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832,000 Acres: Maine's 1825 Fire and Its Piscataquis Logging Aftermath, Chapter 2

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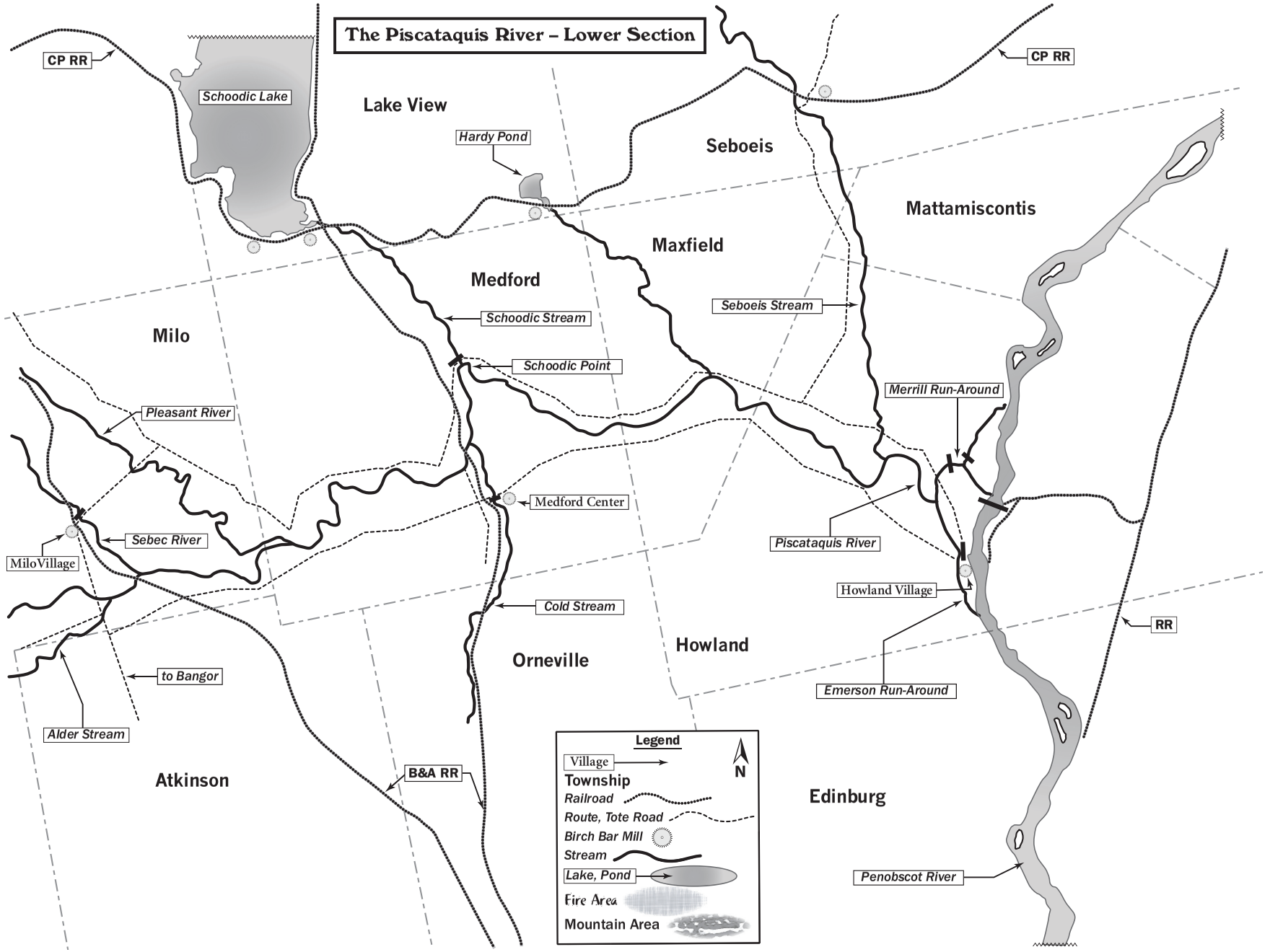
The Piscataquis River – Lower Section
CP RR
Schoodic Lake
Lake View
Hardy Pond
Seboeis
CP RR
Mattamiscontis
Maxfield
Medford
Seboeis Stream
Schoodic Stream
Milo
Schoodic Point
Merrill Run-Around
Pleasant River
Medford Center
Sebec River
Piscataquis River
MiloVillage
Howland Village
Cold Stream
RR
Howland
Orneville
to Bangor
Emerson Run-Around
Alder Stream
Legend
Village
N
Township
Railroad
Route, Tote Road
Birch Bar Mill
Stream
Lake, Pond
Fire Area
Mountain Area
B&A RR
Atkinson
Edinburg
Penobscot River

Chapter 2: The Piscataquis River and its East, West, and South Branches

General access to and settlements on the Piscataquis River and its tributaries

For centuries Native Americans traveled from the coast up what is now known as the Penobscot River, turned west into the Piscataquis River, and paddled up it as far as Sebec River, which they followed into and west down Sebec Lake to carry along Ship Pond Stream to Lake Onawa.[1] Then they canoed to Long Pond Stream and portaged to Long Pond, where they soon left the Piscataquis watershed and made a series of pond hops to reach Moosehead Lake and their source of flint at Mount Kineo.

At the entry to the Penobscot River, the British built Fort Pownall in 1759, as one of three forts they manned between the mouth of the Kennebec and the St. John rivers, in order to secure and protect it for European settlements, and to drive out Native Americans. The British Crown learned of the Native American route from Fort Pownall to Quebec and in 1764, after the close of the French and Indian War, considered establishing a road along it. To assess the feasibility, they sent Joseph Chadwick with a party of three other men, all led by eight Native Americans familiar with it. His recommendation was that a road was not feasible.

Above the fort at a falls marking the end of the tidal effect, now the Bangor area, the first settler built a homestead in 1768, the first sawmills began operations in 1770 at Brewer, 1771 at Bangor, 1772 at Orrington, and 1774 at Orono, and a mast trade developed. Before 1790 James Budge was selling white pine (pine) for ship masts in Bangor. Where his pine came from is unknown, but the Brewer township had a great deal of it.

The British mast trade in Maine began as early as 1637 in York, and continued to move east up Maine's coast, as loggers cut the easy sources near the southern coast. By the later part of the 1700s, the center of trade activity was the Saco River Basin and Portland area. Many masts came down the Androscoggin River watershed into the Kennebec River at Merry Meeting Bay. Before the Revolutionary War the British apparently did some harvesting of mast-size pine somewhere near the mouth of the Penobscot River. By 1800 the center of the mast and pine trade had moved to Bangor. Soon mast pines near the mouth of the Penobscot River became scarce, but within the watershed up river they remained numerous. Even though Bangor was the trade center, its mills handling wood for boat building did not develop until well after the Revolutionary War when boat making began, at first to meet local coastal needs.

Chadwick's 1764 trip notes, which began at the mouth of the Penobscot River, noted the location of pine and provided a glimpse of the forest through which he passed. At the Penobscot Nation's village at what is now Indian Island, Penobscot River, large sheets of spruce bark covered the outside walls of the structures and birch bark lined the interiors, suggesting both tree species abound in the area. Another 29 miles up river and 3 miles below the mouth of the Piscataquis River at an island village, near what is now known as Passadumkeag village, Chadwick noted large maples and red and white oak with no underbrush, and four to six furlongs (a furlong is one eighth of a mile) away from the river were pine timber and masts. Thirty-three years later in 1797 Park Holland, who surveyed Edinburg, the township opposite Passadumkeag, noted excellent oak, elm, beech,

1 The Abenaki did not name rivers; rather they named landmarks, which the settlers applied, in some cases to rivers and streams. *Penobscot* means "the place where the rocks and ledges descend and the river broadens out," thought to be Indian Island at Old Town, ME. *Piscataquis* means "many branches" for the river braids that originally entered the river at Howland. Sebec referred to Sebec Lake, "large body of water," and settlers used it to name the river. Onawa is not an Abenaki word. (Fanny Hardy Eckstorm, *Indian Place-names of the Penobscot Valley and the Maine Coast* (1941))

and maple along the river, and good pine 300 rods from the river.[2]

Around the mouth of the Piscataquis River and up it to the mouth of the Sebec River, the lower river section, Chadwick noted several discoveries important to future landowners and lumbermen. This river area, which now includes the townships of Howland, Lagrange, Milo, Medford, Maxfield, and Orneville, had substantial pine and other timber. He also passed a number of substantial waterways flowing in from the north, but none from the south. The first stream, Seboeis Stream, drained the large area that included Endless, Seboeis, and East Branch lakes, an area covering four to five townships. The second major stream was Schoodic Stream, the drainage for Schoodic Lake and an area the equivalent to at least two townships. The third confluence he passed through was that of the Pleasant River, whose two major branches, the East and the West, drained an expansive eight to nine townships. Four miles farther up the river Chadwick turned into the Sebec River, the drainage for seven townships.

No early Piscataquis River travel account described the river or mentioned the nature of the waterway or the woods between the mouth of the Sebec River and Shirley township, its headwaters. Early map makers showed that west of the mouth of the Sebec River and on the north side of the river, a low ridge forms and extends west, paralleling the river without a break to above East Shirley Bog. On this lengthy section of the river only short, small streams draining off the ridge enter the river on its north and east side. The low ridge is a barrier to water flowing south and forces it east into Davis, and Big and Little Wilson streams, flowing through Sebec Lake and out through Sebec River into the Piscataquis River.

The south side of the river's mid-section, which includes the townships of Sebec, Atkinson, Dover, Foxcroft, Guilford, Sangerville, Parkman, Abbot, and Monson, had a number of tributaries with water power sites; they included Alder Stream, Black Stream, Mill Stream, Pingree Center Stream, and Kingsbury Stream (South Branch of the Piscataquis River).

The land sales of the landowners of these mid-section townships suggest the nature of the forest. Given that these owners recouped their investment by selling lots to farming settlers, the townships probably did not have a substantial amount of pines, the only saw log harvested at the time. Their forests had at least some pines and other soft woods along with hardwood, enough so the settlers could build and sustain their communities with pine lumber for homes and hardwoods for firewood. The low and swampy nature of the land, particularly on the south side of the river in this section, had perhaps the predominant species of hardwoods and northern white cedars, like those with "diameters greater than 18 inches and no branches for the first 20 to 30 feet above the ground" in the low areas Chadwick reported around 12-mile-long Sebec Lake that parallels the Piscataquis River 5 miles to the north.

Above Abbot and Monson townships, the upper end, the river flowed through the townships of Blanchard and Shirley. In Blanchard township the river split with the East Branch of the Piscataquis River, headed straight north through East Shirley Bog to its headwaters a little farther north. The West Branch of the Piscataquis flowed westerly before turning north to pass through Oakes Bog and then West Bog, above which it hooked around to nearly southwest. Where the West Branch turned northerly, Bald Mountain Stream entered from Bald Mountain Pond 3.75 miles to the west. Above Blanchard both river branches were un-navigable, narrow, rocky, swift, full of tight turns, flowing through narrow gorges. The mill site possibilities were at the outlets of East and West bogs and at Blanchard village. The upper river area had little river bottomland with which to attract farm families. What the townships had was timber like the townships at the lower end of the river. The two purchasers of Blanchard township did so in pursuit of their logging interests, but they also encouraged settlement in particular areas. Those who bought Shirley township made a conscious decision to settle the eastern half and reserved the western half for logging.

Early settlements in the watershed

The navigable waterway north and west, rich available farmlands, and waterpower attracted the first settlers to the Piscataquis River valley.[3] In 1802 and 1803 a

2 Park Holland, "Field Notes, Edinburg 1797," available at Maine State Archives

3 The following books provide history of some of the river valley communities.

Wayne Bennett and others. *A Centeseptquinary History of Abbot, Maine 1827–2002* (Greenville, ME: Moosehead Communications, 2003)

Amasa Loring, *History of Piscataquis County Maine from Its Earliest Settlement to 1880*

number of settlements began to form at the mill sites.[4] Medford village was 12 miles from the Penobscot River, and Dover and Foxcroft villages[5] were 30 miles west of Medford village. Three years later and 8 miles above Foxcroft, farmers started Guilford village and, 5 more miles upriver, Abbot village. Blanchard village had its first settler in 1813. By about 1824, families reached the headwaters of the Piscataquis River near Little Wilson Stream at Shirley Corner and Big Wilson Stream east of Greenville.

Development on the tributaries flowing into the north side of the Piscataquis River also commenced in 1802–1803. Settlers left the Piscataquis River half-way between Medford and Foxcroft villages on the Sebec River to establish Milo village at the 2 mile mark and Sebec village at the mouth of Sebec Lake, another 6 miles up river. By 1830 settlers moved west down Sebec Lake and up Big Wilson Stream 5 miles to establish what became Willimantic village at Big Wilson Falls.[6]

In 1806, more settlers pushed north through Milo to form Brownville village 5 miles to the north at the first falls on the Pleasant River, which flows into the Piscataquis River a few miles east of the Sebec River. Eight years later farmers came from Sebec and Brownville to settle near the west end Silver Lake at the foot of the White Cap and Barren-Chairback mountain ranges on the West Branch of the Pleasant River. By the 1840s, folks referred to the settlement at the east end of the lake as Katahdin Iron Works (KIW).[7]

From the Piscataquis River at Abbot in 1816, a farmer went north through the woods and settled at the east end of Lake Hebron, and Monson village began to grow. A couple of settlers continued northeast from Monson in 1824 to the fertile intervale of Long Pond Stream at the head of Lake Onawa with its outlet leading into Sebec Lake, but a village never developed at the intervale.[8]

From Shirley township to Howland township each village on the river had multiple mills. Each community's first two mills that appeared soon after settlement were for lumber and grain, seen as necessities for sustaining a community. Dover and Foxcroft villages had the first sawmill on the river in 1807 and all the others, except Shirley (1829), had a sawmill by 1824. Shingle and clapboard mills soon followed.

While settlers originally navigated the waterway, roads quickly connected the settlements. The land route was necessary, as the waterways did not always have sufficient water for consistent transportation, particularly in summer and fall. In 1824 the first stage line went from Bangor directly to Milo, where it split, with one fork leading north to Brownville and the other fork following the north side of the Piscataquis River to Foxcroft village, and two years later reaching Greenville village.[9] By 1833, a tote road and stage line went directly from Bangor to Foxcroft and on to Greenville, saving loggers costly miles and time.

Each of the towns on the river became a center of commerce. The community's farming families grew the food staples needed by the loggers and their oxen, and later horses. In the winter the men turned to logging, trapping, and hunting. Each community had at least one enterprising farm family that opened an early abode

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(Portland, ME: Hoyt, Fogg & Donham, 1880)
Allen H. Phillips, *Shirley – The People and Their Town,* 2009.
Louis E. Stevens, *Dover-Foxcroft: A History* (Somersworth, NH: New Hampshire Printers, 1995)
Emma J. True, Editor, *History of Greenville 1836–1936* (Augusta, ME: Augusta Press, 1936)
Charlotte White et al. *Guilford Maine Sesquicentennial* (1966)

4 The early dates cited for settlements indicate when the first settlers began clearing land.

5 The Foxcroft dam was on its south town line and the Dover dam, a half-mile down river, was in Dover township, which abutted Foxcroft to the north. The two townships merged in 1922 to become Dover-Foxcroft.

6 Dorothy A. Blanchard, *Old Sebec Lake* (Dover, NH: Arcadia Publications, 1997)
Conservation Commission, *Willimantic, Past & Present* (1976)
Milo Historical Society, *Milo, Brownville and Lake View* (Portsmouth, ME: Arcadia Publishing, 2009)
William R. Sawtell, *The Bowerbank Story* (c.2000
`Shirley Nason Wright, *History of Sebec Maine 1812–1987* (Presque Isle, ME: Print Works, 1987)

7 Judson Gerrish and Henry Gerrish, *Brownville Centennial Book* (Dover-Foxcroft, ME: F.D. Barrows, 1924)
William R. Sawtell, *K.I. III* (Bangor, ME: Furbush-Roberts Printing, 1988)
William R. Sawtell, *Katahdin Iron Works and Gulf Hagas: Before and Beyond* (Milo, ME: Milo Printing Company, nd)
William R. Sawtell, *Katahdin Iron Works Revisited* (self-published, 1983)

8 Ken Anderson, "Profiles in Rural Maine: Onawa, Maine" (allmainematters.com)
Marilyn Temple Bennett and Kermit Colson Bennett, *Vaughn's Elliot[t]sville* (Wiscasset, ME: The Copy Shop, 2010)
Monson (ME) 175th Anniversary Committee, *History of Monson, Maine 1822–1972*
William R. Sawtell, *Onawa Revisited* (Milo, ME: The Paper Pusher, 1989)

9 For the first few years the Greenville settlement was on a flat area about half-way between the foot of Moosehead Lake and the Wilson ponds.

that served loggers and teamsters headed to the logging camps, and housed those cutting nearby.[10] As saw and grain mills developed, some companies built boarding houses for the growing work force. As the travelers on the stage line increased, some boarding houses gradually morphed into hotels.

The boarding houses of the wood mills reflected the nature of men's employment opportunities. Between December and late March many men joined a logging crew for the winter months. Others became teamsters, using their farm teams of oxen and horses to tote supplies and haul logs. Some farmers cut logs from their own wood lots, and sold and hauled them to the village sawmill during the winter. When the birch mills opened in the late 1870s, the demand for teamsters to haul birch was great, but the employment was only for the four weeks prior to the loss of snow and solid ice. As soon as the birch was in the mill yard, the mill owner hired men to begin the sawing, which they completed within a month (mid-May). Some farmers returned at ice out to participate in the log drive, which in this area was usually finished by June. The sawmills reopened as soon as the pine and spruce reached the mill. Depending on the mill, some operated for as little as a month or two, others stayed open into mid or late summer, and a few into the fall. No family could rely on a mill's steady employment. In the sawmills some men came to work for a short period of time, returned to their farm work, and returned to the mill later. This coming and going of men did not interrupt the mills' operation. The mill owners knew these men, who had farms to tend to, crops to plant and cultivate, and then harvest, needed temporary housing. Mills also closed for short lengths of time due to high water or equipment failure or fire or ice and high water damage.

Pre-1825 logging along the Piscataquis River

Given the sawmills and ship building activity in the towns around the mouth of the Penobscot River after c.1776, the logger who cut the first tree and floated it down the Piscataquis River probably did so before 1802, when the first families settled the farming communities on the river's mid-section. Those cutting near the water on the mid-section were the farmers who had bought the lots, as opposed to lumbermen who bought large land tracts of townships and sold stumpage. These farmers cut within close proximity to the river and both the amount cut and the crews were small, in some cases as few as two to four men. They cut only in the winter, when snow and ice provided slick ground over which to move downed logs. They rafted their logs so the small crew could drive them together on high water as soon as the ice went out and the water was at its highest and flooded out obstacles.

By 1811 men cutting pine had worked the river's edges to above Blanchard, which did not have a settler until 1813, and were driving rafts of pine logs 58 miles to reach the Penobscot River. These were probably men from the farms down river, as opposed to a lumberman's crews from Bangor. All the early loggers and settlers in Blanchard and Shirley townships were squatters and they pilfered all the logs cut and sent down river before 1824. Both townships were part of the Bingham Tract and the Bingham heirs did not have a land agent in the area until 1824.

Whether the first mill at Blanchard village (1819) started rafting milled lumber to Bangor as soon as it opened is unknown, but at some point before 1824 its sawyers rafted clapboards and shingles down river to market. Its lumber rafts passed through the dam slips purposely built into each down river dam in order to allow for free passage. This mill could only store enough water to sustain milling into mid-summer.

On the lower end of the river, a relatively easy 50 miles from Bangor, what lumberman was the first to raft either logs or milled lumber or both to the Bangor market is speculative. General John Parker Boyd owned all of Lagrange and Orneville townships in 1805. Only two people lived in Orneville in 1820, because Boyd held it for logging. In 1820, John Bennoch of Orono logged in the township and a few more settlers appeared about 1822. They were clustered along its western border in the Birch Stream drainage, 6 and more miles away from the Penobscot River to the east. In 1816, Boyd bought the eastern half of Medford township to the north of Lagrange. Four years later he erected a sawmill at the mouth of Schoodic Stream in Medford township and it became, for a time, the largest sawmill on the river. He drew his logs into the upper end of the mill from Schoodic Stream and logs from the Piscataquis River

10 Information identifying hotels comes from the town histories and the *Maine Register, State Year-book and Legislative Manuals*

into the mill's lower end. His crews rafted the milled lumber to Bangor.[11]

In Maxfield township, Medford township's eastern neighbor, Mr. McIntosh, who bought the township and settled there in 1814, built the first sawmill. His mill might have been on Hardy Brook, the most likely waterpower in the township.

To what extent anyone did any logging in Howland prior to 1824 is unknown. The township did not have a first resident until 1818, but it did have pine that was likely cut by someone. William R. Miller moved to the township in 1824 and bought considerable land for his logging business.

In the 1820s the population in the townships of the river's mid-section continued to grow. Farmers cleared land by burning. On October 7, 1825, strong winds whipped a scattering of small land-clearing fires in Guilford township into an uncontrollable conflagration that burned down the river valley to the Penobscot River and up the valley into the southeastern quadrant of Shirley township.[12] The settlers quickly realized that they could not fight the fire, so they turned their efforts to saving their buildings and personal belongings. Miraculously, they lost only a small number of houses and barns. Their greatest losses were in their woodlots, where blowing firebrands first ignited the tops of the trees.

The forested townships on the lower end of the river received major fire damage. Settlers saved Boyd's large sawmill, but Medford township lost three-fourths of its taxable property and most of its pine. To its east on the north side of the river Maxfield township was totally devastated, as was much of Howland. On the south side of the lower portion of the river, the fire burned through the uninhabited township forests of Orneville, Lagrange, Maxfield, and Howland to the edge of the Penobscot River.

On October 8, 1825 the wind died down later in the day, but the fire continued. It smoldered for weeks in some of the forested areas. Neighbors helped neighbors who had losses and life in the farming communities continued. Prosperity in the river's mid-section farming townships continued to grow with seemingly little, if any, impact as a result of the fire.[13] On the lower end of the river it would be another 50 years before loggers returned to the devastated forested townships.

Post-1825 logging on the river's mid-section

What was left for logging in the river's mid-section after the 1825 fire was scattered small pockets of forest. The fire apparently did not result in the closing of the local sawmills, a necessity in any community at the time. The farmers who owned the remaining lots cut small amounts of trees, hauled the logs to their local mill, and had it milled for local needs, which grew with the population. The farming families continued their supporting role in relation to the logging operations to the north.

The teamsters toting supplies through these communities needed places to stay as their numbers increased with the volume of cutting in northern Maine. They toted supplies over stage roads that connected the villages to Bangor. From Milo, Brownville, Monson, and Greenville villages loggers developed tote roads to points farther north with access to the east, south, and west sides of the Piscataquis watershed. For the next 40 years, the stage roads to Greenville and Brownville villages connected to the tote road network leading from these communities into the unsettled lands. The number of men on any one night involved with toting supplies could range from 10 to 40 at one of their stops. In general, logging operations to the north grew year by year for at least the next 50 years, and as a result, so did the commercial operations in the communities along these routes to Brownville and Greenville villages.

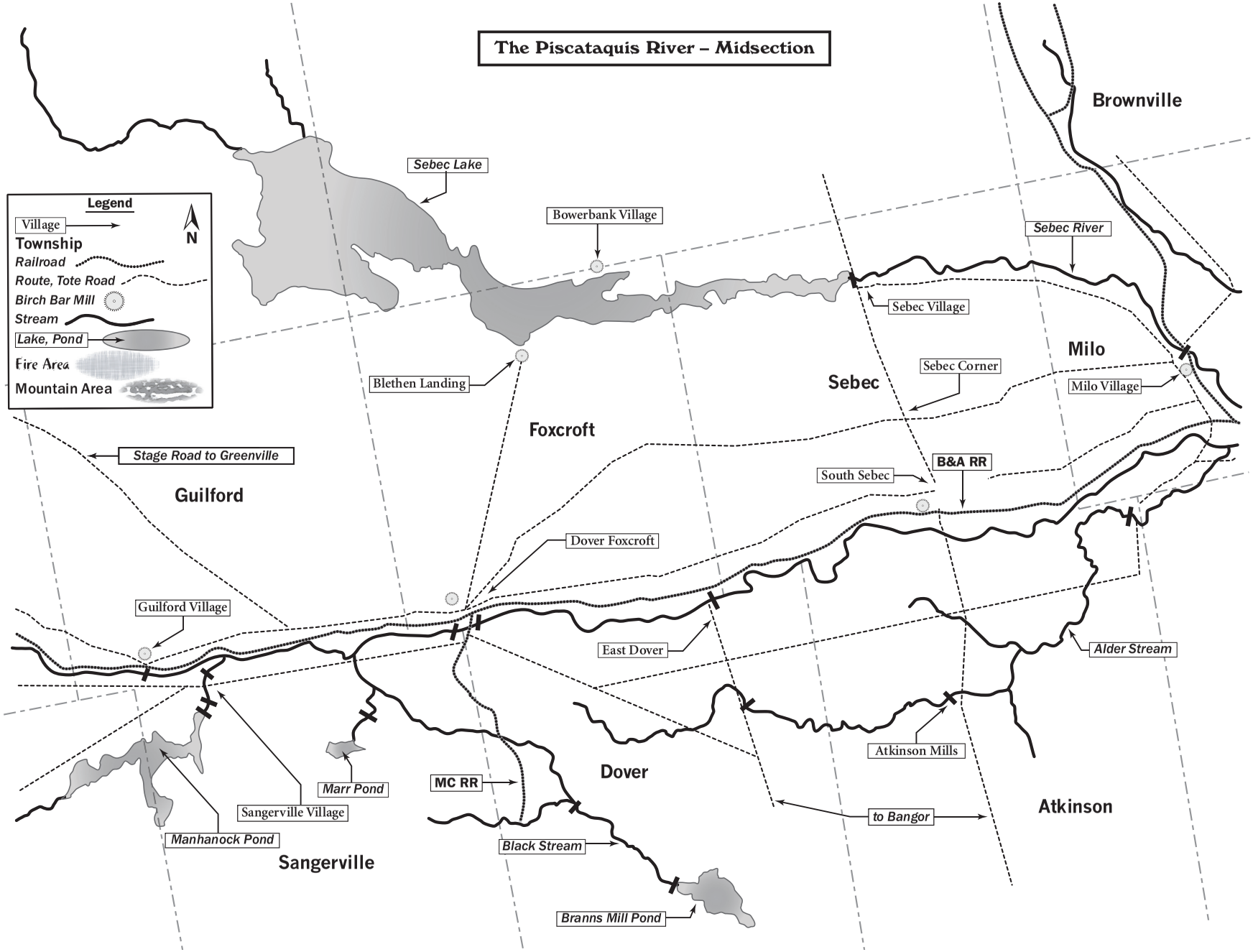
The sawmills, shingle mills, and clapboard mills on the mid-section of the Piscataquis River were generally not major suppliers for the Bangor market. Once lot owners cleared as much of their land as they wished for tilling and haying, they managed the rest as their wood lot for firewood and timber. The local mills' operations depended on water levels that in nearly all cases did not support year-round sawing. The mills were relatively small and were few in number compared to the number in the greater Old Town and Bangor townships.

The townships on the north side of the river had few mill sites. In Sebec township where the Milo Road crossed Morrison Brook downstream of Dow Pond was a dam and shingle mill, and below that a dam and sawmill.

11 *Medford Notes 1808–1858,* prepared by Cold Brook Grange, Number 436, Medford, Maine, as part of the Sesquicentennial Program

12 The fire burned beyond the Piscataquis River valley; about 832,000 acres. A full account of the fire is in chapter one.

13 Chapter one is devoted to the 1825 fire.


The Piscataquis River – Midsection
Legend
Village
Township
Railroad
Route, Tote Road
Birch Bar Mill
Stream
Lake, Pond
Fire Area
Mountain Area
N
Sebec Lake
Bowerbank Village
Brownville
Sebec River
Sebec Village
Milo
Sebec Corner
Milo Village
Sebec
Blethen Landing
Foxcroft
Stage Road to Greenville
Guilford
South Sebec
B&A RR
Dover Foxcroft
Guilford Village
East Dover
Alder Stream
Atkinson Mills
Dover
Marr Pond
MC RR
Sangerville Village
Manhanock Pond
Sangerville
Black Stream
to Bangor
Atkinson
Branns Mill Pond

Other than on the river, Foxcroft had two sites: Andrew Blethen's mill on Bog Brook and another on Dunham Brook where it crosses the west town line. In Guilford township a shingle mill was just below Salmon Pond on Salmon Stream and another on the stream just below the Wharff Road bridge, and Davis Pond outlet had a mill.

Sawmills in the townships of Parkman, Sangerville, Dover, and Atkinson on the south side of the river's mid-section were on three tributaries. In Parkman, Pingree Center Stream (formerly named Mill Stream) bisected the township from southwest to northeast, emptying into Harlow and Manhanock (Northwest) ponds before entering the Piscataquis River at the northwest corner of Sangerville. It had a shingle mill and dam at Parkman (Pingree) Center, a sawmill and dam at Parkman Corner, a dam at the outlet of Manhanock Pond, a dam above Sangerville village, a sawmill in the village, and a dam below the village at the woolen mill. Whether Manhanock Pond was a log storage site in the early years of settlement is unknown. Since the owners of the township sold lots to settlers, it is unlikely that this stream had much involvement in major logging operations, and no major logging operations once settlers cleared the land.

Black Stream entered the river half-way between Sangerville and Dover villages. It flowed out of Branns Mill Pond on the south town line of Dover township at South Dover Mills, which hosted a sawmill that served the township for years. The stream, which ran through a great deal of low swampy areas, had a sawmill at Hanson Brook and one up stream from where Marr Pond drains into the brook. Marr Pond in East Sangerville had a sawmill.[14] The logging operations that took place in this township were those of local farmers clearing land and cutting from their wood lots.

The east-most major tributary to enter the south side of the river was Alder Stream[15] that drained across the mid-section of Dover and Atkinson townships and entered the river a mile west of Sebec River that entered-from the north. In Dover township a shingle mill was just west of where the road from South Dover to Dover village crosses. A dam and mill at Atkinson Mills first appeared in 1807 and was still there in 1882. The dam at the Nason Mill was where the stream crossed the Atkinson east town line, a couple miles from the Piscataquis River. The stream runs through vast areas of swamp and would have been unattractive to river drivers, but loggers occasionally conducted log drives on it.

The waterpower sites on the main river's mid-section attracted attention from outside the state. The first woolen mill came on line in Dover in 1829 and such mills at Guilford, Sangerville, East Dover, and Abbot villages soon followed. At first all the raw wool came from Boston via Bangor, but by 1851 the mills were buying most of the wool from local farmers. In 1864 the mills bought 75,000 pounds from the local farms.[16] Even when these mills were using a ton of coal per day to heat the buildings, they were also consuming two cords of hardwood that farmers harvested within hauling distance of the mills.[17]

By the late 1860s, the level of commerce in the mid-section of the Piscataquis River Valley, as it pertained to farm and wood products, and travelers, was sufficient enough to bring the Bangor and Aroostook Railroad (B&A) north from Old Town village through Alton township into Lagrange township, where it followed the Dead Stream Valley into Orneville township at Boyd Lake, and then crossed the Piscataquis River in Milo township just west of the confluence of the Pleasant River. Here the rails turned west and paralleled the north side of the river to its headwaters in Shirley township, and ended at Moosehead Lake in Greenville village. In 1869, Milo village became the supply hub for loggers using the major tote roads north, and Foxcroft village, the end of the rail line for the next two years, the supply hub for loggers working to the west.[18] Guilford village served as the hub until 1874, when the rails ended at Upper Abbot village, where southbound trains picked up a new commodity, slate, from the Monson township mines (c.1870).

The railroad brought a number of changes over the next 30 years. In the first years the train engines burned hardwood, a product of the surviving wood lots along the path of the rails, especially in Abbot township, where

14 *The Maine Register, State Year-book and Legislative Manual,* a yearly publication

15 *The Piscataquis Observer,* April 7 and April 21, 1910 reported on an Alder Stream drive, the only one discovered. The Emery brothers conducted it in 1910 and it lasted a little less than two weeks.

16 *History of Penobscot County Maine* (Cleveland, OH: Williams, Chase and Company, 1882)

17 Louis E. Stevens, *Dover-Foxcroft: A History* (Somersworth, NH: New Hampshire Printers, 1995)

18 Much of the railroad information in this document is from: Jerry Angier and Herb Cleaves, *Bangor & Aroostook: The Maine Railroad* (Littleton, MA: Flying Yankee Enterprises, 1986).

loggers stockpiled cords of hardwood for the trains. A cord of hardwood enabled a train to travel 27 miles.[19]

In the 1870s the trains began hauling both hardwood logs and products made from trees that grew in after the 1825 fire, spools, spool bars, last blocks,[20] excelsior, and pasteboard. The B&A left empty rail cars on its sidings so farmers, hired by the mills, could cut on their wood lots. In East Dover village, Gray & Company had a wood pulp and pasteboard mill that opened in late May1873; it operated until about 1882.[21] Its source of logs is unknown.

At Foxcroft village L.H. Dwelley and Company opened a spool mill operation in 1873 and an excelsior mill opened in 1874. The excelsior mill advertised for 1,000 cords of poplar hauled to the mill or to one of the railroad sidings and loaded on a car.[22] Prior to the advent of the excelsior mills in the late 1870s, and then the paper mills in the mid-1880s, poplar had no value.[23] In the mid-1870s Dover village had a spool wood business that operated a couple of years. Teamsters hauled the birch to the Dover and Foxcroft village mills from as far north as Bowerbank township.

In Guilford village the American Bobbin, Spool and Shuttle Company opened in 1889 and Guilford Lumber Company, which opened in 1892, soon bought it.[24] This mill's early source of birch was from Abbot, Parkman, and Kingsbury townships. Teamsters hauled directly to the mill and the trains brought it down from areas in Blanchard and Abbot townships.

In 1876 Upper Abbot village had an excelsior mill and a birch mill that took advantage of the poplar and white birch; loggers hauled the birch to the mill and drove poplar on the river. Beginning in 1878–1879 the C.E. Valentine mill in Lower Abbot village cut rock maple (sugar maple) into blocks; some maple arrived in town from Parkman township. Teamsters hauled birch bars and spools to the B&A Upper Abbot siding from the Willimantic thread mill between January 1880 and 1902.

Once the paper mills on the Penobscot River began operations in the mid-1880s, the number of farmers cutting poplar increased dramatically.

Post-1825 lumbering on the upper river: birch logging, birch mills and lumber mills

The basics of birch logging and milling

By the late 1870s the birch that had grown up in the burn of 1825 was mature enough for turning spools and its availability attracted the attention of thread companies like those in Willimantic, Connecticut and Newark, New Jersey, and those in England and Scotland.[25]

The felling and hauling of birch trees took place once the snow was on the ground and solid ice had formed. After a logger felled the tree, an ox or horse hauled it to a birch mill, where sawyers cut it into four-foot lengths. Later in the winter teamsters loaded the four-foot lengths, which did not float, on sleds and hauled them to another birch mill or a railroad siding. The crew boss timed the cut and the haul so that every log was either at a rail siding or in the next birch mill yard ready for additional sawing before the snow and ice melted from the haul road.

The milling was done in a series of steps. Some mills simply cut the birch logs into four-foot lengths. Others performed a second step, which was to cut the four-foot logs lengthwise so they had four square corners. The remaining slabs became firewood. This step reduced the weight of the four-foot logs and made for easier transportation to the next mill. Some teamsters hauled 11 or more miles.

For the third step sawyers ripped the four-foot log lengthwise into square-ended bars ranging from three quarters of an inch to three inches.[26] A crew stacked the strips in cross-hatch fashion in tall four-foot-square piles to dry. Once the mill workers completed this process the mill closed until the following season.

In the early years of these birch mills teamsters hauled the dried bars to a nearby railroad siding for transportation to a mill in Willimantic, Connecticut or Newark, New Jersey, where the milling process continued. A craftsman rounded each dry strip, cut to length,

19 Jerry Angier and Herb Cleaves, *Bangor & Aroostook: The Maine Railroad* (Littleton,MA: Flying Yankee Enterprises, 1986)

20 Loggers cut rock maple (sugar maple) for last blocks as used by the shoe manufacturing industry.

21 George J. Varney, *Gazetteer of the State of Maine* (Boston: B.B. Russell, 1881) and *The Piscataquis Observer,* May 29, 1873 and March 30, 1882

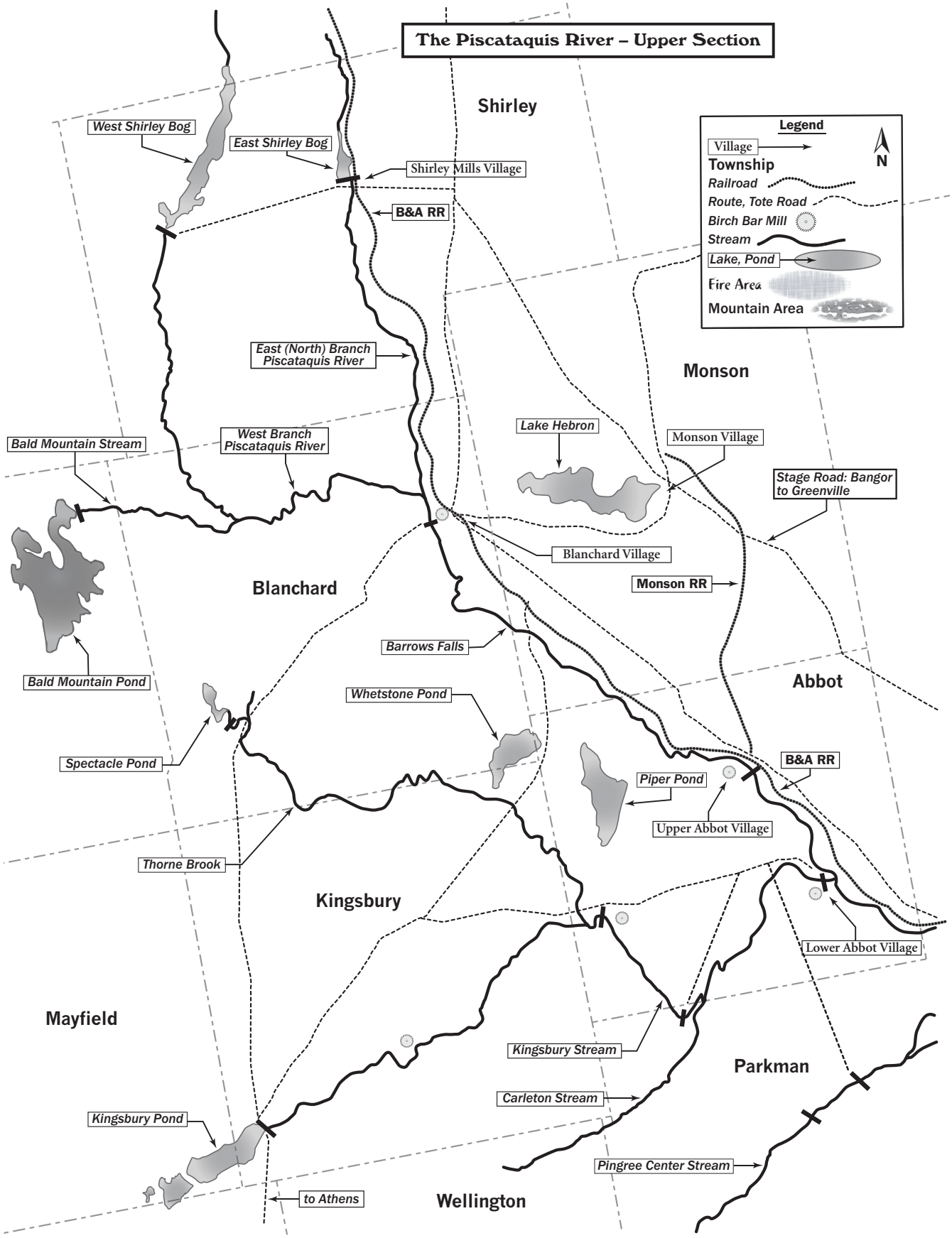
22 *The Piscataquis Observer,* May 21, 1874

23 *The Piscataquis Observer,* June 1, 1893

24 Guilford.mainememory.net and John Frances Sprague, editor, *Guilford, Maine, 1816–1916*

25 Judy Buswick and MaineMemory Network, *MacGregor's Spool Mill - Lincoln*

26 *The Woodworker – Journal for Machine Workers* (Indianapolis, IN), vol. XVII, no. 1 (March 1898): 41


The Piscataquis River – Upper Section
Shirley
West Shirley Bog
East Shirley Bog
Shirley Mills Village
B&A RR
Legend
Village
Township
Railroad
Route, Tote Road
Birch Bar Mill
Stream
Lake, Pond
Fire Area
Mountain Area
N
East (North) Branch Piscataquis River
Monson
Lake Hebron
Monson Village
Bald Mountain Stream
West Branch Piscataquis River
Stage Road: Bangor to Greenville
Blanchard Village
Blanchard
Monson RR
Barrows Falls
Bald Mountain Pond
Abbot
Whetstone Pond
Spectacle Pond
B&A RR
Piper Pond
Upper Abbot Village
Thorne Brook
Kingsbury
Lower Abbot Village
Mayfield
Kingsbury Stream
Parkman
Carleton Stream
Kingsbury Pond
Pingree Center Stream
to Athens
Wellington

drilled, and lastly, put it on a lathe that created the finished spool. In 1886 the Willimantic Thread Company decided to move the whole of the operation to their mill site at Lower Greeley Falls at the head of Sebec Lake. The Clark Company of Newark did the same thing that year, when it moved the final milling to the MacGregor Spool Mill in South Lincoln village.

Once the whole of the process was at a Maine mill, the timing of the cut and haul to the mill remained unchanged. The strips cut from the arriving wood became the dried wood for the following season's production of the actual spools. The milling company shipped the spools via the railroad.

The Perkins and Danforth Spoolwood Company was an exception to the above process. Their mills cut and dried the bars that the company then shipped to England and Scotland.

Ten birch mills, spread from Blanchard to Howland villages, operated in the Piscataquis River valley. These mills, and the excelsior mills that used poplar, were the primary mills. Their presence reflects that even though most of the valley burned in the 1825 forest fire, a different kind of dominant large-scale logging and milling joined the traditional on-going pine and spruce operations in Shirley and Blanchard townships in the 1870s.

In Shirley township

Logging activity in Shirley township, which holds the headwaters of the East and West Branches of the Piscataquis River, probably began before the arrival of the first settlers in the mid-1820s.[27] The 1825 fire reached some distance into Shirley township's southeast quadrant, remaining below East Shirley Bog and east of the West Branch and the southwest quadrant. The West Branch had excellent abundant pine and spruce and with minimal dam work the river was good for driving. The higher ridges on the east side of the town above East Shirley Bog had excellent soils for farming.

In 1829, Shaw bought the west half of the township and Jabez True bought the east half. Before 1835 Shaw sold stumpage and loggers did some limited cutting along the banks of the West Branch.[28] A few years later Shaw sold to Richmond Loring and Isaac Smith, who established a dam and sawmill at the outlet of East Shirley Bog by 1833. The dam had a 7-foot head in 1868 and remained as the township's prominent mill site.[29] The Shirley community developed around this site, but it never developed as a log drive staging area. True made a decision to lot out his land and sell to settlers.

In 1835–36 Loring and Smith sold the timber rights in the western half to Orono and Bangor lumbermen. Between 1835 and 1880 loggers had pretty much stripped the land of its valuable pine and spruce, according to one early observer. Exactly what this meant is unknown, for substantial amounts of logging took place in this area after 1880.

Early unknown loggers drove on the West Branch from West Shirley Bog. Prior to 1868 someone built a dam with a 7-foot head and then (date unknown) a sawmill at the foot of West Shirley Bog.[30] What the mill cut and the products' destination is unknown. Clapboard-length cuts might have been successfully driven on the river, but rafting milled lumber would have been very risky. In 1877 some virgin pine was still standing, but for some reason the loggers did not cut it until 1884, when the Bangor and Aroostook Railroad (B&A) reached the dam at East Shirley Bog.[31]

Even though the East Branch had a dam at the foot of East Shirley Bog and one farther upriver near the head of the bog, lumberman might not have driven from it or driven infrequently.[32] The dams stored water for the local mill and needs of drivers down river. The clapboard mill might have only cut logs to proper length for loggers to drive down river. Any loggers cutting along the East Branch of the Piscataquis River below the East Bog drove the stream, but the 1825 fire burned along the river on its lower section in Shirley township. This area reseeded with birch and poplar, which loggers did not begin to cut and either haul or drive until about 1877.

In 1883 the amount of remaining timber in Shirley and Blanchard townships was significant enough to attract the investment of lumbermen Lewis F. Stratton,

27 texts in the 1800s had Bog Stream instead of the West Branch of the Piscataquis River.

28 Amasa Loring, *History of Piscataquis County, Maine: From its Earliest Settlement to 1880* (Portland, ME: Hoyt, Fogg & Donham, 1880)

29 Amasa Loring, *History of Piscataquis County, Maine: From its Earliest Settlement to 1880* (Portland, ME: Hoyt, Fogg & Donham, 1880); George J. Varney, *Gazetteer of the State of Maine* (Boston: B.B. Russell, 1881); and Walter Wells, *The Water Power of Maine* (Sprague, Owen, and Nash, Printers to the state, 1869)

30 Walter Wells, *The Water Power of Maine* (Sprague, Owen, and Nash, Printers to the state, 1869)

31 *Bangor Daily Whig and Courier,* July 31, 1877

32 Allen H. Phillips, *Shirley and Their Town* (2009)

Frank Gilman, William Engel, Levi C. Flint, and John Eveleth. They formed the Shirley Dam Company to which the state legislature granted damming and river improvement rights on the Piscataquis River and all its tributaries in Shirley and Blanchard Townships.[33] Two years later they sought and were granted the same rights as applied to the river from east of the Blanchard town line to the Milo township bridge near the mouth of the Sebec River. Their yearly drives to Bangor through 1891 were of 3 to 4 million board feet of logs. In 1892 they drove 5 million board feet of logs to the new steam-powered mill of the Guilford Lumber Company at Guilford village.

When crews of the proprietors of the Shirley Dam Company were busy on the West Branch, other crews were cutting and hauling to the mills at East Shirley Bog. Given the risks of driving milled lumber on the East Branch, the early mills probably sawed to meet the needs of the township's settlers. Evidence of that was that the mills sawed a limited number of logs and did not always saw all the logs in their log yard before they closed until the following spring. By 1878 Shirley township had two operating mills. The Sprague Mill, owned by John Stacy, was on the headwaters of Little Wilson Stream 2.5 miles east of East Shirley mills and a half-mile east of Upper Shirley Corner. The Stacy family apparently operated the mill until it closed 1903. The John H. Eveleth Mill, which was operating by 1884, was on East Shirley Bog at perhaps Dennin Brook on the east side, and he retained his ownership through 1899.[34] Both these mills had shingle, clapboard, and dimension saws.[35]

Their opportunities broadened in 1884 when the B&A reached East Shirley Mills village. A year later, J.H. Eveleth of Greenville village cut a million board feet of pine and spruce on his land above Shirley Mills. He drove on East Shirley Bog to his mill, where his crew sawed the logs and the lumber went to market by rail.[36] Two years later he had a new steam-powered mill.[37]In 1892 Harry Allen, with 15 men, finished cutting by April 14 and the Eveleth mill started up two weeks later.[38] Eveleth's mill was still operating in 1897, when it reopened for business, as it had for years, in late April.[39] The last known year of John Eveleth operating his mill was in 1899.[40]

In 1883 the B&A finished the Bunker Brook Trestle and completed the rail line up the valley from Milo Junction to East Shirley Mills. Most trains, like this one, carried birch to the Piscataquis River valley mills. *(Charles L. Marston, photographer (1883–1884), courtesy of the Maine Historical Preservation Commission, Augusta, Maine (MHPC.S.4518))*

In the 1890s other men in the lumber business built mills on East Shirley Bog. In an unknown year someone built a sawmill on the west side of the bog, and operated for an unknown period of time. By 1891 the Shirley Lumber Company, owned by Eben and J. Frederick Webster of Bangor, had a mill, probably at the southwest corner of East Shirley Bog. By March 19, 1891 the lumber company's 200 men and 75 horses finished three months' worth of work, sending over 345 car-loads of lumber and 42 car-loads of slab wood south on the rail

33 *Acts and Resolves and Special Laws of the State of Maine passed by the Legislature of the State of Maine, 1883*

34 A map in Allen H. Phillips' book identifies four sawmills and one grist mill site on the bog. The grist mill was at the dam and preceded the box mill at the same site. The veneer mill was at the southwest corner of the bog, another sawmill was at Dennin Brook, and another was opposite it on the west side of the bog, and a box mill was at the dam. A Shirley Lumber Company 1940 map identifies an old mill site at Dennin Brook and the lumber company's site at the foot of the bog. Shirley Lumber Company built the box mill. (Allen H. Phillips, *Shirley – The People and Their Town* (2009))

35 *The Maine Register, State Year-book and Legislative Manual,* a yearly publication

36 *The Piscataquis Observer,* March 26, 1885

37 *The Industrial Journal,* March 18, 1887

38 *The Piscataquis Observer,* April 14 and 28, 1892

39 *The Piscataquis Observer,* April 22, 1897

40 *The Piscataquis Observer,* April 27, 1899

line.[41] The slab wood was for heating their new Bangor paper mill. The company had a contract to do the same for the next two years, with the cut including both hardwood and cedar.[42]

Since the Webster paper mill in Bangor was starting up, the Websters might have given up their sawmill. Sometime in the 1890s loggers were cutting hardwood and hauling to a veneer mill, operated at some point in time by V. MacFadden of Greenville township, where he had another such mill. He did not operate at the mill in 1896 or 1897 when the logs of Harry Allen went on rail cars to MacFadden's Greenville mill.[43] The veneer mill location was at the southwest corner of the bog, perhaps the mill used by the Websters, who also milled hardwood.

By 1901 the multiple mill operations might have solidified, leaving only one major operator at East Shirley Bog.[44] George W. Stacy, who was the son of Sprague mill owner John Stacy and who had a long-time lumber and birch mill in Blanchard village, apparently did not rebuild that mill after it burned in 1900.[45] He continued lumbering, and in 1902 presumably bought the abandoned veneer mill at the bog and kept the previous name, Shirley Lumber Company, that operated through 1939.

Stacy was a major lumber operator in Shirley township. In 1905 he cut and drove 3 million board feet of logs to his mill. The following year he employed 150 men and 70 horses to cut and haul 7 million board feet of logs from the area north of the East Shirley dam. Stacy's 1907 drive of 3 million board feet of logs was from upper East Shirley Bog to his mill.[46]

Beginning in 1909 Stacy used Lombard log haulers. His first two steam-driven Lombards moved his 5 million board feet of logs from the woods to the mill.[47] This was probably the first use of these log haulers in the Piscataquis watershed. Each Lombard weighed 20 tons, had a 100-horsepower engine that burned 1.5 to 2 tons of coal per day, pulled 3 to 4 sleds that were 12 feet wide at an average of 5–6 miles per hour and held a total of 15,000–25,000 board feet of logs. Each Lombard had a crew of four men. The Lombards worked on two roads, one a 6-mile road and the other a 9-mile road. Stacy calculated that he saved $10,000 in hauling costs during the first year of operation.[48] Lombards only hauled on solidly frozen snow or ice-covered ground on relatively flat terrain. The following year these Lombards stopped hauling due to poor road conditions shortly before the end of March, and left behind 100,000 board feet of logs.[49] The company also opened a new box mill at this time.

Stacy's company continued between 1910 and 1920. In 1911 loggers completed the cutting and hauling by April 20, when the mill started sawing.[50] A year later the hauling was almost completed by March 21.[51] Hauling to the mill was still in progress on March 26, 1914 and three weeks later the mill started up again.[52] The following year the cutting and hauling ended by March 25.[53] The company constructed a boarding house for the 1916 sawing season that started when the hauling ended about April 6.[54] The mill, with 2.5 million board feet of logs in a boom on East Shirley Bog and employing 70 men, burned in 1916 and the company rebuilt. It had another fire in 1918 in its planing mill, but continued to operate.[55] In 1918 the mill started cutting long logs on April 29 and their box and shingle mill finished cutting about May 9.[56]

The Shirley Lumber Company was still using Lombard log haulers c.1920.[57] The hauling and driving for the mill finished by May 20, 1920 and the mill started up. A year later the company also cut pulpwood and probably sent it to a mill via the rail line.[58] The company opened its 1922 milling season for lathe, shingles, and long lumber about April 22 and M.M. and J.M. Patten managed their boarding house.[59] During this season's logging, two of its Lombard log haulers burned in a

41 *The Industrial Journal,* February 27, 1891
42 *The Piscataquis Observer,* March 19, 1891
43 *The Piscataquis Observer,* April 1, 1897
44 *The Maine Register, State Year-book and Legislative Manual,* a yearly publication
45 *The Piscataquis Observer,* April 22, 1926
46 *The Industrial Journal,* April 1907
47 *The Piscataquis Observer,* April 1909
48 *The Piscataquis Observer,* April 1, 1909
49 *The Piscataquis Observer,* March 31 and April 14, 1910
50 *The Piscataquis Observer,* April 20, 1911
51 *The Piscataquis Observer,* March 21, 1912
52 *The Piscataquis Observer,* March 26 and April 16, 1914
53 *The Piscataquis Observer,* March 25, 1915
54 *The Piscataquis Observer,* April 6 and May 11, 1916
55 *Lumber World Review,* vol. 31 (July 10, 1916): 44 and *Chicago Lumberman,* vol. 35 (September 25, 1918): 37 and Allen H. Phillips, *Shirley – The People and Their Town* (2009) and *The Industrial Journal,* June 1916
56 *The Piscataquis Observer,* April 25 and May 9, 1918
57 Everett L. Parker, *The Moosehead Lake Region: 1900–1950* (Dover, New Hampshire: Acadia Publishing, 2004)
58 *The Piscataquis Observer,* May 12, 1921
59 *The Piscataquis Observer,* April 27 and May 18, 1922

woods-camp fire.[60] In 1923 the mill opened about May 1.[61] In 1926 it began sawing April 6, but it burned again Sunday May 18.[62] The winter cut of hardwood logs did not burn. Within a week the owners decided to rebuild. By May 26, 1927 the mill finished sawing hardwood and had only a few days of soft wood milling left.[63] In 1928 the mill finished its hardwood sawing by April 26.[64]

The news about Shirley Lumber Company ended in the late 1920s, but the *Maine State Year-book and Legislative Manual* continued to list it through 1938–1939.

In Blanchard township and on Bald Mountain Stream

Two miles below Shirley township's south town line in Blanchard township the waters from the West Branch of the Piscataquis River and Bald Mountain Stream flow from the west into the East Branch of the Piscataquis River just above Blanchard village.[65] By 1824 individuals had cut a large amount of the pine near the waterways of Blanchard township and it was in that same year that a land agent for the owners, the Bingham family, appeared and worked with the squatters. The 1825 fire burned into the eastern half of Blanchard township, but apparently did not deter continued settlement. In 1831 Charles Blanchard and Thomas Davee bought the township and carried on a large lumber business.[66] The first sawmill and dam was below the current bridge over the Piscataquis River and the subsequent sawmill and dam was above the bridge. Some drives were for the Blanchard village sawmill and others continued down river. The mill was the uppermost one that rafted milled lumber to Bangor. This practice probably ended in 1876–77 when the railroad reached the village and mill workers began hauling the lumber to the siding.

Railroad transportation made it feasible for mills to produce spool bars, last blocks, and excelsior. The poplar for the Blanchard village excelsior mill, which started production in 1877, was a product of the 1825 forest fire. In its April 25, 1878 issue *The Piscataquis Observer* reported teamsters for the excelsior mill had hauled in lots of poplar and the mills were up and running. In 1883 an unknown Blanchard village mill cut enough last blocks from the rock maple, which grew in the burn, to fill 25 rail cars.[67] In 1890 E.E. Hussey of Brewer cut 275,000 last blocks with a crew of 17 men and four horses; the previous year he had cut 175,000. He had drying sheds in Blanchard village.[68]

The town's birch mill began operations by 1882 when Packard and Stacy, who used eight horses and four oxen to haul in the birch, sawed the birch bars that they shipped to Scotland.[69] In 1883 and in 1884, Packard and Stacy hauled their desired number of cords of birch logs, reopened the mill for the season in March, and again ran night and day for a few weeks with a 15-man crew.[70] The loggers probably cut trees for these products in the eastern side of Blanchard township, and the southeast corner of Shirley township. A year later in 1885 Packard and Stacy again hauled birch to their mill. By the end of April, after cutting night and day while the water was sufficient, they had completed the first milling process, cutting bolts.[71]

Stacy and Packard changed their milling operation in 1886. The duo put their birch logs through the bolt milling process at their Blanchard village mill and by April 8th had sent 200 bolt cords by rail to Dwelley's spool mill in Foxcroft village. Here they sawed 85 cords into bars in five-and-a-half days.[72] A year later (1887) C.E. Packard, with a crew of 50 men and 20 horses, did the first milling step at East Shirley Mills and did the second milling at Dwelley's mill.[73] Packard's crew continued the yearly cutting[74] and in 1894 they finished sawing birch bars about April 19.[75] The same process continued the fol-

60 *The Piscataquis Observer,* April 22, 1926
61 *The Piscataquis Observer,* May 10, 1923
62 *The Piscataquis Observer,* April 22 and April 29, 1926
63 *The Piscataquis Observer,* May 26, 1927
64 *The Piscataquis Observer,* April 26, 1928
65 Dorothy Folsom Weymouth, *History of Blanchard Maine 1831–2006,* (Monson, Maine: DWEL Publishing, 2006)
66 Dorothy Folsom Weymouth, *History of Blanchard Maine 1831–2006* (Monson, Maine: DWEL Publishing, 2006)
67 Loggers cut rock maple (sugar maple) for "last blocks." The shoe manufacturing businesses used "last blocks" from which they manufactured lasts, last blocks, shoe forms, shoetrees, shoe pegs, and wooden heels. *Maine Mining Journal,* July 20, 1883; "Among Lumber Consuming Industries: The Manufacture of Last Blocks…," Paper 13, *Lumber and Veneer Consumer,* vol.1 (Chicago, June 30, 1921), 16
68 *The Industrial Journal,* April 25, 1890
69 *Maine Mining Journal,* February 3, 1882, p.74
70 *The Piscataquis Observer,* March13, 1884
71 *The Piscataquis Observer,* April 23, 1885
72 *The Piscataquis Observer,* April 8, 1886
73 *The Piscataquis Observer,* April 14, 1887 and *The Industrial Journal,* February 26, 1897
74 *The Piscataquis Observer,* March 17, 1892
75 *The Piscataquis Observer,* April 19, 1894

lowing year.[76] Packard and Stacy were still cutting birch in 1897, when Sturtevant joined them and they hauled out the birch.[77] Stacy cut birch again in 1899 and 1900, apparently his last two years.[78] In 1914 Goodale and Nutting started cutting birch again and turned bobbins in a Blanchard mill. By 1918 the Blanchard village mill's name was Blanchard Woodworking Company, which operated during the winter months.[79] Goodale was operating a mill of some type in 1920.[80] The following year Stacy and Huntington cut and piled the pulpwood in Blanchard township, where they used a rossing machine.[81] The cordwood probably went to a mill via the rail line given the time of year. On May 15, 1922 the village's bobbin mill began operations with a full crew.[82] Cutting of birch and hauling of cordwood to the rail sidings continued in 1927. William Lancaster hauled 2,000–3,000 cords of pulpwood and white birch to the B&A's Blanchard siding, where A.L. Taylor had a 1,000 cords and Frank Butler 200 cords. Charles Evans hauled 2,000 cords of birch and poplar to the Quarry siding.[83] The Blanchard Woodworking Company closed about 1925 and was perhaps the last of the Blanchard village mills.

The other Blanchard township mill sites were in its southwest quadrant on Thorn Brook. This quadrant, unlike the other three quadrants, was untouched by the 1825 fire. Blanchard and Davee built an early dam and clapboard mill on the brook at the foot of a large bog below the Spectacle Ponds, where the county road crossed the brook. By 1881 J.L. Robinson and Sons owned and ran a shingle mill at the site. It would seem likely that the mill owners hauled clapboards and shingles the 6 miles to B&A siding at Blanchard village, as opposed to driving or rafting them more than 25 miles down Thorn Brook. Another mill, one that milled logs cut and driven from the southwest quadrant, was near the mouth of Thorn Brook on Kingsbury Stream just south of the Abbot-Kingsbury town line.

Bald Mountain Pond, headwaters of Bald Mountain Stream, is just west of the northwest corner of Blanchard township. Its outlet, which had a dam with a 4-foot head and was in place as early as 1869,[84] was 9 miles from Blanchard village. The 1825 fire stopped before reaching the pond. Log drives from the pond were substantial and frequent.

In Abbot and Kingsbury townships, and on Kingsbury Stream and Thorn Brook

The next township down river was Moorestown, later renamed Abbot, which had its first settler in 1806, and had wood mills at both Upper Abbot and Lower Abbot villages. This township was the connector between the upper and middle sections of the river. By 1882 many of the Abbot township lots were owned by farmers, as opposed to any owners of large blocks of land that they held for logging. J.S.W. and B.C. Lands owned many of the township's west-most and southwest corner lots, land loggers cut. A substantial amount of the birch and poplar cut for the township's mills was probably on farmers' woodlots and from Monson township.

Upper Abbot village formed around the mills at the Piscataquis River waterfall. In 1827 Abraham Moore and his sons built a sawmill and clapboard mill that J.S. Monroe owned in 1858.[85] In 1846 a shovel handle mill opened; J. and C. Foss were the owners in 1882;[86] it was still operating in 1918, when a crew was hauling ash logs from Piper Pond;[87] its closing date is unknown.

Milling activity in the area increased dramatically, when the B&A reached the Lower and Upper Abbot villages in 1875. Teamsters for the Willimantic Thread Company at the head of Sebec Lake hauled spool bars and later spools to the Upper Abbot station. Others hauled shoe blocks milled at Benson Pond; the 24-mile route was from Benson Pond across Lake Onawa to Bodfish landing to Monson and Upper Abbot villages.

At Upper Abbot village in 1882, I.M. Currier and sons opened a mill that sawed birch and hardwood, and turned out excelsior. They owned a substantial portion of the western half of Blanchard township, a block of

76 *The Piscataquis Observer,* March 28, 1895
77 *The Piscataquis Observer,* April 15, 1897
78 *The Piscataquis Observer,* March 30, 1899 and April 5, 1900
79 *The Piscataquis Observer,* April 18, 1918
80 *The Piscataquis Observer,* May 27, 1920
81 *The Piscataquis Observer,* May 12, 1921. A "rossing machine" is one that debarks a log and removes the limb stubble from it.
82 *The Piscataquis Observer,* May 25, 1922
83 *The Piscataquis Observer,* January 13, 1927
84 Walter Wells, *The Water Power of Maine* (Sprague, Owen, and Nash, Printers to the state, 1869): 107
85 H.F. Walling, *Map of Piscataquis County* (New York: Lee and Marsh, 1858)
86 *Piscataquis County Maine Map* (Houlton & Dover, ME: George Colby, 1882) and *Centeseptquinary History of Abbot Maine* 1827–2002 (Charlie Bennett's Diary)
87 *Centeseptquinary History of Abbot Maine 1827–2002* (Charlie Bennett's Diary)

land on the south side of the West Branch, and Abbot township's southeast quadrant. They cut on their lands, hauled various hardwoods (birch, maple, and ash) to the mill, and drove poplar on the river. A fire destroyed the excelsior mill in 1906, but they quickly rebuilt. The mill apparently stopped milling excelsior after the 1912 season as I.M. Currier was now living in Bangor.[88] In 1916 the community hoped that someone would restart the mill that had not been operating for several years and use up the one-year supply of stock in the wood yard.[89] After a fire destroyed the mill in 1917 neither the Currier family nor anyone else rebuilt it.[90]

At some point the Curriers apparently sold the birch mill, for in 1911 the John MacGregor Corporation of Lincoln, Maine, owners of the largest collection of spool mills in New England, including the one in South Lincoln, operated in the Abbot township area. The company used a Lombard log hauler until the ice roads softened about March 30. After that, teamsters hauled the remaining 60,000 birch bolts to one of the Abbot township railroad sidings for transportation to the South Lincoln mill.[91] The corporation continued its use of a Lombard log hauler in 1913 with J.D. Perry as foreman of the operation.[92] When MacGregor ceased operations is unknown.

In 1900 C.W. Brown operated a lumber mill at Upper Abbot village and did so through 1940. Where the logs came from for his mill is unknown. Brown also milled birch until c.1916.[93] Apparently his mill burned in the same fire (1917) that destroyed Currier's excelsior mill, but Brown rebuilt.[94]

Despite the loss of the Upper Abbot village mills loggers continued to cut in the area. Not far north of the village in early April 1918, 800 cords of wood were waiting at the Kingsbury siding and H.W. Davis had another 200 cords of peeled poplar on Piper Place.[95]

In 1928 Fleetwood Pride bought 100 acres, five houses, and water rights from the Barker Box and Lumber Company and some structures from Herbert L. Harrington, property once owned by the Curriers.[96] Pride built a last block mill here, cut his hardwood in the area, operated for an unknown number of years, and turned over his business interests to his son Waldon in 1952.[97]

Lower Abbot village was a little over a mile south of Upper Abbot village on the north side Kingsbury Stream and west of its mouth on the Piscataquis River. The village had Abbot township's first mill, which was on Kingsbury Stream at the top of the falls a half-mile from the river.[98] By 1878–79 C.E. Valentine was cutting rock maple last blocks; some of his maple came from Parkman.[99]

Kingsbury Stream, also known as the South Branch of the Piscataquis River,[100] was the drainage for the southwest corner of Abbot township. The stream's headwaters were Kingsbury Pond at the southwest corner of Kingsbury township and the stream drained the hilly southern half of that township. The 1825 fire burned the full extent of the Kingsbury Stream valley.

In 1834 two settlers carved homesteads out of the landscape near the outlet of Kingsbury Pond. Within a year the township owner erected a dam with a sawmill and gristmill and a village began to form. The owner was a settler, not a lumberman, and built the dam presumably to meet settlers' needs. The village was on a state road from Athens north to Moosehead Lake. When the township owner auctioned off large parcels of land to generate funds, problems with deeds ensued for years, and development stalled and remained so into the 1870s.

Loggers drove on Kingsbury Stream, but those drives, other than small ones from unburned pockets, apparently did not start until the poplar in the 1825 burn was harvestable for the pulp and paper mills on the Penobscot River.

Below Kingsbury Pond the next dam and sawmill was just over the Kingbury township's east town line in an Abbot settlement named Cole, immediately east of the mouth of Thorn Brook. Logs for this mill most likely

88 *The Piscataquis Observer,* March 27, 1913
89 *The Piscataquis Observer,* April 27, 1916
90 *The Piscataquis Observer,* April 26, 1917
91 *The Piscataquis Observer,* April 13, 1911
92 *The Piscataquis Observer,* March 27, 1913. For Lombards to make the hauls, the geography between the cutting and milling site had to be reasonably flat, no more than a two percent grade.
93 *The Maine Register, State Year-book and Legislative Manual,* a yearly publication
94 *The Piscataquis Observer,* April 26, 1917
95 *The Piscataquis Observer,* April 4 and May 23, 1918
96 Piscataquis County Register of Deeds
97 The Northeast Folklore Society, Edward D. Ives, editor, "Fleetwood Pride, 1864–1960, The Autobiography of a Maine Woodsman," The University Press, Orono, Maine, vol. 9, 1967.
98 *Centeseptquinary History of Abbot Maine 1827–2002* (Charlie Bennett's Diary)
99 Amasa Loring, *History of Piscataquis County Maine from Its Earliest Settlement to 1880* (Portland, ME: Hoyt, Fogg & Donham, 1880)
100 Old maps indicate that the Piscataquis River above this junction was the North Branch of the Piscataquis River.

came down from the upper unburned portions of Thorn Brook, which emptied into the mill impoundment. Teamsters also hauled some logs to the mill. John Works built the mill in 1831 and it grew, as did a surrounding settlement that included sawyers' homes and a boarding house for the mill workers. In 1892 the mill burned and no one rebuilt it.

The third dam on Kingsbury Stream was at A. Brigg's sawmill, where the stream loops into Parkman and flows back into Abbot on a northeasterly course.[101] It appears that this mill also served local needs. The mill is on the 1882 Colby map, but its years of operation are unknown.

Lower Abbot Village mill received logs from the stream, not the Piscataquis River, given it was some distance away. If the mill rafted milled lumber, then a crew hauled it to the river, as opposed to rafting it over the remaining waterfalls to the river. This same waterfall caused the stream's other two mills to haul milled lumber, as opposed to rafting it, to Lower Abbot village, a distance of nearly 4 miles.

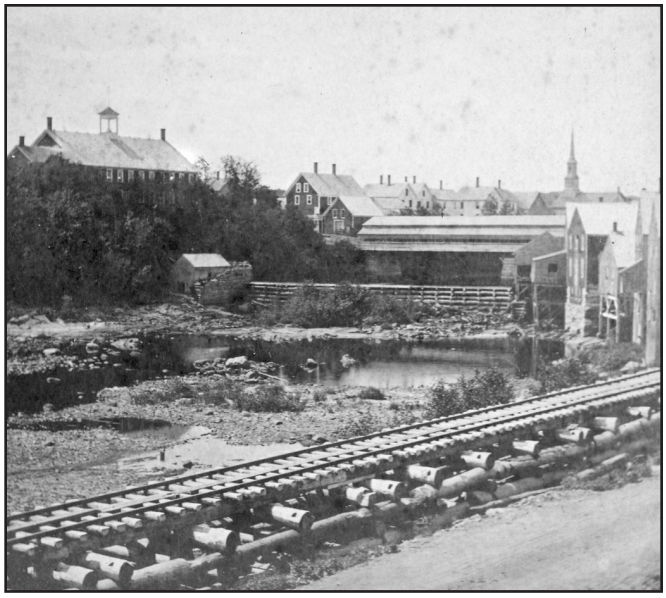
The one main tributary of Kingsbury Stream is 25-mile long Thorn Brook, which had a dam at its headwaters near the Spectacle Ponds in Blanchard township. The outlets of Whetstone[102] and Piper ponds drain into Thorn Brook not far above the mill at Cole. When someone built the dam at the outlet of Piper Pond is unknown, as is whether or not Whetstone Pond ever had a dam in the vicinity of its swampy outlet. The Piper Pond dam probably supported water storage for the mill at Cole. The nature of the woods along the stream is unknown, but given that John Works bought land for logging, built a dam just below the mouth of the brook, opened the mill at Cole in 1831, and drove logs on the brook, softwood was plentiful in this valley above the confluence with Bolt Brook; this area was not touched by the 1825 fire. For many years after the Works mill closed, loggers continued to drive Thorn Brook. At an unknown location on April 28, 1916 Robert Anderson drowned in the brook; when rolling the logs from a landing into the brook, he got caught in the logs and pulled into the water.[103]

Once the birch growing in the 1825 burn matured, birch mills appeared in the Kingsbury Stream watershed. Near the Kingsbury Abbot town line E.A. Flanders started up his birch mill on Thorne Brook by April 28, 1887. He had been down all winter due to low water. He sawed 800 to 1,000 cords into birch bolts that he hauled nearly 4 miles to the railroad at Lower Abbot village.[104] Flanders also had a mill near the Kingsbury village in 1890; he cut 450,000 spool bars before reopening his lumber mill at Thorne Brook.[105] In 1891 the mill handled no birch, but milled lumber that teamsters hauled to the railroad.[106] A year later L.A. Small was cutting 40 cords of birch a day on Bear Brook in Kingsbury township and probably hauling it to the rail line in Abbot township; a very long haul. Local citizens hauled away the birch slabs for firewood. By April 8, 1897 A.J. Goldthwaite finished cutting birch at Thorn Brook; the location of the mill is unknown.[107] Clifton Buzzell hauled birch from some unknown place in Kingsbury township in 1911 to what he called the "Bangor and Aroostook Kingsbury siding" 11 miles away.[108] The distance suggests he hauled from the west side of Kingsbury township on the road to Lower Abbot village, but at Coles turned onto the road that ran to Barrows Falls bridge over the Piscataquis River and on to the railroad siding below Blanchard village. The only other bridges across the river at that time were at Blanchard and Abbot villages.

In Guilford village

Guilford village formed around a waterpower source on the river and someone soon built a sawmill and a gristmill that for decades met local needs. As in other communities, a woolen mill began operations, but unlike its neighbors above and below it on the river, substantive wood milling operations developed later. In 1889 at unknown locations P.B. Beal had a saw and shingle mill, and Goldthwaite and Lombard, who were still operating in 1892, made doors and sashes.[109] Guilford Novelty Works used birch bolts from the Sturtevant mill in Blanchard.[110] The American Bobbin, Spool and Shuttle Company, which had 16 mills in Maine, opened

101 *Piscataquis County Maine Map* (Houlton & Dover, ME: George Colby, 1882)
102 previously known as Sylvan Pond
103 *Centeseptquinary History of Abbot Maine 1827–2002* (Charlie Bennett's Diary)
104 *The Piscataquis Observer,* April 28, 1887
105 *The Industrial Journal,* April 25, 1890
106 *The Industrial Journal,* March 13, 1891
107 *The Piscataquis Observer,* April 8, 1897
108 *The Piscataquis Observer,* April 6, 1911
109 *The Industrial Journal,* May 3, 1889 and February 19, 1892
110 *The Industrial Journal,* February 19, 1892



Low water in the Piscataquis River at Guilford village, a common occurrence in the Piscataquis River, complicated river drives in the spring and limited the sawing of the mills to less than year-round. (unknown photographer (1874–1884), courtesy of the Maine Historical Preservation Commission, Augusta, Maine (MHPC.S.18376))

in 1889.[111] Three years later, when it failed financially, the Guilford Lumber Company bought it, continued its operation of milling birch, and opened a steam-powered saw mill that handled 5 to 7 million board feet of saw logs and sawed nearly year-round. The company bought the Gilman Tract at the northwest corner of Blanchard township and company loggers cut and drove logs from there to the mill. Within a few years they also became involved with pulpwood for the pulp and paper mills on the Penobscot River. Guilford Lumber sold to a Boston syndicate in 1901 and Hudson, Hussey, and Goldthwaite leased the mill and continued its operation.[112] By 1904 the company was Hussey, Goldthwaite and Boardman, and the following year it underwent some kind of reorganization.[113]

In 1902 Guilford Manufacturing Company began operations in Guilford. They also cut a large quantity of long logs for the manufacturing of its products. In 1907 the company bought Guilford Lumber Company and continued its operations.[114] For years both companies had substantial log drives from the north to the mills. In 1909 the company received the approval to build booms and piers at the site of its sawmill operation. The company was still operating in 1912.[115] Its last drive as reported in *The Piscataquis Observer* was in 1917.[116]

Birch for the Guilford Manufacturing Company arrived at the mill via two conveyances. Teamsters hauled some birch, and some of it came via the railroad from sidings where local farmers contracted for a certain number of cords. The mill's log storage area for birch was along the tracks in Guilford village at the mill.

Seldon D. Rice and Company began milling operations in the area about 1917[117] and Hardwood Products Company (birch users) began operations about 1922. The Rice mill burned in 1918, but with 300 cords of unmilled birch in the yard, Rice immediately rebuilt to finish the work.[118] Two years later the Rice company purchased a former mill yard of Guilford Manufacturing Company.[119] The mill was now manufacturing toothpicks and dowels and cut spool bars and long and short lumber. The Rice and Hardwood Products companies continued operations through at least 1941.[120]

In the North Guilford village and Buker Mountain areas

The North Guilford village formed around the outlet of First Davis Pond in the northwest quadrant of Guilford township and had a number of active mills. The 1858 Walling map located a dam and sawmill at the pond's outlet.[121] As other mills in the township, it supported more than just local needs. Its saw logs came from farmers' wood lots that did not burn in the 1825 fire. Beginning in the mid-1870s the birch and poplar trees cut for the mill came from the rejuvenated 1825 burn areas.

Reports on logging activity of this area did not start appearing in *The Piscataquis Observer* until c.1889. The Goldthwaite and Ellis mill made birch products and cut birch bolts for the Willimantic mill in 1889.[122] In 1892

111 *The Industrial Journal,* April 1, 1892
112 *The Industrial Journal,* March 22, 1901
113 *The Industrial Journal,* January 1905
114 *The Packages,* vol. 15 (December 1910): 22
115 *The Piscataquis Observer,* March 21, 1912
116 *The Piscataquis Observer,* April 12, 1917
117 *The Piscataquis Observer,* April 5, 1917
118 *The Industrial Journal,* March 1918
119 "Random Notes," *New York Lumber Trade Journal,* August 15, 1920
120 *The Piscataquis Observer,* April 12, 1900, April 11, 1901, May 22, 1902
121 The outlet stream, Davis Stream, is part of the Sebec Lake drainage (chapter three).
122 *The Industrial Journal,* May 3, 1889

one birch mill cut 800 cords of birch into 400,000 board feet of spool bars.[123] In late May and June of 1893 crews were peeling poplar for the excelsior mill at Upper Abbot village. By March 29, 1894 Walter True and A.W. Gilman hauled poplar for Babson (George) and Company, and birch for another party; the total cords being 400.

Log drives of poplar on Davis Brook followed in subsequent years. *The Piscataquis Observer* reported no birch trees were cut in the area in the 1897 season. Beginning in 1900 Ellis and Wise and C.F. Wharff each opened a mill. What Wharff milled and for how long is unknown. Ellis and Wise operated through about 1925 with the mill's products including birch goods like cloth boards between 1903[124] and 1909.[125] The mill also cut softwood logs into dimension lumber.[126] In the late 1920s W.E. Dean and F.V. Witham opened a toothpick mill that operated through 1941.

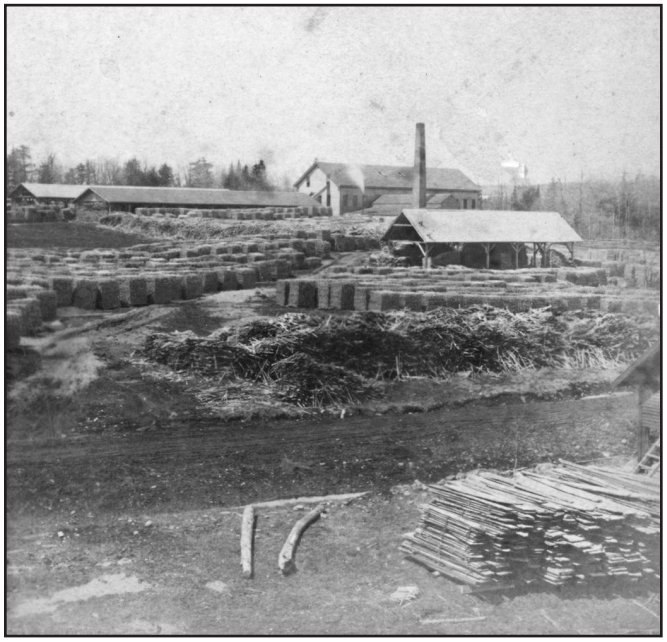
In Guilford township's southeast corner of its northeast quadrant, W.R. Pendleton lumbered on Buker Mountain with 15 men and eight horses in 1904. The crew cut and left 75,000 board feet of hemlock and hauled out 200 cords of poplar and 50 cords of hemlock bark for Babson and Company. Pendleton planned to cut spruce, pine, and fir and bring the hemlock out with that the following year. The hemlock suggests that a portion of his operation was in an unburned pocket of the 1825 fire.

In Foxcroft and Dover villages

The dam area at Foxcroft village hosted wood product mills and the dam a half-mile below that in Dover village hosted woolen and other mills. The area above the Foxcroft village dam allowed for saw log storage. Birch mill workers stacked the birch hauled in by trains and teamsters along the tracks near the mill at the upriver edge of Foxcroft village.

The first milling of birch and poplar logs that had grown in the 1825 burn began in 1874. In that year a Dover village lumber mill cut spool bars and a mill in Foxcroft added excelsior machines, but their years of operation are unknown.

Foxcroft's large birch spool mill opened about 1873 and closed in 1946. By mid-April 1878 the Dwelley spool mill teamsters hauled 800 cords of birch from Sebec Lake area;[127] a year Dwelley decided not to use his mill at Sebec Lake. As of May 6, 1880, Dwelley had 2,000 cords of birch stored at his mill site. A year later on March 21 he still had 75,000 board feet of birch logs on the far side of Sebec Lake. He needed to get those logs across the ice, but the limited number of teams available slowed his effort.[128] At the mill Dwelley put in a new spool machine that turned out 82 finished spools per minute; no other local machines exceeded this capacity. In 1882 Dwelley had 150 men and 200 horses in the woods cutting and hauling birch.[129] By



In order to produce 82 spools per minute in 1880, it was not uncommon to see 2,000 cords of birch and 4 million board feet of stacked birch bars at the Dwelley birch mill (1873–1946) at Foxcroft village; it was the largest in the river valley. *(unknown photographer (1873–1883), courtesy of the Maine Historical Preservation Commission, Augusta, Maine (MHPC.S.18361))*

fall 1884 his mill was using a million board feet of birch per year.[130] On May 12, 1887 Dwelley had 4 million board feet of birch stockpiled at his mill. Two years later (1889)

123 *The Piscataquis Observer,* March 31 and May 19, 1892
124 *The Piscataquis Observer,* April 16, 1903, and *The Maine Register, State Year-book and Legislative Manual*
125 *The Piscataquis Observer,* April 29, 1909, and *The Maine Register, State Year-book and Legislative Manual*
126 *The Piscataquis Observer,* April 25, 1912
127 *The Piscataquis Observer,* April 18, 1878
128 *The Piscataquis Observer,* March 31, 1881
129 *The Maine Mining Journal,* March 3, 1882
130 *The Industrial Journal,* October 10, 1884

on May 10 Dwelley had 1.5 million board feet of birch logs piled in his mill yard.[131]

Dwelley sold to American Bobbin, Spool, and Shuttle Company in 1891, but he continued to run the mill. That year Lawson and Rankin had five two-horse teams hauling white birch from the northwest ridge in Barnard over 10 miles away, where another 10–12 men were sawing birch bolts. The company soon closed, but Dwelley reopened it and continued its operation until 1898, when he turned the keys over to Frank E. Guernsey, an East Dover lawyer.[132]

John MacGregor, who owned the large spool mill in South Lincoln, Maine, bought the whole operation in October 1899. In 1901 he replaced all the milling machines[133] and in April 1904 he had a three-year supply of birch.[134] The mill was still open in 1908, when someone cut 1,600–1,700 cords of birch in East Guilford and hauled it to Foxcroft village along with 1.2 million board feet of long logs.[135] By May 21 the mill had 210,000 spool bars stacked and there would be 2.5 million when all were in place. The market at the time was weak.[136] In 1912 J.D. Perry's crew of 35–40 men in Kingsbury cut the birch into 750,000 board feet of bolts that MacGregor's Lombards hauled to Abbot.[137] Here a crew loaded them on 83 rail cars destined for Foxcroft village. For the 1932 season the mill began sawing in December 1931 and closed by mid-April 1932 after cutting 2,000 cords, an amount similar to the previous five to six years.[138] When the mill closed in 1946 it was the Stowell-MacGregor operation.

The village had a number of other sawmills. Its pre-1900 long log sawmill belonged to R.D. Gilman for the years 1854 to 1905, when Ober, Clark and Thayer purchased it. They apparently sold in 1922 to Stanley E. Merrill and Company and it milled through about 1941.

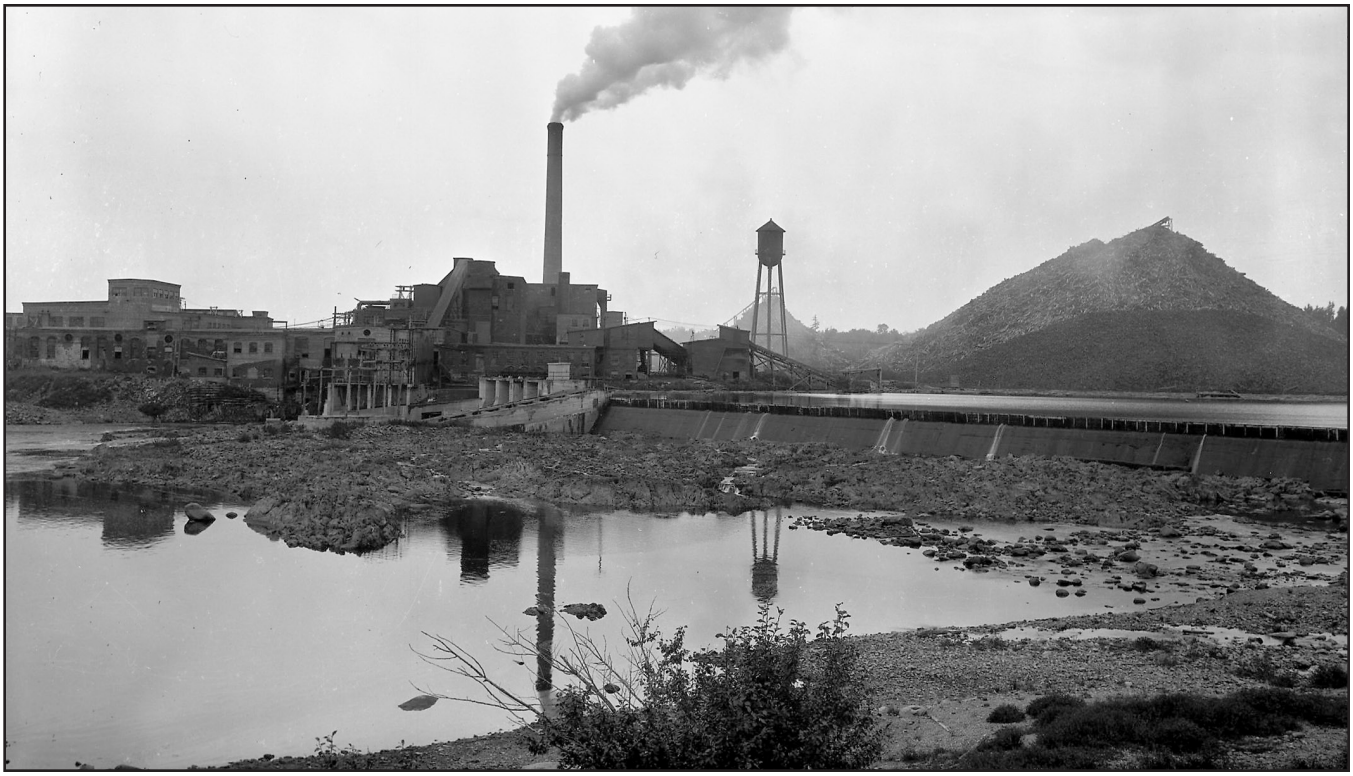
The locations of some wood mills operating between about 1900 and the mid-1920s remain uncertain. In 1901 McPheters (Mark), Hudson and Company owned a mill[139] that was still operating in 1908. Beginning about 1908 John G. Sawyer operated a box mill, rebuilt it after a 1915 fire, and closed about 1921.[140] In 1915 John J. Folsom opened his mill that was still operating in 1941. Willis E. Rollins ran a woodworking factory some place in Dover township from about 1920 through about 1937. Danforth and Marsh milled for about a year around 1925.

The only lumber mills known to have log drives included Gilman's and Folsom's. The drives to the other mills might have been too small to attract the notice of the newspaper, or might have simply relied on logs hauled in by teamsters from area woodlots.

In East Dover village

The dam at East Dover village was the last one before reaching the Howland dam at the mouth of the river. In the early years some logs arrived at the mill on the river, but by the 1890s such small drives had stopped. During the winter of 1878, teamsters hauled substantial amounts of pine, spruce, and hemlock to the sawmill,[141] and, while the water levels were up, the pulp mill was running day and night making cardboard.[142] *The Piscataquis Observer* of March 30, 1882 reported that the pulp mill was still operating, teamsters hauled lots of logs to the sawmill, and Fred Brown was cutting poplar staves for fish barrels. In 1888 the East Dover village saw mill, now owned by Farrar, had run out of logs before the start of the drives. Fred Edgerly, a farmer with a large woodlot 6 miles away and a team of four oxen, completed his haul of 75,000 board feet of pine and hemlock by May 10.[143] In 1891 the mill operated through the winter because farmers cutting on woodlots hauled in a sufficient number of logs.[144] J. and L.H. Dow were sawing logs hauled in through the winter in 1892.[145] The Dow mill continued operations until about 1901. Also present in 1901 was Fred Mayhew's shingle mill that closed about 1903. Even though *The Piscataquis Observer* did not report any mill activity until 1908, the sawmill continued to operate. Edgerly and McCarron sawed long logs over the winter

131 *The Piscataquis Observer,* May 10, 1888
132 Louis E. Stevens, *Dover-Foxcroft: A History* (Somersworth, NH, New Hampshire Printers, 1995). Guernsey, born in Dover in 1866, was Maine's 4th district representative to the U.S. House of Representatives from 1908 to 1917.
133 *The Industrial Journal,* May 17, 1901
134 *The Industrial Journal,* April 1904
135 *The Piscataquis Observer,* April 2, 1908
136 *The Piscataquis Observer,* May 21, 1908
137 *The Piscataquis Observer,* March 28, 1912; *The Industrial Observer,* April 1912
138 *The Piscataquis Observer,* April 14, 1932
139 *The Piscataquis Observer,* April 25, 1901
140 *The Industrial Journal,* May 1915
141 *The Piscataquis Observer,* April 7, 1878
142 *The Piscataquis Observer,* April 7, 1878
143 *The Piscataquis Observer,* May 10, 1888
144 *The Piscataquis Observer,* April 16, 1891
145 *The Piscataquis Observer,* March 17, 1892



The lone pulp and paper mill (1889–1952) in the Piscataquis River watershed, and fed by all its tributaries, was at Howland village, the river's terminus. *(photo by Bert Call, Bert Call Collection, image courtesy of Special Collections Raymond H. Fogler Library, DigitalCommons@UMaine)*

at the rate of 19,000 board feet of logs per day.[146] In 1917 I.A. Dorr's mill was sawing long logs.[147] The mill opened for another season about May 3, 1928,[148] and was still sawing in April 1934.[149]

In South Sebec village (Sebec Station)

South Sebec village was close to the river, but not on its banks at a waterpower site. The village was not the site of a sawmill until perhaps the railroad arrived in 1869, when it also became known as Sebec station. Probably reasonably soon thereafter teamsters began hauling cordwood and hemlock bark to the site for a crew to load it on rail cars. In 1889 A.J. Chase and Sons cut cedar posts that filled 25 rail cars and the following year 40 rail cars.[150] In 1889 or 1890 a logger hauled poplar to the station and it took 50 train cars to transport it, plus other cars for the spruce, hemlock bark, and birch that he also hauled to the site.[151] In 1891 the Chase company was cutting and peeling 500 cords of poplar, a product of the 1825 fire, for the Penobscot Chemical and Fibre Company.[152] In 1897 they cut another 2,000 cords that went by rail to the same company.[153] George C. and Irving Wingate, with a crew of three men and four horses, cut and hauled 70 cords of birch, 53 cords of poplar, and 60 cords of hemlock bark 5 miles to the railroad at Sebec Station in 1915.[154]

The Chases opened a steam-powered mill at South Station about 1893 and sawed into the late 1930s.[155] Three years later his teamsters hauled a three-feet-in-diameter pine; such a size pine was rare at this time.[156] That same year (1896) they set up a new steam-powered mill with a daily capacity of 10,000 board feet of lumber, 20 cords of birch, 50 bunches of lathes, 6,000 clapboards, and 75

146 *The Piscataquis Observer,* April 2, 1908
147 *The Piscataquis Observer,* April 19, 1917
148 *The Piscataquis Observer,* May 3, 1928
149 *The Piscataquis Observer,* April 26, 1934
150 *The Industrial Journal,* March 21, 1890
151 William R. Sawtell, *Old Sebec, Volume 1* (Old Town, Maine: Howland's Printing, 1999)
152 *The Piscataquis Observer,* June 2, 1892
153 *The Industrial Journal,* February 19, 1897
154 *The Piscataquis Observer,* April 8, 1915
155 *The Piscataquis Observer,* May 4, 1893
156 *The Industrial Journal,* April 3, 1896

bunches of shingles. Chase continued to log on his land and supplemented that with farmers cutting in their woodlots.[157] He apparently did not rely on log drives for his saw logs. In 1904 as many as 12 to 15 teamsters a day hauled logs to his mill. Some of these logs were probably pine from the 1825 burn and the spruce probably came from scattered unburned pockets.[158] About 1898 Chase began cutting spool bars.[159] His birch could have been hauled in from Sebec township or the southwest corner of Milo township or from Atkinson township, across the river. The Chase mill was still sawing in 1917, when a fire destroyed it April 25th. *The Piscataquis Observer* reported that Chase decided not to rebuild and the remaining logs went for pulpwood to Howland Paper Company.[160] However, at a later date Chase apparently did rebuild a mill; the company continued to be listed as a sawmill in the *Maine Register, State Year-book and Legislative Manual* through 1936–1937.

Post-1825 fire, lower end of Piscataquis River

Below South Sebec village no mill or center of commerce developed along the edge of the Piscataquis River until Howland village at its mouth on the Penobscot River. On this lower end of the river life in the forested townships, Milo, Orneville, Medford, Maxfield, and Howland, changed when the fire of 1825 destroyed vast quantities of timber. The fire did leave pockets, probably small and scattered, but where they were is unknown. No one probably cut or drove logs on Schoodic Stream or its eastern neighbor Seboeis Stream between 1826 and 1869, unless the person cut a small isolated pocket. The demand for timber was such that by 1869 some lumbermen began cutting in an extensive unburned pocket in the headwater lake areas of Seboeis Stream (T3R9 N.W.P.) north of Medford, Maxfield, and Howland townships.[161] When loggers returned to the burned areas in the late 1870s, they came for the birch, poplar, pine, and hackmatack. By the late 1880s the demand for poplar increased dramatically, a result of the newly established pulp and paper companies on the Penobscot River, and drives entered the river from Schoodic Stream in Medford township and Seboeis Stream in Howland township.

Commercial activity in Milo township centered on the Sebec River as opposed to the Piscataquis River. Birch and poplar grew in the 1825 burn and loggers cut them for the spool and excelsior mills in Milo village.

Few people lived in Orneville township at the time of the fire. The township had no waterways that drained into the Piscataquis River, so any loggers using the river did so within hauling distance. Once the railroad crossed over the northeast corner of the township passing just east of Boyd Lake, which drained south, loggers had an additional option for getting logs to market. Rice and Hallowell opened an early excelsior mill that burned in mid-April 1870.[162] Whether or not they rebuilt is unknown. However, Hallowell, Clark and Company had a spool bar mill at Boyd Lake outlet on the rail line beginning c.1877. About the same time an excelsior mill was in operation. These mills used birch and poplar trees, a product of the fire.

In Medford township at the mouth of Schoodic Stream, those living nearby in 1825 saved the General Boyd Mill, but not the forest. Boyd (of Bangor) gave up the mill, but others kept it open for a while before N. Hatch took it down in 1831 and rafted it to Bangor where he reconstructed it. In 1858 anther mill was operating at the site and by 1876 it was known as Coffin's Mill. *The Piscataquis Observer* of May 4, 1876 referred to it as Schoodic Mills. In that year John Smart and his two sons, Will and Earnest, along with John DeWitt, ran a raft of milled lumber from the mill. At Schoodic Falls a raft hit a ledge and broke up. Earnest got to a mid-river rock and two hours later a bateau rescued him. The current washed the other three men down river as they hung onto some boards and finally got to an island. After a cold wet night, they built a raft and got to shore.[163] By 1902 loggers were back driving poplar logs out of Schoodic Stream for either an excelsior mill or a pulp and paper mill.[164]

Across the river on Cold Brook near Medford Center, 4 miles south of the Boyd mill, Elijah Johnson, John and George Hichborn, and John and C.L. Hastey erected a mill in 1835, probably to handle local lumber needs

157 *The Industrial Journal,* March 5, 1897 and May 20, 1898
158 *The Piscataquis Observer,* April 7, 1904
159 The company was sawing in 1893, but what it milled is unknown. *The Piscataquis Observer,* May 4, 1893 and April 14, 1898
160 *The Piscataquis Observer,* May 3, 1917
161 see chapter six for detailed information on the Seboeis drainage
162 *The Piscataquis Observer,* April 21, 1870
163 *The Piscataquis Observer,* May 4, 1876
164 *The Piscataquis Observer,* May 15, 1902

by obtaining logs from unburned pockets. A. Holt and J. Hickborn operated the mill at different times around the 1850s.[165] In the early months of 1876 teamsters hauled a substantial amount of pine and poplar to the mill. These trees were from the 1825 burn.[166] Hichborn and Hasty were operating the mill in 1879 and by 1895 J.G. Sawyer was the owner.[167] In 1899 the mill began cutting spool bars from birch that came from both sides of the river. When this operation ceased is unknown.

Maxfield township, which straddled the river, suffered great fire losses. Most of the town's residents left and never moved back, but others slowly moved in. Hardy and Maxy brooks were the townships two waterways that entered the river. Whether these brooks hosted any small drives at any time is unknown. When the CPR crossed at the foot of Hardy Pond just west of Maxfield's west town line about 1889 a birch mill was probably soon operating. Loggers cut the birch for the mill and the poplar for the paper mills on the Penobscot River.

Howland township also straddles the river and had heavy forest losses on both sides, but families did not abandon the township. In August 1839 four sawmills and two clapboard mills were for sale on the north side of the mouth of the Piscataquis River in Howland village;[168] a situation that suggests the fire depleted the log supply. For an unknown number of years Thomas Egery of Bangor, who owned the dam at the mouth of the Piscataquis River, operated a sawmill on its east side.[169] The mill cut logs driven on the Piscataquis River and also those on the Penobscot River; his log storage area was above the falls. He apparently sold by 1881 to Searsport Spool and Box Company that built a larger mill in the same spot. The company rebuilt the Howland village dam at 850 feet long with a 9-foot head, and set in place 26 booming piers.[170] The booming piers supported the company's log drives. After they finished the birch milling in mid-spring, they began sawing lumber. The mill workmen transported the milled spool bars directly across the river to the railroad spur line and loaded them on a train going to Bangor. Here crews off-loaded the bars onto ships that ferried the cargo to the Searsport mill. The mill burned by 1889 and the company did not rebuild.[171]

About 1890 the Howland Falls Pulp Company began building on the vacated Searsport site,[172] and in May1892 the mill was about ready to start up.[173] As part of the millworks, the company had a tramway from the mill across the Penobscot River to the railroad spur line. The tram transported the slurry; this was previously handled with boats that were not useable in winter.[174] The mill burned three years later, but the company regrouped by 1893, when it received a charter from the state of Maine to erect and maintain piers and booms in the Piscataquis River and nearby Seboeis Stream. Beginning in 1897 the company went through numerous reorganizations, merging with Advanced Bag and Paper Company in 1921 and then closing in 1939. In 1940 Atlas Plywood moved in and Gilman Paper opened. Saint Regis Paper Company took over in 1950 and closed two years later in 1952. Atlas continued to make plywood, but by that time their wood supply did not arrive by river drive.[175]

Log drives

River infrastructure for log drives

When the first drive took place on the Piscataquis River is unknown, but it was probably before 1800 and the arrival of the first settlers on the river. At the time, loggers cut only the finest pine that grew at the river's edge or within easy reach of it. The log volume was small enough for the natural spring freshet to move the logs down river. Some time before 1811, loggers began to drive logs nearly the full length of the Piscataquis River. Logs cut on the northernmost end of the river in West Bog in 1835 probably floated through without the support of a log-driving dam. These dams first appeared in the Piscataquis watershed in the late 1850s, when lumbermen generally sought approval from the Maine state legislature.

165 H.F. Walling, *Map of Piscataquis County* (New York: Lee and Marsh, 1858)
166 *The Piscataquis Observer,* May 13, 1876
167 *The Maine Register, State Year-book and Legislative Manual,* a yearly publication
168 *Bangor Daily Whig and Courier,* Friday August 9, 1839
169 "Howland, Maine – History of the Community," Howland-maine.com
170 *Bangor Daily Whig and Courier,* December 16, 1881
171 "The Weekly Underwriter, An Insurance Newspaper," Vol. 31, July 5-December 27, 1884 inclusive (New York: The Underwriter Printing and Publishing Company, 1884)
172 *The Industry Journal,* May 9, 1890; Map of Penobscot County (South Paris, Maine: J.H. Stuart & Co., 1895)
173 *The Industrial Journal,* May 15, 1891
174 *The Industrial Journal,* April 15, 1892
175 Howland Maine History and Photos Blogspot.com

The early logs and log rafts floated down river unimpeded by any dams until one span the river at Guilford in 1824 and one at Howland before 1827. Dams at Blanchard, Abbot, Guilford, Foxcroft, Dover, East Dover, and Howland villages served milling needs. All but the Howland dam had a slip so rafts and loose logs could pass through. Those at the foot of East and West Shirley bogs post-1850, and the Howland village dam, were primarily in support of log driving. From 1887 to 1926 some form of a dam, a little less than 2 miles above the Foxcroft village dam, was in place as part of the public drinking water supply for the Dover-Foxcroft community.[176] *The Piscataquis Observer* never mentioned that this dam created a problem for the log drives.

Even though little logging activity took place along the mid-section and lower end of the river after the 1825 fire, river traffic, primarily logs cut in the extremities of the watershed, continued, and infrastructure projects followed. In 1827 lumberman William R. Miller and associates of Howland received a charter from the state of Maine for locks and piers for the passage of boats, rafts, and lumber to and from the Piscataquis and Penobscot rivers. This charter did not include a dam and implied one was already in place. Miller and associates had control of the riverbanks for booming and raft-making from the mouth of Seboeis Stream to the Howland village dam; this was an area with minimal current. They could not prevent the passage of logs and rafts that did not need their infrastructure.

The charter included a canal that started not more than 100 feet above the Howland dam, and extended southeasterly to the Penobscot River."[177] Whether or not Miller immediately built this canal in 1828 is unknown, but someone built what became known as "Emerson Run Round" that took advantage of a small stream.[178] *The Walling Topographical map of the county of Penobscot 1859* and the *Colby Map of Penobscot County Maine, 1882* show the run round, but the Howland United States Geological Survey (USGS) map of 1917 does not.

The use of the "Emerson Run Round" probably paralleled the long-log drive decline, a function of the closures of downriver sawmills, the arrival of the railroad lines, and the rise of the pulp and paper industry. Lumbermen cutting pulpwood for the paper mills south of the mouth of the Piscataquis River could save time by collecting their logs in booms above the Howland dam and then sluicing them through and re-booming them in the Penobscot River as opposed to driving loose masses of pulpwood down a narrow channel. Short logs did not jam on the falls below Howland dam like long logs did.

Another route to the Penobscot River, which became known as the "Merrill runaround," left the north side of the Piscataquis River not far below the mouth of Seboeis Stream and made use of what in 1882 was Mile Stream that flowed into Merrill Stream that drained into the Penobscot River a mile north of the mouth of the Piscataquis River. The initial reasons for constructing this "runaround" and when construction occurred are unknown. The 1859 Walling map shows Mile and Merrill streams, but does not label it a driving route. The Chase history text of 1882 reported its use by log drivers.[179] What advantage log drivers had using this "runaround" before c.1880 is unknown. To drive them into the Penobscot on this route bypassed Howland falls on the Piscataquis River, but added a falls on the Penobscot River.

Across the Penobscot River in 1888 James Mullen built the Piscataquis Falls Pulp and Paper Company at the West Enfield village dam on the Penobscot River and the Merrill runaround flowed into the impoundment. Mullen sold to International Paper Company (IP) in 1899 and the company operated the mill until 1922, when it closed the mill and Bangor Hydro Power Company bought the dam to make electrical power.[180] Presumably the Merrill runaround enabled logs driven on the Piscataquis River watershed to reach the IP mill and lumbermen to drive their logs to the rail spur line at West Enfield.

Two dam projects took place on the Merrill runaround. By 1906 the runaround had a dam on Merrill Stream just above its mouth at Mile Stream.[181] This dam prevented water in the runaround from spilling from Mile Stream into the upper end of Merrill Stream at

176 Louis E. Stevens, *Dover-Foxcroft: A History* (Somersworth, NH: New Hampshire Printers, 1995)

177 *Private Acts of the State of Maine passed by the Eighth Legislature,* 1828

178 Moses Emerson moved to Howland in 1824 and owned the land through which the canal flowed.

179 *History of Penobscot County Maine* (Cleveland, OH: Williams, Chase and Company, 1882)

180 "Enfield 1835–1985," unknown author and date, available at Enfield Library, Enfield, Maine

181 Howland maps of 1906 and 1924 available at James W. Sewall Company archives

times of low water. The second dam appears on a c.1940 Atlas Plywood Company map and was at the mouth of Mile Stream. Depending on the water depth behind the Howland dam, this dam prevented water from escaping the Howland impoundment.

The Miller canal operations must have been successful and served loggers well, for it was not until 1873 that the state of Maine issued a charter to Manuel S. Drummond, Mathew Lincoln, and Frank H. Drummond and associates to form the Piscataquis River Company. Their charter extended to them the right to erect and maintain a boom and booms and piers above the mouth of Seboeis Stream. Their purpose was to secure logs and rafted lumber and to form log rafts before driving into and down the Penobscot River. They had to construct their booms and piers so they did not stop or detain logs of others driving independently. What the duration of this company was is unknown, but no current evidence of piers appears in the river in this area.

In 1883, ten years after the formation of the Piscataquis Boom Company and 50 years after Bangor lumbermen were cutting and driving from Shirley township, the state of Maine granted a charter to the Shirley Dam Company for river and tributary improvements pertaining to river driving in the townships of Shirley and Blanchard. For the first two years of the company's drive the passage of logs at the dams on the river was problematic, and those problems got resolved.

However, problems apparently continued down river. In 1885 the legislature amended the charter by extending the southern terminus to the mouth of the Sebec River. These charters meant that a group of lumbermen intended to drive the waterway for a number of years, something they would need to do to recoup their desired investment. *The Piscataquis Observer* noted some of the company's river improvements. A company crew rebuilt some of the dam at Dover village in 1886. In 1888, a crew created a channel by blasting away a ledge on which jams typically formed not far below the East Dover village dam.

Those involved with the charters might have made a number of other strategic improvements to help manage the river's water level during drives. The wording of the charters implied that some dams already existed. Whether or not the company rebuilt or repaired a dam at West Shirley Bog or the dam above East Shirley Bog is unknown.[182] They might have rebuilt the gated dams at the outlet of West Bog and at the foot of Orson Bog on the West Branch of the Piscataquis River. All these dams had gates to control water flow in support of the drive. The company probably had a crew build the dam at the foot of Oakes Bog just north of Shirley's south town line. It did not build the first dam at the foot of East Shirley Bog, but it might have improved the dam by increasing its head. Both East Shirley Bog dams were still in place in 1940.

Another dam with a gate in the headwaters of the Piscataquis River was at Bald Mountain Pond. This dam was in place in 1868 with a 4-foot head and with the possibility of adding another 4 feet. Who built it and when remains undiscovered, as is whether or not the Shirley Dam Company ever invested in it.[183] Given the number of years the stream hosted log drives, the company, at a minimum, kept the dam sufficiently repaired. No mill was ever at the dam; thus, all the water could be used to wash the logs down Bald Mountain Stream to the West Branch of the Piscataquis River.

The only other dam with a gate that could have had an influence on the river's water flow was the one at Kingsbury Pond at the head of Kingsbury Stream. The dam was originally built to support the needs of the local settlers, but the Shirley Dam Company rights extended to this dam.

No lumberman petitioned the Maine state legislature for a charter for Piscataquis River improvements between the mouths of the Sebec River and Seboeis Stream even though substantial log drives from the Sebec and Pleasant Rivers passed through this section of the river that had rapids and many islands, both of which could complicate a drive.

Matters influencing the river drive strategies

The wording of the news reports on log drives as they appeared in *The Piscataquis Observer* beginning about 1867 indicated each lumberman conducted his own drive and that suggested the nature of several aspects of the earlier drives. By 1867 Maine lumbermen had 40 and more years of driving experience. In the 1830s those operating on the West Branch of the Penobscot River first tried cooperation, and that worked, but by the mid-

182 James Sewall Company map of Shirley 1940

183 Walter Wells, *The Water Power of Maine* (Sprague, Owen, and Nash, Printers to the state, 1869)

1840s so many were cutting such a large volume of trees that they switched to driving their logs together. The fact that they did not do the same on the Piscataquis River implies a small number of lumbermen were working the river in any one year and that their combined log volume was relatively small given the capacity of the waterway.

One major reason for the comparatively small number of drives per year was water. Lumbermen knew low water frequently hung up drives or substantial portion of drives on the Piscataquis River. For the 22 years, 1867–1892, *The Piscataquis Observers* mentioned low water, partially hung and hung drives in 1867, 1868, 1872, 1881, 1882, 1883, 1887, and 1888. In fact, driving on this river needed more than just the spring runoff from melting snow, it also needed substantial spring rain. A heavy rain could bring the river up quickly, but the catch basin was so small that the flow subsided nearly as fast as it rose.[184] As an example, a rain starting on the evening of Thursday, April 28,1887 and ending late evening Saturday, April 30 raised the river, but by 6 a.m. April 31 the water level dropped 18 inches.[185]

River drivers also understood that once the ice left the Piscataquis River, they had about 30 days to complete the drive, if they had the typical spring thaw and rains.[186] They knew how many logs that amount of water could carry down river, whether driven independently or as one.

Water level for a drive was also a function of the natural catchment basin of the watershed, and that could be influenced with the creation of storage reservoirs. By 1841 the lumbermen on the West Branch of the Penobscot River and those on the Penobscot River already figured out that a single drive conserved water, but the ever-increasing number of logs to drive required more water, so they built the Chesuncook and North Twin dams as reservoirs in support of the drive. Some of these same men worked the Piscataquis River watershed and knew that the river had no such possible substantial storage impoundments above the mouth of the Sebec River. The largest of those that did exist, East and West Shirley bogs, Bald Mountain Pond, and Kingsbury Pond, were relatively small and served small catchment areas. The risks of a hung or partially hung drive on the Piscataquis River were greater than those on the West Branch of the Penobscot and the Penobscot rivers, which only had four.[187] Consequently, additional financial risks existed in the Piscataquis River watershed.

The second major reason for the limited number of softwood operations on the river was the limited stumpage, a result of the 1825 fire. The Piscataquis River valley did not have the large tracts of land necessary to sustain cuts of saw logs that would result in substantial log drives year after year. The large tracts of pine, spruce, and fir stumpage available was limited to the western half of Shirley and western half of Blanchard and the area around Bald Mountain Pond. Other townships had some areas and pockets left unburned from the 1825 fire, but they were small and their owners operated the mills down river as far as East Dover village. About 1880 the area from Guilford upriver contained harvestable and valuable poplar in the burn of 1825 and pulpwood cutters came for that, but the quantities were still relatively small compared to other areas of Maine.

The lack of substantial cutting lands and water meant few lumbermen operating on the river at anyone time. Thus, the same lumbermen did not drive year after year and that lack of consistency meant a lack of investment in river improvements. No river driving association ever developed for the watershed as it did on the Penobscot River. The Penobscot Log Driving Association maintained the Penobscot River's infrastructure, a consistent yearly investment that yielded a financial return for those driving.

Waterway analysis and log driving strategies

Based on consistent reports from *The Piscataquis Observer* lumbermen made two key decisions prior to the log drive. The first was when to cease cutting and hauling to the waterway landings, so that they could get their horses and men out of the woods while the ice was still safe to travel across. The second was when to return with a drive crew that would need about a week before the ice out, so they could make the drive preparations.

The earliest drives were of rafted logs, and that was the norm until the early 1830s on both the Piscataquis and the West Branch of the Penobscot rivers. Rafts were an easy way to keep a logger's small volume of logs together with a small crew. On the Piscataquis the prac-

184 conclusion drawn from reports in *The Piscataquis Observer*
185 *The Piscataquis Observer,* May 5, 1887
186 a deduction based on reports in *The Piscataquis Observer*
187 Bill Geller, *Within Katahdin's Realm: Log Drives and Sporting Camps,* available online at http://digitalcommons.library.umaine.edu/mainehistory/

tice continued after the mid-1830s, when West Branch rafting ceased. Some limited use of log rafts on the Piscataquis River persisted into the 1860s. *The Piscataquis Observer* of May 22, 1862 reported the use of a log raft. It made no mention of raft use on full-length-of-the-river drives after 1868. However, in its May 19, 1904 issue was a note about rafts of milled lumber held in a boom. They broke loose in high water and a few got swept away before their handlers jumped on the others and took them down through the dangerous high water. The unmanned rafts took out a pier of the toll bridge at Milo Junction.

Beginning in the late 1860s *The Piscataquis Observer* provided some reports on the drives and those reports provide insight on how the drive boss probably conducted the drive.

Two elements of drive cooperation on the Piscataquis River involved timing. The drives to the Penobscot River generally started first and those driving to one of the mills between Blanchard and East Dover villages went second. Until the early 1890s the number of logs driven to the mills between Shirley and East Dover villages was relatively small, whereas the length-of-the-river drives were as large as 7 million board feet of logs. With the local mills driving in the second wave, their river booms remained empty and the drives to the Penobscot River had the full width of the river and would not potentially damage any filled booms.[188] Within this construct it is not clear how multiple drivers going the length of the river decided their order. The order of drives to the river's mills matched their order of location on the river, with the first being the farthest down river. The second timing element involved drives on the upper tributaries, the East and West branches, and Bald Mountain and Kingsbury streams, and their timing in relation to drives entering the river from the lower tributaries, Sebec and Pleasant rivers and Schoodic and Seboeis streams.

No reports exist with information on how loggers conducted drives that originated in either East or West Shirley bogs. The saw logs driven by J. Eveleth and his predecessors came down into East Shirley Bog from an unburned forest, and probably ended at the dam at his East Shirley mill. Not far above the bog, a dam with gates helped to push the logs down the East Bog. In the bog they kept the logs in booms and either let the prevailing north wind push them to the East Shirley dam or used a headworks. Drives occurred on the East Branch below the dam, but few, if any, originated from above the dam. Once the poplar matured in the 1825 burn in this area, which was below the dam, drives were frequent. Beginning in 1909 Lombards replaced driving in at least the East Shirley Bog drainage.

The West Branch starts well above Shirley's north town line. Whether any loggers cut in either Moosehead Junction or Squaretown townships is unknown. Neither has a large headwater body of water for a dam that could release a substantial amount of water to drive logs into West Bog. Loggers could have used a series of squirt dams, but that might not have provided the needed water. More realistically, given the westerly direction of the river above West Bog, any logging on the upper end of the river was within hauling distance of the bog and therefore teamsters probably landed the cut on the bog's ice.

Some drives on the river started from the foot of West Bog. In the 1880s and early 1890s the drive bosses worked with a crews of 125 to 140 men moving 4 to 7 million feet of logs. On the basis of the current USGS map, the top of the dam, without extensive wings, was at 1,120 feet, which created an impoundment that covered the open bog area; the current water level is 1,107 feet. Any cut within a couple of miles of the 3-mile-long bog would have been hauled onto the bog's ice and surrounded by a boom to keep it together once the ice melted. To move such boom bags, the drivers probably used a headworks and had a boom to keep the logs close to the dam when sluicing. The number of gates on the dam is unknown. A drive camp, probably not the main camp, might have been at the dam, which had plenty of flat land that also served as a log landing. The volume of water in the impoundment was not overly substantial in relation to the length of the river, and its small catchment area suggests that once emptied it would not fill quickly for a subsequent water release.

From the West Bog dam to the dam at the foot of Oakes Bog was 3.5 miles. The elevation at its outlet is 1,050 feet and that at its head is 1,060 feet. The dam flooded this area and the impoundment eliminated the problem of a braided stream within the bog. A water release with sluiced logs from West Bog would perhaps push the logs well into the seven-tenths-mile-long bog before a headworks took over the towing. Given the closeness of the dams, sluicing was probably synchro-

188 a conclusion based on drive reports of the years 1868–c.1900

nized. The Ordway Ponds flow to the bog in tiny trickle and if dammed might have been a reservoir source for refilling the bog.

Below the Oaks Bog dam the drive boss had no place to re-collect most of the logs until they reached Blanchard. Given that fact and that he had upwards of 140 men, he probably positioned them in camps between West Bog outlet and Blanchard village area. Strategic campsites included the bog dam, Hatch Falls, the mouth of Bald Mountain Stream, the gorge's mid-point, the foot of the gorge, the junction with the East Branch, and Blanchard village. From the camp at the bog, drivers could work the West Bog dam, move logs across the bog, and tend to the mile of river down to Hatch Falls. If a jam formed at the falls, then a runner went up stream to stop the sluicing. At the mouth of Bald Mountain Stream, which was at the head of the two-mile-long gorge, the drive boss may have set a trip boom to temporarily stop the logs, if a jam formed in the gorge.

The drives from Bald Mountain Pond generally came after the drives on the West Branch. One benefit of this was the water released for the Bald Mountain Stream's drive also helped the leading drive. The drive from Bald Mountain Pond probably did not commence until the rear of the lead drive was sure of clearing the Blanchard village dam, the next place on the river large enough to hold up a substantial portion of the following drive, in case a jam blocked the flow of logs between Blanchard and Upper Abbot villages. When drivers used both waterways in the same year, which they did, then neither Bald Mountain Pond nor West Bog typically had much water in the aftermath of the initial drive, if the drive needed more water down river.

On Bald Mountain Stream the location of the drive camps between the pond's dam and the West Branch are unknown, but some known facts point to where they might have been. A drive from the pond took 90 drivers for 4 million board feet of logs. One portion of the crew, perhaps a dozen men in a couple of bateaux, kept the logs moving to the dam where a half-dozen men sluiced. Other men were on each of the stream's six tight corners, likely spots for jams. Another crew tended the trip boom at the junction with the West Branch; the crew could temporarily shut off the flow of logs into the gorge. Consequently, the drive boss also had to have men working the gorge, so a likely spot for the main drive camp was at the trip boom site.

Once a drive was into the gorge on the West Branch, the challenging spots were the sharp river bends. Given the narrow width and persistent ruggedness of the stream, bateaux might not have worked the stream; thus, the drive boss probably assigned men to each side of the stream. The priority function of these men was to prevent jams from forming in the main channel.

At about a third of the way down the gorge, river drivers followed a stream, which flowed north off Breakneck Ridge, to reach the gorge's floor. Here they had a suspension bridge spanning the river. When it was first built is unknown, as is anything about how they handled jams and log flow within the gorge. By the mid-1930s the planking was dangerously rotted, suggesting it was no longer in use, and implying jams did not typically form when driving four-foot pulpwood.

Below the gorge the last half-mile of the river spread out in braids that ended short of the East Branch of the Piscataquis River. How the drivers handled this area is unknown. One option was to clear cut all the islands within the braids and flush enough water through to create a water flow covering the braided area. In some places loggers clear-cut the riverbanks so as to minimize logs getting hung up on the banks.

The drive boss was also conscious that as work focused on the gorge, the logs continued down river and he had to keep track of them. He might have slowed the drive by catching the front of the drive in a boom behind the Blanchard village dam. The boom could not contain the whole drive at this location, but it would allow him to get his bateaux in the water and reposition men below Blanchard village at Barrows Falls and at "Poplar Point," a jamming area about a mile above the Upper Abbot dam, where he could stop the drive and let the rear catch up. His drive might also have to wait in the Upper Abbot impoundment for one exiting Kingsbury Steam.

Lumbermen cutting north of the mouth of the West Branch on the East Branch timed their drives to follow those on the West Branch. The exact locations of any cutting by loggers driving the 6.7 miles of the East Branch below the foot of East Shirley Bog is unknown. The upper 3 miles would have been difficult to drive without a tremendous volume of water. Loggers may have avoided this by hauling to the head of the lower part of the river. Smooth water areas where a drive might have been held behind a trip boom do exist. However, given the power of the current at spring runoff, it seems more likely the

loggers landed their cut on the river banks and rolled them into the river at the appropriate time. The relatively short distance to Blanchard village suggests a drive camp not far above the mouth of the West Branch.

Upper and Lower Abbot villages were staging areas for log drives from Bald Mountain and Kingsbury streams and the East and West branches before they moved into the mid-section of the river. River drivers on Kingsbury Stream collected logs in booms behind the stream's dam at Lower Abbot village, before driving them into the main river. Also entering the river nearly opposite the mouth of Kingsbury Stream was the drivable stream from Greenleaf Pond. Drive bosses typically held their drives behind the Upper Abbot village dam until any down river drive cleared the Guilford dam.[189]

The Lower Abbot village area drive tent camp was either near the village store or at one of the farms (Fogg or Bane or Crabtree), along the Piscataquis River. Its location was strategic in that it was close to the Upper Abbot dam so a part of the crew could sluice and another part could work the river below the camp, where jams typically occurred. Men ate the morning and evening meal in camp and cookees, assistant cooks, delivered the midday meals by either horse and cart or bateau. After the first meal and at the end of the day a teamster provided the men's transportation back to camp.

Even though the drive boss' strategies generally ensured a smooth drive, a lot of rain could scramble boomed logs quickly, but such events were not a problem that caused loggers to combine their drives. In May of 1923 heavy rains swelled the river and the booms of different lumber companies broke and the logs jammed at the Upper Abbot village dam and falls.

Drives on Kingsbury Stream from Kingsbury Pond happened with regularity beginning c.1890, when the poplar of the 1825 burn matured and the pulp and paper companies cut it. The pond is a couple of miles long and a half-mile wide, and has a tiny catchment area; thus, even with a good head behind the dam, the volume of water for a drive would be relatively small for assisting a substantial drive on the main river. From the dam, which in 1868 had a 10-foot head,[190] to the Piscataquis River at Lower Abbot village is 19 miles of a twisting and turning stream. The drop between the Kingsbury dam (at 925 feet in elevation) and the dam at Abbot (440 feet in elevation) was 485 feet, or an average drop of 25 feet per mile, a pretty gentle ride for a log. Within Kingsbury township the stream has a number of short side streams that only drain the valley's hillsides.

No known explanation exists on how drive bosses managed the drive between the Kingsbury Pond dam and the Piscataquis River, but a few yearly reports in *The Piscataquis Observer* provide some hints. A portion of the crew sluiced at Kingsbury dam, and the boss positioned others along the stream and at each of the other two dams downstream.[191] These dams apparently had slips, given that when a boom broke at Kingsbury Pond and the logs washed downstream, they did not have to be sluiced at the lower dams. Possible drive campsites would have been at the Kingsbury dam; the Cole settlement area at the dam near Thorn Brook; at the end of the 5-mile-long road from Guilford village at A. Briggs' sawmill; and at Lower Abbot village. Some drive bosses collected the logs behind the Lower Abbot dam before entering the main river.[192] On other drives, like the one of 1893, the drivers captured the logs in a boom behind the Guilford dam.[193]

The holding of logs behind dams reflected in part the care the Piscataquis River drivers took in trying to avoid jams. If a jam occurred, then they had only manual labor and hand tools to break it. They were not assisted by any upriver dam's release of water and did not begin to use dynamite until about 1879. For jams on Bald Mountain and Kingsbury streams, and the West and East branches, drivers could stop the flow of logs at the dams, and perhaps release extra water, if it was available. However, on the main river no dam had gates that could send a sudden release of water to float or push the jam off an obstacle.

Once the rafts or logs left the impoundment behind the Upper Abbot village dam and the one of Lower Abbot village dam, the next spot drivers sometimes captured them was 5 miles downriver behind the Guilford village dam. If jams formed at or above the Foxcroft dam, then the drive crew stopped the log flow from either Abbot dam. If the water was low or a jam formed at or above Guilford village, then the crew moved the drive camp to one of the farm fields on the river's north side near the

189 *The Piscataquis Observer,* May 5, 1910
190 Walter Wells, *The Water Power of Maine* (Sprague, Owen, and Nash, Printers to the state, 1869)
191 *The Piscataquis Observer,* April 2, 1903
192 *The Piscataquis Observer,* April 23, 1896
193 *The Piscataquis Observer,* May 4, 1893

Guilford village dam. With no jam the drive boss moved his camp to the Brown farm field on the north side of the river between dams at the Foxcroft and Dover villages.

The drivers' work between Abbot and Guilford included clearing jams that formed at low water. These jams in flat areas created dams that pushed water and floating logs out into the fields, carrying logs far from the main channel. When the jam broke, the quickly subsiding water left logs in the fields. Some years teamsters had enough time to haul the logs back to the river and in others they did not. In the impoundment behind the Guilford dam, the drive crew let the logs, carried by the current and guided by booms, float through to the dam's slip. When a jam formed at the dam or on the rocks below, the drivers stopped the log flow with a trip boom, broke the jam, and then released the logs from the boom. With spring's high water, the current through the Guilford mill impoundment was at times strong enough to break a boom of logs.[194] If there was an up-river wind, then a bateau crew constructed a trip boom to keep the logs near the dam. However, in 1886 such a wind held up a drive. In reasonable weather it took about two days to move a million board feet of logs through such a dam.

How drivers worked the dam impoundments at low water with little to no current is unknown. They might have captured the logs at the head of the slow water in boom bags and brought them into the dam by using a stationary headworks anchored near the dam.

Once the rear of the drive was in the Guilford village dam impoundment, the drive camp moved to Brown's field in Dover. Below Guilford village the river was nearly placid, with current to carry the logs with not much threat of a jam to the first of two dams, one at Foxcroft village and the second at Dover village, a half-mile down river. The drive boss probably positioned a few of the drive crew above Foxcroft village at the common jamming point. At Foxcroft village the drive crew faced the same conditions that it did at Guilford village. Given the short distance between dams, a drive crew worked the sluicing of each dam simultaneously. A trip boom at the Foxcroft village dam could hold up a drive until a crew cleared any jam between it and the Dover village dam.

In the early years, primarily before the mid-1830s, logs and milled lumber came through in raft form. The dam slips at Foxcroft and East Dover villages were short and steep, and typically raftsmen with milled lumber unloaded above the dam, carted the material around the dam, and rebuilt the raft in order to move on. Mills abandoned the rafting once the railroad ran near the river's edge and reached Upper Abbot village in 1873.

After the crew put the last logs of a drive through a dam, they followed the rear of the drive to perform a task known to drivers as picking the rear: moving logs hung up in side jams and on the river's banks into the river. Picking the rear was often difficult, and depending on water availability, the drive boss gave specific instructions as to how clean to pick the river. A large rainstorm in the valley could raise the water level quickly and send logs higher onto the banks and into the brush, making removal that much more difficult, since the water level fell so fast. Low water in general meant either a narrow or shallow channel that impeded the flow of logs, and made dragging them into the current time-consuming. Some years numerous logs dotted the edges and rocky floor of the river, a sign of low water and that the drive boss had to abandon them in order to get a maximum number of logs to the mill.

By the time the last log came through the dam in Dover village, the drive boss had re-pitched the drive camp tents in Ben Dow's field near the north side of the East Dover village dam. The drivers set a trip boom above the dam to collect the whole of the drive. A portion of the drive crew prepared to begin to sluice at that moment when the rear of the drive had cleared the Dover village dam.

The East Dover village dam marked a drive's transition point that involved two key decisions. Some drive bosses reduced the number of drivers, an indicator that the lower section of the river was easier to drive, depending on water level and how fast he needed to move the drive. From East Dover village to the boom at Old Town was typically 20 days of driving.[195]

The second decision involved his timing versus that of drives coming into the river below East Dover village. From here to the Howland village dam the only option for stopping the flow of logs was to stretch a boom across the river, but only where the water was smooth. In 1882 Thissell stopped his drive above the Piscataquis River railroad bridge in Milo township for two days waiting for the removal of the jam at the bridge. Thissell's action

194 reports from various years as posted in *The Piscataquis Observer*

195 *The Piscataquis Observer,* April 2, 1903

suggests that communication up and down the river was excellent.

The next drive camp below East Dover village might have been in the South Sebec village area, 6 miles down river from East Dover village and 5 miles from the mouth of the Sebec River. A drive camp in this area enabled the drivers to stop their logs or rafts by setting a trip boom, blocking their journey before reaching either the Sebec River or the Pleasant River.

For the next 11 miles below South Sebec village the river continues much as it does below East Dover village, but then it changes at Schoodic Point. At one time the drive camp was at Medford Flats.[196] Another strategic drive camp location might have been near the mouth of Cold Brook at Medford Center, where the river makes a turn to the north, flows 2 miles to Schoodic Point and the mouth of Schoodic Stream and bends sharply south. Cold Brook is about equidistant from Schoodic Point and the foot of the long rapids below the point. How the drivers handled the rapids is unknown. A trip boom some place above Schoodic Point might have been able to moderate the log flow, if a jam occurred, but no dam was available to slow the water.

The next drive camp was perhaps near the island complex a few miles below the mouth of Schoodic Stream. To facilitate getting the logs through the island complex, the drivers probably placed side booms to keep the logs flowing in a common channel. Below the islands the drive boss collected his logs in a boom at either Seboeis Stream, less than a mile below the islands, or at Howland dam. Once the boss boomed the drive, he prepared to enter the Penobscot River through the Emerson or the Merrill runarounds or the Howland dam sluice.

Either runaround was an alternate drive route that avoided the falls below Howland village dam. Prior to the runarounds, a lumberman's only choice was to pass his logs, rafted or not, over the falls, and then collect them at the mouth of the Piscataquis on the Penobscot River for the final miles to the rafting area above the Bangor sawmills. Once the dam and runarounds were in place, the long-log drivers used the Emerson runaround that exited the south edge of the Howland village dam impoundment and entered the Penobscot River below the mouth of the Piscataquis River. The Merrill runaround carried logs into the Penobscot River above the dam at West Enfield village. Pulpwood drives on the Piscataquis River for the Piscataquis Falls Pulp and Paper Company, which opened in 1888, probably used this runaround.[197]

Piscataquis River drives were generally in the Penobscot River by early June or sooner, so the logs would not become mixed with the Penobscot Log Driving Company drives. In at least one year logs did get mixed on the Penobscot River and the parties went to court.[198]

Drives to the Penobscot River

The phrase "The Logs Are Coming" appeared in an ad in *The Piscataquis Observer* in 1845, but it was not until 1866 that it contained reports nearly every year. The paper mentioned the drive again in 1851, 1854, 1856, and 1865.[199] In late May 1866 the river drives were in progress. A year later the May 16th paper reported a large quantity of logs coming down river and that a large number of river drivers "passed through town last Sunday [four days previous]" on their way to the Penobscot River. On May 7, 1868 "three drives of logs amounting to 4 million board feet were on the river waiting for high water." The wording suggested that three lumbermen were driving independently of each other. Apparently, they decided to start the drives and not wait for high water, as the paper's May 14 edition reported tough and slow driving on low water. This suggested that these lumbermen did not raft the logs. Complicating matters was a large jam a few miles above the Foxcroft village dam. The first logs (2 million board feet) that came through were from last year's cut, when low water prevented driving.

The newspaper's reports continued through the 1870s. By May 1, 1873 about 900,000 board feet of logs passed through Foxcroft village in two days time.[200] They were the logs hung up above Guilford village in the previous year's drive. Foster's drive passed through Foxcroft village May 21, 1875 with *The Piscataquis Observer* noting inferior and small logs, not many logs in this drive, and on the whole few loggers cutting on the upper Piscataquis River based on the drives.[201] Three years later the

196 William Sawtell, *Katahdin Iron Works Revisited* (self-published, 1983)

197 Gary Sage, "A Brief History of the Town of Howland" appearing on the website, *Howland, ME, Where the Two Rivers Meet*

198 *Cases Argued & Determined in the Supreme Judicial Court of Maine, Maine Reports 93, 1899–1900,* Andrew J. Weymouth & others vs. Isaac Beatham, p. 525

199 Louis E. Stevens, *Dover-Foxcroft: A History* (Somersworth, NH: New Hampshire Printers, 1995)

200 *The Piscataquis Observer,* May 1, 1873

201 *The Piscataquis Observer,* May 27, 1875

Oliver Young drive passed through Blanchard village on April 20, 1878; Cook and Hussey did the hauling.[202] The destination of this drive was unknown.

Low water and small drives characterized the drives of the early 1880s. *The Piscataquis Observer* of April 20, 1882 noted that river drivers were scarce this year, but the drives took place. Apparently, Connecticut River lumbermen lured many men away. On May 4 Thissell delayed his drive, 3,200 pine logs landed at South Sebec village,[203] for a couple days due to a bad jam below the railroad bridge near the mouth of the Sebec River in Milo township. Holbrook's drive was a few miles farther down river.[204] Complicating the down river drives, as reported a week later, was water so low that drive bosses sent many men home and left logs hung up. On April 12, 1883 *The Piscataquis Observer* noted the water was again low at Milo village suggesting that water levels were generally low within the Piscataquis watershed.

Beginning in 1884 the volume of the log drives increased dramatically. On April 24 *The Piscataquis Observer* noted that the previous week 140 men started driving 4 million board feet of logs for Engel and Stratton Company of Bangor on the West Branch and they had plenty of water. These two lumbermen were part of the Shirley Dam Company that formed the previous year. They did not expect to reach Dover village for a few weeks. The paper also noted that during the past few years, lumbermen drove very few logs from the Piscataquis River tributaries.[205] The1885 Stratton and Engel drive of a million board feet of logs reached Dover village May 10 and had all passed through the Foxcroft and Dover villages' dams by noon on May 13. This year they had no problems with jams at either dam, a consequence of improved sluices.[206]

When Engels and Stratton started their drives in 1884, the drivers encountered problems at some of the river's dams. Owners of these dams had not been complying with the free flow of logs clause and the company had sued in 1884 and 1885. They began inspecting the river's dams in early April and in 1886 Engel threatened to cut apart any dam that did not have an operable slip or sluice.[207] By April 22, 1886 the mill owners had settled and before May 13 crews made the repairs on the nearly 50-year-old Dover village dam. The Stratton and Engel company drive of 5 million board feet of logs finished without complication. However, as of May 20 the drive of L.C. Flint was hung up in Shirley township and that of Foster and Terrill was hung on the main river, examples of no adequate reservoir water supply to sustain river driving.

In 1887 high and low water, and a jam against the bridge and dam at Guilford village, complicated the Stratton and Engle drive of 7 million board feet of logs, the largest ever at that time.[208] On May 19 the drive was still passing through Abbot village, but some jams below the village proved hard to break. They caused flooding and pushed logs out into the farm fields. The drivers used horse teams to pull them back to the river. Down river between Guilford and East Dover villages the logs had been passing through the dams for ten days. The drivers removed a big jam at Dover Falls with dynamite and strung a boom above the dam at East Dover village so they could collect the drive. The river water level was falling rapidly and there was rumor that they would open the Shirley reservoirs, East and West Bog dams, to sustain the drive. Whether they ever did is unknown, but other drives up river waited for more water. The rear of the Stratton and Engel drive passed through Foxcroft village dam at 7 p.m. on May 20 and was through the Dover village dam the following morning. The drive boss pitched the next driver's camp in a farmer's field near the East Dover village dam.[209] On May 26 the water was still low, which suggests they did not open the reservoir gates, but the sluicing at the East Dover village dam was complete.[210] No subsequent issues of the paper mentioned the fate of the other drives that waited for water.

The big drive from Shirley township in 1888 was the Thomas Gilbert and Charles Spencer drive, with 7 million board feet of logs and 125 drivers. It was passing through Dover village on Monday, May 20. Some of the last logs got hung on the lip of the dam. In order to free them, the drivers stretched a rope the length of the dam and a driver waded in near waist-deep water holding the rope to reach and then dislodge the logs. The Farrar

202 *The Piscataquis Observer,* April 25, 1878
203 William R. Sawtell, *Old Sebec, Volume 1* (Old Town, ME: Howland's Printing, 1999)
204 *The Piscataquis Observer,* May 4, 1882
205 *The Piscataquis Observer,* April 24, 1884
206 *The Piscataquis Observer,* May 14, 1885
207 *The Piscataquis Observer,* April 8, 1886
208 *The Piscataquis Observer,* May 5, 1887
209 *The Piscataquis Observer,* May 19 and 26, 1887
210 *The Piscataquis Observer,* May 26, 1887

sawmill in East Dover village had to close as this drive went through. At East Dover village a couple of drivers, who noticed two youngsters running on the logs and one falling in, raced up river across the logs and rescued the young person. Below the Dover village bridge the lumbermen blew out a ledge and created a channel where jams frequently occurred. Apparently no jams occurred at the spot in 1888.[211]

The Thomas Gilbert and Charles Spencer drive of 4 million feet with 90 drivers in 1889 started at Bald Mountain Pond after April 18. Two million feet of the logs were from their hung drive of a year earlier. By May 2 logs at the front of the drive were passing through the dam of the Brown Manufacturing Company in Dover village. A rain raised the river level and in Guilford village the boom channeling the logs to the open slip broke and a jam formed. Word of the break went up river and a small crew came down, made the repair, and cleared the jam. At Dover village the drive camp was in Brown's pasture on the north side of the river at the dam. At East Dover village the drivers set a boom to block the log flow in order for the rear of the drive to reach the spot. By Monday, May 6 the rear of the drive was a half-mile below Upper Abbot village. On May 9th Gilbert anticipated being in the Old Town boom in 20 days. Friday afternoon, May 10, the drive camp moved to East Dover village, a crew set it up in Ben Dow's pasture, and sluicing began. By May 11 the rear of the drive was below the Foxcroft village waterworks dam and at 9 a.m. May 12 it was below the Foxcroft village dam. The river was a sea of logs as far down river as one could see from the Dover village bridge. Once the logs were through the dams, the remaining bateaux shot through the slip. By 3 p.m. May 14 the drivers had sluiced all the logs through the East Dover village dam in spite of low water. The following morning the drive camp moved down river.[212] These drivers worked seven days a week, received four meals a day, and pay ranged from $1.75 to $3.00 per day.

Far down river near Medford Center in April 1888, Weymouth cut, peeled, and hauled to the river 1,000 cords of pulpwood for the Great Works Paper Mill and another 200,000–300,000 feet of saw logs.[213]

For the years of at least 1888 and 1889 people flocked to the river to watch the drive from the bridges and riverbanks. They marveled at the drivers' strength and skill in pulling apart jams, and agility in walking on the moving logs. In the evenings they visited with the drivers at their camp. Townspeople enjoyed the presence of what they thought were fine men. The floating logs also served as a playground for local children. In one case some children were playing "log drivers" on the logs. The five-year-old fell in and went under and the logs were too big to grab on to. The seven-year-old lay down on a log, grabbed the child, and kept his head above water while another child ran for help. Everyone got safely to shore.

Beginning in the early 1890s another era of saw-log driving commenced. The full river drive of 1891 was again Spencer's and its front was in Foxcroft village by May 7. The rear of the drive passed Guilford village on May 9th. This was one of the last of the large length-of-the-river saw-log drives. In 1892 Guilford Lumber Company formed and built a large new steam-powered sawmill at Guilford. The new mill had six circular saws, two shingle machines, four planers, three clapboard machines, one lathe machine, two drag saws, one gang edger, and four adjustable saws.[214] The drives of 5 million and more board feet of saw logs now ended at this mill in Guilford village. The total log volume on the river that came into the Guilford boom in 1893 was 6 million board feet of logs.[215]

By the mid-1890s another change occurred. Poplar, a log that was previously driven only to the excelsior mill in Upper Abbot, was now in demand by the pulp and paper companies on the Penobscot River. By 1893 the Guilford Lumber Company was also dealing with pulpwood and had a 1,000 cords of poplar on the riverbank ready for rail shipment to an out-of-state excelsior mill.[216] In early May1893 a boom of poplar logs held behind the Kingsbury Dam broke and 1,800 cords went down stream. The drivers set a boom above the Guilford village dam to collect them. A crew pulled them from the water, loaded them on the train that took them to an excelsior mill in Boston.[217] Two years later in May 1896 S.D. Rice's boom of poplar behind the Kingsury dam broke and 1,800 cords went down stream. Rice set his boom to capture the logs at Abbot; the destination of the logs is unknown, but the volume suggests one of the pulp and

211 *The Piscataquis Observer,* May 17 and 24, 1888
212 *The Piscataquis Observer,* May 2, May 9, and May 16, 1888
213 *The Piscataquis Observer,* April 12, 1888
214 *The Industrial Journal,* February 19, 1892
215 *The Industrial Journal,* May 26, 1893
216 *The Industrial Journal,* May 26, 1893
217 *The Piscataquis Observer,* May 4, 1893

paper companies.[218] Rice was back cutting 3,500 cords of poplar in Kingsbury in 1897, the last year of his four-year contract.

Drives to the Penobscot River continued even in the presence of the new Guilford mill. *The Piscataquis Observer* reported in its May 14, 1896 issue that a drive of logs from Low's bridge, 3.5 miles below Guilford village, went down river the previous week. It was not as big as the previous drives, but folks turned out to watch it go over the dam. Its point of origin is unknown.[219] In 1897 S.D. Rice also had two cutting camps in Shirley township, where his crew cut 2.5 million board feet of spruce logs.[220] A year later the Henry Weymouth (Foxcroft) drive of 2 million board feet of spruce logs, cut in Shirley township by 65 men divided between two camps, came down river and was at Dover village about May 5 and passed by Sebec Station a week later. The drive crew of 25 men was taking it to Howland, perhaps for the paper mill.[221] A year later in 1899 the first of three drives totaling 3-million board feet of logs to pass through Dover and Foxcroft villages was the Emery drive whose destination was Howland Pulp and Paper Company. The Weymouth, Stacy, and Blanchard drive of 2 million board feet of logs followed closely behind and due to low water experienced jams on the rocks below the Foxcroft village dam.[222] In 1900 Stacy's drive crew started first. Emery's drive of 500,000 board feet of logs followed. The Weymouth drive of 3.5 million board feet of logs for the Howland Pulp and Paper Company came last. By the time Weymouth reached the drive camp at South Sebec village, he had 40 men in his drive crew.[223]

Between 1901 and 1905 large drives of poplar continued on the river with many entering from Kingsbury Stream. High water complicated the drives in early April 1901, when it washed 3,000 cords of poplar into Thorn Brook; the logs quickly entered Kingsbury Stream and then the main river at Abbot. As the logs reached Foxcroft and Dover villages another burst of high water made it impossible to catch them in a boom there or at East Dover or Howland villages. The drive boss finally got the logs boomed at Pea Cove on the Penobscot River. In 1903 the Penobscot Chemical and Fibre Company drove 5 million board feet of poplar cut in Kingsbury, Blanchard, and Guilford. Another driver in 1903 was Greenleaf Maguire who cut poplar from some place upriver. The driving started early and was past Foxcroft and Dover villages by April 16.[224] In 1904, Edward P. Smith directed the poplar drive of the Penobscot Chemical and Fibre Company; the source of the trees was probably similar to the previous year.[225] Another drive of 2,500 cords of poplar passed through Foxcroft and Dover villages on May 12; the logs were for the Howland Pulp and Paper Company.[226] Some of these logs came down Kingsbury Stream.[227] *The Piscataquis Observer* noted in its May 5th issue that the size of the poplar logs in the drives seemed small.

Drives of other loggers continued between 1901 and 1905. The high water of 1901 had an impact on Guilford village's McPheters (Mark), Hudson, and Company drive to the Penobscot River and washed away milled lumber. The company's recovery efforts, pulling logs from the woods and open fields from Upper Abbot down river, delayed two drives, one of which was Stacy's, keeping 100 drivers idle for some time. Below Guilford village the company salvaged as much of the lumber as possible and held their drive above the mouth of the Sebec River to let the Gilbert and Spencer drives pass.[228] Other than *The Piscataquis Observer*'s short note that all drives were past Sebec Station by April 24, 1902 no other information on the year's drives is known. According to *The Industrial Journal* the total board feet of logs driven the length of the river in 1903 was about 8 million. George W. Stacy of Blanchard had 2 million board feet of logs driven by 80 men from below East Shirley Bog; and Jordan Lumber Company drove 750,000 board feet of logs from Kingsbury Stream. The Weymouth brothers also drove this year, but the amount driven is unknown.

Two drive elements were different in 1905. Only one drive went the length of the river and that was E.P. Smith's poplar drive for the Penobscot Chemical and Fibre Company.[229] George W. Stacy, who had driven the

218 *The Piscataquis Observer,* April 23, 1896
219 *The Piscataquis Observer,* May 14, 1896
220 *The Industrial Journal,* February 19, 1897
221 *The Piscataquis Observer,* May 5 and May 12, 1898 and *The Industrial Journal,* March 18, 1898
222 *The Piscataquis Observer,* May 11 and May 18, 1899
223 *The Piscataquis Observer,* April 26, May 10, May 17, and May 24, 1900
224 *The Piscataquis Observer,* April 2, April 16, and April 23, 1903
225 *The Piscataquis Observer,* April 7, 1904
226 *The Piscataquis Observer,* May 12, 1904
227 *The Piscataquis Observer,* May 5, 1904
228 *The Piscataquis Observer,* April 11, April 25, May 2, and May 23, 1901
229 *The Piscataquis Observer,* April 27, 1905

river for a number of years ceased doing that, bought the Shirley Lumber Company, and cut and hauled 3 million board feet of logs to the mill at the foot of East Shirley Bog.[230]

Most drives from 1907 to 1915 started on Kingsbury Stream, were poplar pulpwood, and belonged to A.L. Hichborn of Old Town. In 1907 the stream had, perhaps, the only drive to the Penobscot River; Hichborn cut and drove 2 million board feet of poplar to the Penobscot Chemical and Fibre Company. Low water slowed his drive to the degree that the Thorn Brook drive boss sent the drive crew home for a few days. The onslaught of heavy rain then broke a Hichborn boom in Abbot township and scattered the wood well away from the river all the way to the fields near Sebec Station.[231]As usual the drive crew camped in Brown's pasture in Dover. The cut of 3 million board feet of poplar in 1908 was for the Orono Pulp and Paper Company.[232] Hichborn's 1909 poplar drive was for the Howland village mill.[233] From where and for what mill Hichborn's 1910 poplar drive was is unknown, but it probably came from Kingsbury Stream, as an unidentified drive did.[234] Prior to mid-April low water slowed the drive, but rains then arrived. A second 1910 drive, coming from Thorn Brook with a large crew, waited until Hichborn's drive cleared the Guilford village dam. The destination of the drive is unknown, but was for either the Guilford Lumber Mill or the Penobscot River, as no other location would have bought that large a volume of logs.[235] In 1911, the Jordan Lumber Company of Bangor drove its saw logs the length of the river;[236] the origination of the drive is unknown. Hichborn's drive of 2 million board feet of logs[237] in 1913 passed through Lower Abbot village on Kingsbury Stream. He might have had a drive in 1914,[238] and did have one in 1915.[239]

Two drives occurred in 1917, four in 1918, and perhaps none in 1919. The Guilford Lumber Company 1917 drive came from an unknown location above Blanchard village and Danforth and Marsh drove 500,000 board feet of logs cut in Guilford township to the Howland Pulp and Paper Company.[240] In January 1918 teamsters were hauling fir to the river, perhaps destined for one of the paper mills. On April 10, 1918, one drive crew working at the Abbot bridge was putting pulpwood and other logs into the river and Bert Page had a small crew driving poplar on Thorn Brook; the destination of either crew's logs is unknown. Also in 1918 poplar cut on Kingsbury Stream floated to Guilford village, where a crew removed it and loaded it on train cars for transportation to a Boston, Massachusetts manufacturer.[241] No publication reported on drives in 1919.

During the 1920s the drives to the Penobscot River continued to be a mix of pulpwood and saw logs. A.J. Chase and Sons, operating in South Sebec, cut 11,000 cords for Howland Pulp and Paper Company and probably drove it on the river.[242] In 1921 the Jordan Lumber Company had a saw log drive, but from whence it originated is unknown.[243] The 1922 drive of Murphy Lumber Company of Guilford village came out of Kingsbury Stream with some logs going to its Guilford mill and the balance to Great Works.[244] *The Piscataquis Observer* of May 24, 1923 reported the rear of the "largest drive ever" of 7.5 million board feet of logs passed through Blanchard village on May 20, but did not report whose drive it was or its destination. The W.H. Murphy drive in 1924 was moving slowly through Blanchard village on May 1 due to low water; its origination site and destination are unknown.[245] The Penobscot Development Company (previously Penobscot Chemical and Fibre Company) came through Blanchard village April 11, 1925.[246] Another drive also came through.[247] One of these drives was of 4 million board feet of logs and the other had 9,000 cords of pulpwood. In 1926 the Penobscot Development Company drive of 7,000 cords of pulpwood started May 8; its origination point is unknown.[248] *The Piscataquis Observer* of May 19, 1927 reported a large pulpwood drive passing through East Dover village, but

230 *The Piscataquis Observer,* April 13, 1905
231 *The Piscataquis Observer,* May 7, 1907
232 *The Piscataquis Observer,* April 30, 1908
233 *The Piscataquis Observer,* April 29, 1909
234 *The Piscataquis Observer,* April 28, 1910
235 *The Piscataquis Observer,* May 5, 1910
236 *The Piscataquis Observer,* May 4, 1911
237 *The Piscataquis Observer,* March 27, 1913
238 *The Piscataquis Observer,* May 21, 1914
239 *The Piscataquis Observer,* March 25, 1915
240 *The Piscataquis Observer,* May 3 and May 24, 1917
241 *The Piscataquis Observer,* May 16, 1918
242 *The Piscataquis Observer,* May 9, 1918
243 *The Piscataquis Observer,* April 28, 1921
244 *The Piscataquis Observer,* April 20, 1922
245 *The Piscataquis Observer,* May 1, 1924
246 *The Piscataquis Observer,* April 16, 1925
247 *The Piscataquis Observer,* May 14, 1925
248 *The Piscataquis Observer,* May 13, 1926

included no other information. Two years later (1929) the April 29 paper reported that a drive passed through Blanchard village.

The Piscataquis Observer reported drives of the 1930s were all pulpwood. The May 8, 1930 paper noted a large pulpwood drive for Advance Pulp and Paper Company at Howland village passed through Dover-Foxcroft village and drivers camped in Brown's field, as they had traditionally. About April 23, 1931 the Welch Brothers pulpwood drive passed through Blanchard village.[249] The May 11 issue of *The Piscataquis Observer* mentioned no drive in 1932, and for 1933 the only mention was a drive of 5,000–6,000 cords of pulpwood coming into Abbot township on the waterways, presumably Kingsbury Stream and the Piscataquis River. The Penobscot Development Company pulpwood drive in 1934 employed 40 men and came through Lower Abbot village on Kings bury Stream about the first of May.[250] In 1937 the rear of the pulpwood drive passed through Blanchard village Sunday, April 25.[251]

The number of drives in the 1940s declined. The Penobscot Development Company drive of 1941 cleared the Guilford dam April 25 and went through Dover-Foxcroft village in a day with little public attention to it. The drive started in the Blanchard township area and in that village piles of cordwood lined the river awaiting the start. Away from the river, many stacks were near the railroad sidings or on other landings on a road waiting for a truck to haul them to the river.[252] During the war years, men, trucks, rail cars, and fuel were limited, so loggers cut as close to the mills as possible; the upper end of the Piscataquis River was too faraway. When the war ended, trucks and rail cars were again available, and better built. Road building equipment enabled loggers to reach sites away from drivable waters and truck hauling replaced the log drives by the early 1950s. The last pulpwood drive through Dover-Foxcroft village was about 1954.[253]

Drives to the mills between Blanchard and East Dover villages

Blanchard village mills

In 1886 Packard and G.W. Stacy owned the Blanchard village sawmill, and Stacy closed it after the 1901 sawing season. On May 6, 1886 the Packard and Stacy drive was on the East Branch just above the mouth of the West Branch, where they held it in a boom waiting for the Engel's drive to pass.[254] Their log volume would keep the mill operating through the summer. Again in 1888, their drive came down the East Branch from some place below Shirley Mills. Their crew of 35 men drove logs from Bald Mountain Pond in 1891. On May 25, 1893 Stacy's logs were on the East Branch 2 miles above his mill; he waited for the Spencer drive to pass.[255] Similarly on May 3, 1894 Stacy held his logs above his Blanchard village mill waiting for the Guilford Lumber Company drive to pass.[256] E.F. Spencer conducted Stacy's drive in 1895.[257] In 1896 Stacy's drive again followed that of Guilford Lumber. Someone's log drive was hung in Blanchard village about May 21, 1896 and Stacy waited for that to break.[258]

Stacy continued to have yearly drives through 1901. In 1897 Stacy's drive originated in Bald Mountain Pond. He and a crew went in there about April 15 to build a headworks and booms so the drive crew could tow the logs to the outlet. His crew, which included men from Shirley,[259] had his drive in and mill running by May 19, 1898.[260] A year later Stacy drove from Bald Mountain Pond and was in difficulty due to low water; however, he had enough logs in his millpond for two months of sawing.[261] In 1900 and 1901, Stacy drove again for his Blanchard mill.[262] He apparently did not open his Blanchard mill in 1902, when he purchased and operated the Shirley Lumber Company mill at the foot of East Shirley Bog.

Upper Abbot village excelsior mill

The I. Morrill Currier excelsior mill at Upper Abbot village received much of its poplar via river drives

249 *The Piscataquis Observer,* April 30, 1931
250 *The Piscataquis Observer,* May 3, 1934
251 *The Piscataquis Observer,* April 29, 1937
252 L.P.E., "The Pulpwood Drive and Others," *The Piscataquis Observer,* May 15, 1941. I read *The Piscataquis Observers* for the next five years and found no reference to a drive on the main river.
253 Louis E. Stevens, *Dover-Foxcroft: A History* (Somersworth, NH: New Hampshire Printers, 1995)
254 *The Piscataquis Observer,* May 6, 1886
255 *The Piscataquis Observer,* May 25, 1893
256 *The Piscataquis Observer,* May 3, 1894
257 *The Piscataquis Observer,* April 25, 1895
258 *The Piscataquis Observer,* May 7 and May 21, 1896
259 *The Piscataquis Observer,* April 15 and April 22, 1897
260 *The Piscataquis Observer,* May 19, 1898
261 *The Piscataquis Observer,* March 30 and May 18, 1899
262 *The Piscataquis Observer,* April 26, 1900

from 1876 through 1912, when it apparently closed. In 1882 about a mile above the Upper Abbot village dam at "Poplar Point," Currier had 700 cords of poplar in a bad jam. In trying to release the jam their boatman nearly drowned when water swamped the bateau. A week later *The Piscataquis Observer* reported many river drivers were sent home due to low water. In 1888 Currier was turning out three rail cars of excelsior per day and had seven men peeling 1,200 poplar cords during the summer.[263] In 1892 Currier's poplar drive was in at his Upper Abbot village mill and he had a crew sawing night and day to get out of the way of the forthcoming Gilbert spruce drive for the new Guilford mill. By1896 the Currier mill was turning out nine tons of excelsior per day.[264] The following year the mill used 600 cords of poplar in a week.[265] The company's drive of 1898 was 800 cords.[266]

Beginning about 1900 Currier no longer directed all his drives and hired various drive bosses. Kimball's drive of poplar for the Currier mill reached it April 22, 1900.[267] A drive of poplar in 1901 and 1903 again supplied the excelsior mill.[268] Both William Weymouth and J.B. Drew drove 400 cords of poplar for Currier in 1904 and Lamont Forbus did so in 1906.[269] *The Piscataquis Observer* reported that the 1906 poplar cut cleaned up all that was left in Blanchard township south of Russell Mountain. For the poplar cut in 1907, Currier hired a crew to cut on land he had just bought from Bennett in Blanchard township, and Harry Ames drove it to the mill.[270] Apparently some poplar remained, for in 1908 Bert Page cut the remaining poplar on Little Russell Mountain for the mill.[271] The mill also had Lamont Forbus cutting and driving 3,000 cords of poplar from elsewhere in Shirley and Blanchard townships; this suggests his drive came down the East Branch of the Piscataquis River.[272]

Lamont Forbus continued to cut for Currier. He was back again in 1909 with Frank Brasier and Will Macomber on a drive of probably poplar that started some place above Barrows Falls, which is on the river 3.5 miles below Blanchard village. The logs were either for the mill at Upper Abbot village or Guilford Manufacturing Company in Guilford village.[273] In 1910 Forbus cut poplar in Shirley township and had to wait for the Guilford Manufacturing Company to clear its jam 4 miles above Blanchard village before he could start. Forbus may have hired Ernest Ladd as the drive boss given *The Piscataquis Observer's* April 14 and April 21 reports that listed a cut and drive from the northeast corner of Abbot township. In 1912 the excelsior mill was running 11 hours daily.[274] The mill's last year of operation may have been 1912 or 1913, but a drive in a subsequent year stocked the mill. That stock was apparently never used; the mill burned in 1917 and no one rebuilt it.

Guilford village mills

In March 1892 the Guilford Lumber Company built a new steam-powered sawmill and that dramatically increased the volume of logs milled in Guilford. Nearly all future saw-log drives ended in Guilford instead of going on down river. The milled lumber henceforth went south on the railroad to Boston.[275] The company purchased the 1892 Spencer and Gilbert drive of 5 million board feet of logs, and teamsters hauled in logs during the winter. As of April 28 Gilbert's drive was hung up and the drive-crew members, who were waiting for rain, were being paid $1.50 per day for doing nothing. Tired of waiting, Gilbert commenced the drive and by May 5 it was above Blanchard village. Rain began May 4 and helped a little, but not until soon after May 26 did the logs reach the boom at the Guilford village mill.[276] A year later in late May Spencer had some of the drive in, but then had to hope for higher water in order to bring in the rear. At the time the company was cutting and shipping five carloads of lumber per day.[277]

The large drives continued. The lumber company hired 100 drivers for its 1894 drive.[278] E.F. Spencer conducted their 1895 drive, made easy by high water.[279] The size of the company's 1896 drive is unknown, but the company planned on milling 6 million board feet of logs, an amount that would keep the mill running at capacity

263 *The Industrial Journal,* May 18, 1888
264 *The Piscataquis Observer,* April 23, 1896
265 *The Piscataquis Observer,* May 6, 1897
266 *The Piscataquis Observer,* April 21, 1898
267 *The Piscataquis Observer,* April 26, 1900
268 *The Piscataquis Observer,* May 2, 1901 and April 30, 1903
269 *The Piscataquis Observer,* April 28, 1904 and April 19, 1906; *The Industrial Journal* April 1903
270 *The Piscataquis Observer,* May 16 and May 23, 1907
271 *The Piscataquis Observer,* April 23, 1908
272 *The Piscataquis Observer,* April 23, 1908
273 *The Piscataquis Observer,* April 29, 1909
274 *The Piscataquis Observer,* May 16, 1912
275 *The Piscataquis Observer,* March 17 and March 24, 1892
276 *The Piscataquis Observer,* April 28, May 5, and May 26, 1892
277 *The Piscataquis Observer,* May 25, 1893
278 *The Piscataquis Observer,* May 3, 1894
279 *The Piscataquis Observer,* April 25, 1895

until fall.[280] The company's drive of 1897 was on Thorn Brook and the drivers got in 2 million board feet of logs about May 13, but a great deal of it was still hung up on Thorn Brook and company officials expected it to remain there until the following year.[281]

At some point in 1897 the mill ran out of logs, closed, and then opened about May 1, 1898 as logs of that year's drive began to arrive.[282] The following year's drive on Thorn Brook from western Blanchard township had a crew of 50 men.[283] In 1900 George Fox had a crew of 50 river drivers.[284] The 1902 drive of 7 million board feet of logs experienced low water at the start, but the logs were in the mill's boom by May 22.[285] The following year (1903) the drive was 5 million board feet of logs and teamsters hauled some birch.[286] The company crews cut 8 million board feet of logs in 1904 and 6 million in 1905. A year later G.W. Stacy cut 5 million of the expected 8.5 million board feet of logs in Blanchard township and hired George Fox to head the drive and Ralph Scott to bring in its rear.[287]

Late in the century's first decade mill business was excellent, and the company's neighbor, Guilford Manufacturing Company, bought Guilford Lumber Company in 1907.[288] The new owner continued the operation. Harry Ames of Guilford township and George Fox of Blanchard township had a crew in 1907 driving 2.5 million feet of logs from Bald Mountain Stream.[289] The drive on Thorn Brook had a 75-man crew; it was probably for the Guilford Lumber Company, which expected to receive 5 million board feet of logs to add to the 3 million already in the mill-yard. The 1908 drive of 10 million board feet of logs started in Blanchard township near the end of April.[290] In 1909 the drive of 5 million board feet of logs came down the East Branch from above the mouth of Bunker Brook (4 miles above Blanchard village).[291] The logs jammed at Blanchard village dam and held up other drives waiting to enter the river below and to start from above. The company also had a drive of another 5 million board feet of logs on Kingsbury Stream. Low water slowed the drive. In 1909 the drive included 10 million board feet of logs and it had a big cut in Abbot township in 1912.[292]

After 1912 *The Piscataquis Observer* did not report a Guilford Lumber Company drive until 1923. This was perhaps due to its being owned by the Guilford Manufacturing Company and the drives to both mills being under its direction. The 1923 report was probably the Guilford Manufacturing Company drive.[293] However, the last year of the drives of multi-million board feet of logs for either company is undiscovered.

Guilford Manufacturing Company, which began operations in 1902, sawed both birch and saw logs for the lumber that it used in manufacturing its products. Teamsters hauled birch to the mill, and river drivers brought in their boxwood and spruce in 1902 and 1903.[294] The company had a couple of different drives in 1904. The mill finished sawing the birch the first week in April and was awaiting the arrival of the 1.5 million board feet of long logs.[295] George W. Stacy used 40 drivers to move the company's cut down Marble Brook, which flows into Bald Mountain Stream about a mile above its mouth on the West Branch of the Piscataquis River. S.B. Drew followed that with additional long logs. In 1905 company crews cut and drove 1.5 million feet of logs.[296] A year later its drive was 3 million board feet of boxwood.[297]

The company bought Guilford Lumber Company in 1907 and continued both operations. In 1907 business was excellent with the mill manufacturing 20,000 board feet of lumber per day for box shooks that filled a boxcar each day.[298] Logs for the company in 1912 and 1913 apparently came in on drives from two different sources.[299] One drive might have come out of northwest Abbot

280 *The Piscataquis Observer,* April 30, 1896
281 *The Piscataquis Observer,* May 13, 1897
282 *The Piscataquis Observer,* April 7 and April 28, 1898
283 *The Piscataquis Observer,* May 4, 1899
284 *The Piscataquis Observer,* April 25, 1901
285 *The Piscataquis Observer,* May 22, 1902; Hussey, Goldthwaite, and Hudson now owned Guilford Lumber Company
286 *The Piscataquis Observer,* April 2 and April 23, 1903
287 *The Piscataquis Observer,* April 26, 1906 and *The Industrial Observer*, April 1906
288 *The Piscataquis Observer,* May 9 and May 16, 1907
289 *The Piscataquis Observer,* May 2, 1907
290 *The Piscataquis Observer,* April 30, 1908 and *The Industrial Observer*, April 1908
291 *The Industrial Journal,* May 1909
292 *The Industrial Journal,* May 1909 and April 1912
293 *The Piscataquis Observer,* May 3, 1923
294 *The Industrial Journal,* March 1903 and April 1903
295 *The Industrial Observer,* April 1904
296 *The Industrial Observer,* April 1904, April 1905
297 *The Industrial Observer,* April 1906
298 *The Piscataquis Observer,* May 9 and May 16, 1907
299 *The Piscataquis Observer,* April 4, April 25, and May 16, 1912; April 17, April 24, and May 8, 1913

township. The other drive started on Carleton Stream in either northeast Wellington or northwest Parkman, flowed into Kingsbury Stream, and then went into the Piscataquis River. In 1912 V. Lavater Bearce was in charge of the drive and the dams and reservoirs on Kingsbury Stream. He used the water to his advantage and the drive was in by May 16.

In 1914 Bearce was again foreman for the company's logging operation on the East Branch, apparently just below East Shirley Mills.[300] A year later the company had a drive, but from where is unknown. The drives in 1916 started from Bald Mountain Pond and some place in Shirley township.[301] The drive from Shirley township on the East Branch passed through the Abbott villages on April 27.[302] The drive from the Bald Mountain Pond slowed as it reached the West Branch due to low water and then got hung up at Barrows Falls below Blanchard village.[303] Guilford Manufacturing Company's last drive to its Guilford Mill was in the early 1950s.[304]

Another Guilford township mill supported by log drives was the Barker Box and Lumber Company, which had a drive in 1923, and lost logs due to the flooding.[305] The Barker drive in 1925 passed through Blanchard village about April 30.[306]

Foxcroft and Dover village mills

Beginning about 1854 Rueben D. Gilman initiated an annual drive to his Foxcroft village mill. He owned 1,500 acres in the northwest corner of Blanchard township and operated three Foxcroft township farms, which produced 60 tons of hay per year to feed his hauling teams.[307] Logs from his land came down Bald Mountain Stream into the Piscataquis River to his mill. On the 1855 drive Jessie Davis of Sangerville township lost his life by falling into the river at Davis Rock in Blanchard township.[308] In mid-May 1868 Gilman started his log drive in spite of low water. A year later the ice left the river a few days before April 29 and Gilman was readying a new sawmill. His drives over the next eight years continued to start as soon as the ice was out and generally progressed with few if any complications.[309]

Beginning in 1878 *The Piscataquis Observer* reports began to provide the number of board feet of logs in Gilman's drives. His drive in 1878 was 400,000 board feet of logs.[310] He completed his drive of a million board feet of logs about May 12,1881, but a storm about May 19 raised the water level and broke his boom at "Long Island," washing 300,000 board feet of logs down river. He captured them at East Dover village and probably milled them there.[311]

Gilman also bought some stumpage from other landholders. On May 11, 1882 his crew was working the logs at the dam at Lower Abbot village; this suggests they had come down Kingsbury Stream. In 1884 he cut in the area of Greenleaf Pond to the east of Upper Abbot village. His crew hauled and boomed the logs on the pond. Rain caused high water and shortly before April 24 his boom broke loose and he lost some logs, but saved the bulk of them, 500,000 board feet, which his 18 man crew then drove to his mill. A year later he followed the Engel drive with small drive of his own that reached his mill by May 26; where he logged is unknown.[312] In 1888, his logs, 800,000 board feet,[313] went in the river at Monson Junction and took three days to reach his mill. About May 17 he had to shut down his mill due to high water for the tenth time in 35 years; four feet of water was spilling over the dam.[314] In 1890 he drove 4 million board feet of logs on the West Branch; he probably cut on his tract.[315]

Gilman sold some of his Blanchard land to the Guilford Lumber Company in 1891, but he continued to operate for another 14 years.[316] Ten years later *The Piscataquis Observer* reported that Gilman finished cutting his usual amount with some in his boom and the rest in a drive at Low's bridge.[317] In 1905 Gilman sold the mill to Ober, Clark, and Thayer and he died two years later, April 18, 1907.[318]

300 *The Piscataquis Observer,* March 26, 1914
301 *The Piscataquis Observer,* April 20 and April 27, 1916
302 *The Piscataquis Observer,* April 27, 1916
303 *The Piscataquis Observer,* May 11 and May 18, 1916
304 Guilford.mainememory.net
305 *The Piscataquis Observer,* May 10 and May 17, 1923
306 *The Piscataquis Observer,* April 30, 1925
307 *The Industrial Journal,* April 12, 1889
308 Amasa Loring, *History of Piscataquis County Maine from Its Earliest Settlement to 1880* (Portland, ME: Hoyt, Fogg & Donham, 1880)
309 *The Piscataquis Observer,* May 29, 1873 and May, 20, 1875
310 *The Piscataquis Observer,* April 18, 1878
311 *The Piscataquis Observer,* April 28, May 12, and May 19, 1881
312 *The Piscataquis Observer,* May 26, 1887
313 *The Industrial Journal,* April 13, 1888
314 *The Piscataquis Observer,* May 10 and 17, 1888
315 *The Maine Mining and Industrial Journal,* May 23, 1884
316 an old lot map of Blanchard Township, James Sewall Company, c.1828–1880
317 *The Piscataquis Observer,* April 4, 1901
318 *The Piscataquis Observer,* April 13 and April 25, 1907

The new owners continued the mill operation in 1906[319] and in 1915 expanded the mill. The mill closed December 1910 due to low water. Their 1911 drive of 500,000 board feet of logs overcame low water and high winds.[320] This drive provided for sawing into July. In 1912 the company bought the Jordan Lumber Company drive; enough logs to keep the mill operating into July.[321] In 1915 Ober, Clark, and Thayer probably had a drive given that they built an addition to their mill.[322] In 1918 the mill had a drive of 450,000 board feet of logs arrive on the river and another 100 cord of cedar.[323] High water damaged the mill in 1923 and it lost logs from its drive, when the booms above Upper Abbot village broke.[324]

Two other Dover-Foxcroft village mills relied on a river drive. The Ranger and Ayer Mill, manufacturers of veneer, brought in basswood in 1903.[325] The company's drive in 1908 was for 3 million board feet of logs, three times the size of its past drives. The mill's years of operation are unknown. The John J. Folsom mill conducted drives between 1912 and 1925 according to reports from *The Piscataquis Observer.* In 1912 his crew of 20–25 men drove a million board feet of logs.[326] Three years later his mill was filling an order for 50 train-car loads of stock for manufacturing crates in Portland, Maine; Boston, Massachusetts; and other places.[327] In 1925 the mill burned and the site became a woodworking mill.[328]

East Dover village mills

The first known drive to an East Dover village mill as reported in *The Piscataquis Observer* was that of Sturtevant and Smith in April 25, 1872, when it passed through Foxcroft village. The following year the mill had its drive in by May 22.[329] In 1881 Frank Brown's drive of a few thousand board feet of logs arrived at his mill about April 21. By April 26, 1883 the rear of Brown's drive of 300,000 board feet of logs passed through Foxcroft village and Farrar's drive of 250,000 board feet of logs for the mill started at Low's bridge.

Log driving activity below East Dover village dam

The demand for long logs continued to grow through the 1830s into the mid 1870s and multiple crews were operating on all the Piscataquis River tributaries, the Sebec and Pleasant Rivers, Schoodic and Seboeis streams, and other drainages that emptied into the Piscataquis River below East Dover village dam. The size of crews increased dramatically and dams and other infrastructure projects dotted every waterway. Log drives on Big Wilson Stream and from Long Pond Stream through Lake Onawa into Ship Pond Stream came across Sebec Lake and down the Sebec River and entered the Piscataquis River. Lumbermen working the West and East branches of the Pleasant River drove their cut down the Pleasant River into the Piscataquis. Drives from the unburned pocket drained by the East and West Branches of Seboeis Stream began in the 1870s. Once the poplar matured in the 1825 burn of the Schoodic and Seboeis stream drainages, lumbermen cutting for the newly established paper companies in the 1880s drove the streams to the river.

The demand for saw logs at the Old Town and Bangor area mills began to slowly decline in the last quarter of the 19th century. In 1872 this area's 200–300 sawmills cut 246 million board feet of lumber and in 1909 that figure was 92 million.[330] By 1912 some of the long logs coming down the Piscataquis River were headed for one of nine remaining Bangor area sawmills: Morse and Company, Lowell and Engle Company, Sterns Lumber Company, Sargent Lumber Company, Eastern Manufacturing Company, Jordan Lumber Company, George W. Barker, John Cassidy and Son, and William Engle Company.[331] In 1923 the Jordan Lumber Company, with sawmills at Old Town and Milford, had Ernest Ladd conduct its drive from the Seboeis drainage.[332] This might have been the last saw-log drive from the Piscataquis River to a sawmill on the Penobscot River.

Replacing the saw-log drives were the pulpwood drives, but they too came to an end. The pulp and paper

319 *The Industrial Journal,* March 1906
320 *The Piscataquis Observer,* May 18, 1911
321 *The Piscataquis Observer,* April 25, 1912
322 *The Piscataquis Observer,* April 15, 1915
323 *The Piscataquis Observer,* May 8, 1919
324 *The Piscataquis Observer,* May 3, 1923
325 *The Industrial Journal,* April 1903 and June 1908
326 *The Piscataquis Observer,* April 25, 1912
327 *Wooden and Willow Trade Review,* March 11, 1915 (553) [Vol. XLVII. No.1] p.10
328 *The Piscataquis Observer,* May 21, 1925
329 *The Piscataquis Observer,* May 29, 873
330 Wayne E. Reilly, "Trains, Paper mills replaced Bangor's Harbor," *Bangor Daily News,* January 4, 2009.
331 Wayne E. Reilly, "Bangor Prospered as mills declined," *Bangor Daily News,* February 9, 2012.
332 online at Maine Memory Network

companies began to phase out their pulpwood drives on the Piscataquis River beginning in the early 1940s. The last pulpwood drive from one of its tributaries was probably in 1953.

Everyone in Sebec village could hear the hissing sounds of steam from a Lombard log hauler long before they could see it coming over the hill across the cove. They hauled birch 15 miles from Bowerbank township to the Milo village mill. *(photographer unknown, courtesy of Elsie Nason Watters)*