine, drowned in a canoeing accident on Lower Jo-Mary Lake while on their way to Leavitt Pond. The wind was strong, but what caused the canoe to capsize is unknown. Bert did not know how to swim. Nellie and her son Jasper and his wife Elizabeth (Elsie) took over the sporting camp's operations. Beginning about 1931, Jasper, Elsie, and

children, Betsy, Lucy Ann, and Sandy, lived year-round at the sporting camp, but when a child reached school age, the youngster boarded with a host family in Millinocket for the school year.

Jasper took on a variety jobs in addition to running the sporting camp. Often during the 1930s, he built camps or took winter caretaking jobs in places such as Castine, Harpswell, and Peaks Island. He meshed that work with his trapping schedule. In 1946, he bought a plane and used it to deliver supplies to other sporting camps and extend his trapping operations.

Beginning in 1930, the means by which Jasper's family and their guests reached the sporting camp began to change. The regular steamer schedule ended about 1930, and sometime between 1935 and 1940, the Hayneses brought up from the coast a double-ended inboard cabin boat of 24 to 26 feet. The boat transported both sports and supplies from either Norcross or Ambajejus dike. During the winter, Jasper stored it on one of the islands at the mouth of Lower Jo-Mary Stream. In the late 1940s, he pulled it up Lower Jo-Mary Stream to Lower Jo-Mary Lake where on at least one occasion GNP rented it to tow booms. Sometime after that, Jasper hauled it out on the shore on the north side of the Middle Jo-Mary dam and abandoned it. About 1952, a single lane road into Turkeytail Lake provided a summer land route followed by a short water crossing to reach the sporting camp.

Traveling to and from Buckhorn Camps in winter was never easy. During the 1930s and early 1940s, Jasper and the family traveled by dogsled to Perkins Siding or Norcross. Later, they often used a modified Ford Model A with skis on the front and a lightweight caterpillar type tread that wrapped around the wheels that were on the double-axel rear. This vehicle worked well on the lakes when there was not much snow, but Jasper liked to travel with two or three people in the vehicle to help when it got stuck. One memorable winter trip was to North Twin Dam via propeller-driven snow sled. The road from Turkeytail Lake to Norcross was unplowed

and Jasper was away trapping, so Fred Salem, who lived in Millinocket and built the sled, picked up Elsie and her young son Sandy near Lower Jo-Mary Stream on Pemadumcook Lake. Elsie walked three miles across the Lower Jo-Mary Lake ice and went on to the Pemadumcook landing with guide Amos Archer pulling Sandy on a hand sled. By 1949, the family owned a house in Millinocket and resided there during the winter and school year.

Beginning in the late 1920s, Amos Archer, who was a distant relation of the Hayneses and had occasionally visited and done some periodic work for the Hayneses, came to work and lived in the guide's camp year-round. Archer was a logger and river driver as a young man. In 1927–1928, he worked on repairing the dam at Middle Jo-Mary Lake, and at one time, he was the watchman in the nearby Ragged Mountain fire tower. He rarely left the sporting camp, and Jasper and Elsie were generous in helping him until Archer died at eighty-six years of age in 1962.

Joining the sporting camp operations about 1930 were guides Gale Sherman (Shermie) Hincks and his younger brother Vincent (Buster) Hincks. Shermie worked during the winter of 1939–1940 or 1940–1941 and used to ski over to Gordon's landing on the lake's west edge to get the mail at the drop point. Jasper got to know Buster as a teenager, treated him like a family member, taught him trapping, and took him to the Boston sportsman shows where the two of them were the yearly canoe tilting champions until World War II. Jasper paddled and Buster, who was quick and agile, stood on the gunnels with the padded ram used to push the opponent into the water. They also participated in canoe races and frequently won. With the start of World War II, these kinds of shows stopped, and after Buster's return, the shows were a different format. Jasper and Buster continued their trapping arrangement after the war.

By the 1940s, Ray Campbell Sr. was also guiding for Buckhorn Camps. Campbell, about the same age as Jasper, came to work at the Millinocket mill in 1918. Previously he had worked a farm, hunted, and fished. He started guiding on weekends, took the whole of the hunting season off from his mill job, and made ten dollars a day plus tips, a sum greater than mill wages.

In 1934 when the Appalachian Trail (AT) opened, Jasper Haynes advertised Buckhorn Camps as an alternative to Antlers Camps on Lower Jo-Mary Lake. Eleven years later, Antlers Camps closed, and Jasper's number of AT guests increased. Hikers called from Yoke Pond Camps to notify the Hayneses of their schedule. For those hiking south, the phone connection was more complicated because the line did not run directly from Nahmakanta Lake Camps to Buckhorn Camps. A guide picked up the hikers by boat at either the beach near the northwest corner of Lower Jo-Mary Lake or Antlers Camps on Lower Jo-Mary Lake. Hikers also reached the Buckhorn Camps by foot on an AT side trail that followed the Norcross Tote Road southeast toward South Twin Lake to a spur road to the footbridge spanning the lower end of the Cooper Brook Deadwater. Jasper built the 350-foot footbridge in the early 1940s. He drove large logs into the swamp's mud and then crossed them to form an "X." Resting in the crotch of each "x" were the ends of the single logs that span the gaps. Old telephone wire served as a handrail. The bridge originally served his sporting camp's hunters so they could easily reach the mainland to the south. Jasper repaired it several times before it collapsed about 1959.

Jasper continued to build Buckhorn Camps' network of branch camps. By 1932 the Johnston Pond camp was in poor shape and Jasper may have replaced it with a tent camp, which he probably abandoned in 1959 when GNP built a road to a new logging camp at the pond's west end. He built a second camp at the Cooper Pond site in the early 1940s and added to it in the 1950s. For the 1950s work, Jasper's son Sandy and Campbell's son Buddy were old enough to

handle some tasks by themselves. They took the roof boards off the logging camps at the falls between Cooper and Church ponds, tossed them in Cooper Brook and, acting as river drivers, drove them to the site of the new camp. They also kept the phone line in service by removing downed trees or branches that shorted it out. The line passed the end of Turkeytail Lake and followed West Ragged Brook to West Ragged Pond where it went up over Ragged Mountain and down to the forest ranger building on the Brownville Road at Long A town line. Once the phone was out, Nellie, Sandy's grandmother kept trying to ring it to see if it was working. Numerous times when Buddy was holding the ends of a broken line, she turned the phone crank. When no one was manning the Ragged Mountain tower, they maintained the line to the forestry station in Millinocket.

Two miles south of Johnston Pond at Jo-Mary Pond, Jasper built the first of his last two branch camps in 1942–1943. His initial land route to the pond is unknown, but he came by air once he had a plane. The earliest camp at the pond was probably the Jo-Mary Pond shanty (c. 1840) for which Fred Heath was its last caretaker. Jasper's initial camp was on the outlet's north side. With timbers from the nearby trestle and those left over from a water tower, he constructed another camp in 1948–1949 at the other end of the pond near the square Lombard water tower, which he used as a storage building. When a new logging road reached the pond in the mid 1950s, the good fishing soon ended, and he abandoned the camps. GNP then burned the structures. Alfred Bradbury, who frequented the area in the late 1940s and 1950s, thought the building at the outlet might have rested on a large flat rock.

The two miles of swampy land between the Haynes's branch camp at Cooper Pond and the head of Upper Jo-Mary Lake at the mouth of the stream from Duck Pond was probably good trapping and may be the reason why Jasper had a branch camp on the point south and west of the

mouth of the stream. One day when Jasper flew over it, he noticed someone using it so he landed to inquire. A woman, whose husband was away, greeted Jasper and told him that they rented it every summer from Jasper Haynes. Jasper told her who he was and that they needed to be gone by the next time he flew over. When either he or his dad built the camp and for how long he used it is unknown. A 1920 survey mentioned a camp in this general area, but did not list an owner.

Jasper was well known for his flying, trapping, and promotion of the Maine woods. Even though Jasper got folks into the great hunting and fishing spots, he rarely fished or hunted. With fishing, he took more delight in paddling the canoe for a guest than handling the rod. The only time he hunted was Thanksgiving weekend when he generally had no guests. When hunting, he used a pistol and not a rifle. He was a marksman of some notoriety and advertised for Marlin Guns.

Before he owned a plane in 1946, he used a dog team for winter travel, and most of his trapping involved daylong trips from Buckhorn Camps into the Jo-Mary and Pemadumcook watersheds. With the option to fly, Jasper was able to trap in places where he saw no one and that was perhaps one reason why he was so successful. During the trapping season, Jasper built and used his outlying branch camps. He also shared them under some arrangement with other trappers, such as Vincent Hincks, who used the Leavitt Pond camp from the mid-1930s to late 1950s. Some people have suggested Jasper had as many as seventeen branch and trapper's camps spread from this vicinity to the Allagash River watershed.

During his trapping years, Jasper was a member of the Maine Trappers Association. As a representative of the organization, he wrote First Lady Mrs. Dwight Eisenhower and asked if she would accept a beaver coat from the association and wear it. He thought that would help promote Maine trapping. She declined, but, undeterred, Jasper wrote her another letter. This one was on

birch bark and for some reason that helped change her mind. Jasper sought the best pelts from the trappers, had the coat made, and delivered it a year later in 1957 at the White House with Archie Clark.

Jasper's flying became legendary. He flew sports into places where others could not reach or would not land. On one return trip, his engine quit, and he landed in the trees at Mud Pond. He lashed it to the trees, shinnied down, came back later, cut the trees down, towed the plane out, repaired it, and flew it again. At Leavitt Pond on one very windy day, he flipped his plane over on leaving the lake. He surfaced from the submerged cab and was seen standing on the pontoons. He had a long walk back to Buckhorn Camps, but with help, he got the plane out later. The plane was quite loud, so he told day-trippers he had landed at Cooper Pond to get ready when they heard the plane's engine start at Buckhorn Camps. One of his more interesting jobs was to allegedly fly a cow into some camp. His family doubts he ever did this, and their camp never had a cow.

Tragedy struck the Haynes family again in 1960 when Jasper died in a ski-plane crash in the St. John River watershed. A person traveling with him was able to make it out alive. Shortly after his death, Jasper's wife Elsie was in contact with Rudi Zaninetti, who had been a yearly guest at Buckhorn Camps starting in 1951 and had shared his desire to buy it.[20] For a number of years, Zaninetti had hunted in Canada, but felt unfulfilled. He wrote the Maine Fish and Game Department for information, received a booklet, and picked out the Buckhorn Camps because of its remoteness. Jasper responded to his inquiry on a penny postcard using it all from corner to corner. Zaninetti came, frequently stayed at the branch camp at Cooper Pond, and fell in love with the area and the people.

[20] Information during the Rudi Zaninetti years came from Rudi Zaninetti and John Alvarado.

Joining the Zaninettis in a three-family partnership to purchase Buckhorn Camps and its Cooper and Leavitt ponds branch camps were the Frank Hendrickson and Guido Santorelli families, who had also been guests at the sporting camp for a number of years. The families lived next door to each other on Long Island. Zaninetti was a civil engineer. Hendrickson, also an engineer, was in the construction business that built the Long Island Expressway. Santorelli and his wife Jenny ran a successful restaurant business. The Zaninettis had three children; the Hendricksons had one, and the Santorellis had two. All the families were present for the fishing and hunting season. The families shared the summer season and rented all the branch camps.

Each of the families contributed to the sporting camp's operations. Hendrickson used his inventive skills to build a steel barge that he transported to the lake from Long Island. He also made a log splitter from the hydraulics taken from an old front-end loader and directed the building of the large new building that replaced the old two story main lodge that burned in 1969. The Santorelli family's cooking made the meal times a major event of every day. They also served a free meal featuring deer meat once a year at their Long Island restaurant; the event was a popular advertisement for the sporting camp. The deer hunting in the area at that time was phenomenal with nearly every member of the families getting a deer each year.

Much of the sporting camp life centered on eating. The three families were all Italian, so the menu for the typical twenty-four guests was Northern Italian. With the hunting and fishing so good, they used both the fish and the game from the area. They made fresh pasta, stewed bear meat, and ground deer meat and mixed it with pork for sauces and meatballs. Their evening meals together started with appetizers, and one employee always got into the appetizers before the guests. Although asked to stop, he could not break the habit, so one evening disguised moose droppings appeared on the table as appetizers. The employee went first for the last time.

In the 1970s, the Zaninetti family hosted a summer boys' camp. The eight weeks of camp had two-week stays for a dozen boys each session. They all came from Long Island, New York, and the family introduced them to the ways of nature. The boys learned about surviving in the outdoors, participated in a National Rifle Association (NRA) rifle program and learned to fly Zaninetti's plane. One day while the boys were fishing, Zaninetti's twelve-year-old daughter cut open the belly of the first fish caught. One boy asked what she was doing. She explained that this was a way to find out what the fish were eating so they could see if they could find the same and use it as bait. These boys had never held a fishing pole. The summer camp program was an example of what Zaninetti listed as the outstanding highlight of the sporting camps during his time. He tried to offer and conduct camp activities so his guests, whether young or old, experienced a change in their state of mind and left mentally and physically cleansed.

For the children of the families, their years at the sporting camp were memorable. As they all did, John Alvarado, an adopted son of the Santorelli family, left school early each spring and did not return until late in the fall. The school released him and the others for an educational sojourn, and upon their return, they submitted essays on their experiences during the absence, so they could receive academic credit and graduate.

In preparation for a camp season, John and his family stuffed everything they needed into a Winnebago camper. When they arrived at Turkeytail beach, he helped unload the material on the barge that they towed to the sporting camp. When he first arrived in 1964, he was a fourteen-year-old urban boy who only knew city life. The one thing that was not new was helping with the cooking. Pumping water and drinking directly from the lake captivated him. He saw deer every place he went on the island, and in his first year, he learned how to skin and butcher one. Bear and moose sightings were common for him. Riding with Zaninetti in his plane, a two-seat

canvas-covered Piper Cub, and gliding in to land on small lakes, were exciting moments for John.

John's family managed the sporting camp during the fall hunting season when he was always cold no matter how much clothing he had on. After the hunters left, family members spent considerable time preparing the buildings for the winter. When they came in winter for occasional ice fishing, they used their old, long-body International truck to plow the road to the Turkeytail landing. At the landing, they switched to snow machines, which they only used when they saw loaded pulp tucks crossing the ice. The strategy did not always work—John went through the ice once, but they were able to save everything. During the cold seasons when they had no baths or showers, first-time guests tried to mask body odor with perfumes or colognes, a tactic that amused John. He loved the eleven years at the sporting camp and still enjoys fishing.

The sporting camp's guests came year after year, and people heard of the place by word of mouth. Everyone in the three families hunted and that made for great conversation on Long Island and attracted other women hunters. The families met their guests at Turkeytail beach where they loaded everything into a boat for a ride to the island. On one trip, they had too many people in the bow, so when the boat slowed coming into the dock, the bow went down submerging the boat. Everyone was safe, and they retrieved all the material from the lake bottom.

Over the years, Zaninetti gradually bought out his partners, and in 1970, he sold only the Cooper Pond branch camp, one of the two remaining branch camps built by Bert Haynes. Michael Rishton of Reading, Massachusetts purchased the Cooper Pond camp.[21] Rishton's father-in-law and mother-in-law, Mr. and Mrs. Richard Farrar, first came to Buckhorn Camps in

[21] Information during the Rishton time period came from Mike Rishton and Eugene Larlee.

1954 and returned for many years. Knowing of the Farrars' love of the place, Zaninetti made the guide's camp at Buckhorn Camps available to them whenever they wanted to use it. In return, the Farrar family, including Rishton, fixed up the camp by replacing the floors and roof, and scrubbing the entirety of the interior to lessen the grime and smells that had accumulated for more than fifty years.

Rishton's first trip into Cooper Pond was in the late 1960s. He started from Buckhorn Camps, took the trail to the AT, and followed it to a side trail that connected the west end of Cooper Pond to the camp. A year after he purchased the camp, GNP extended the Jo-Mary Road and a side road came within about three-quarters of a mile of the camp. The roads were not always passable.

In 1976, the main structure, a portion of which Bert Haynes built in 1904, was accidentally destroyed by fire. The Rishtons had rented it to some high school teachers and students. When they left for the day's outing, they did not take care of the wood stove. From the opposite side of the pond, they saw the flames. The Rishtons put up the two small sleeping cabins after the fire. The cook shack, which Jasper Haynes built in the 1950s with the boards Sandy Haynes and Buddy Campbell salvaged, is the one remaining old structure.

Late one winter day when Rishton was snowshoeing in with a load, a man on a snow machine traveling out with a loaded sled stopped, introduced himself, and asked where Rishton was going. Knowing the distance Rishton still had to go, the time of day, and the weather conditions, Eugene Larlee unloaded his sled and gave Rishton a ride. Larlee, a beaver trapper from Millinocket, used a number of the area's camps for his winter trapping. Rishton was grateful for the ride, so in exchange for keeping the roofs shoveled and the camp stocked with

firewood, he invited Larlee to use the camp, which he did through 1975. The Rishtons still hold the lease.

In 1979, Zaninetti sold his Leavitt Pond branch camp to Melvin W. and Judith A. Chaplin of Naples, Maine, and John Rodney[22] of Portland, Maine, took over the lease seven years later. John had never been a guest at the camp. He loved to fish, wanted a camp in the Maine woods, saw this camp advertised in a January publication, called the realtor, and on a well below zero January day he and his wife Nancy set out on snow machines with the realtor. Nancy had never been on one, and by the time they reached White House Camps, she decided to remain behind at the warm lodge. Only a spec of the camp roof showed above the snow line and that resulted in him calling it Beaver Lodge. He managed to get inside, liked what he saw, and bought it on the spot.

His family returned in May, on the recently completed Jo-Mary Road which passed within 200 yards of the camp, just as the ice was going out and that started a yearly May opening followed by frequent summer visits. The family continued to fix up the camp, but kept it rustic. The Chaplins strapped over the cedar shake and tarpaper roof and put on tin, and the Rodneys put in a new pine floor and filled the wall cracks. They continued to let the sink drain into a bucket. Getting supplies to and from the road was always a challenge and usually took a couple hours. A friend, who accompanied John Rodney on one trip, made a grocery store shopping basket into a wheelbarrow type cart. In 1995, a job change sent the Rodneys to Absecon, New Jersey, so he no longer had the time to enjoy the camp and keep it up.

[22] conversations with John Rodney

In November 1999, Jerry Dunn bought the camp and began to restore it despite most folks thinking the camp was too far gone.[23] His daughter, Amanda, inherited it in 2008. Notes on the cabin's walls indicate that Vincent and Shermie Hincks, who worked for Jasper, had a trap line in the area, used the camp in late fall and winters from 1936 to 1958, and were successful trapping mink and muskrat. In January 1937, six feet of snow was on the ground compared with three feet in 1958. Larlee used the camp summers and three weeks in mid-January of the early to mid-1960s. In January, he traveled as far as he could by snow sled and then by snowshoe. During the summer, he drove in as far as the Ladd logging camp near Johnston Brook and hiked in along the trail up Pratt Brook. Ray Porter, who ran a flying service, would fly one person and gear into the pond, but the individual had to walk out, as the pond was too small to take off with a loaded plane.

In 1998 after nearly thirty-seven years of ownership, Zaninetti sold Buckhorn Camps to Leon and Linda Jones. Five years later, Greg Pellegrini (attorney from Massachusetts) and Sandy House (banker from Presque Isle, Maine) bought the sporting camp, which is still operating.

At Lower Jo-Mary Lake

Three or four years after Bert Haynes established his sporting camp near the east outlet of Middle Jo-Mary Lake, George Potter and his two oldest sons Sumner A. and Joseph came north from their home in Alton, Maine, a few towns up the Penobscot River from Bangor to build on Lower Jo-Mary Lake.[24] In 1880, they worked a farm and, as many did, also worked in the woods. Beginning some time before 1900, George became a river driver, his work until he died

[23] conversations with Amanda Michaud and Eugene Larlee

[24] information for Antlers Camps came from Jim Lagasse, ancestry.com, *In the Maine Woods*, David Erickson

in 1916. For their commercial sporting camp scouting trip, they probably took the train north to Norcross and paddled around the lakes. They found what they wanted on Lower Jo-Mary Lake at Indian Point, the prominent narrow point about the midpoint on the south shore with a wonderful view of Mount Katahdin. Perhaps they chose the lake because no one else had a camp on it. After a year or so of building, Sumner A., wife Laura, and daughter Gladys opened the sporting camp, Antlers Camps, a name that no future proprietor ever changed.

Probably sometime before 1900, Sumner established Antlers Camps' first three branch camps, one at Leavitt Pond, another at Henderson Pond, and the third at Tumbledown Dick Pond. When he guided sports to these, he took a trail west from Antlers Camps to a landing on Mud Pond. To reach Leavitt or Tumbledown Dick ponds, he paddled the sports to the head of the pond and into Pratt Brook deadwater to pick up the tote road to Leavitt Pond (5 miles). The clues to the Leavitt Pond camp's location are in subsequent camp building activity at the pond. A camp, probably built without a lease and after 1960, was away from the shore at the north-northeast corner with a view of Jo-Mary Mountain. One area trapper thought this camp, which burned in the 1970s, may have been connected to Antlers Camps. If the builders of the modern camp had ties to Antlers Camps, then it is possible that they knew the location of the long-abandoned camp. Sumner's camp probably burned in one of the forests fires between 1903 and 1911 and he left the pond to Bert Haynes.

Sumner's route to Tumbledown Dick Pond from Leavitt Pond was at least a mile northeast through the woods to the southwest side of the pond. He may have used an abandoned logging camp at this location. Although he used the site in 1902, the camp probably burned in the 1903 forest fire that swept through the area. The Potters made no future reference to a branch camp at the pond.

If Sumner was headed to Henderson Pond (9 miles), then he paddled to the foot of Mud Pond and walked the Cooper Brook Tote Road along Cooper Brook to a logging road that led to the south end of pond. He advertised an Antlers Camps' branch camp at the pond in 1908, but did not provide a location. Great Northern Paper Company (GNP) maps from 1914 through the late 1920s showed a single camp on the pond, one labeled *Potter camp* near the southwest corner of the lake, an area not burned in either the 1903 or 1908 forest fires. Sumner continued to use his camp in the non-burn area.

By 1915, Sumner had moved back to Alton, was working for the Bangor Lumber Company, and had sold Antlers Camps and Henderson Pond branch camp to his younger brother Leon. Leon and his wife Adria Mae ran the operation with their daughter Eleanor (b. 1916) until 1945–1946. In the early 1920s, the Potters took leases on additional branch camps at Turkeytail Lake and Church Pond. Over time, they added more buildings at Antlers Camps, and the sporting camp lease by 1946 provided for a total of fifteen buildings: a main camp, seven sleeping cabins, and accessory buildings. The small cabin at the end of the point was the Honeymoon Cabin, the last one built and eventually torn down. The second cabin was a sleeping cabin. The third cabin, named *Fred's,* was also a sleeping cabin. The main building, which was on the knoll and the fourth in the row, had a large dining room and three bedrooms, two of which were small. Next to the main cabin was the Red Door cabin. The sixth cabin was a sleeping cabin, and the seventh was the guide's cabin. The complex also included an icehouse. The Potters had two large gardens with just about everything they needed including strawberries. They picked their blueberries on nearby Blueberry Island. Drinking water came from a spring near the shore to the east, and they drew water for everything else by bucket from the lake.

Leon's family came in to open the sporting camp as soon as the ice was out and closed them in December after hunting season. He returned during the winter to cut ice and firewood, trap, and scale wood for GNP. During World War II, he worked some winters at Bath Iron Works. In the winter, Leon, as other sporting camp owners did, often enjoyed the company of trappers or fellow camp owners. Frank Schoppe, who was at Nahmakanta Lake Camps, used to snowshoe down periodically, and Leon and Frank fished together for togue.

Leon advertised the sporting camp as a Christian camp with no alcohol. About one hundred visitors came during the summer. Many, such as Fred Greenhulgh, unmarried and a New York City haberdasher, stayed for the whole summer. He spent a great deal of time wandering the woods looking for odd pieces of wood for such things as door handles and picture frames that he made for the pictures he took. Others came year after year, and one of them was Stephen J. Chamberlain, who later (1950) bought his own sporting camp, three vacated structures at White House Landing at the head of Pemadumcook Lake. Beginning in 1934, hikers on the newly opened Appalachian Trail (AT) stayed at the sporting camp. During the summer of 1934, Leon Potter and Walter D. Green, the famous Broadway actor, cut the side trail to the top of the cliffs overlooking the lake.

As most sporting camp owners did, the Potters relied on several strategies for the yearly return of guests. They ensured that visitors were well cared for and kept the property and buildings clean and neat. The family liked to intermingle with the guests. Leon did that by guiding and Adria Mae through her cooking. Every breakfast included fresh baked bread, beans, and fruit pies in addition to the traditional breakfast fare of pancakes, eggs, and meat. The pies were a favorite of Eleanor's young son Jim, who thought having desert at breakfast was wonderfully special. Consistent good fishing was also important, and bears helped. During each

season, Leon shot a few bears that would not stay out of the camp area. He disposed of them by taking them out on the lake, sinking them, and marking the spot. They became fish feeding spots. The Potters also enjoyed fun-loving pranks such as secreting a stuffed bobcat into a tree. Someone eventually saw it, shouted, and everyone came running. Invariably a guest shot at it and it fell from the tree.

Between 1916 and 1945, Eleanor was present all but a couple summers. Her early work was toting firewood, cleaning cabins, and providing fresh linens and towels. She had her favorite guests. The wife of one couple brought jars of hard candy, and Eleanor loved the daily treat when she stopped by to do her chores. As she grew older, she helped with the garden and the cooking. One of her favorites was making ice cream, with canned milk, in the hand-cranked churn that they turned in the boat on the way to Blueberry Island to get berries. She roamed the woods and lakes with her dad learning to hunt and fish and eventually traveling about alone. When she turned twenty-one, she got her guide's license, guided for the sporting camp, and was as skilled a canoe poler as anyone around. Her love of hunting and fishing stayed with her to the last years of her life.

The Potter's three branch camps were frequently used. Sometime after 1919, Leon built the Turkeytail camp, which was originally part of a lumber camp. To get there, he paddled east from Antlers Camps to the mouth of Pratt Brook, went upstream into the Cooper Brook Deadwater, crossed to the foot of Middle Jo-Mary Lake, rounded the west and south sides of the island, and continued down Turkeytail Lake's south shore to the camp about a half-mile west of the prominent peninsula. With a motorized boat, they may have gone via Middle Jo-Mary dam. A recommended excursion from the camp was to follow the phone line to the Ragged Mountain fire tower to spend the evening as a guest of the warden.

Potter obtained the lease for the one camp on Church Pond sometime in the mid-1920s. Bert Haynes, who built the camp, last used it in 1923. To reach the newly acquired Potter branch camp, guests followed the Millinocket Tote Road behind the main camp southeast for less than a mile to the Cooper Brook Tote Road, which they took to the camp. Some time before 1938, Leon probably moved the Henderson camp to the granite knoll near the pond's outlet, the old Bert Haynes campsite before the 1903 fire. Leon's 1938 map had his camp on the knoll near the outlet. His route to this camp went across Mud Pond and into Pratt Brook deadwater to reach an old tote road along the stream to Henderson Pond.

Soon after Leon's death, Adria Mae sold the sporting camp and its three branch camps to Mrs. L. Cole Guiney who, with the help of an older son, sporadically operated them. The Guineys had never been sporting camp guests and were unfamiliar with sporting camp operations. With a dwindling number of guests, they sold everything about 1949 to Boyd and Margaret Allen from Massachusetts.[25] Boyd, an avid hunter and fisherman, was a guest at the sporting camp in the early 1930s when he came by train to Norcross and traveled by buckboard over an undescribed route to reach the sporting camp. After his marriage, his family traveled to the sporting camp, and his wife became an avid fisherwoman with Leon as her guide. In 1951, the Allens had Clinton E. Boyington manage the operation for a year. He and his family had previously owned and run a sporting camp on Hurd Pond. The Allens used the sporting camp primarily for the entertainment of friends and clients of their shoe company and occasionally rented them. Because they did not keep the sporting camp open on a regular schedule, they left some cabins unlocked for use by AT hikers and others.

[25] conversations with Jere Allen and David Simmerer

Boyd Allen sold the sporting camp and two of the three the branch camps, about 1953 to Everett (Duke) Dumas of Millinocket. The Allens retained the Church Pond branch camp. Dumas, who operated the sporting camp as a commercial enterprise, may be the only person who ever got a boat all the way up Cooper Brook to Cooper Pond. He did that by taking an old flat-bottom boat, mounting an airboat type device on its rear, and skimming up.

The Allen family regularly returned to the area and their Church Pond camp between 1953 and 1969. When the Allens' oldest son Jere married in 1959, the couple spent their honeymoon at Antlers Camps. Jere made his first trip in 1945–1946 when he was eight or nine years old. He always slept in the small cabin on the point. One night, the feel of something on his stomach woke him. He reached for a flashlight, turned it on, and there sat a wood mouse. The mouse studied him and then scurried off. Fortunately, a mouse did not return in 1959 when his new wife was with him.

Also staying Antlers Camps when Jere was there in 1959 was a group of Navy pilots who were experimenting with props and floats to see how quickly they could get off the water. They tried a particular configuration, then flew off and returned with something different. On their last night, they came back with one hundred lobsters, all of them consumed by the fifteen to eighteen guests. Whether these flyers were connected with a CIA testing of floatplanes in the Nahmakanta area for a Russian mission is unknown. The Maine testing center was the seaplane base in Glenburn, which is north of Bangor. Fletcher Prouty, in a book entitled *The Secret Team*, referred to the 1950s testing of a floatplane version of the Helio Courier in northern Maine. A Norfolk, Massachusetts, firm built and tested the Helio Courier.[26]

[26] conversations with William Wise, an intelligence expert and owner at Yoke Pond Camps

In the mid- to late-1960s, Boyd Allen and Dave Simmerer, his son-in-law, used to fly into their Church Pond camp to hunt. Chink LeGassey set them down on the pond, but he picked them up at the head of Cooper Pond. One day while Simmerer and Allen were waiting for LeGassey, Allen told Simmerer that he buried a covered garbage pail with material in it, a cache, in the area and challenged him to find it. Simmerer looked for some time, but could not find it. Allen buried numerous caches that contained a sleeping bag and other material needed for an emergency or simply to support a trip. LeGassey helped him by flying over the area ponds and cutting loose the cans tied to the pontoons. Allen collected and deposited them in holes. The only treasure left in them may be the bottle of spirits.

The Allen trips were always great fun. At the end of one trip, everyone carried their deer and gear to the Cooper Pond pickup. While waiting, the person who had not shot a deer went off to the bathroom. When he returned, he also had his deer. On another trip, they found pieces of the wreckage of Zaninetti's plane at the end of Cooper Pond. Zaninetti flew into Cooper Pond to deliver two bottled gas tanks. On his take off, a gas line clogged, and he crashed in the woods on the pond's north side. He survived with broken cheekbones and was able to hike back to camp. Another time, the Allens discovered an old boom anchor in the woods near the pond. Knowing Allen's love of the area, his family spirited the anchor out and presented it to him as a Christmas present. He displayed it in his front yard in Fitzwilliam, New Hampshire, for many years.

One fall evening when Simmerer and Allen were at the camp, two timber cruisers knocked at the door. They had diner and spent the night. From them, Allen learned of the impending road construction and logging that would take place. Simmerer found Allen the next day sitting by himself with a tear in his eye. He knew what the logging would bring and felt he had to sell.

Allen sold the camp to Henry Madore Jr. in 1969.[27] When the federal government took the land by eminent domain in 1989 for the AT, the Madores had three years to vacate the premises. Maine Appalachian Trail Club (MATC) volunteers knocked the camp down about 2001. In 2012, the site, nestled in under large beautiful hemlocks, was an ugly pile of wood and logs and nondegradable materials. The elegant log privy was still in excellent condition.

A few years before Allen died, he returned to the area with his sons and grandsons to stay at the Michael Rishton Cooper Pond camp. LeGassey flew the children in just like the old days and the lakeshore sign, "Cooper Hilton," greeted them. The men drove in on a logging road that branched off the Jo-Mary Road and hiked the remaining short mile to the camp. The kids made several trips over to Buckhorn Camps, skinny-dipped in Cooper Brook, and, as Simmerer remembers, everyone had a tremendous time. In 1981, some family members returned to scatter Allen's ashes at Church Pond.

During the years the Allens were at Church Pond Dumas did not attend to maintenance matters at the Antlers Camps on Indian Point, and the sporting camp became rundown, and the roof of the main dining room collapsed by the mid-1960s. Some structures remained open until 1970, but unattended. It appears that few guests used the Turkeytail Lake branch camp and Dumas abandoned it. Similarly, he did not maintain the Henderson Pond branch camp. When Rishton and his son were at the Henderson Pond camp in 1972, the interior was in disarray, and it caved in soon after that. The structures on both sites had assessed values of zero dollars in 1980.

[27] conversation with Henry Madore, Jr. and a visit to the site by Geller

In 1983, Dumas sold Antlers Camps to Arthur E. Allgrove who had dreams of rebuilding.[28] The sale did not include any branch camps and Dumas abandoned those leases. Allgrove felt that his success depended on the AT having a side trail to the sporting camp as it had traditionally. Instead, the AT organization relocated the trail so it passed through the sporting camp. The AT and GNP negotiated a land swap about 1984, and GNP towed the remaining buildings across the ice to the new location, the next major point east along the shore. Two buildings, one of which was next to the Honeymoon Cabin, survived the move. Arthur had plans and a supporting lease to expand the number of structures. He built one cabin and renamed the camps Northstar Camps. The legal struggle and subsequent need to start from scratch left the family upset and discouraged the development of their dreams. To what degree he exercised the commercial license is unknown.

After his death in 1993, Arthur's sons, Bruce and Keith, sold the sporting camp to David Erickson[29] and John Merriman from New Hampshire. Erickson first saw the sporting camp from the air, loved what he observed, landed, and noted they were for sale. The sale included no branch camps nor was any referred to in discussions. Erickson and Merriman bought the sporting camp for personal use. One of their additions was a hot tub made from an old aluminum boat with sand in the bottom, set up on rocks with room for a fire underneath, and an old outboard motor to circulate the water. Dishwashing liquid soap generated the bubbles. Erickson had previously had a camp on White Horse Island in Pemadumcook Lake. They sold the relocated Antlers Camps in 2011 to Chip Newell and Steve Williams from the Boothbay Harbor, Maine, area. Access is still only by boat or floatplane.

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[28] conversation with Bruce Allgrove

[29] conversation with David Erickson.

Erickson learned that when Antlers Camps was on Indian Point that there were several reports about a ghost of Antlers Camps. A party arrived at the sporting camp and went to bed. The next morning, one of the party asked if the previous owner died here. When asked why, he said he woke up and a man was sitting at the end of the bed and then he disappeared. A few years later, another person asked if anyone had ever seen a ghost because she woke up one morning and a man was sitting on the end of her bed. She closed her eyes and opened them again, and he was still there. She did it a second time, and he was gone. She told the story at a seaplane fly-in, and the man who had also seen the ghost was there. They compared stories, and it sounded like it was the same person, but who he was is unknown. Eleanor Potter, who enjoyed a good tale, was not surprised when she heard the story. Apparently the ghost had not yet visited the relocated camps.

Although Dumas had abandoned his branch camp at Henderson Pond outlet by the 1960s, Chink LeGassey took a lease for a tent camp for his flying service clients on the opposite side of Henderson Pond near a spring.[30] His clients liked the spot and about 1966, he built a camp one cove north of the tent camp. He then used the tent camp as overflow. When he opened the camp, he initiated the practice of fly-in fly-out in relation to trash. Previously sports left trash in a sporting camp's dump in the woods. At other sites he flew into, he began the process of removing and burning the dumps. The flying service, now owned by Jim Strang, still has the camp. The 1988 U.S. Geological Survey (USGS) map has this camp in the wrong location.

The abandoned Dumas site at the Henderson Pond outlet had not gone unnoticed by Don Hibbs who worked at Nahmakanta Lake Camps.[31] In the mid-1980s, Hibbs, who as of 1995

[30] conversations with Chip LeGassey and Jim Strang.

[31] conversations with Don Hibbs

owned Nahmakanta Lake Camps, picked up the lease for the abandoned Henderson Pond branch camp site, but requested a new lease site at the north end of the pond because the old site was full of trash. The landowner consented, but Hibbs did not build. About 1987, he sold his lease to David Marlinski of West Orange, New Jersey, who built the new camp singlehandedly over a six-week period. He cut his logs at the south end of the pond and towed them to the new campsite. Mike Higgins, who at the time owned the Millinocket Flying Service and the other camp on the pond, flew in Marlinski and the other materials for the structure.

In 2007, J. C. Gerrish of Milo and Tom Russell of LaGrange bought the Marlinski lease, and they still held it in 2014.[32] In the early 1970s, when Russell was about seven years old, his dad, who had done some trapping with Jasper Haynes, started taking him to Henderson Pond. LeGassey flew them in, and they stayed at his tent camp. Gerrish first came into the area with his dad in the early 1970s. They drove as far as Cooper Brook, waded the stream, and walked to Leavitt Pond to stay at the cabin for a few days. From there, they followed the brook to Rabbit Pond and camped. Gerrish liked to slide downstream on the smooth granite shelf at the outlet. A trail from the pond took them due south through the low point between the hills to the northwest corner of Henderson Pond. After fishing Henderson Pond, they picked up the trail that followed Henderson Brook to the trail back to Cooper Brook. The Gerrish family tree includes Luther M. Gerrish, who had the sporting camp about 1890 at North Twin Dam.

At Yoke Ponds

When Bert and Guy Haynes went up the Cooper Brook Tote Road in 1897 to look at locations for branch camps and picked Rocky Pond, they probably stopped in at Charlie Berry's Yoke

[32] conversations with J.C. Gerrish and Tom Russell

Pond Camps.[33] About five years earlier, Berry set up a sporting camp operation near the Caribou Lake Tote Road's Yoke Ponds shanty, which lumbermen may have abandoned by the late 1880s after the railroad reached Greenville. Berry and Jack Caughlin were among a number of the early 1890s guides who worked out of Katahdin Iron Works (KIW) and trapped in the Yoke Ponds region. They both had an early camp at the ponds. Berry built one in 1892 as inscribed on an existing inside wall. A year later, Caughlin built the camp that was inscribed with "House that Jack built" and that he sold to Berry in 1894. Whether Berry or Caughlin first opened to sports is unknown. They could have been joint proprietors. The Bangor and Aroostook Railroad publications, *In the Maine Woods*, listed Caughlin as proprietor from 1902 to 1905, with Berry proprietor starting in 1906 and continuing through 1945.

The sporting camp was Berry's year-round home. He told folks that he picked the location because of the long, narrow point that nearly dissected the ponds; it provided a safety exit in case of a forest fire. In 1917, Berry saw a fire coming and loaded all his possessions into canoes and on rafts of boom logs to keep them out of harm's way, but the fire did not reach the sporting camp. Over time, Berry expanded the number of structures. In 1917, he built the dining room, kitchen, and office building. He made a number of the buildings from discarded boom logs. Sometime in the early 1930s, Berry put the first bathtub and toilet in a building. By 1934, he had eighteen buildings, which James Sewall Company's survey assessed as not in good repair.

Berry had two possible routes from KIW to his sporting camp. In the earliest days, he followed the Chamberlain Lake Tote Road (sometimes called Shanty Road) to "10 Mile Shanty" 2 miles south of B Pond where he took the tote road to B Pond near the point of the first Eph Gerrish sporting camp (1880s). Berry canoed across and took his trail north through the notch

[33] conversations with John Skillin, John Leathers, and Robin and Barry Nevel

west of Little Boardman Mountain and down past Fox Pond to Yoke Ponds, a total of 17 miles. When Berry was with a horse, he followed the Chamberlain Lake Tote Road to the west end of B Pond and then turned east on the logging road along the crest of what loggers called North B Ridge to intersect the trail and old tote road through the notch. At this intersection, Berry had some buildings that he used as a rest spot and occasionally as a branch camp. By 1920, he seldom used them, and they were not in good condition. Berry took apart one of them and reassembled it at his Yoke Pond Camps.

Berry's early guests were perhaps as rugged as the trip to the sporting camp was. One New York City couple who came to hunt was familiar with the route and made the return trip to KIW on foot with backpacks and without Berry's guidance.[34] The husband left an hour or so before his wife with a heavy load knowing she would catch up with him on the other side of the mountain. As he crested the ridge, a bear charged him, he dropped the pack, and in the process of climbing a tree lost his mittens. The bear hung around, the man's hands got cold, and he was having difficulty hanging on to the tree. He removed his belt and strapped himself to the tree. After an hour or more, his wife, who had the guns, came along. The bear saw her and charged. She fired twice, and it dropped dead at her feet. They made it to KIW in time to catch their train. Her husband was treated for frostbitten hands.

A route from Greenville opened up when logging roads connected Yoke Ponds to the Shaw Mountain farm at about the midpoint on the south side of Second Roach Pond. Berry met his guests at the farm and took them by canoe up Second Roach Pond and on to the northeast corner of Third Roach Pond. Here, he had a horse and a sled with wooden runners and seats for the women and room for the luggage. The route went east over the height of land near Alligator

[34] "Saved Husband from a Bear," *The New York Times*, December 21, 1911, p.7.

Pond, headwaters of the Roach watershed, and down to the sporting camp. John Leathers, who worked at the sporting camp and walked the old road in the late 1950s, shared that it would have been a most uncomfortable ride given the rocky terrain.

With the opening of the Yoke Pond Tote Road from Greenville in 1920, Berry began to advertise access from both Greenville and KIW. The car route, barely passable, was from Greenville and the buckboard ride was from KIW. He did not stop advertising the KIW route until 1942. At that time, vehicles could come in from Greenville to Kokadjo, cross the south edge of Second Roach Pond, and continue east to Yoke Pond. By 1975, the bridge at the head of Second Roach Pond was no longer safe for vehicles, so loggers abandoned the south side road in favor of a new one on the north side. Even in the 1980s, the roads could quickly become impassable. A Webber Oil truck did not appear at the appointed time, but an hour or so later the driver arrived by foot and reported the truck collapsed a bridge. Andy Pease, a Webber Oil Company executive who was visiting his daughter Becky, a camp employee, greeted the driver.

Berry brought his supplies in over the routes by a variety of conveyances. Sometimes he used his two pack-baskets. Going into KIW, one was on his back and the other in his hand. On the return, he had one on his back, carried it a ways, put it down, and returned for the other. These were no ordinary pack-baskets; each was big enough to carry all but a hindquarter of a fair size moose. When Berry could not fit everything he needed in his pack-baskets, he used a wheelbarrow. One of his early cook stoves came by wheelbarrow from KIW. When he finally got a refrigerator, he loaded it in the wheelbarrow at the east end of Third Roach Pond and with his long, strong arms and big hands pushed it to the sporting camp. Leathers, who worked at the sporting camp in later years, tried using the wheelbarrow, but his good-size hands could not wrap around the handles.

It is not clear whether Berry used his pack-basket or his wheelbarrow to transport the pigs he used to shoot in the area of the Seventh Roach Pond lumber camps. One winter, the logging operation got snowed out with insurmountable snow depths, and when the loggers left the pigs remained. They survived the winter, and for a couple years thereafter, the ever-resourceful Berry had a source of pork.

By the 1920s, Berry had a horse to assist him and used that mode of transportation into the 1940s, given the unpredictable road conditions. He treated his horses with great care and raised oats for them in two fields on the west shore of nearby Crawford Pond. If he felt he had too heavy a load for them to get through the mountain saddle behind the sporting camp, then he reduced the load and carried it himself. The horses were also important in guiding. Berry did not have a canoe stashed on each pond in the area, so he loaded a flat-bottomed boat in a cart that the horse pulled to the desired fishing spot.

Berry was as clever and resourceful as he was rugged and hard working. When his friend Caughlin came by Berry served Caughlin coffee in a #10 tin can, which Caughlin's hands easily cupped. In the spring, Berry drove in two cows and two horses that wintered at his friend Sara Green's place in KIW. Sometimes the cows got loose and led him on a merry chase, which often ended at KIW. Most women who accompanied their husbands had no concept of where they were going and came dressed in fine clothing and jewelry. Berry, nervous about theft, always asked them to give him the jewelry for safekeeping. He sealed it in a can that he buried in the woods. Jewelry is not the only thing Berry buried or hid. He did not believe in banks, so he hid money around his cabin. Once he lost $2,000 when an unknowing individual took wood from the wood box and some old papers and started a fire. In 1954, when Leathers was helping tear down the old icehouse, he found, buried in the dirt, one bottle of whiskey and one of rum, both dated

1926 and probably buried by Charlie. The icehouse had in the early days also been the refrigerator. It was a heavy wooden structure with which bears were well acquainted. It seems that at times they were waiting for the morning's opening of the locker.

In the winters, Berry often traveled down to help Sara, owner of the Hermitage, a sporting camp. In September 1941 when he knew his days of managing the sporting camp were near an end, he gave the 21 buildings to Sara for a dollar with the understanding that he would continue to run them and that he could reside there as long as he wanted or until he died. Berry, acting as agent for Sara, sold the sporting camp to Keith and Corabel Skillin in 1946. Keith had previously been a forest ranger and then a game warden in the Seboomook, Maine, area. In at least 1969, he also had a lease for a lot at the outlet of Big Pleasant Pond and one on the south side of the East Branch of the Pleasant River. The intended use of the lots is unknown.

A part of Berry's sales arrangement was that he could continue to live at the sporting camp, a fairly common Maine sporting camp practice. He stayed for the next few years and helped, as he was able. One morning he cooked breakfast for everyone, but he became upset when the pancakes were not coming out of the fry pan looking like what he wanted so he refused to serve them. Not wanting to waste the food, he fed them to the chickens. Later that morning he found all the chickens dead. In checking, he found that he used arsenic that was in a container similar to the baking soda.

Keith, Corabel, and their children, John and Leanne, lived for a long time in the camp that sat away from the other buildings, which are at the pond's edge. Eventually this camp became uninhabitable, and the family moved into one nearer the pond. Other than replacing base logs and the cedar shake roofs with rolled roofing, the sporting camp's appearance remained unchanged.

Keith went in to the sporting camp about Mother's Day to prepare it for the traditional Memorial Day opening. The first trip from Guilford often took six to eight hours depending on blowdowns, snow, and other obstacles created by winter weather. The rest of the family came along soon after. When the children were young they left school early, and in the fall they stayed at the sporting camp with their mom tutoring them until they returned to school after their Thanksgiving closing. In later years, they attended school for the full year, staying at home in Guilford with a sitter and going to Yoke Ponds every weekend.

Life at the sporting camp was never boring for John even though he, his sister, and a few guests' children were the only young people. The fishing and hunting were always good. He loved to watch the horses used by the nearby loggers for yarding work. When these same horses got loose, which was often, they came for the nice grass at the sporting camp where John and his family tried to corral them before their hooves dug up the ground. They were usually unsuccessful. By the time John was sixteen, he had his Maine guide license. He never studied for the test; having lived in the woods all his life, he just knew the material. Over the years, John worked around the sporting camp, took care of repairing boats and canoes, and kept the trails to the seven remote ponds open.

During the late fall, the Skillins began the winter close-up work, which they finished soon after the hunting season. Keith shut down the gravity-fed water supply as soon as freezes started, and they hauled water in five-gallon jugs. Inside the two largest buildings, they placed extra posts to provide additional roof support as protection against a collapse from the weight of the snow. Even with that preparation, John and his dad came in by snow machine at least a few times each winter to shovel all the roofs. The first couple times, the snow could be pushed over the edge of the roof. After that, they pitched the snow up and away. Some years, snow lingered into

May. One spring when Keith and Leathers made the first trip, they encountered a snowed-in road a half-mile from the bridge at Second Roach Pond inlet. They spent the rest of the day shoveling.

During the Berry years, guests cooked their own food and ate as they pleased. When the Skillin family took over, the family introduced the American plan with a cost of $15 per day that included everything, even boat usage. In one of the early years, the cook left and Corabel stepped in temporarily, but she never gave it up. The dining room was first set with tables of four, but folks liked to talk to each other so they had everyone, including the family, eat at one table. Guests were from all walks of life: teachers, lawyers, businessmen, scientists, lawyers, and doctors. The witty brothers from the south—one worked for General Motors and the other for Con Edison—kept everyone laughing. The scientists who worked on the NASA Gemini project included a small mathematician who was listening quietly one night. When one of his colleagues finished presenting an idea, he asked the quiet man what he thought. The reply was "I think you better buy a bottle of olive oil." In response to the quizzical looks, he said, "The capsule will burn up reentering at that angle." Two older single women came every year to stay while they worked together on the AT. Guests commonly stayed a month or more in the early days. Probably 90 percent of the guests were folks returning year after year. Many guests left trunks of material they did not want to carry out, and knew they would use on their return. The Skillins did little if any advertising and relied on word of mouth.

As with any Maine woods camp, dealing with bears was always a challenge. One evening, a bear was around the sporting camp trying to get into the food locker. Keith and John scared it off, but it came back to be scared off again. This time they got their guns and entrusted the operation of the flashlight to a young guest. The three of them headed into the woods and soon heard the bear. The youth turned and ran leaving Keith and Leathers in the dark with an

angry bear. On another evening, Keith set up a bunch of washtubs and a string maze that would pull the tubs over and make a racket to alert him and scare the bear. The tubs crashed and Keith knew the bear would be back, so he sat in a chair on the back porch in the dark with gun in one hand and light in the other. He listened carefully for some time and heard nothing until he detected heavy breathing. He turned on the light and the bear's head was between his legs. He raised the gun skyward, pulled the trigger, and the bear bolted.

People who lived and visited the area enjoyed playing practical jokes or doing things that resulted in a good laugh. Once a Yoke Pond Camps guest called from the road to say the family was on the way in. One of the guests at the sporting camp dressed up in a bizarre fashion with a bandanna around his head, rifle in hand and old pair of panties in his back pocket. He went out to intercept the car some distance from camp. The car pulled up and he asked the driver if he had seen the bear. The driver said no and the costumed man said, "Well, he just came into my camp and took everything but this," and pulled out the panties. The car members quickly pulled up the windows and drove off. As the new guest recounted the event during the evening meal, the once-costumed man revealed the hoax.

As others who worked in the area, Charlie Berry and Keith Skillin used their ingenuity. They planted potatoes between the tracks in the roadways where grass usually grows. The dust from the road dusted the crop and kept the bugs away. The running water for the sporting camp came from a spring with a pipe to a 250-gallon tank positioned on a 15-foot-high wood crib. At Crawford Pond, two old engine hoods of a Hudson welded together created a boat. The solution for a cold outhouse toilet seat was one with deer fur.

Most logging and sporting camps were on the Great Northern Paper Company (GNP) phone system. The central switchboard was at Grant farm and linked the camps to Kokadjo and

Greenville. Berry, sometimes thought of as a friendly hermit, was comfortable being alone. One winter when the snows were deep, the folks in Kokadjo decided they needed to check on him so they started calling. After a few days with no answer, they went in and found Charlie quite comfortable and content. When asked what was going on with the phone line, Charlie's reply was that "it was ringing so much I tore it out." Years later, when Skillin went to Greenville for supplies, he often called home. Sometimes he used a disguised French Canadian voice. One day the phone rang, and a French Canadian voice asked for directions and Corabel said "just follow the ornament on your car" and hung up. A French Canadian guest showed up a little later. By 2012, the sporting camp had no phone service, and cell phone reception was a few miles away at the B Pond Road junction.

For many years, the sporting camp served as a congregating point for people in the area. Berry brought in a Victorian foot pump organ that folks gathered around on Sundays when someone, not Berry, played. Late in the year, folks came together and shared simple things. Pete Peters, "the hermit of Cooper Brook," was one of those who came. Everyone always banded together to give him a good collection of foodstuffs. He was a quiet eccentric person who always carried a gun. Berry hired him to do some guiding, and Peters had a couple buildings for sports on Murphy Pond, which is south of the East Branch of the Pleasant River and northwest of B Pond. He was a frequent visitor at the Yoke Pond Camps looking for a food handout.

Peters moved to the Murphy Pond camp after leaving a clerk job at the Civilian Conservation Corps (CCC) Kokadjo camp, which opened in 1933 and closed in 1938.[35] At some point, Peters relocated to a nearby old log trapper's shack on a big pool on the East Branch of the Pleasant River up stream of where the old road from Yoke Ponds crossed the river. For some of

[35] Information on Peters came from Duplessis, Shirley. *Hidden in the Woods: The Story of Kokad-jo*. Greenville, Me: Moosehead Communications, 1977; and conversations with John Skillin and John Leathers.

the early years, Peters lived winters in Kokadjo, but later he lived year-round at his camp. When asked about the bars on the windows and old saw blades that edged the entryways, he said the bars were to keep the law enforcers out. Others thought it had to do with his fear of bears and the woods in general.

Peters always hunted from a road. One year, he shot a deer that was perhaps not more than 50 feet from the road, and then sat down on the road. John Leathers came by shortly thereafter, and Peters asked Leathers and his friend to retrieve the deer. Some of those who knew Peters thought he perhaps modeled himself after the hermit character Jake Peters in Earl Biggers book *Seven Keys to Baldpate (1913).* Peters, whose real name was J. Wilfred Peters. Peters, lived on the river at least through 1975. In 2012, the North Maine Woods campsite above the mouth of the stream from Hutchinson Pond was the site of Peters's camp.

The Chaples family was another of the group of folks who, like Peters, congregated at Yoke Pond Camps.[36] After twenty seasons with Berry and the Skillins, the Chapleses built their own camp two miles away at Crawford Pond in 1952. Frank Chaples knew George Carlisle, one of the principles of Prentiss & Carlisle, which managed the lands. About 1989, the land around the pond was taken for the Appalachian Trail Corridor. Peter Chaples, Frank's grandson and current leaseholder, cannot pass on his lease, and the organization will destroy the camp upon his death.

Yoke Pond Camps was an important stop on the AT from its inception in 1934 to 1969.[37] Beyond Yoke Ponds, the original AT followed Berry's trail to Fox Pond and into the saddle between Big and Little Boardman Mountains. From 1947 to June 1949, the AT was officially

[36] conversations with Peter Chaples

[37] information from the old guides, *Guides to the Appalachian Trail in Maine*

closed from Yoke Ponds area to the summit of White Cap Mountain because of Hollingsworth and Whitney Paper Company logging. In 1969, the trail crews relocated the AT such that instead of turning north to Yoke Ponds after crossing the foot of Crawford Pond, it went south.

In 1971, the Skillins sold Yoke Pond Camps to four men who had been frequent visitors and then managed the sporting camp for them as a public enterprise until the men decided to turn it into a private club a few years later. The original ten members, now twenty-eight, pay a yearly fee and a daily rate when at the sporting camp, which is open May 15 through September 30. Although the club replaced the "House that Jack built," the face of the sporting camp remains unchanged, and some of its members are from families that worked in these Maine woods. Barry and Robin Nevel have managed the sporting camp since 1987. Barry grew up at Nahmakanta Lake Camps, which his family owned and managed from 1968 to 1993. Robin, who grew up in Rumford, Maine, joined him in sporting camp work in 1979, and they have never left it, devoting their lives to maintaining a Maine tradition.

Epilogue

Will the historical artifacts I found still be there for curious searchers in the next one hundred years? Will the landowners of the next century preserve anything in Mother Nature's museum to remind future generations of the history of these watersheds? What are the current access points to these different areas, and are they likely to change? Will the remotest area of these watersheds continue as such? Will other remains be discovered in the next century?

Years ago when I first starting finding old metal and logging camps, I noticed that in some instances individuals had preceded me and hung metal pieces in trees or propped them up

against rocks or did things to keep them visible. I have done the same. I can imagine if left undisturbed and given the thickness of some metal pieces that they will be present for another one hundred years. Many of the sites are just far enough from a road and the metal, dirty enough that discovers will leave it.

Current logging regulations also help preserve what previous loggers left behind. Many of the old logging camps are close to the waterways, and the land near them will not likely be disturbed because of that close proximity. The rivers and streams are also protected so many old dam sites will only be disturbed by acts of nature. The old barrow pits near the dams may be everlasting.

The long succession of sport camp proprietors at Yoke Pond Camps, Nahmakanta Lake Camps, Pleasant Point Camps (Fourth Debsconeag Lake), Rainbow Lake Camps, Twin Pine Camps (Daicey Pond), Kidney Pond Camps, Buckhorn Camps (Middle Jo-Mary Lake), and White House Camps (Pemadumcook Lake) devoted their energies and personal resources to preserving a fundamental piece of Maine history. These camps have endured because of a profound commitment. Similarly, the owners of old private camps such as those at Leavitt Pond, Cooper Pond, Lower Jo-Mary Lake, Middle Jo-Merry Lake, Upper Jo-Mary Lake, Henderson Pond, Penobscot Pond, Third Debsconeag Lake, First Debsconeag Lake, Hurd Pond, Millinocket Lake, Lower and Upper Togue Ponds, Lower Chain Lakes, and the West Branch of the Penobscot River have not torn down and built anew, but have preserved what in some cases was built a century ago. Most of these camps are lease arrangements on land not owned by the proprietor. I hope current landowners and those of the future will support the history represented by these camps and enable them to continue as a reminder of the history as we hike or paddle by.

Given the expanded and improved road networks since the 1970s, many of the historical sites are not that far from the Jo-Mary Road, the Golden Road, the Baxter State Park perimeter road, Route 11 or the Appalachian Trail. Within Baxter State Park, the land east of Lower Togue Pond and along Sandy Stream will remain unchanged and uneasily reached. The area to the north of Nahmakanta Lake and south of the West Branch of the Penobscot River, protected from logging by independent policy decisions of three landowners—the State of Maine, the federal government, and the Nature Conservancy—could also retain its remoteness.

These woods are still full of unresolved mysteries and things known, but not yet discovered. The two things I am most curious about are an abandoned bulldozer and some glyphs. A respected forester told me he heard about a bulldozer that allegedly went over a cliff near the southwest corner of Henderson Pond. Given there are no roads below those cliffs, the machine is probably still there. If it is there, then it is the only abandoned piece of modern machinery in these woods.

The story of the glyphs comes from Jasper Haynes, whose family operated Buckhorn Camps from 1895 to 1961. On March 12, 1944, Haynes called Fanny Hardy Eckstorm to tell her that a few years previous, a sport of his found some stones incised with Indian figures and wigwams. Haynes did not see them, and the next time the sportsman came to hunt, he could not locate them. Several rocks had the carvings, and one was small enough for the sport to carry it a short distance. Eckstorm recorded the location as a mile east of Upper Jo-Mary Lake. About ten years later, Haynes took his son Sandy hunting on an old trail from Gordon's landing, which is on the esker on the west side of Middle Jo-Mary Lake, up the south side of Cooper Brook to their camp at Cooper Pond. Sandy learned of the glyphs on this trip and that they were on or near this

old trail. Since that trip, lumbering has obliterated the trail. As far as Sandy knows, no one ever reported finding the glyphs again. The thrill of discovery still rests in these woods.

Names and Related Information

This list contains three types of names: current waterways and bodies of water that differ from what is on old maps, objects such as boats, and place names. For place names, I have tried to determine when a name first appeared on maps and who either owned the land or worked in the area at the time and therefore for whom the feature might be named. I have not included names that are in either John Neff's or Phillip Rutherford's book unless I have new information.

Abol Pond: The pond was also referred to as Beaver Pond before 1900.

A.B. Smith: The *A.B. Smith* was the second Chesuncook Lake steamer, and Ansel B. Smith was a Chesuncook logger and founder of Chesuncook Village in the 1840s.

Bean Ponds chain (east): These three ponds were originally named Murphy Ponds.

Bean Brook (east branch): This was originally referred to as Murphy Stream.

Buck Pond: Joshua Buck was an early lumberman who was a member of the Penobscot Log Driving Company in 1864.

Burnt Land Rapids and Burnt Land: Before the name *East Millinocket*, the location was known as Burnt Land. Burnt Land Rapids was the name of the rapids of the West Branch of the Penobscot River at that location. The burnt land was a result of the great Maine forest fire of 1824 that jumped this river at this location. It started in Guilford, Maine, and burned in many directions, consuming 823,000 acres.

Camp Island: The big island is in Pockwockamus Deadwater on the West Branch of the Penobscot River at the mouth of Mud Pond outlet stream.

Clark Island, Lower Togue Pond: The Thomas Welcome Clark family has retained the island's camp that Thomas purchased in 1927.

Collins Pond: Charles H. and Annah Collins were some of the first proprietors of a sporting camp (Camp Uno) on Rainbow Lake.

Compass Pond: The pond is also referred to as Second Pockwockamus Pond.

Cooper Brook: James, Alexander, and Charles Cooper had a charter in 1837 for the Cooper Orono Mill Company, Orono, Maine. Charles Cooper was a West Branch lumberman who in 1842 rafted logs on the West Branch and had a lumber company. In 1846 and 1847, Charles and James N. Cooper Jr. bought much of the townships' land through which the brook flows. J. and G. L. Cooper had registered log marks for the West Branch Drive in 1852. James was logging in 1854 and registered a log mark. The brook received its name by 1882 when it first appeared on maps.

Crawford Pond: The Crawford Pond label appears on maps of 1879. George A. Crawford (b. 1845) worked at an Old Town sawmill in 1870. He would have perhaps been logging for that mill during the winters. James A. Crawford (b. 1851) farmed, was a shingle mill sawyer in Medford in 1880, and a lumber camp cook in 1900.

Debsconeag Deadwater: The deadwater was also known as Joe Francis Deadwater.

Dolby: The earliest use of "Dolby's" was by J. W. Bailey in his 1836 notes of his trip to Mount Katahdin. Shurburn Dolby of Orono, Maine, who, along with Isaac Webber and C. Barton, owned land on the east side of Schoodic Stream in the

1830s. Dolby sold some of the land to George McCauslin. Charles Dolbey, at sixty years of age in 1860, lived with the Henry Priest family in Nicatou. He seemed to have no family and could have been an early logger as were members of the Priest family.

Farrar Brook and Farrar Mountain: Isaac Farrar was a lumberman and landowner in the area.

Ferguson Lake: Hardy S. Ferguson was the lead Great Northern Paper Company mill design engineer.

Foster Field: Ruel H. Foster of Argyle drove on the Nesowadnehunk Stream in 1896. He and his two brothers drove it in 1897, and Foster Brothers and Smith worked it in 1898 and 1899.

Foss and Knowlton Pond: Foss (Phineas) and Knowlton (unknown first name) were 1850s landowners and lumbermen who built the first road down along Nesowadnehunk Stream from the Trout farm area. Phineas lived in the Mattawamkeag and Lincoln area from at least 1850 into the 1860s. Alvin Foss was a member of the Penobscot Log Driving Company in 1871. The pond had its name by 1899.

Fowler Pond: John J. Fowler of the Thomas Fowler Sr. family was one of the first to log in the area.

Frost Pond: Oliver Frost was a West Branch lumberman who rafted his logs in 1842. Nathan Frost was a member of the Penobscot Log Driving Company in 1867, 1869, and 1871.

Frozen Ocean: This area was immediately above Debsconeag Falls and labeled as Pockwockamus Deadwater on some old maps.

Gordon's Landing: Gordon was a logger who cut between the landing at the dip in the esker on the west side of Middle Jo-Mary Lake and Cooper Pond.

Gould Pond: Noah E. Gould was a logger of the area, and his name appears regularly in the Penobscot Log Driving payment ledger book starting in 1878.

Grant Brook (South Twin Lake): A logger by the name of Grant drove logs from South Twin Lake in 1876.

Gray Barn: This was a circa 1900 large storage barn at Millinocket Station. The name may derive from the Great Northern Paper Company gray paint or George A. Gray may have originally built it after the railroad reached the site in 1894. At the time and through early 1900, Gray logged between Millinocket Station and Nesowadnehunk Stream.

Gulliver Brook: An 1884 James Sewall Company map and a 1934 Great Northern Paper Company map label the brook as Pollywog Brook. E. Gulliver lived in North Milford, was a lumberman who owned logs rafted in 1842 and was the West Branch log drive boss in 1849.

Gulliver Pitch: This was the name the river drivers applied to Ambejackmockamus Falls in honor of Lemeul Gulliver of North Milford who drowned at the pitch on the river drive on June 27, 1841, at twenty-three years of age.

Hale Pond: Eugene O. Hale, a member of the Medway Hale family of loggers, logged in the late 1890s and through the 1920s in this general region.

Harding Pond: This pond was once known as Little Penobscot Pond.

Haynes Point on North Twin Lake: Guy Haynes was a well-known guide who also had a sporting camp on Rainbow Lake and lived on the point during the first couple decades of the twentieth century.

Henderson Pond: Early 1800 maps label the pond as Mud Pond, but at least one 1897 map has the Henderson label. William H. Henderson cut logs in the 1860s and drove them from Pemadumcook Lake. Henderson was also one of the trustees of the Penobscot Log Driving Company in 1847.

Holbrook and Little Holbrook ponds: The ponds are labeled and referred to by some as Fowler Ponds circa 1900. James J. Holbrook was a lumberman who in 1876 drove logs as a member of the Penobscot Log Driving Company.

Hopkins Pitch: This small set of rapids just below the Debsconeag Deadwater is allegedly named for a guide who swamped his canoe while running them. Darius Warren (D. W.) Hopkins was a guide on the river in the 1890s.

Howe Pitch: The set of rapids at the lower end of Nahmakanta Stream above the Maher logging camp.

Horserace Ponds: A 1923 map and other documents referred to Horserace Ponds as Rocky Pond.

Hurd Pond: Benjamin Hurd had a registered Penobscot log mark in 1850. Charles Hurd was a well-regarded woods boss in the 1890s and early 1900s. The name first appeared on maps between 1891 and 1895.

John Ross: This was the first Chesuncook steamboat and was named for John B. Ross, a lumberman and logger from the Upper Chain Lakes to Millinocket Lake between 1857 and 1902.

Johnston Pond: W. L. Johnston of Sebec was an early surveyor of the area. Johnston Pond was also sometimes called Clearwater Pond.

Jo-Mary Lakes: The early maps of the area as done by Lucius Hubbard labeled the lakes as Big Jo-Mary (Lower Jo-Mary), South Jo-Mary (Middle Jo-Mary) and West Jo-Mary (Upper Jo-Mary). In other places, the names First, Second, and Third Jo-Mary Lakes were used, with First Lake being Lower Jo-Mary Lake. The spelling of *Jo-Mary* is inconsistent. Henry David Thoreau used *Joe Merry*. Lucius Hubbard had *Jo Mary* in 1879 and *Jo Merry* in 1882. The Appalachian Mountain Club (AMC) chose *Joe Mary* in the 1930s. Literature and maps as of 2011 use *Jo-Mary*.

Kelly Pond: The Kelly Pond name appears on Lucius Hubbard's 1879 map. Jones Kelly was born in 1829 and was a lumberman from Orono, Maine.

Leavitt Pond: Caleb Leavitt was an early 1800 surveyor of the area. Dudley F. Leavitt owned much of the township by the late 1850s and obtained the charter for the dams on Cooper Brook in 1871. At least four other men with Leavitt as a last name had registered log marks between 1859 and 1887. The Leavitt label shows on maps beginning in 1897.

Lincoln Pond: Cotton Lincoln of Cornish used his Revolutionary War certificates to purchase lot 39 (T4 I.P.) near the pond and lot 42 (T4 I.P.) on the east side of North Twin Lake in 1843.

Little Penobscot Pond: The pond was previously named Penobscot Deadwater.

Lower Togue Pond: The pond was previously known as Katahdin Pond.

Maher Landing: George J. Maher logged the area in the vicinity of the "Mahar Landing." This spelling of George's last name, although different from the usual *Mahar*, matches historical ledgers and the U.S. Census.

Marden Pond: William Marden purchased his camp at the pond from Carl Whalen. Marden raised mink and muskrat at the site from about 1918 to about 1945 when he moved the farm closer to Millinocket.

Moon Island: This big island is at the head of Debsconeag Falls.

Murphy Ponds: Cornelius (Con) Murphy logged in this watershed as early as 1880.

Murphy Ponds: This was the first name for the string of Bean Ponds (east) that drains into Pollywog Stream through Bean Brook and was later applied to the next two ponds to the east, currently known as Murphy Ponds, which drain into Rainbow Stream.

Musquash Stream: This is also called Penobscot Pond Stream.

Nicks Gut, Pemadumcook Lake: Nicholas (Nick) G. Norcross was an 1840s Bangor-based lumberman who championed West Branch logging efforts.

Northwest Cove, Rainbow Lake: This was also known to loggers as Holbrook Cove.

Perkins Siding, South Twin Lake: As crews built the main line of the Bangor and Aroostook Rail Road in 1894, they also built Perkins Siding on South Twin Lake at Partridge Cove. The Perkins & Danforth Spoolwood Company mill was at the siding.

Pitman Pond: The pond was originally named Little Hurd Pond. Fred Pitman was proprietor of Katahdin View Camps on Pockwockamus Deadwater from about 1915 to 1934.

Pockwockamous Pond: This was previously labeled as either *Rat Pond* or *Katahdin Pond.*

Pollywog Stream: This was previously referred to as *Nahmakanta Stream.*

Powers Point, Millinocket Lake: Charles E. Powers and his sons, Charles W. and John A. had a camp about a mile north of the point from about 1897 to 1907.

Pratt Brook: Thomas Pratt was a lumberman from Old Town who was born in 1799 and died perhaps in 1857. The brook received its name by 1882.

Prentiss Pond: Henry E. Prentiss was one of the charter members of the 1867 Nahmakanta Dam Company, and his grandson, as a third-generation timberland owner and businessman, formed Prentiss & Carlisle.

Pyn Pond: The Pyn family members were guests at the Rainbow Lake Camps for a number of successive summers beginning in the late 1920s.

Rainbow Lake and Stream: Their first label was *Unsuntabunt*, which means "wet head," It was likely a corruption of *Nesuntabunt* (meaning "two heads"), the mountain on the west side of Nahmakanta Lake.

Reed Island, Millinocket Lake: Captain Edwin A. Reed logged on Sandy Stream from 1874 to 1877 and about 1900 built a mill on the mainland west of the island.

Reed Island, South Twin Lake: In 1912, Harry and Adelaide ("Marm") Reed built a camp on the island. Harry was the son of Captain Edwin A. Reed who was on Reed Island in Millinocket Lake.

Rhine's Pitch or Rine's Pitch: The pitch is immediately below Stone Dam on the West Branch, and for who it is named is still unknown. Walter Wells used the name in his 1869 report on water power in Maine. Henry David Thoreau did not use the term in his Katahdin trip journal in 1846. For whom the pitch is named is unknown, but a

potential candidate is Stover Rines. He lived most of his life in Old Town, Orono, and Bangor. At the time of the Civil War he went to Washington to work in the Commissary Department and died in that city.

David C. Smith, in his forward to Trudy Irene Scee's book, *City on the Penobscot: A comprehensive history of Bangor, Maine*, listed Stover Rines as one of eleven people who helped shape the nature of Bangor (p.20). According to court records he had some "prominence on the river as a lumberman and speculator," and held influence among men who worked in the woods.(*History of Penobscot County*, printed by Williams and Chase p.698). In 1839, with an assignment from the State of Maine, he became Captain Stover Rines and led a militia contingent of mill men, river drivers and raftsmen north to Fort Kent to stop the lumber thefts.

No information discovered so far places Stover Rines on the West Branch of the Penobscot, but that is the river where many prominent Bangor lumbermen were operating; it was the logging frontier of his era. The published spelling of the pitch is either Rines or Rhines depending on the writer. Fanny Hardy Eckstorm, an accomplished Maine historian, spelled it Rhines in her writings. An article that appeared in "The Paper Mill and Wood Pulp News" (vol. 22, p.33, March 9, 1899) had Rines. This article was about the building of the Great Northern Paper Company mill at Millinocket and its content suggests the author could have spoken with Charles Mullen or Frederick Appleton, who were both from Bangor and knew of Stover Rines. Appleton's father John was involved in a court case against Rines in 1836.

In a search through ancestry.com I found no person with a last name of Rhines living in Maine and a connection to logging. There are other Rines.

Rice farm: James C. Rice was a West Branch logger who purchased the Charles and Daniel Watson farm and later sold it to Great Northern Paper Company.

River Pond: The pond was labeled as First Pockwockamus Pond on early maps.

Rocky Pond (T3R11 W.E.L.S.): This is a no-name pond on 1923 Great Northern Paper Company maps.

Sing Sing Pond: This is also known as Turtle Pond.

Smith Pond, Smith Brook, and Little Smith Brook: Josiah Smith, a veteran from Lexington, Massachusetts, used his Revolutionary War certificates to buy many lots near the pond in T3 I.P. and T4 I.P. in October 1837. These became known as the Smith Lots on maps of the time.

Stephensons Landing: The logging boss Stephen and his sons built the Stephen's lumber camp at the landing in 1902.

Stratton Brook deadwater and Pond: L. F. Stratton did work for the Penobscot Log Driving Company in 1879. He was head of a logging operation in 1886–1887 in the Nahmakanta Lake area. Stratton died in late February 1892.

Third Deadwater (on Rainbow Stream): Loggers referred to this deadwater as Little Rainbow Deadwater.

Twitchell Brook: Joseph F. Twitchell (b. 1838) of Medway was a land surveyor and logger who operated in the Lower Chain Lakes area. He also served in the Civil War as captain of Company A Maine Second Cavalry.

Upper Togue Pond: This was previously known as Loon Pond.

Wadleigh Pond and Mountain (T1R11 W.E.L.S.): Ira Wadleigh, a lumber baron from Old Town, was a landowner and logger in this area.

Wadleigh Pond (T4 I.P.): Jesse R. Wadleigh was a lumberman and one of the first settlers of Old Town where he and his brother Ira built the Wadleigh mill. In 1842, he logged in the area and in 1851 was the West Branch drive boss. Moses P. Wadleigh, a lumberman from Old Town, logged in the area from about 1868 to 1900. The earliest map found with the Wadleigh label is 1898.

Woodman Pond: In 1842, Richard Woodman owned the land around the pond and most of the northeast corner of the township, T2R11 W.E.L.S.. As a lumberman, he was a member of the Penobscot Log Driving Company from 1873 through at least 1880. Theodore C. Woodman was a co-partner in the Nahmakanta Dam Company and died February 21, 1867.

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- T1R9, flowage map, May 4, 1920
- T1R9, burn map, March 24, 1932
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West Branch Driving and Reservoir Dam Company. Twin, Elbow and Quakish Lakes. 1906.

Glossary

Bathurst boom Bathurst booms were first used in Bathurst, New Brunswick. The booms provided additional protection on large bodies of water from wind washing pulp-length logs underneath or over the tops of the boom. Drivers placed the booms at dams and other key places where they remained stationary. Great Northern Paper Company (GNP) crews built the booms with 40-foot Oregon fir timbers squared to either 10 or 12 inches. Two of the timbers were placed side by side and bolted together with 10 or 12 inch spacer blocks to keep them apart. Crews placed the other two timbers on the open sides of the spacer blocks parallel to the other two timbers and bolted them together.

boom house Log drivers stayed in boom houses, which were near the inlet or outlet of a lake where the men boomed logs of a drive.

cruiser A *cruiser* was a person, hired by a landowner, who methodically walked through a property noting the tree growth and its quality, current existing structures, and the potential of toting, hauling, and driving.

deadwater A *deadwater* is a portion of a river or stream that is a smooth body of water with a weak current.

headworks A *headworks* was a large log raft used to tow a collection of logs, a log boom (a boom bag) that was a chain of cut logs attached end to end to form a circle around the floating logs. The raft had a capstan fitted to a keyhole near the center of the raft. A team of ten to sixteen men pushed on wooden arms to turn the capstan that wound in a 1,000 foot rope that drew the raft to an anchor. When the

raft reached the anchor, a bateau crew lifted it and the raft crew unwound the rope as the bateau crew took the anchor another 1,000 feet down the lake.

horse dam Loggers made horse dams on small streams and at outlets of small ponds by dragging a couple big logs across an outlet or stream and covering them with tar paper and other debris. The drivers removed them in the spring, and the impounded water moved the logs piled on the impoundment or on the stream or both.

logan *Logan* is a logging term for a pocket of water of a lake, stream, or river into which the logs of a drive might float.

Lombard A steam-powered Lombard was the first vehicle used by loggers to haul wood. It looked like a train engine except the cab with the driver was in front of the vehicle, its front wheels were skis attached to the steering wheel, and caterpillar-like trends at the rear moved it forward.

poling Loggers and guides used a long thin spruce pole—some were a dozen or more feet in length and often had a metal tip—to push a bateau or canoe upstream against the current and to maneuver upstream in rapids too shallow or swift to paddle through. A person used a pole from a standing position. A large bateau might have a poler at each end. Poles were also used to lower a bateau or canoe down through the rapids. The person with the pole was in the stern and held the boat in position with the pole set into the river bottom. By lifting the pole off the bottom and resetting it, the poler could control the speed and direction of the boat.

rock crib(s) Loggers used rock cribs as the fundamental building blocks for any lasting structures in the water. Loggers used single cribs for piers they set in the middle

of bodies of water or for docks along a waterway and multiple rock cribs for regular dams, splash dams, and roll dams. The loggers built the cribs with logs and filled them with rock. To build a crib, loggers lay two or more logs parallel to each other, commonly eight feet apart. Loggers then placed logs across the parallel logs at intervals, creating an 8- by 8-foot square or squares. Loggers repeated this same pattern of laying logs until the crib reached a desired height.

roll dam A roll dam's primary purpose was to increase water depth in a shallow area of a river or stream or to flood out rough rocky portions of a waterway. The roll dam created an impoundment, but did not control the water level of the impoundment. Some had a sluice, but others simply had a smooth timber top that let the water and logs wash over the top of the dam.

shear boom A shear boom kept logs in the main flow of a channel of rapids. The boom is a string of connected boom logs. The upriver end of the string is anchored and the downstream end floats free. Drivers made these by attaching to the upriver end of each log of a string a second log, a wing or fin, that was held away from the log to which it was attached by another log to create an "A." The wing side of "A" was on the shore side of the "A" and kept the boom out in the river's current.

side boom A *side boom* is a string of boom logs. The string is anchored at both ends and designed to keep logs from floating into side coves, logans, and swampy areas.

side dam Loggers built three different types of side dams, not necessarily always with rock crib construction methods. Some side dams were also called *wing dams* and extended from the ends of a main dam to keep water from flowing around an end. Loggers located some side dams at the edge of a body of water to keep the water

contained or prevented from draining into another watershed. Other side dams forced water of a river or stream into a single channel on one side of an island or another.

snub line Loggers used snub lines in two ways. Teamsters used snub lines to check the speed of their logging sleds when going down steep hills. A heavy rope or steel cable the length of the hill connected to the back of the log sled was wound around one or more large trees or stumps or posts at the top of the hill. The friction from the wound cable slowed the sleds' descent. River drivers used snub lines when on a headworks with a tail wind. With a tail wind, the crew set the boom anchor and ran the anchor rope or cable around the snub post on the headworks to control the speed of the wind-blown boom and headworks.

spiling *Spiling* is a collection of logs that protect the impoundment sides of dams on any kind of water body or line the walls of a rough cliff wall on a waterway. On dams, the spiling logs are driven into the earth on a slant and placed side by side to provide the smooth facing for the dam. On rock walls, the spiling logs are placed vertically one next to each other to provide a smooth surface for the logs of the drive to slip by.

splash dam Drivers used splash dams, sometimes called *squirt dams,* at small pond outlets and on small streams where the drivers wanted to control the water flow. Such dams generally had a simple central gate that extended from the floor of the stream to the top of the dam. On some streams, loggers built these dams at short intervals and during the drive worked upstream releasing and retaining water as needed.

trapper's camp A *trapper's camp* was a small log shelter, generally barely big enough for two people. Its purpose was to provide the trapper protection from the weather while he snowshoed from one trap to another. Such camps had something that enabled a fire to be built inside the camp.

trip boom A *trip boom* is a string of boom logs that block the passage of logs. Trip booms are used on streams and rivers to stop the flow of logs, and they are used at dams to keep logs from being blown away from the sluice. River drivers let the current open such a boom by releasing one end that is kept on a long tether. To close the boom, drivers wound in the tether with a headworks. At a dam, the trip boom is towed into place by a headworks once the logs are near the dam. As some drivers sluice the logs, others keep shortening the trip boom to keep the remaining logs grouped together and within reach of those sluicing.

T_I.P. This letter structure is a designation used for unorganized townships in the state of Maine. The *T* is followed by either a number or a letter and stands for *Town.* The *I.P.* is a survey abbreviation for "Indian Purchase."

T_R_ W.E.L.S. This letter structure is a designation used for unorganized townships in the state of Maine. The *T* is followed by either a number or a letter and stands for *Town.* The *R* is followed by a number and stands for "Range." The *W.E.L.S.* is a survey abbreviation for "west of the easterly line of the State."

wangan Loggers used *wangan* to refer to the food stuffs, cooking items, clothing, and other materials needed to support a logging camp.