West of Chesuncook & North of Moosehead: Log Drives & Sporting Camps, 1830-1971

William W. Geller

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West of Chesuncook & North of Moosehead
Log Drives & Sporting Camps, 1830–1971

Bill Geller
Deep in the pucker brush of Pine Stream was a roll dam site I discovered at the top of this small waterfall. There were no drill holes in the ledge among the remains; how was it anchored?

Other similar pictures in this book reveal my curiosity about dam construction west of Chesuncook; for want of rocks, they were earthen dams, not rock crib dams. From the pictures of many dam sites you can surmise some of the common characteristics and note that builders incorporated different designs. (Bill Geller photo)
West of Chesuncook
& North of Moosehead
Log Drives & Sporting Camps, 1830–1971

Bill Geller
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Introduction

You can quickly stimulate your initial interest by starting with the captioned pictures and maps. I made a deliberate effort to find and include pictures depicting areas across time and events in the text.

You are starting to read the only comprehensive Maine history of what took place in the 32 townships of the watershed of the West Branch of the Penobscot River (Main Branch) west of Chesuncook Lake between about 1820 and 1971; the log-driving era. The region’s history revolves around logging and wilderness farms, but also includes maple sugaring, sporting camps, and wilderness hotels.

Here are some snapshots of what makes this area’s history exciting and interesting. In 1816 Maine’s early mapmaker Moses Greenleaf postulated a canal to link Moosehead Lake to the Main Branch. Kennebec loggers sought a legislative charter for a canal from the Main Branch to Moosehead Lake in 1839. About 10 years later in 1847 Major Benjamin S. Bigney built an ox cart railway between Moosehead and the Main Branch for moving loggers’ wangan. About the same time he built a lake ice boat and scow, both fitted with sails for bringing supplies up Moosehead Lake. By the 1860s supplies for the South Branch of the West Branch (South Branch) came via Jackman as opposed to through Greenville. In the 1870s loggers were building dams on side streams and eight farms that supported loggers were on the river corridor. Most of the dams built between the 1870s and the 1920s were not rock crib dams. In the 1880s the river was still devoid of large dams, purposely so. In 1893 the Bradstreet brothers’ genius that would last into the middle of the twentieth century was first evident; logs cut in the St. John River watershed went to market through the Main Branch watershed into the Kennebec watershed. The brothers hired Ira Peavey, grandson of Joseph Peavey (the inventor of the logger’s peavey), to design and built the region’s first mechanical device, a conveyor that removed logs from the Main Branch above Seboomook Falls for their journey through the Kennebec River watershed.

In 1900, after 70 years of logging, Great Northern Paper Company formed and eventually became the sole market for logs cut west of Chesuncook. In 1912 crews built the dams that created the huge impoundments at Seboomook and Canada Falls, but not for log-driving purposes. Rock cribs never lined the channels; pilings did. A narrow-gauge railway in 1914 linked the Main Branch and Moosehead Lake. Three separate sluices with a combined length of more than 14,000 feet carried water and logs from Lac du Portage in Quebec across the border and partway down Penobscot Stream in the mid-1920s. After nearly 10 years of work on a standard-gauge rail line of 18 miles linking the Main Branch to the St. John watershed, GNP abandoned it in 1928 without ever hauling anything except logs cut in the right-of-way. In 1938, under the terms of the original Bradstreet 1893 charter, GNP, using the Bradstreet plan, dug a canal linking the St. John watershed to the North Branch for moving logs south to Millinocket, a route used through 1955. The earth and rock crib dam at Big Bog, built in 1893 just below the headwaters of the North Branch, was still in use and in its crib form for the last drive in 1971.

Remarkably, the loggers west of Chesuncook never organized to form their own or to join a log-driving company. They drove cooperatively, knowing that their logs needed to reach Chesuncook Lake in time to join the main drive from the lake to the mouth of the West Branch at Nicatou (Medway) on the Penobscot River.

A near vacuum of recorded history exists for about the first 70 years, half the log-driving era. To fill that void I focused on finding maps and deeds with the names of those who were associated with these woods between the 1820s and 1890s. The mapmakers who printed between the 1820s the late 1870s collected the names of the early men for whom loggers had already named townships, ponds, streams, waterfalls, swamps, and mountains. For
example, Leadbetter Falls, which appeared on Hubbard’s 1879 map, probably referred to Bangor brothers who were known to be interested in cutting only the largest of the pine. They were probably at the front of the wave of loggers who made their way upriver. Imagine spending the winter cutting giant pine on the North Branch and driving them at ice out 179 miles to Bangor, where they arrived in the fall in time for the men to buy supplies and begin their return upriver for the next cutting season. This book captures how that life of a logger evolved.

Another source of names came from tracing the land sales, starting with those made by the state of Maine and Massachusetts land agents in each of the 32 townships in the late 1820s and continuing into the 1890s. The sales and purchases revealed ownership that was far broader than the images derived from tales of lumber barons. In the 13 townships between the head of Chesuncook Lake and the Fork, the confluence of the North and South branches, over 125 different men and women engaged in land sales through about 1880. These folks included lawyers, doctors, farmers, bankers, railroad men, dry goods merchants, hardware dealers, iron foundry owners, sail makers, ships’ chandlers, furniture makers, saw makers, land investors, land managers, loggers, timber dealers, and sawmill owners.

With the owner names I went to ancestry.com to trace each person through multiple years of census reports (agricultural and population), city directories, and more. For example, birth, marriage, and death certificates for family members provided information that included occupation and home address for the non-census years.

The emphasis in this book is on who and what these folks did, how things worked and evolved, and interrelationships. Field explorations, disparate facts, deductive reasoning, and informed speculation helped to fill in voids. For example, based on the remains I found at the Bradstreet conveyor site, I was able to reconstruct its probable design. Elsewhere, I applied land ownership and drive records to a stream’s dam records to project when the dam or dams might have been first and last used. I’ve drawn on my previous West Branch and Piscataquis logging research and writing to help explain how things might have operated.1

The disparate pieces of information are the nucleus of mysteries about which I speculated. For example, an 1890s U.S. Postal map had “Branch Post Office” at the foot of Big Bog and the old postal records on ancestry.com included the names of a succession of postmasters; mail delivery came via road through Quebec. Apparently this was the center of the Bradstreet operations in this area, but what was the nature of the community?

The pre-1900 information amassed for this book is largely a function of pages of raw information that library and archive operations have catalogue and made both viewable and word-searchable electronically. For post-1900 information the major difference is that word searches reveal sources, but copyright law allows only a snippet of the information; for the complete text one has to be able to view the publication and that is not always possible. The digitization of old newspapers and those of the twentieth century is ongoing and will provide a key future source for enriching this text.

The post-1900 history revolves around Great Northern Paper Company. The most complete overall history of the company is John McLeod’s seven-volume treatise, but only one of 22 chapters deals specifically with its woods operations. McLeod lamented the fact that the records of the Spruce Woods Department, which oversaw all the company’s woods operations, were difficult to use and often incomplete. This book is an addendum to McLeod’s text for a limited geographic area of the company’s total land holdings.

Notably absent in this logging history is any information about hardwood cutting operations, because it did not go to market via a river drive. It was not until well after the turn of the century, perhaps not until after WWII, that GNP started to issue hardwood stumpage contracts in this area. The Pittston Farm Weekly of April 2, 1964 carried news of hardwood cutting operations, but did not indicate for whom the crews were cutting. McLeod in his 1978 seven-volume Great Northern history was nearly silent on the matter. In general, the paper-making industry in Maine did not begin to use hardwood until post-1970, and by the later 1980s it amounted to more than half the pulpwood used by Maine mills.2

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1 Bill Geller, *Within Katahdin’s Realm: Log Drives and Sporting Camps*, 2018 and 832,000 Acres – Maine’s Fire of 1825 and Its Piscataquis Logging Aftermath, 2019

The book’s organization is such that you do not necessarily have to read it in chronological order, neither the chapters nor the sections within chapters. The first chapter, which provides a context for the subsequent chapters, includes the earliest routes to the area, first visitors and their activities, and the eventual access routes of loggers. The subsequent chapters move upriver from its mouth at Chesuncook Lake in three distinct sections, Main Branch, South Branch, and North Branch. Each branch’s logging content revolves around the same threads: entry points, place names, farms, river improvements, tote and haul roads, railroads, canals, drives, and cutting. The content of the cutting between 1830 and the late 1880s includes the land ownership records. Both the cutting and driving information is a chronology with interspersed short paragraphs, each with a fact related to the time period in which it appears. What was known as the “St. John Operation” has its own section in the North Branch chapter.

The sixth chapter, “Sugar camps, sporting camps, and other abodes” includes the other people who lived in or frequented these townships. Some time after 1881 and before 1915 Quebec farmers tapped the maple trees growing on the ridges of the townships along the Quebec border. The operations were firmly in place by the 1920s. Today evidence of maple sugar operations line the roadways. Other abodes include those used by employees of the Maine State Forest Service, Maine Inland Fisheries and Wildlife, and the Maine Bureau of Public Lands.

The number of sporting camps, both commercial and private, west of Chesuncook is far less than those that dot the landscape from Chesuncook Lake east along the West Branch and within its watershed. Commercial camps existed only on the Main Branch, Russell Stream, Lobster Lake, Jones Pond, and Penobscot Lake. Hotel accommodations were at North East Carry and North West Carry and that history is captured in the logging chapters. North East Carry was on the major canoe route either down the Main Branch or through the Allagash waterways to the St. John River. About 1910 Jenkins was hauling over 1,700 canoes a year across the carry at North East Bay.

An accompanying index for this book would have been nice, but the volume of names in the text created an unwieldy set of pages. As an alternative I suggest downloading the book’s free pdf files. They are available at the Raymond Fogler Library of the University of Maine; Google the library, click on the “Digital Commons” box, type “Bill Geller” into the search box. The pdfs will appear in the resulting list; click the download button and you will have a pdf file you can search.

The book’s maps and distance measurements were a result of using the tools of the hillmap.com website in combination with old township survey maps and USGS maps of the twentieth century. The reason for reporting mileages in 100ths reflects a precision that readers can use to find or reconstruct what I pieced together. Just because I visited a site does not mean I discovered everything or made an accurate interpretation.

I enjoy hearing from readers. Questions, corrections, new information, and reflections are always welcome. My website will contain a page where I post such information.

Thank you for your interest in the Maine history of 32 of its remotest townships.

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Acknowledgements

Three men, two of whom had ancestors who worked in the woods west of Chesuncook, provided the stimuli for this book. Woody Higgins, who had helped me previously, found and shared an album his father put together when he worked on the St. John operation in the 1930s. A few days later, Mark Perkins asked me if I could help him reconstruct a family journey to the Chesuncook area in 1917 and identify some pictures. Clues in the pictures suggested they were from the area west of Seboomook Falls and that led to reading what I could find about the area. I quickly concluded that the logging history in this area was unwritten and what did exist suggested it was different from what I had previously written about on the lower West Branch of the Penobscot River and the Piscataquis River watersheds. That revelation made me relisten to a recording pertaining to the St. John operation given to me by Gary Stevens.

One major contributor, Elmer C. Fernald Jr., perhaps better known as Felix Fernald to those living in Greenville and north, now deceased, penned the Pittston Farm Weekly, 1962–1966, but never acknowledged that within those publications. At the time everyone knew who wrote the weekly, but those reading them a half-century or more later have no idea whom to thank for the history that he collected and shared. Felix, born in 1910 in Franklin, the main commercial center of Hancock County, grew up in a home with eight siblings. His father was a carpenter and lumberman in pulpwood. At 16 years of age Felix went to work for Great Northern Paper Company and eventually became a clerk and served as such until he retired in 1962. Beginning about 1934 his GNP assignments brought him to the Moosehead Lake area and he never left. After serving in WWII he returned to his clerking work and in 1948 married Greenville resident Velma Finley.

What stimulated Felix to write the weekly is unknown to me. When he retired as a clerk Pittston Farm was still a GNP center of activity, and that was where he and Velma resided for another four years, the weeks for which he wrote. Clearly he loved the way of life in the woods, and cared deeply about those with whom he had worked in the woods. Even though retired as a clerk, he still loved following the work of the loggers. I am thankful for his writing that not only captured current events, but historical elements. Felix died in Greenville in 1979.

My sense of support was stimulated by a wide variety of contributions and those contributions came from the following individuals. The contributions included information, pictures, suggested sources, reflections on drafts, interest in what they read of what I shared, listening as I talked through a particular matter, calling with ideas, connecting me with others, communicating a keen interest, and finding something in which I was specifically interested. These are the stimuli that help me move through a project.
Most appreciatively, thank you to:

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Thank you all for your interest in capturing history and your contributions that enriched this work.
West of Chesuncook & North of Moosehead

Locations in This Book
Lucius Hubbard, "Map of Northern Maine," 1899

Moosehead Lake
Upper Little Bog
Main Branch
North Branch
(Chapter 2)
South Branch
(Chapter 4)
Pittston Farm
Chesuncook Lake

The dashed line surrounds the area covered in this book.
Native American routes to Moosehead Lake

Moosehead Lake was an important resource for flint, birch bark, fish, meat, and furs for Maine’s Native Americans. From down east they used the Penobscot River and its tributaries to reach the lake. Those in southern Maine had the Kennebec River and tributaries to reach the lake’s southwesterly side. Timber cruisers, loggers, trappers, and adventurers used the same waterways to initially reach the lake.\(^1\)

One canoe route left the Penobscot River at its confluence with the Piscataquis River and followed it to the Sebec River, across Sebec Lake, up along Ship Pond Stream, across Lake Onawa, up Long Pond Stream to Long Pond, and, after a series of short hops between small ponds, reached Moosehead Lake at Beaver Cove, off the southeast end of Sugar Island, and about 14 miles southeast of Kineo.

Another canoe route went up the Penobscot River to the West Branch and followed it into the Lower Chain Lakes: Elbow, North Twin, Pemadumcook, and Ambajejus lakes, and continued on to the Upper Chain lakes: Ripogenus, Caribou, and Chesuncook lakes. To avoid the long and dangerous waters to Ripogenous Lake, sometimes they carried up along Nesowadnehunk Stream, pond hopped through Daicey, Kidney, Draper, and Slaughter ponds to Harrington Lake, where they could exit to Ripogenus Lake on Ripogenus Stream or carry west to Mud Pond and Mud Brook to come out halfway up Chesuncook Lake. At the head of the lake they reentered the West Branch, the Main Branch, to reach the portage into Moosehead Lake at North East Bay.

At the mouth of the Main Branch at the head of Chesuncook Lake their canoe route intersected the route of those coming through Moosehead Lake to North East Bay to reach Chesuncook, where they turned north to pass through Chamberlain Lake to reach the Allagash waterway that took them to the St. John River.

The Native Americans traveling the Kennebec River had a number of possible routes. The least often used and most difficult route, regardless of water level, was to ascend the river straight to Moosehead Lake. Beginning at the Forks, the junction of the Dead and the Kennebec Rivers, the river was mostly impassable, with carries followed by Carry Brook to Indian Pond and out to Moosehead Lake via the West Outlet Stream. One alternative was to leave the Kennebec at Carry Place Stream to pass northwesterly through the Carry Ponds to the Dead River and leave it on Spencer Stream to reach and cross Spencer Lake to the carry to the Moose River to paddle down it to its exit at Moosehead Lake’s west shore opposite Mount Kineo. Another option was to leave the Kennebec at the mouth of Wesserrunsett Stream with a carry to Kingsbury Stream to reach the Piscataquis River and continue up its North Branch through Shirley Bog to a carry to the foot of Moosehead Lake.

To reach the St. John River watershed headwaters on the Maine-Quebec border travelers exited Moosehead Lake on Carry Brook at North West Bay and paddled upstream a short distance to the carry to Meadow Pond and the Main Branch just above Seboomook Falls. They paddled around the south side of Hawk Island and on upriver for nearly 13 miles to the junction of the North and South branches of the Penobscot River. The 18 miles up the North Branch to Abacotnetic Bog was difficult. If the water was high, they carried from below the bog to Fifth St. John Pond and went down the Baker Branch into Baker Lake to the St. John River. If the water was low, they carried a mile from Abacotnetic Bog to Sweeney Brook and paddled down to Baker Lake and the St. John River. If the party was coming from the St. John watershed to the Penobscot, travelers used Sweeney Brook.

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1 David S. Cook, *Above the Gravel Bar: The Indian Canoe Routes of Maine*, Milo Printing Company, Milo, Maine, 1985
Native Americans used the South Branch to gain access to Quebec’s Chaudiere River system. The route was arduous in low water. They continued up the South Branch about 10 miles to a northwesterly tributary, Penobscot Brook, that they followed to Cheney Pond to Penobscot Lake that they paddled through to its midsection’s west bay, where they portaged a half mile to Lac du Portage, Quebec. From here they paddled across the lake to a small inlet stream to the west, carried over the height-of-land, to paddle the Riviere du Portage to Riviere du Loup to Riviere du Chaudiere to Quebec City.

Earliest white men to enter the area

Perhaps the first white man to spend time at the head of Moosehead Lake was Father Gabriel Druillettes, a French Jesuit priest, who came to New France in 1643 to work among the indigenous peoples, including the Abenaki. In 1646 the French Jesuits sent Father Druillettes south from Quebec down the Kennebec to establish at Norridgewock the Assumption Mission, which became the principal of Abenaki missions for nearly 80 years. He spent the winter of 1647 hunting with a Kennebec Nation tribe at the north end of Moosehead Lake and continued his work among the Abenaki Maine villages through 1657. His popularity and influence with the Abenaki drew many of them across the border to Canada. The tribes also selected him as their chief emissary for negotiating with the British and in the 1650s he traveled south to Boston and Plymouth in such capacity.

Another white man to pass through this area and generate meaningful information was British explorer Colonel James Montresor. Starting from Quebec in late 1759 (perhaps) he traveled through the snows into the Abenaki Maine villages by 1657. His popularity and influence with the Abenaki drew many of them across the border to Canada. The tribes also selected him as their chief emissary for negotiating with the British and in the 1650s he traveled south to Boston and Plymouth in such capacity.

Perhaps about 1766 unknown white men used another Native American route that passed through Moosehead Lake to the St. John River to reach the mouth of the Madawaska River, site of a large Malecite population. According to John McLeod, about 10 years before the Revolutionary War (1776) the Colony of Massachusetts cut the Quebec Road from Moosehead Lake’s North East Carry to Madawaska. This “road” might have been

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4 Joseph Chadwick, “An Account of a Journey from Fort Pownal – now Fort Point – up the Penobscot River to Quebec in 1764,” Bangor Historical Magazine, vol iv, no. 8, February 1889

5 John McLeod, Great Northern Paper Company, chapter 21, volume 6, 1978

McLeod provided no source for this information. The Madawaska area was home to the Malecite peoples. In 1755 the English deported the French Acadians from the Bay of Fundy area, but a group of about 40 families at the mouth of the St. John River had the protection of a small French garrison and remained in 1781. The
a combination of water passages and portage paths using the Main Branch, Chesuncook, Umbazooksas, and Allagash waterways to reach the St. John River upriver of Madawaska. Perhaps it was a route used by returning Acadians whom the English forcibly removed from the Bay of Fundy in 1758 to places in Maine, Massachusetts, and beyond. As a Native American trade route it made sense, but the road’s purpose for the British and colony of Massachusetts was unclear. Perhaps it was to connect with the French territory gained through the French and Indian War (1754–1763).

Beginning on September 13, 1773 Hugh Finlay, who in 1772 was appointed Surveyor of Post Roads by the British Postmaster General, traveled from Quebec City south to Falmouth on Casco Bay. He and his party of five took the carriage road 52 miles up the Riviere du Chaudiere valley where they met their six Native American guides, transferred their dunnage to three canoes, and proceeded via the waterway. They left the Chaudiere to ascend Riviere du Loup and passed over the border of the Province of Massachusetts into the Penobscot water system, that they descended to the Seboomook Falls area where they carried to the North West Bay of Moosehead Lake to begin their descent of the Kennebec River. As they entered Merrymeeting Bay they headed to its southwest-most corner and the Androscoggin River, which they paddled a short distance to a four mile carry to Casco Bay. In Falmouth Finlay could instill no interest in financing or otherwise turning his route into a major postal artery.6

In 1775 Benedict Arnold’s march to Quebec utilized Montresor’s route that included the Kennebec and Chaudiere rivers. Arnold had no road to follow.

Findings of the early surveyors

An early surveyor of town lines in the area north of Moosehead Lake was John Neal, who worked what is now known as Dole Brook, Hammond, and Alder Brook townships.7 His focus was on forest type and his notes included no hints of loggers. His 1811 survey field notes of Dole Brook township included finding a spotted line of the “supposed to be Penobscot Road” in the sixth mile on the township’s east line run south to north. This spotted line was not the Native American route to and from Canada; it was to the south. In 1814 Neal was in the area again. His survey map of Plymouth Township included the carry trail between Moosehead Lake North West Bay and the Main Branch.8

Three years later in 1817 the Massachusetts governor commissioned Joseph Irish to survey a road from the north boundary line of the Bingham Purchase in the Bingham town area on the Kennebec River north, crossing the uppermost section of the South Branch near the Quebec border above what became Jackman. The intent was to establish a trade route. The route was spotted and cut, but no one made any further improvements that allowed for carriage travel. A few cattlemen and other herders used it, but it engendered little trade activity. The Maine legislature took its first action in 1826. Its study actions were a near-yearly set of resolves through 1832. About 1831 Elisha Hilton built a roadhouse a little less than four miles south of the Quebec border in hopes of establishing a thriving business. The wheeled-convoyance-passable road did not open until sometime between 1837 and 1840.9 Even with this improvement the road still had little use in terms of trade. Lack of business compelled Hilton to write about it to the Maine legislature in 1848.10 The road, as commissioned by Massachu-

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6 Hugh Finlay, “Journal Kept by Hugh Finlay Surveyor of the Post Roads of the Continent of North America during his survey of the Post Offices between Falmouth and Casco Bay in the Province of Massachusetts and Savannah Georgia began 13th September 1773 and ended 16th June 1774,” Brooklyn, published by Frank H. Norton, 1867

7 John Neal, surveyor, 1811, Dole Brook township (T3R5 NBKP), Plan Book 1, page 47; Hammond township (T3R4 NBKP), Plan Book 1, page 44; Alder Brook township, Plan Book 1, page 40; all available at Maine State Archives

8 John Neal, surveyor, Plymouth Township (T1R4 NBKP), 1814, Plan Book 7, page 57


Twin City Printing, 1986

11 This road, labeled as noted, appeared on John Way’s map of Moosehead Lake area of 1873 and Lucius Hubbard maps of northern Maine from 1879 through 1900.
12 Dominicus Parker, 1844, Plan Book V7, page 23
13 William Anson’s “Plan for Seboomook Sluiceway, 1839”

Both legislatures were interested in another road that would intersect the Canada Road at the Hilton farms. Dominicus Parker’s 1844 field notes of his Alder Brook township survey included the fact that the legislature made an appropriation for a road from the town of Brighton in Somerset County to the foot of Moosehead Lake, and contemplated continuing it up the lake into North West Bay and from there west to the Canada Road that came north through Jackman.12 His notes suggested that such a road would go west from Carry Brook at the bay through large natural meadows of hay to the South Branch valley and follow it west through the township. No legislative records suggest any formal action was taken. Parker’s note made no mention of the presence of the road or logging.

However, the first couple of miles of this “Canada Road” appeared on Anson’s 1839 map. It left the north side of Carry Brook .38 miles above Moosehead Lake’s North West Bay and proceeded west.13 Hubbard noted in his 1879 guide book that an overgrown road up the South Branch valley left what he and Way labeled as the Old Canada Road just east of Penobscot Brook. This unlabeled road was perhaps the contemplated road to the Canada Road and Quebec reportedly built by Silas Barnard in 1836, but for which no legislative action was discovered. The road was only travelable in winter when ice and snow covered the otherwise present rocks, stumps, and mud; it had little use other than by future loggers.14 Barnard, a Dixfield surveyor and road builder working throughout Maine, was the most likely builder of the road. He secured the commission to build a road from Weeks’ Mill Corner in Brighton to the foot of Moosehead Lake, a job he completed.

The Way and Hubbard labeled “Old Canada Road” departed from the South Branch valley just east of Penobscot Brook by paralleling the brook’s east side to go north, passing Cheney Pond and then crossing below the outlet of Penobscot Lake to enter Quebec near the south edge of Lac du Portage.15 This road followed the general line of the former Native American canoe route, not the route in which the legislatures had an interest. Who cut this road in what year was undiscovered.

Perhaps one reason for the prolonged road development effort was a lack of knowledge of the region north and northwest of Moosehead Lake.16 When Maine became a state in 1820 the area west of the seventh range (W.E.L.S.)17 (6,305,000 acres) and north of townships number three (W.E.L.S.), plus Seboomook, Plymouth, Pittston, and Dole was left undivided between Massachusetts and Maine; none of it had been previously sold by Massachusetts. Both states were interested in selling the undivided lands, so their land commissioners contracted surveyors to confirm township boundary lines and assess the timber and soil. In this area the first individual township surveys for which the commissioners contracted took place in 1827 in townships abutting the undivided lands. The commissioners contracted for another set of surveys in 1833; these townships abutted the north boundaries of those done in 1827 and formed the southern-most tier of townships within the undivided lands. Another set of land commissioner surveys took place in 1841 in the undivided lands’ second tier of townships plus St. John township. The last group of commissioner-authorized township surveys, a third tier, was in 1850 and covered the northern-most townships in the West Branch watershed in Somerset County.

These surveyors checked the previously surveyed and marked town boundary lines, assessed the nature and quality of the soil and the forest, and determined the drivability of waterways. None of these surveys men-

16 In 1820, the first Maine governor, William King, sent Major Joseph Treat north to survey the Penobscot and St. John rivers for tree growth and soil quality; this was not an attempt to scout a Quebec route. Treat worked up the Penobscot from the ocean and then ascended the West Branch as far as Chesuncook Lake. He reported no logging on the West Branch. From Chesuncook he headed north to the Allagash water system and down it to the St. John River, which he traveled downriver. (Pawling, Micah, ed. *Wabanaki Homeland and the new State of Maine: The 1820 Journal and Plans of Survey of Joseph Treat*, Amherst: University of Massachusetts Press, 2007.)
17 W.E.L.S. is a designated surveyor’s abbreviation: West of the East Line of the State. In this book such an abbreviation does not accompany the township name. The other surveyor’s abbreviation used with township names in this book is also not included: N.B.K.P., North of Bingham’s Kennebec Purchase. The maps include the abbreviations.
tioned any roads or cut trees or other human activity. One Pittston Academy surveyor noted in 1827 that no settlement had sprung up any place on Moosehead Lake yet. Another surveyor noted that Plymouth township was second-rate for settling, but had an abundance of excellent hay meadows. In Elm Stream township Nullhedus Stream needed lots of work before it could be driven. A notable common observation was “lack of pine.” In the 1820s and through the 1830s into the 1840s, pine logs were the only ones for which loggers had a demand.

**An 1870s watershed tour with township place name identification**

Differentiating the Penobscot drainage west of Chesuncook from other areas of Maine’s remotest lands is that 20 of the 32 townships had both the traditional “T” and “R” numbering system and a name. These names included those of people associated with these lands and natural features. This rare occurrence begs the perhaps unanswerable question of why, but more importantly, who were these folks named Burbank, Boyd, Pittston, Dole, Prentiss, Hammond, Comstock, Russell, Holden, “W,” St. John, and Blake; why Soldiertown, Big Six, Lobster, Elm, Alder, Sandy Bay, and Bald?

These names were on the early maps when Lucius Hubbard, explorer and mapmaker, paddled into the Main Branch from Chesuncook Lake c.1877 and worked upriver through the watershed recording his observations. Once on the river he soon passed out of Chesuncook township, a Native American name meaning “converging bodies of water.” For the loggers this was the main rendezvous point for every year of the 140 years of their West Branch log drives. Logs floated into the north end of the lake from land fanning from the east to north to west.

About 15 miles upriver Hubbard passed into Lobster township and followed Lobster Stream into Lobster Lake where he, as did those before him, like Henry David Thoreau, noticed an abundance of crawfish, which look like tiny lobsters. Moses Greenleaf’s 1820 map of Maine had no township borders, but it did include the label “Lobster Lake.” The John G. Deane map of 1840 used the label “Pond Metahumkeag,” more frequently spelled Mattahumkeag on other maps. Lucius Hubbard used the label Peske-begat. According to Fanny Hardy Eckstorm, neither of these names had anything to do with lobsters, Lobster Lake was a title given to the lake by Englishmen. In Abenaki “peske” relates to branching and “begat” means deadwater. Eckstorm believed that Peske-begat related to the unique nature of the entrance to Lobster Lake; depending on water level, the water could flow in either direction. As for Mattahumkeag she felt that might have related to the lake. Carol Dana of the Penobscot Nation indicated that “matta” related to sloping banks and “keag” referred to place, but neither she nor other experts she recommended consulting knew what “hum” related to.

Back on the river Hubbard continued westerly into Burbank township. At 2.5 miles above his exit from Lobster Lake he stopped at the portage from Moosehead Lake. The 1880 U.S. Census was the first to use the Burbank name instead of T3R15 or “western portion of T3R14.” In the 1920 census it was still the primary name with “Northeast Carry” following in parentheses.

George A. Burbank (b.1814) moved from Vermont to Orono by 1840 and began working with lumber, probably with the Paul D. and E. Webster, Manufacturers of Lumber Company. Eben Webster’s son, Eben (b.1812), who worked for his father, was about the same age as George Burbank, and they were friends. By 1850 the census listed George’s occupation as lumberman with a wife and two young children, with whom seven sawyers were living. He and his family continued to reside in Orono until 1867 when they moved to Minneapolis, Minnesota where he worked for the Washburn Mills (flour).

The Webster family had close ties to at least two men who eventually moved to Minneapolis, Minnesota. One was a Washburn family member who lived with the Websters in Orono when he studied law at the University of Maine. The other was George A. Brackett, who had previously worked for the Websters in Maine and later became a prominent Minneapolis citizen. Eben Webster, the younger, had a son, Henry Webster (b.1852), who moved to Minneapolis to work in the famous Washburn flour mills in 1874 and two years later married George Burbank’s daughter Clara. George Burbank died, along with others, in an horrific explosion at the Washburn mill in 1878.

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18 The first settlers in Greenville were in 1824, not on the shore of Moosehead Lake, but on the ridge between it and the Wilson ponds.

19 Fanny Hardy Eckstorm, “Note on an article in *Harper’s Monthly Magazine*, June 1931,” available as a pdf from Raymond Fogler Library Digital Commons
Naming the township Burbank was probably spearheaded by Eben Webster (the younger), a well-known man on the West Branch who served in Orono’s town government and in the Maine state legislature for the 1875–1876 session. Eben, his son Henry, and their lumbermen contemporaries, like John Ross and the Strickland family, had worked with George Burbank for more than 20 years when he was with them on the West Branch.20

The next township Hubbard paddled into became known as Seboomook township, which was a part of the Bingham land purchase in 1786. Greenleaf’s 1820 map included the Seboomook township label. Seboomook is an Abenaki word meaning “at the large stream.”21 Given that Native American’s applied a name to a particular location as opposed to a broad area, it would be interesting to discover the site to which they might have applied it in this area.

Above Seboomook Falls on the south side of the river opposite Hawk Island Hubbard stopped at the carry to North West Bay on Moosehead Lake. The lake end of the carry was in Big W township. At the time of the Moses Greenleaf maps of 1816 and 1820 this township did not exist in name or surveyed township lines. The earliest map with the name was the Joseph Norris survey map of 1827.22 Norris mapped the town lines and marked it “W.” The township was not within one of the state’s township and range numbering grids. Norris may have selected “W” as a letter of the alphabet different than others he used on his map; he used “X” for an odd-shaped piece of land under Lobster Lake.

If “W” is the first letter of a person’s last name, then perhaps it was that of Reuel Williams (1783–1862), who was one of the six land commissioners for whom Norris worked. Williams was born in Hallowell, became a lawyer, investor, and politician, and lived his life in Augusta. In 1798 Judge Bridge, an Augusta lawyer and early landowner in the area, hired Williams into his legal firm and began his legal training. Bridge represented the Bingham Kennebec Land Proprietors and assigned portions of that work to Williams. In 1816 Bridge, Williams, and Thomas L. Winthrop purchased the remaining interests of the Kennebec Land Proprietors. In 1825 the governor appointed him as one of six commissioners named to equally divide Maine’s remaining public lands between Massachusetts and Maine. Tract “W.” was in the land mass for division. In 1834 Williams was one of the proprietors who sought and received the charter for the Moosehead Dam Company with the damming rights on the East Outlet.23

At the west edge of Seboomook township Hubbard noticed Nulhedus Brook which flowed south out of Elm Stream township. Farrar’s 1880 guide book mentions Elm Stream and Elm Pond, as does Hubbard’s 1882 guide. Farrar also noted elm trees scattered among the hardwood visible from the river below the carry at North East Bay. Hubbard’s 1893 guide mentioned elm land along the South Branch above Hale Stream. Given elm were in the general area they were probably a presence on Elm Stream. The earliest map with the Elm Stream township label was a survey map of 1915.

North of Elm Stream township was Russell Pond township. The Russell Mountain label was on the John G. Deane 1840 Map of the State of Maine. Labels for Russell Brook, South Russell Mountain, and North Russell Mountain were on Colton’s 1852 Railroad Map of Maine. Hubbard passed by the mouth of Russell Stream in Burbank township. By implication the township probably became known as Russell Pond township. In 1914 C.W. Edgerly’s survey map of the township was the first of those at the Maine State Archives to use the Russell Pond township label.

A search for the Russell for whom someone named the mountain, hence the township, considered a few delimiting factors. Joseph Kelsey, who surveyed the township for the Maine State land commissioners in 1833 used the name “Russell Stream” in his field notes.24 The township with the mountain was in the undivided lands at the time of Maine’s separation from Massachusetts.

20 This information comes in part from the US Census, ancestry.com, and the *Compendium of History and Biography of Minneapolis, Minnesota,* 1914.
21 William Bright, *Native American Place Names of the United States,* 2004. Other sources list the Abenaki meaning as, “shape of a Moose’s head,” but that seems dubious. For Chadwick and his party from the Penobscot Nation Sebem was the name for Moosehead Lake. The Maine Memory Network of the Maine State Historical Society lists the Native American name as K-ci-sebem, meaning “the great collection of the waters.”
22 Resolves of the Legislature of the State of Maine 1828, “Doings of the Commissioners of Massachusetts and Maine in further Division of the Public Lands”
24 available at Maine State Archives
Russell was not an early landowner in the township. He was also not one of the surveyors of this township or of the townships surveyed earlier in this region. Russell was also not a lumberman operating in the region before 1840. Two knowledgeable researchers with interest in the history of Maine trapping and hunting were also curious, but knew of no trappers named Russell.

Land matters in this region, north of Townships 3 and west of Range 7 and the northeastern boundary of Maine, were of significance in the 1820s through the 1840s. Edward Russell (1772–1835), born in North Yarmouth, educated at Harvard College, a resident of North Yarmouth, and a lawyer versed in land matters, was a presence in these issues. In 1819 Edward was one of 16 men creating and publishing a broadside opposing the separation of Maine from Massachusetts; one major topic was the distribution of land, particularly the undivided land north of Moosehead Lake. In 1830 and 1831 he served as Maine’s secretary of state, a time when the legislature was meeting in Portland. His work included the Canada Road in northern Somerset County, the undivided public lands, which Russell Mountain overlooks, and the northeast boundary dispute.

John G. Deane probably labeled the mountain for Edward Russell. John (b.1785), who moved to Ellsworth from Massachusetts where he grew up, was a Brown University educated lawyer, book collector, and avid hunter and fisherman taking long excursions through the northern and eastern Maine woods. In 1825, 1826, 1827, 1828, and 1831 he served in the Maine state legislature, wrote many of the resolutions pertaining to the northeast boundary dispute. In 1835 he moved to Portland and during the winter evenings of 1838 and 1839 worked on his map of Maine, a reflection of his intimate knowledge of the territory he had crisscrossed over many years. In 1840 his map appeared in print, titled simply Map of the State of Maine.

Given that Edward and John were involved in land matters over many years, these two men knew each other. John wanted to recognize Edward after his death in 1835, knew the wilderness above Moosehead Lake, and had the means to get his name on a map. He did not have to seek permission; most people at that time did not know any mountain was there. Curiously, John labeled, with perhaps Abenaki language, two other mountains: Culcusso immediately west of Russell, and Tarquevac, north of Russell; and another more north, Mt. Error. The Hubbard and Chace maps of c.1880 have the Russell name applied to Culcusso and Mucalsea to Deane’s Russell Mountain. In 1900 Hubbard used “Russell or Culcusso Mtn.” John died in November 1839.

At Nulhedus Stream Hubbard continued westerly on the river through Plymouth township, also known as Boyd Town. The Massachusetts land agent Coffin originally sold the township to the town of Plymouth, Massachusetts. The town then resold it in parcels to raise funds to meet town needs. Robert Boyd of Portland was a first purchaser before 1832. John Boyd bought land in 1832 and William Boyd bought more land in 1835. That same year Robert Boyd also purchased township land. Between 1832 and 1845 a number of transactions took place among Boyd family members, Lendal G. J. (b.1805), John P. (b.1792), and William (b.1800). All the Boyds lived in Portland, Maine. John and William were lawyers.

At the junction of the North and South branches, two miles east of the west Plymouth town line, Hubbard was at the Fork and Knights’ farm in what was known as Pittston (T2R4). In 1814 John Neal surveyed the eastern one-third of T2R4 for the town of Pittston, Maine and the remaining two-thirds for the Maine Literary and Theological Institution. The eastern third was known as Pittston until about 1911 when surveyor “CEP” lotted Pittston and its unnamed neighbor as one township with the label “Pittston Academy Grant.” Apparently the town of Pittston used the proceeds from its land sale to fund Pittston Academy.

Hubbard continued on to explore both river branches. On the South Branch at the southwest corner of Pittston Academy Grant he looked south into Soldier-town township. In 1833 surveyors divided the township into 132 lots of about 200 acres each. The reason for this lotting was so the Massachusetts Land Commissioner could allocate lots to revolutionary war veterans. Sixty-two veterans received a land parcel for the debt the state owed them for serving in the Revolutionary War. No soldiers ever settled on this land; they had no access to it and no sense of its value. Land speculators took advan-

25 Llewellyn Deane, Biographical Sketch of John G. Deane: a brief mention of his connection with the northeastern boundary of Maine, June 1885, available through a Google Books search

26 I found no transactions at the Somerset County Registry of Deeds for such transactions.
tage of them and many bought the soldiers’ properties at a fraction of the value in timber.

In that same southwest corner Hubbard noted the alder grounds of Alder Brook, which drained the southern half of Alder Brook township. A common phrase used by lumbermen was “alder grounds,” which they applied to flat areas with slow-moving water in which the alder trees encroached on the channel, making movement for driving logs difficult without stream clearing. Maine settlers used the name Alder liberally, applying it to 29 different brooks. Another “alder grounds” was on the North Branch west of Fifth St. John Pond. It eventually became known as Big Bog.

Not far beyond Alder Brook Hubbard entered Hammond township. Daniel Hammond of Boston, Massachusetts made land purchases in the township from the Commonwealth of Massachusetts in 1842 and 1848. He sold his lands to George W. Pickering, a Bangor lumberman, in 1848. The earliest map on which this township name appeared was the J. Chace Jr. Map of Somerset County Maine, 1860. Given the early naming of the township another possible naming candidate was Joseph R. Hammond, who registered a log mark with the Penobscot County Registry of Deeds in April 1852 and a second under J.R. Hammond and Co. in December 1862.

Water levels west of Hammond township were low at the time of Hubbard’s visit, and he chose not follow the South Branch valley west on an overgrown parallel ing tote road. Had Hubbard continued he’d have walked through Prentiss township, the north side of the valley. Mary F. Prentiss bought the township in October 1867. Prentiss, born in 1846 in Bangor, was one of two daughters and two sons of Henry E. and Abigail Prentiss who moved to Bangor in 1834. Mary participated in her father’s timber business that he ran until he died of a heart attack in 1873. He served in the Maine House of Representatives (1857–1859) and was a Bangor mayor (1870–1871). His family continued to manage his extensive land holdings and in 1924 a third generation Henry Prentiss invited George T. Carlisle to join in partnership to form the Prentiss & Carlisle Company that is still managing Maine forests. The name “Prentiss” for the township did not appear on maps until c.1900.

The south side of the valley was Bald Mountain township. Somerset County has two Bald Mountain townships and both have a predominant Bald Mountain. Moose River (Jackman) area settlers probably referred to this as Bald Mountain township in honor of the mountain they liked to climb for its view, and referred to it as Boundary Bald Mountain. Bald Mountain was a name given to another 14 Maine mountains that at one time had no tree growth on top. This township name first appeared on the J. Chace Jr. Map of Somerset County Maine, 1860.

Hubbard would have found the headwaters of the South Branch in the next township west, Sandy Bay. This name first appeared on the Chace map of Somerset County in 1860. For those arriving at the Quebec border to enter the New World, settlers wanted to invoked the welcoming image of a sandy shore landing followed by a forest primeval. The settlers knew this landing was on what in the earliest of times was a voyageur’s inland water route from Quebec City to the Gulf of Maine. They could only achieve the welcoming sandy image by naming this township Sandy Bay.

This snapshot is a wonderful fantasy, and the following is factual. Moses Greenleaf’s 1829 map of Maine noted that in June 1819 Massachusetts awarded the township to the Sandy Bay Pier Company for the purposes of raising money for repairing and improving the pier and basin at Sandy Bay in the town of Gloucester, Massachusetts. Two requirements listed in the agreement were maintenance of the Canada Road and placing 30 settlers in the township within three years, neither of which the company attended to.27

Some of the river’s headwaters are in Blake Gore, Sandy Bay’s north neighbor. Samuel H. Blake of Bangor bought land from the European and North American Railway Company in 1882. Blake, born in 1808, became a lawyer, was a bank president in 1870, returned to law by 1880 and died in 1887. Blake was a major landowner in the townships west of Chesuncook Lake. The name did not begin to appear on maps until c.1900.

Hubbard returned to the Fork and continued his journey up the North Branch. About five miles above the Fork he passed into Comstock township. No landowner between 1809 and c.1900 had a last name of Comstock. The Garret Schenck deed of 1899 for land in this township used only its numerical designation. Solomon Comstock moved to what became known as Penobscot River’s Comstock Point, Edinburg in 1811–1812 and five years later he moved to Argyle. He was a lumberman who had a large family with many sons. Andrew

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27 Resolves of the General Court of the Commonwealth of Massachusetts Passed at their session of 1819.
Jackson Comstock, a son born 1831, was a lumberman living in Passadumkeag through at least 1870 before he moved to Minnesota. He registered a log mark in Bangor in May 1865, January 1869, and February 1870. Wesley E. Comstock (b.1860), Solomon’s grandson through Gilman Comstock, registered a log mark in Bangor in September 1904.

Low water in the river made Hubbard’s travel difficult. At the mouth of Dole Brook he opted for following it and soon entered Dole Brook township. In 1849 Albert Dole was named a surveyor of lumber for the Penobscot River.28 Charles E. Dole of Bangor and Gilbert Soul of Brewer purchased 10 years worth of timber rights for the township in 1867. The deed noted that for 10 years the town would be called Adams town (1867–1877). Prior to 1867 Dole, first name unknown, but probably related to the Doles herein mentioned,29 registered log marks in the registry of deeds at Bangor in December 1852, December 1855, February 1863, and December 1866. George E. Dole, a nephew of Charles E. Dole, registered log marks in November 1867 and May 1870. The earliest maps found with the Dole township name are c.1910; perhaps the township took the Dole name from the brook that was known as Dole Brook at the time of Hubbard’s visit.

The headwaters of Dole Brook were in the next township west, Holden Gore. One source indicated that Charles R. Holden of Jackman and others purchased the township in 1811–1812, but filed deeds did not reveal such a purchase.30 Captain James Holden and his wife Jane were the first settlers at the wilderness path to Quebec on the Moose River, later known as Jackman. His progeny continued the family presence in the area. In 1849 Prescott P. Holden was named a surveyor of lumber for the Penobscot River.31 Otis Holden owned the hotel at Moose River P.O. (Jackman) in 1860. Charles Holden Jr. of Rutland, Vermont, a lumber dealer,32 bought a three-quarter undivided share in the township from Edwin S. Hutchins in June 1906. GNP survey maps of the township in 1923 and 1932 do not use the name Holden Gore, nor do any discovered maps prior to those dates.

Above Dole Brook the waterways were small and Hubbard did not enter Big Six township, whose waters feed the North Branch. The township is bigger than the typical six mile by six mile square because it included the small block of land between the typical square and the Quebec border. GNP was using Big Six on their survey maps by 1924; earlier maps by others had T6R19.

Hubbard left the Penobscot watershed when he carried east to Fifth St. John Pond and followed its outlet stream into the St. John River watershed. In doing so he passed through St. John township, which bordered Russell Pond township’s north town line. Years later Penobscot lumbermen cut in this township and hauled the logs to the North Branch. Samuel D. Champlain discovered the mouth of the river on the Gulf of Maine on St. John the Baptist Day33 and the pond took the name of the river. The earliest map with the St. John Pond label is Hubbard’s 1879 map of Moosehead Lake and Vicinity. The township name probably came from the pond, but when that occurred was undiscovered.

First logging

Determining when a logging crew, either Kennebec men or Penobscot men, first cut west of Chesuncook Lake on the Main, South, and North branches was a matter of speculation, with pine saw-log demand, survey records, and land sales being the primary clues.

All of the earliest loggers cut only pine, the demand for which the Bangor area mills first established between 1770 and 1774. The demand kept increasing and that encouraged loggers to keep moving upriver. Not until about 1845, when the supply of old-growth pine within hauling distances to a drivable body of water was nearly exhausted, did spruce start to become an acceptable saw log.

On the river above the carry from North East Bay in 1815 the proprietors of New Plymouth of the Commonwealth of Massachusetts hired Charles Hayden to survey Seboomook township, which included the carry at North West Bay.34 The survey included a narrow expanse of property extending from the head of North West Bay

\*28 Bangor Daily Whig and Courier, April 17, 1849
\*29 All the Doles of Bangor in this era were with one exception engaged in some manner with wood.
\*30 I cannot verify this early land ownership at the registry of deeds. Rutherford, Phillip R., The Dictionary of Maine Place Names, Freeport, ME: Bond Wheelwright, 1970. No Holden was an owner in the township until June 1906.
\*31 Bangor Daily Whig and Courier, April 17, 1849
\*32 Whether or not Charles Holden was related to the other Holdens was not established.
\*33 Rutherford, Phillip R., The Dictionary of Maine Place Names, Freeport, ME: Bond Wheelwright, 1970
\*34 Charles Hayden land survey of 1815 was available at Maine State Archives under Somerset County, V1, p27, picture 17; there were no accompanying field notes.
due north to just below Seboomook Falls. The way was perhaps a reserved right of way for anyone traveling between the two water bodies. Even though no one ever seemed to have used it, it was an indication that the landowners were already considering future access. By 1820 Seboomook township and its western neighbor Plymouth township had owners, hence the right to cut or sell stumpage, but they had not yet made any such sales.

Lumbermen knew what was available either by timber cruising or by the survey records of 1811, 1827, 1833, 1835; they included those townships immediate to the Main Branch and the lower ends of the North and South branches. None of these surveys suggested any prior cutting. For Plymouth township the report specifically mentioned an abundance of meadows for cutting hay. Common to all these surveyors’ notes was that the only pine trees in this region were close to the waterways. This notation would have been the impetus for the lead lumbermen to move into the area.

The Kennebec lumbermen were cutting on Moosehead Lake by the late 1820s. By the mid-1830s the number of Kennebec loggers cutting on Moosehead Lake was sufficient enough to warrant a dam, steamboat, and sluiceway. In 1834 a group of 23 investors, some of whom were loggers, received a legislative charter for the Moosehead Dam Company that completed the dams a year later. That year the same group extended the jurisdiction of the Kennebec Log Driving Company to include Moosehead Lake. The dams were an indicator of the recognition that more water would be needed for future Kennebec drives which would have an increasing log volume.

Captain Hogan launched the lake’s first steamboat in 1836 and towed log rafts that spring. He built his boat in response to a need for it on the lake. Perhaps part of his vision was the ring of the nearly 400 miles of trees that surrounded the lake that would be flooded out by the rise in water level and therefore subject to cutting. Some had already been cut, but he certainly had a ready supply of cordwood to fire his steamer’s boilers. He also knew that both Kennebec and Penobscot loggers’ access to the riches north of the lake was through North West and North East bays.

That same year (1836) Silas Barnard cut a road from North West Bay to the Main Branch for some unknown party that might have been the state land commissioners. They were the ones tasked with selling the lands loggers would want access to.

In 1837 surveyors for the Jackson survey came across the carry at North East Bay on what they noted as a poor road not having been much used recently. Who might have used the road was undiscovered.

By 1837 men with logging interests above Seboomook Falls began to consider how they could harvest pine, bring it downriver to the carry, and get it into Moosehead Lake so they could drive it down the Kennebec River, the mouth of which was 23 miles down the lake. Two such men were William Boyd and William Moulton, who petitioned the legislature in January 1837 for a charter to form the Seboomook Sluiceway Company so they could send pine logs driven on the Main Branch into the quarter-mile-long canoeable stream into Meadow Pond. From here they envisioned a combination canal and wooden trestle sluice for carrying the logs to Moosehead Lake. Their petition noted that the river’s obstructions, the greatest being Seboomook Falls, were so great they precluded a successful drive. Boyd, a Portland lawyer, along with other family members, owned land in Plymouth (Boyd) township and they were interested in getting the stumpage to the Kennebec market. Moulton was probably the well-to-do Portland merchant and bank president.

Penobscot lumbermen and sawmill operators objected to the canal, fearing the loss of water they would need in the Main Branch to drive their logs. In 1839 the legislature hired William Anson, a Portland civil engineer, to conduct a land survey and report back. His report included his August 1839 survey map with two possible routes, and determined the project feasible without creating a water problem. The design included water con-

35 The dam company’s first dam projects apparently reformed Moosehead Lake in the way that it is today. They both eliminated the expansive shallows at what would become key access branches. None of these surveys suggested any prior cutting. For Plymouth township the report specifically mentioned an abundance of meadows for cutting hay. Common to all these surveyors’ notes was that the only pine trees in this region were close to the waterways. This notation would have been the impetus for the lead lumbermen to move into the area.

36 Maine State Legislature, Senate, Documents, 1839, no. 37
servation components. Both a bulkhead and a gate were present where the six-foot-wide canal passed through rock ledge a short distance from Meadow Pond. The gate would remain closed except when logs were to be sluiced. The bulkhead insured no loss of water if the gate failed. The canal had a wood floor and that suggested the channel might have been lined in order to prevent erosion from enlarging the canal and needing more water. The legislature did not support the resubmitted 1840 petition.37 38

Whether Kennebec loggers cut on waters above Seboomook Falls for Kennebec River mills either before or soon after the legislature rejected the Boyd and Moulton proposal was undiscovered, but the text of the Boyd petition suggests they did not. If they did, then they might have guided the logs into Meadow Pond, hauled them about a half mile to Carry Brook, and flushed them down the stream in the spring. The logging crews and the log volumes would have been small.

However, the Boyds had financial problems in the late 1830s, perhaps a result of the rejection of their sluiceway. They remortgaged some of their land, perhaps because they had not yet sold stumpage to loggers in order to cover some of their original debt. They eventually regained the land.

Recorded oral history indicated that Penobscot loggers worked upriver and cut and drove from Ripogenus Lake c.1830. Land sales by the state land agent suggested that they were cutting on the lands around the midsection of Chesuncook Lake in the mid-to-late-1830s. In 1837 a survey team noted that an unknown person had already cut a clearing at the head of Chesuncook Lake. Those same surveyors found the previously cut road at the carry from North East Bay on Moosehead Lake to the Main Branch to be in poor condition and not in use. In 1837 William Emerson, Bangor investor and lumberman, bought land on the Main Branch below North East Carry. Two years later in 1839 Nicholas Norcross was the second Penobscot lumberman to purchase land abut-
West of Chesuncook & North of Moosehead

The Main Branch. He bought land in the southeast quadrant of T4R14 about nine miles below the North East Bay carry with the downriver border of the lot being Moosehorn Brook.

Two Penobscot lumbermen, the Leadbetter brothers, might have bought stumpage from the Boyds, for they cut above Seboomook Falls sometime between 1841 and 1853. They were well-known Penobscot lumbermen and highly-skilled raftsmen who sought only the biggest pines, and to do so meant that they were operating at the front of the logging wave moving up the West Branch. In the mid-1850s one brother moved to Michigan for larger trees.

Soon after the rejection of the Boyd sluiceway the first of three Penobscot loggers’ farms west of Chesuncook started operating. By deduction the first was that of Marsh Lane, who moved to the foot of the Old Canada Road at North West Bay c.1840 and established a farm and carry service. Given the debate about a sluiceway at this site and the Boyd family owners wanting to attract loggers, Lane knew this either was or would be an important access point to the Main Branch.

Over on Chesuncook Lake in 1841 the Penobscot lumbermen finally got a dam built after five years of approved charters followed by delays and extensions. The collective mass of lumbermen driving from Chesuncook made it financially feasible. The dam was a signal that loggers intended to continue or were already moving upriver.

By the mid-1840s 10 Bangor lumbermen, including well-known names in the business at that time, the Stricklands, Aaron Babb, Arvida Hayford, and George King, had determined the carry road at North East Bay was no longer sufficient and sought and received a charter in 1847 for the ox cart railway. Their action implied that they had already worked on the river.

Perhaps as a consequence of that action two other farms quickly followed. Josiah Hinckley, an investor in the railway, opened the second farm, the Hinckley farm, which was on the river end of the carry from North East Bay c.1848. The third farm was that of Old Town logger Ansel C. Smith; it was just south of the mouth of the Main Branch on Chesuncook Lake about 1848.

The preceding information suggests that the first activity took place on the Main Branch below Seboomook Falls between the late 1830s and the mid-1840s.

39 This conclusion was based on information about Lane’s life as it appears in ancestry.com and two publications: Everett L. Parker, Seboomook: From Native Americans to POWs, Greenville, Maine, Moosehead Publications, 1903; and Lucius Hubbard, Summer Vacations at Moosehead Lake and Vicinity, Boston, A. Williams and Company, 1879 and 1880; Hubbard’s Guide to Moosehead Lake and Northern Maine, Boston, A. Williams and Company, 1882 and 1893. Note: Charles A. Farrar wrote guide books for northern Maine covering this same time period; they are not as detailed as the Hubbard books.
Tote routes and strategies west of Chesuncook

No supply line ever followed the length of the Kennebec River Valley to Moosehead Lake and the same was true for the West Branch of the Penobscot River valley. For Penobscot lumbermen to reach the Main Branch west of Chesuncook Lake, their shortest travel distance was from Bangor to Greenville and the foot of Moosehead Lake that they could travel across to either North West Bay or North East Bay to reach the Main Branch.

The first tote road reached Greenville from Bangor via Milo, Dover, Guilford, and Monson in 1826. Greenville’s first settlers built west of Little Wilson Pond in 1824. By 1831, the relocated stage route went through Shirley and reached the foot of Moosehead Lake. Four years later the route crossed the lake to Lilly Bay, followed the Chesuncook Tote Road to the outlet of First Roach Pond, continued on to the Ragged Lake area where the Chamberlain Lake Tote Road eventually intersected it, and then went northeast to the foot of Chesuncook Lake and the head of Ripogenus Lake.

The Chamberlain Lake Tote Road or Old Shanty Road ran from Milo through Brownville to Katahdin Iron Works (KIW), passed south of B Pond, and then went northwest past the west end of Second Roach Pond, before it turned north to the Ragged Lake outlet to continue on to pass over the Main Branch at the head of Chesuncook outlet on its way to Chamberlain Lake (completed c.1845). The shanties along this road were at 10-mile intervals; Silver Lake farm (1820) at KIW, 10-Mile Shanty (1835) just below B Pond, the Shaw farm (1872) at Second Roach Pond, the Grant farm (c.1840) at the intersection with the Chesuncook Tote Road (c.1840) near the foot of Ragged Lake, and Smith at the head of Chesuncook Lake (1848).

Caribou Lake Tote Road (c.1835) departed westerly from the Nahmakanta Tote Road, a road to South Twin Lake of the Lower Chain Lakes, just above the Philbrook Shanty or about 12 miles above Brownville. The shanty stops on the road were at Jo-Mary Pond, Yoke Pond, Wadleigh Pond, and the southwest side of Caribou Lake.

The Kennebec lumbermen used two routes to reach Moosehead Lake. Some supplies, including all the heavy freight that might require up to a six-horse team, came from Bangor. Their other route was the stage line that started in Augusta and went north through Waterville, Skowhegan, Athens, Brighton, Blanchard, and Shirley to the foot of Moosehead Lake at Greenville, their access point for logging on the upper Kennebec and Moose rivers, and along the Penobscot waters.

Gower’s early hotel in Greenville in the 1840s had 30 to 40 teamsters per night during the logging season (in the late fall and winter). During this same time period John Pollard also had a shanty at the foot of the lake, and B.F. Greeley had one two miles south of the lake in Shirley township. This number of teamsters implied that at each stopping point, generally about 10 miles apart, between the originating Bangor and Augusta markets and Greenville, had the same number of teamsters in order to have a constant flow of supplies. Generally a camp received supplies on a daily basis in order to meet daily needs and stockpile supplies for the drive when, without ice, it was not possible to tote. Half the toters at any shanty were those returning with an empty sled and the other half were arriving with a
loaded sled. Thus 30 to 40 teamsters suggests no more than 15 to 20 logging operations assuming an operation needs one sled a day.

The volume of material tooted in terms of tonnage was staggering. Suppose three of the camps served by the 30 to 40 teamsters at Gowers were on the Main Branch with access from North East Bay and each camp had about 30 men and 10 oxen hauling wood for a total of 100 men and 32 oxen. From Gower’s it was a minimum of two days to reach the head of North East Bay, so to maintain the daily arrival of supplies they employed at least four teamsters and eight oxen to tote supplies.

A pair of oxen toted a load of nearly two tons. The men and animals at the three camps consumed nearly a ton of supplies a day, and they needed to stockpile perhaps 75 days of supplies for when toting was not possible.

Thus, at a minimum, an average of two tons of supplies needed to reach the three camps each day. The hay for 32 oxen for January into May, 150 days, amounted to 96 tons, or more than a half-ton of hay per day. On a daily basis, the men consumed 125 pounds of dried beans at two servings per meal for each of the day’s four meals, a half-barrel of salt pork (138 pounds), and a barrel of flour (215 pounds).

The toting logistics suggest why from the start lumbermen began to build farms on Moosehead Lake and in the river corridor west of Chesuncook Lake, and other enterprising wilderness farmers did the same. The lumbermen were an important market for farms that lined the toting route from Bangor through the Piscataquis River valley whose headwaters are in Shirley, Greenville’s neighbor to the south.
Once at Greenville the teamsters, beginning in the late 1820s, headed out onto the lake ice to reach the logging camps around the lake. Some time in perhaps the late 1830s teamsters for the earliest Penobscot loggers went the full 35 miles to North East Carry to exit on the tote road to the river to reach their logging operations east of Seboomook Falls. Others, crossing 32 miles of lake, were going on to Quebec via North West Bay when in 1836 Silas Barnard apparently made it possible to tote in winter on the Old Canada Road.

The shanties serving the east side of the lake were at Lilly Bay (Hildreth Brothers) and the mouth of Roach River in Spencer Bay (Deacon Ford). Those headed for the west side of the lake below Kineo and to the north end of the lake in 1844 used the shanties at Deer Island, Sand Bar, Kineo, North West Carry, and North East Carry. The Coburn hay farm in the Moose River area, Shaw farm (east shore), W Point farm (west shore) were among other farms that developed later.

No later than 1870 lumbermen realized that the totting distance to much of the South Branch region and some North Branch areas was shorter from Jackman. Teamsters hauled north on the Canada Road to Jackman and on to the Hilton farm where they turned east to go down the north side of the South Branch valley to intersect the Old Canada Road east of Penobscot Brook. The railroad reached Jackman in 1899 and became the teamsters’ depot.

The toting distances from coastal Maine began to shrink with the development of rail services. In 1869 the Bangor and Aroostook rails from Bangor reached Milo where the line forked, with one line reaching Brownville so as to serve the Chamberlain Lake and Nahmakanta tote roads in 1883. The other line gradually worked its way up the Piscataquis River valley and in 1884 reached the southwest corner of Moosehead Lake at what would become Greenville Junction in 1889, when the Canadian Pacific Railroad reached the site. The Maine Central Railroad following the Kennebec valley reached Kineo Junction (Rockwood) in 1906. The only other north-south rail line, which was far to the east, reached the foot of the Lower Chain Lakes and the east end of the West Branch of the Penobscot River at the outlet of Elbow Lake, Norcross, in 1893. However, from here, no tote road went up the West Branch valley to the Upper Chain Lakes and beyond, and never would.

The only towns to form within the West Branch region were those on the eastern perimeter; Nicatou (1826) (became town of Medway in 1875), Norcross (1893), Millinocket (1899), and East Millinocket (1906). From Norcross upriver, the only people who lived in the region year-round were a few who lived off the land, some wilderness farmers, and sporting camp operators who also trapped, hunted, cut wood, picked spruce gum, and in later years acted as fire wardens.

In the area west of Chesuncook Lake, nothing but small logging enclaves and farms were at North East Bay, North West Bay, the junction of the North and South branches, and the headwaters of the South Branch near the Quebec border.

The loggers’ strategies for moving supplies to their operations within this region involved oxen, horses (post c.1880), wagons, sleds, canoes, bateau, sailing scows, and steamboats. Before the first steamer began operating on Moosehead Lake in 1836, once supplies reached Greenville a crew loaded them into large canoes or bateaus or sailing scows that they paddled or rowed or sailed to logging camps surrounding the lake. By the time the Penobscot loggers were ready to cut on the Main Branch the steamboat was available for transportation of supplies to the Old Canada Road at North West Bay and North East Bay’s road to the Main Branch.

Once Moosehead Lake ice froze, teamsters continued north from Greenville. Toting across the lake in winter was a brutal job. It was also dangerous for more reasons than just the potential of going through a weak spot in the ice. Ice ridges formed blockages. With wind whipping snow across the lake sometimes a teamster lost his way. To help prevent this they made “bush roads” by lining the way with tree branches frozen vertically in the ice.

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41 Farrar’s guide book of 1880
Even with that guidance a sudden storm or wind could make it impossible to see the bushes.

One of the most dangerous times was in the spring on bright sunny days when the ice began to soften. One year Baxter Smith, who had a farm at the head of Chesuncook Lake, left North East Carry with a team of six horses to haul a cottage from Greenville up the spring ice. The crew loaded the cottage on two sleds in Greenville and headed back. During a rest stop near Deer Isle the stopped sleds broke through the ice, the men jumped quickly to stronger ice, but were only able to save two horses. No matter when a team went through, every effort was made to save the horses.43

When on the ice a two-horse team pulled multiple sleds, which the teamster set in motion with a specific technique. As a crew finished loading a sled off the ice on snow the team pulled the sled onto the ice and backed it in tight to the previous sled so as to create an arc with the sleds. As soon as the last sled was backed in and connected, the horses began to move forward. The sudden jerk and momentum due to the towing slack between the first two sleds released the second from the ice, and as they moved forward the total momentum of the increasingly long train set in motion each subsequent sled. The teamster was now underway across the ice. Such a train was a common site when toting hay.44

A first winter reprieve for some teamsters on the north half the lake came in the late 1880s, perhaps 1886, when Rockwood lumberman Roy Butterfield cut a winter road from Rockwood to a site on the South Branch near the Fork.45 His purpose was to serve the logging camps by shortening the toting distance. A winter road meant his crew cut down the trees and left the stumps and rocks and waited for the snow and ice to cover them before using the road each winter. The toting distance as coordinated by the teamsters took a single day. Teams could haul a full load halfway by midday, meet a team coming south with an empty sled, unhook its sled and reattach to the loaded sled with which they returned north in the afternoon.

No other major changes in toting supplies happened until after 1914. The following year Great Northern Paper opened a year-round drivable road from Kineo Station (Rockwood) north to the Fork, both teamsters and tractors used it; some teamsters still toted over the ice to the north end of the lake through 1917.46 The road from Greenville to Kineo Station did not open until about 1935. It would be after 1917 before a year-round road connected Greenville to Lilly Bay on the lake’s east side in order to connect with the road to Grant Farm near Ragged Lake where it intersected the Chamberlain Lake tote road that went to the Main Branch at the upper end of Chesuncook Lake.

**Evolution of the “upper drive”**

Penobscot Log Driving Company, formed in 1846, formally defined the “upper drive,” those logs driven on the Main, South, and North branches (of the West Branch of the Penobscot River). The company charter never included these branches. Those who drove on these branches joined the company with the understanding that for their logs to be part of the yearly spring drive to Bangor, their logs had to be in Chesuncook Lake by the start of the main drive. The loggers on the branches originally drove independently, but as their numbers increased they began to do so cooperatively and continued through at least 1904, when GNP assumed responsibility for the drive.

The drivers boomed the logs at the head of Chesuncook and towed them south to feed the mouth of the West Branch below. To not be in Chesuncook and a part of the booming and towing was to be left behind with the logs remaining until the following year. The main drive used all the water behind Chesuncook dam (built 1841).

Penobscot river drivers working above Chesuncook on the branches prior to GNP did not need or want large storage dams. They would have hindered the drive’s timing. In the spring the ice left the river far sooner than it did a lake or dam impoundment. If the drivers had to wait for the ice in large lakes or impoundments to break up, then they would not have reached Chesuncook Lake in time to join the drive. Beginning in 1879 the crews used dynamite in the rivers and ponds to create channels when they deemed ice was melting too slowly to reach.

43 “North East Carry Tales – Lumberjack – River Driver Lives in Memory,” undated and unnamed newspaper clipping; available at Moosehead Historical Society.


Chesuncook Lake in time for the drive. Remarkably, only twice between the late 1860s and 1901 were they unsuccessful.47

No large dammed body of water existed until 1893. The early dams (c.1870) in support of driving only flooded out troublesome spots on the branches and their tributaries or helped move logs down a tributary. The first dam to influence the flow on one of the branches was on the North Branch at the foot of Big Bog in 1893. The 1894 dam at Seboomook Falls was to flood out a troublesome drive spot and create a large enough impoundment to flood into Meadow Pond so a conveyor could carry logs from the Main Branch to a sluice to reach Moosehead Lake. It would be another 20 years before the Canada Falls and Seboomook Falls dams created their huge impoundments where no lakes ever existed; their purpose was not to support the drives, rather the water needs of the Great Northern Paper Company mills in the Millinocket area. The mills needed a large year-round water supply for their electrical energy demand and for their ever-expanding volume of paper production. With heads of 25 feet each, the Canada Falls impoundment held 1.018 billion cubic feet of water and Seboomook had a capacity of 3.180 billion.48

Two changes in cutting made the impoundments inconsequential for driving. 1915 marked the first year that all logs cut and driven on the West Branch went to the Millinocket mill. The last drive to include logs for a mill below Millinocket was in 1927. The Millinocket mill’s logs did not need to be in the mill’s storage areas until the fall ice formed and generally the post-1927 drives extended well into the fall.49 Between 1907 and 1914, GNP started experimenting with driving short wood (four-foot pulpwood), the full-scale changeover began in 1917–1918, and the last GNP long-log drive was in 1928. Short wood was not as reliant on dams.

In 1938 GNP reduced the number of water storage dams in this area to Penobscot Lake and Canada Falls on the South Branch, Dole Pond and Long Pond on the North Branch with Hurricane Pond a standby for peak years, and Seboomook dam on the Main Branch. A dam’s removal from the list did not mean it was forever abandoned; it might have been repaired or rebuilt in support of a specific drive. A dam remained necessary at Big Bog to drive the log volume on the North Branch until the last drive in 1971.

By 1940 GNP was well into a transition away from stream driving. Tractors hauled logs that would have been driven on a stream to substantial bodies of water. On the South Branch the drives through 1938 had relied on dammed water on Alder, Hale, Cunningham, Mullen, Welman, Jones, and Penobscot brooks, but beginning in 1939 tractors hauled the logs directly to the Canada Falls flowage. The North Branch tributaries no longer in use were Truesdale, Foley, Lane, and Little Lane brooks, and logs from those drainages went into either Dole Pond and Brook or the North Branch. Elsewhere on the North Branch loggers used the dams at Hurricane through 1947, Norris through 1952, Ranney through 1953, and perhaps McDonald through 1956.

By the mid-1960s GNP realized the log drives would soon end and trucks would haul the logs from this region to the Millinocket mill. In anticipation of that the company began improving and constructing road sections to create what became known as the Golden Road. It ran through the heart of the region from its St. Zacharie entry on the Quebec border to the Millinocket mill. It became the major artery to which all other roads linked. The last main drive was in 1970; a clean-up drive took place in 1971.

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47 Only three times during these years did the lumbermen not have a drive. In 1861, an insufficient number of men were available because of the Civil War. High water washed out the North Twin dam, hanging the drive in the Lower Chain Lakes in 1879. High water in 1880 severely damaged the Chesuncook dam, leaving much of the cut in the Upper Chain Lakes.


49 The Industrial Journal, August 1915
Chapter 2: West from Chesuncook Lake to the Fork;\(^1\) logging on the Main Branch

Loggers entered this section of the West Branch of the Penobscot River, Main Branch, from Chesuncook Lake and the carries at North East and North West bays. Small communities developed around each of these entry points. Farms in support of the logging operations developed at six strategic locations on the Main Branch. Over time crews built driving dams on nearly every tributary. Three short-lived railroads, each in a different location and serving at different times, help connect loggers to this section of the river. The nature of the drive on the Main Branch changed markedly in 1893 and again in 1912 on account of the Seboomook dam. Once the cutting started c.1840 loggers drove on this section of the river yearly through the last drive in 1971.

**Place name snap shots**

Each of the names of the streams, brooks, bodies of water, and geological features connected to the Main Branch had a story that contributed to the area’s history. In the mid-1870s mapmaker Lucius Hubbard explored this river and was one of the early recorders of the names of the different features. As loggers moved away from the main water bodies they added to the naming list.

Hubbard entered the Main Branch near the northwest corner of Chesuncook Lake and his party wove its way around 15–20 islands.\(^2\) At 2.5 miles west of Chesuncook he carried around what he knew as Pine Stream Falls, named for *Pine Stream* that flows into the south side of the river above the falls. Joseph Kelsey, a surveyor for the Maine State land commissioners in 1833 in T3R13, wrote in his field notes that he would refer to the stream as Pine Stream. He wrote that T3R13 had more valuable pine than any other township in the general region west of the west shore of Chesuncook Lake and that a volume of pine was also present in the lower third of T4R13 as surveyed in 1833 by Zebulon Bradley. Bradley noted the northern two-thirds of T4R13 had a high concentration of large spruce. In 1874 Reverend Downes described the Pine Stream Falls portage route, a winter tote road paralleling the river’s south edge, as a magnificent avenue lined on either side by enormous spruce.\(^3\)

Hubbard encountered what he labeled as *Rocky Rips* a mile above the falls. Another three miles of paddling brought him to *Fox Hole* and a three-quarter mile

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\(^1\) "Fork," a term used by the loggers, refers to the junction of the North and South branches of the West Branch of the Penobscot River as opposed to referring to the site as "Knights," a pre-1905 name, or "Pittston" a post-1905 name. This should not be confused with "The Fork," which is on Kennebec River waters.

\(^2\) Hubbard’s mileages will not necessarily equal those of today; the impoundment of Chesuncook Lake was smaller than it was following the building of the 1917 Ripogenus dam, and the Seboomook impoundment did not exist.

\(^3\) “From Kineo to Chesuncook,” Reverend G.W. Downes, *Camden Herald*, September 19, 1874
above that the foot of three-quarter-mile-long Big Island, which loggers farmed. By 1880 the hole was already recognized as an excellent fishing spot with fine nearby camping. What precipitated the name was undiscovered, but perhaps someone early on found a fox with its tail frozen in the ice and thought of the old Salishan and Sahaptin folk tale of a coyote convincing a fox to fish with its tail, but the fox waited so long the ice froze around his tail.4 Alternatively, perhaps it derived from the sighting of a fox on the ledge above the hole. The site has continued to draw crowds of fishermen, especially in mid-September during the salmon run.

The next major landmark Hubbard passed was Ragamuffin Stream flowing into the north side of the river 1.5 miles above Big Island. The label on the Colby 1887 Maine Atlas map was “Ragamuffin Stream,” as opposed to “Ragamuff Stream” as used by Hubbard and by Farrar in his 1884 guidebook. The Ragamuffin name was perhaps attributable to the children of the French-Canadian logging families frequently living in the two log shanties at the two booming piers near the Main Branch’s mouth at Chesuncook Lake.

Hubbard’s canoe travel continued another 2.25 miles to Moosehorn Brook. Moosehorn probably resulted from logger’s finding an abundance of moose antlers or perhaps an extraordinarily large one or one that somehow ended up in a tree at the mouth of the brook when shed by a bull moose. Throughout Maine the place name “Moosehorn” appears on eight sites.

At about 19 miles from Chesuncook Hubbard reached the mouth of Lobster Stream and Lobster Lake; Lobster reflected the many small lobster-like crayfish that Hubbard and his predecessors noted as living on the lake bottom.5 At the southeast corner of the lake in 1893 well-known and long-time West Branch logger Wentworth Maxfield cut on an unnamed brook flowing from the southeast; some time after 1906 it became known as Maxfield Brook. Charlie Jackson, a Greenville man with a large farm that supplied his logging interests, logged the land canted to the northwest corner of the lake in 1905 with 280 men, 64 horses, and 10 yoke of oxen and that presence probably led to the Jackson Cove label. Ogden Point at the northwest corner of the lake was perhaps named for Charles A. Ogden, a guide and life-long carpenter of Hallowell (b.1850, d.1926). In fall 1905 he and two sports were at “camp” on Lobster Lake and hunted for many weeks.6 The location of the camp and whether or not it was a structure was undiscovered. In 1903 he made two three-week guiding trips with hunting parties of two to the Moosehead Lake area, perhaps these too were at Lobster Lake.7 The name Marion Island, just south of Spaulding Point, was likely named for Marion E. Way, wife of Harris W. Spaulding and daughter-in-law of William W. Spaulding, who had the initial lease at Spaulding Point and for whom it was named. All these names appear on the first USGS map of the area (1953).

The next side stream Hubbard passed (mile 23.7) was Russell Stream, named for Edward Russell who in 1830 and 1831 served as Maine’s secretary of state and attended to the undivided public lands through which Russell Stream flows.8 Hubbard did not mention passing Luther Brook (mile 25.2), but Zebulon Bradley, a surveyor for the Maine State land commissioners, used its name in his 1833 field notes. He noted its mouth at the river as being braided. The Luther for whom Bradley named it was undiscovered.

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4 Frank Boss, editor, Folk-Tales of Salishan and Sahaptin Tribes, New York: The American Folklore Society, 1917, p.62
5 More information on the Lobster name appears in chapter one.
6 Daily Kennebec Journal, October 27, 1905
7 Daily Kennebec Journal, September 29 and November 9, 1903
8 More information on Mr. Russell appears in chapter one.
The easy paddling continued to the foot of a series of ledge drops; the first of two separated by a mile. Hubbard passed Elm Stream (north side, mile 27.48) and then a large logan (south side). The elm name was probably given in recognition of the notable elms that grew along the stream. Other early travelers noted elms on this section of the river.

About a mile beyond Elm Stream was the mouth of Negro Brook also flowing in from the north. The earliest label for the brook appeared in its pejorative form on Lucius Hubbard’s 1883 “Map of Moosehead Lake and Northern Maine.” This label appeared on maps into at least the 1930s. Its non-pejorative form was on the area’s first USGS map (1954). The name probably reflected that at least one African-American man worked on the brook before 1883. It might also indicate that such a man died in some unknown manner as he worked in the drainage. Loggers applied the pejorative name to a pitch on Pollywog Stream where at least one African-American man died on a drive prior to 1891.

A half-mile beyond Negro Brook was the last in the long series of ledge drops, 29 miles from Chesuncook Lake. Early white men labeled the collection of these drops as Seboomook Falls. Some years later the pitch at the head of the drops was what the title Seboomook Falls was applied to. Seboomook is an Abenaki word meaning “at the large stream.”

From the head of Seboomook Falls Hubbard saw three-quarters-mile-long Hawk Island an eighth of a mile upriver. Perhaps the island had visible hawks and other birds of prey nests whose stick bases tend to grow every year. He probably passed it on the south side because he stopped to enter Meadow Pond and paddle across to the carry route to North West Bay of Moosehead Lake. The pond’s name perhaps came from the wide perimeter of grasses that encircled it as shown on Anson’s 1839 survey map. At the end of the carry trail Hubbard stood on the edge of Carry Brook, so named for he descended it to reach the bay.

Back on the river Hubbard paddled in deep water for the next eight miles. The first side stream he encountered was Nulhedus that flowed in from the north 2.4 miles above the falls. Nulhedus, also spelled as Nelhodas and Nallahoodus, translated as “a fall on each side.” In this case the “two falls” were probably the upriver three successive ledge drops of Gulliver’s Pitch, and the downriver Seboomook Falls.

At 5.5 miles from Nulhedus Stream Hubbard reached the foot of Gulliver Pitch. The mouth of Gulliver Brook was on the north side between the first and second of the three pitches. Gulliver might have been North Milford’s Eliphas Gulliver (also spelled Gullifer), who was a respected early logger on the West Branch. In 1842 his cut was a part of the drive on the Penobscot watershed and in 1849 he shared the drive boss position with Orlando A. Gilman. Both he and Gilman as partners owned considerable property in this area. A Gulliver, perhaps Eliphas, registered a log mark in Bangor in May 1852.

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9 William Bright, Native American Place Names of the United States, 2004. Other sources list the Abenaki meaning as, “shape of a Moose’s head,” but that seems dubious to me. For Chadwick and his party from the Penobscot Nation Sebem was the name for Moosehead Lake. The Maine Memory Network of the Maine State Historical Society lists the Native American name as K-ci-sebem, meaning “the great collection of the waters.” Abenaki names referred to specific spots as opposed to geographical areas.

the nine original owners of the 1834 Moosehead Lake Dam Company and the 1847 Moosehead Railway Company at North East Bay. A King, perhaps George, registered a log mark in Bangor in May 1855.

About .8 miles above King’s Landing and 43 miles from Chesuncook Lake Hubbard reached the junction of the North and South branches of the Penobscot River, known as the Fork and the site of Knights’ farm.

**Entry points to the Main Branch**

Other than the mouth of the Main Branch, the two earliest and enduring routes to the Main Branch started at Moosehead Lake’s North East Bay and North West Bay; each requiring a carry of about two miles once Moosehead Lake had its dams in 1835. The volume of activity at each carry was substantial until about 1904, when it was clear that GNP was going to make the carry at North West Bay its primary access point.

**The carry at North East Bay**

In 1816 Moses Greenleaf, Maine’s well-known early map maker, postulated a canal across the 2.27-mile carry, thinking a good water route north to the St. John River valley would provide access to the rich land resources
and allow commerce to flow.11 Such a canal would have had to account for the 76 feet of elevation gain between the lake and the height of land (1,015–1,091) and the loss of nearly 100 feet to the Main Branch (1,091–a little under 1,000). No one ever surveyed for or attempted to build a canal and it was not until 10 years later that a stage line from Bangor reached the two-year-old first settlement east of the foot of Moosehead Lake on high ground west of Wilson Ponds.

In 1828 the Massachusetts Land Agent sold the township to Ferdinand E. White and Abriel Chandler of Boston, Massachusetts. At this time the township was a combination of the two current townships: Burbank and Lobster; Burbank, known as the western half of T3R1412 and Lobster, the eastern half of T3R14. The land sales of these men through 1837 were undivided shares to mostly Boston men. The exceptions were Nathan Winslow, a Portland hardware dealer, and Edmund T. Bridge, an Augusta lawyer.

Meanwhile, on the southern half of Moosehead Lake, settlers and loggers created enough demand for the steamboat services that began in 1835.

When Hodge, a leader of the C.T. Jackson survey, crossed the carry in 1837 he noted that the carry road, originally cut to expedite passage for folk to and from Madawaska in northern Maine, was in poor condition: muddy, with fallen trees, and apparently little used.13 He made no mention of a settler. One reason for its poor condition might have been that at this time the loggers cutting on the southern end of Chesuncook Lake, and Caribou and Ripogenus lakes, used the Caribou and Chamberlain lakes tote roads that came northwest from the Brownville area. As those loggers cut their way up Chesuncook Lake and into the Main Branch the supply route via Greenville and Moosehead Lake became increasingly desirable.

By the mid-1840s at least one logger, Major Hastings Strickland, had his own huge scow fitted with sails to move supplies up the lake. Benjamin S. Bigney, a boat builder who moved to Maine from Nova Scotia and lived his life with his wife and four children in Greenville, commonly known as Major Bigney, built the scow and a huge iceboat for moving supplies in winter.14 One challenging matter was the shallow water of the bay, which meant the unloading of a boat took place some distance from shore.

Beginning in 1846 Bangor and other Maine lumbermen began to buy land in the carry area. In 1846 Abriel Chandler sold an undivided one-twelfth share of the west division to Wyman B.S. Moor of Bangor; a lawyer, member of the state legislature in 1839 and Maine attorney general from 1844 through 1848. He and Reuel Williams,15 part-owner of the last of the Bingham Kennebec Land Properties, and investor in the Moosehead Lake Dam Company of 1834, immediately had the land between North East Bay and the Main Branch surveyed and lotted. They sold at least one of the lots to Samuel P. Strickland and Hastings Strickland in 1846. Winslow and Bridge sold a 2/16th undivided share to Abner and Philander Coburn of Skowhegan in 1848. Moses I.APPLETON of Bangor bought the undivided shares of five of the Boston-area owners amounting to a little more than a 5/16th undivided share. John Appleton, Moses son, bought 4/16ths undivided shares from three other Boston-area owners in 1859 and the Coburn 2/16th share in 1864. The Bangor lumbermen now had control of the lands critical to their supply lines.

By 1847 a group of 10 men,16 C.W. Gower, Josiah Hinckley, Samuel and Hastings Strickland, Aaron Babb,  

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11 In 1847 the carry was 2.06 miles due the impoundment created by the Moosehead Lake dams.
12 With three exceptions all the townships of this Main Branch chapter have the suffix W.E.L.S. (West of the Eastern line of the State); T1R4 (Plymouth), T2R4 (Pittston Academy Grant), and T4R18 (Comstock) have the suffix N.B.K.P. (North of Bingham’s Kennebec Purchase); Seboomook township was generally used with no suffix. The suffixes are not included in this text, but are on the maps.
13 C.T. Jackson’s Geology of the Public Lands Belonging to the Two States Of Maine and Massachusetts, 1838, p.57
15 Reuel Williams (1783–1862) was born in Hallowell, became a lawyer, investor, and politician, and lived his life in Augusta. In 1798 Judge Bridge, an Augusta lawyer, hired Williams into his legal firm and began his legal training. Bridge represented the Bingham Kennebec Land Proprietors and assigned portions of that work to Williams. In 1816 Bridge, Williams, and Thomas L. Winthrop purchased the remaining interests of the Kennebec Land Proprietors. In 1825 Maine governor Albion Parris appointed him as one of six commissioners to equally divide Maine’s remaining public lands between Massachusetts and Maine. In 1834 Williams was one of the proprietors who sought and received the charter for the Moosehead Dam Company with the damming rights on the East Outlet. (Acts and Resolves and Special Laws of the State of Maine passed by the Legislature of the state of Maine, 1834, Moosehead Dam Company).
16 C.W. Gower (lumberman, sawmill owner, hotelier, and farmer in Greenville), Josiah Hinckley (farmer, and Lake House owner, Greenville), Samuel and Hastings Strickland (brothers, land owners, and loggers, Bangor), Aaron Babb (land owner, logger, Bangor),
Arvilda Hayford, Jonathan Cushing, George W. King, and Abner and Philander Coburn, all invested in some manner in this area, received a charter from the Maine state legislature for the Moosehead Lake Railway Company to connect by rail, wooden or otherwise, North East Bay to the Main Branch.17 At the time the existing carry road was at times impassable and generally inadequate to handle the growing amount of traffic.

The construction crew under the direction of Major Bigney, who built a number of Moosehead Lake steamboats between 1846 and 1873, made the rail line with only wood.18 Given the shallow water the crew started the tracks at the end of a 127-foot-long wharf and extended them another 11,004 feet in a straight line to the Main Branch.19 Some minimal excavation provided a smooth passage from a lake end elevation of 1,027 feet to 1,091 feet at the height of land and down to a little under 1,000 feet at the river. The rails were 50-foot pine logs affixed to ties with juniper pins. Oxen, one or two in tandem, walking on planks between the rails, pulled the five-foot-wide by 10-foot-long wheeled cart with a hand brake on either side. Craftsmen made the first wheels from white pine rounds that wore out quickly and were eventually replaced with iron wheels.

The wharf and landing area were problematic from the beginning. The fundamental issue was the shallow water of the landing area. If the lake’s water level was at 1,028 feet, a USGS calculation, then the end of the wharf was in about two feet of water; the five-foot depth mark was 634 feet from shore. If the dam gates were left fully open so the only available water was the natural lake level, as per the dam charter for July 1 to November 1, then the water line was 1,108 feet from the shore; this was the 15-foot depth level with a full lake. The implication of this water level information was that the railway might have been functional at only certain times of year. Ice raised havoc with the piers and their wood rails; the incorporators eventually replaced those rails with iron ones.

The cart, which carried two tons and only operated when the lake was ice-free, made four trips per day. The shanty and storehouse was on the Main Branch end. A boat from Greenville arrived once a week. How long it took to unload the boat and move the supplies across the carry was undiscovered. Samuel Hinckley, who lived on the Main Branch at the end of the line, was the ox driver from 1847 until 1850 when he died and his son took over for the next four years.

Use of the railway was apparently waning by 1860 and after a fire destroyed it in 1863 the incorporators did not replace it and removed the remaining pieces of the wharf in 1868. Part of the reason for not replacing the railway might have been that a single cart making four trips a day was no longer sufficient to meet the increasing needs of the increasing number of loggers. By this time a substantial tote road paralleled the railway.

However, by about 1872 a new wharf extended a reported 500 feet into the lake; the Appletons and John Ross might have been the owners given they were land owners and logging in the area. Some undated accounts listed the wharf as 660 feet long, a length to which it probably grew over time. Other accounts indicate that the lake ferries and other big boats anchored in the water offshore beyond any wharf and oxen pulled wagons into the lake to retrieve passengers and goods. Others paddled out in boats to receive passengers and luggage. Men pushed farm animals overboard into the water so they could make their own way to shore. In 1890 Farrar indicated the wharf was 1,000 feet long.20 Owners continued to keep the wharf patched together, but when GNP bought it in 1924 it was unsafe; they tore it out and no one rebuilt it. The seemingly ever-extending wharf was a function of the bay’s shallows that extended nearly a quarter of a mile from shore, varying lake levels depending on time of year, and the increasing sizes of ferries.

It was unclear when someone first inhabited the bay end of the carry and who initiated development of a hotel. An establishment was in place by 1870 on the basis of the census, but it had no accompanying farm. Who might have previously leased the land from the Apple-
West of Chesuncook & North of Moosehead

The Page House c.1874  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.S.11607)

Page House left with storage barns and wharf c.1874  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.S.11608)

Native American abode 1871–1874  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.S.11757)

Page Inn as viewed from the wharf c.1874  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.S.18435)

An artist’s depiction of the Winnegarnock House in the late 1890s  (Winnegarnock House brochure)
tons was undiscovered, as was whether or not the Appletons might have developed and hired someone to run the hotel operation. The ferry from Greenville now called at the site on Tuesdays and Fridays. During the logging season woods workers and teamsters streamed through here, followed by sports for fishing, summer canoe trips on the Allagash or down the West Branch, August blueberry pickers, and fall hunters. By at least 1870 people had a place to stay at either end of the carry.

At the Carry House in 1870 Nicholas T. Curren, a 30-year-old recent Irish immigrant, had the help of Thomas Curren (b.1852 in Ireland and perhaps his son) and Lizzie Anance (housekeeping, born in 1840 in New Hampshire). Their only neighbors were the Luces on the river. For how long the Currens had been here was undiscovered, but Thomas was gone by 1872 when he received citizenship in Holden. About 1872 travelers knew the two-and-a-half-story house with an addition on its south side and a small barn near its back north corner as Page’s Tavern. Three large barn-like structures were in a tight cluster on the tavern side of the wharf and more storage-type buildings were part of the lake’s 500-foot wharf complex.

In 1872 John Appleton sold the land on which the Page Tavern rested to his son Harry H. and John Ross; two lots of 75 and 125 acres. It seems probable that Ross and Appleton rebuilt the wharf and added storage barns at this site by 1872. Deed records indicated that Appleton and Ross sold stumpage on the property to William McCrillis and others in 1877.

What the reasons were for not establishing a farm on the bay were speculative. Poor sandy land might have matched that of the bay at that time, or been of poor quality compared to that near the river. John Ross’s interest in 200 acres here suggests he might have been interested in establishing a farm, but in 1882 he opted for a farm about a mile south of the carry on the bay. From this site he was able to cut a road with minimal elevation gain and loss direct to the northwest corner of Lobster Lake where he conducted logging operations for more than 10 years.

Ross and Appleton continued to support traveler accommodations and storage buildings. In August 1878 Simeon and Dora M. Savage took over the hotel operation from C. F. Jordan, a Bangor logger who cut on Nulhedus stream in 1874 and in 1876 and was running the hotel. The Savages renamed it the Winnegarnock House. ‘The couple moved here from the Lake House in Greenville, which Simeon managed. Dora oversaw the cooking, dining, and housekeeping. According to Farrar the Carry House was in need of upgrades and better management and the Savages provided that. They doubled the size of the dining room, and finished several more rooms so the structure could comfortably accommodate 20–25 people. The hotel was two-and-a-half stories with a piazza in front; office, dining room, and parlor on the first floor; and sleeping rooms upstairs. A bathhouse rested on the rock outcrop and was a gathering point on the three miles of sand beach. Guests used the croquet ground and bowling alley, took carriage and horse rides, and used the boats and canoes on the lake and other area water bodies like Lobster Lake, which had road access. Mrs. Savage played the piano and held small concerts with singers at the hotel. The hotel’s canoe portage service handled over 600 canoes in 1883. In February 1887 Simeon died at 36 years of age, and Dora, 32 years old, ran the operation until she sold in 1891 to George Luce, apparently under the name Moosehead Trading and Transportation Company.

The Ross and Appleton sale of the land to the Savages in 1878 placed the property in the hands of a couple who understood the logging interests, but were not loggers. Either the Savages or loggers or both continued to maintain the wharf and expand it to its eventual 1,000 feet as reported by Farrar in 1890.

These movements seemed to suggest that the primacy of the carry for loggers at North East Bay was about to decline. Teamsters in the 1870s began toting from the main branch.
Greenville to Lilly Bay to Ragged Lake and then north
to the mouth of the Main Branch at the northwest cor-
er of Chesuncook Lake. This route improved with time
and avoided the dangers of toting across the full expanse
of Moosehead Lake ice and it eventually had a side road
to Lobster Lake. When Great Northern Paper Company
became a presence after 1900 they expanded the road
network that never included the carry at North East Bay
as a primary hub. North West Bay had deeper water for
docking and unloading large boats.

What rights Ross and Appleton or other lumber-
men might have retained relative to the wharf and barns
through about 1905, when lumbermen working for
GNP dominated the landscape, was undiscovered. In
1890 a crew built the side-wheeler steamboat John Ross
at the lake end of the carry. The new boat’s two steam
engines came up Moosehead Lake on a scow; a wharf
might have been invaluable in off-loading those in order
to place them within the new boat. When completed, a
crew hauled the new boat to the Main Branch and, at
Pine Stream Falls, eased it through the falls as far as the
rope would reach and then cut it. The boat survived the
plunge to tow booms on Chesuncook until the side-
wheeler A.B. Smith, equipped with the Ross engines, re-
placed it in 1902.

George Luce, who owned the farms and the Penobscot
House at the river end of the carry, continued the opera-
tions of the Savages and expanded upon them. When he
bought the Winnegarnock House in 1891 he hired G.W.
Davis and then E.D. Southard c.1893 as managers. In
1898 Solon S. Hibbard, who managed the Kineo House
in 1896 and 1897, directed the operation. In January
1902 a fire destroyed Luce’s new Penobscot Hotel at the
river, but he continued there with his Penobscot House.

As of April 19, 1902 George C. Luce was sole owner
of the farms at the river end of the carry, the Penobscot
House, the Winnegarnock House, and the Moosehead
Trading and Transportation Company that he formed in
1900. Later in 1902 he rebuilt his Penobscot Hotel next
to the Winnegarnock House, where a cluster of three
barns had been.

Between 1902 and 1912 Bill Jenkins served as clerk
and general all-round helper for Luce’s now-named Pe-
obscot Hotel and Trading Company. His memory, as
captured in a newspaper article, revealed that the Trad-
ing Company handled the supplies for nearly every

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28 This sequence was from the yearly Maine Register State Year-
Book and Legislative Manual. However, Harrie Coe’s publication
“Dripping Paddles,” c.1893, listed Mrs. D.M. Savage as proprietor.
Dora soon moved to Denver, Colorado, but never remarried.

29 “Winnegarnock House, North East Carry, Moosehead Lake
Maine (1898),” a promotional pamphlet available on the internet at
Hathi Trust; Samuel J. Bryne, president; Dr. Charles Bullock, secre-
tary / treasurer

30 Home Journal, volume 58, Saturday April 19, 1902, p.14
logger on the river using North East Carry as an access point. The outfits included John Largay and Sons, Rod Sutherland, Sutherland and Sons, Wint Maxfield, E.G. Burr, J.F. Smith, Fred Getchell, Stetson and Aplaugh,31 GNP, and others. These outfits shipped their winter supplies to Greenville, where a Coburn steamer brought them up the lake to the Trading Company’s storehouses near the wharf. The commodities included foodstuffs for men and animals, and axes, saws, boom chains, horse-shoes, and more. It all amounted to more than 800 tons and completely filled the storehouses.32

The Trading Company also provided other services. Sports and those on canoe adventures purchased supplies and some summers between 1902 and 1912 Jenkins hauled 1700 canoes across the carry. The company also handled the bodies of those who died on the river. Jenkins made the wooden boxes for them for their journey south.

Luce’s first Penobscot Hotel manager, Frank L. Gipson, also managed the Winnegarnock establishment that now included the post office with him as postmaster. Following Gipson, as manager and postmaster, were Charles S. Ray (1904) and Joseph Patten (1905). By this time the complex was more than twice as big as it had been in the early 1870s, and included five camps extending in a line from the hotel’s south side and facing the lake. A round log structure was the dance hall. The ferry schedule for the hotel was coordinated with the train schedules.

The role Luce assumed beginning about 1900 was clouded. He formed the Moosehead Trading and Transportation Company in 1900 and paid off his creditors by April 1902. He then immediately built his Penobscot Hotel at the lake under a new company name of Penobscot Hotel and Trading Company, hired Frank Gipson to manage the compound and disappeared. The letterhead for the new company lists Thomas Cressey as President and H.[Henry] F. Willard as vice president, with Frank Gipson as manager.33

The artist’s rendition of the Penobscot Hotel as printed on the letterhead was grandiose in compari-son to the plain structure the company built. Curiously, Cressey and Willard held the same positions with the Seboomook Outing Club of Newark, New Jersey. This organization had a compound five miles up the Main Branch. Assuming the mileage was correctly measured, the camp was in the vicinity of the ledge drops ending a short distance above the mouth of Luther Brook. Club members reached it by either canoe or motorboat from the carry. Cressey, who was a notable life-long architect in Newark, perhaps sketched the letterhead as a way to try to attract investors.

Luce apparently realized that he would probably be unsuccessful in his financing attempts. With Cressey perhaps in poor health (died in 1908) Luce sought to cover his debts by selling the Penobscot Hotel and Trading Company that held all his properties and buildings in the carry area. The 1907 purchaser was Arthur A. Crafts, an Ohio man, Greenville merchant, and son-in-law of Greenville’s John Eveleth.34 Crafts and his site manager maintained the relationship Luce had developed with the Seboomook Outing Club; the Winnegarnock House’s advertising in 1918 and 1922 included the club’s Seboomook Lodge as a group site.

Even though George and Cordelia Luce were property owners for 37 years at the carry of North East Bay

31 Their account books with the trading company included those of 1912–1914 when they had operations at Lobster Lake. The trading company toted the supplies overland to their camps at the lake. They are available in the Stetson Papers, University of Maine Raymond Fogler Library Special Collections.
33 There were two different letterheads; Gipson was on one and not the other; the hotel sketch was the same on both.
34 Crafts, born 1867 in Auburn, Ohio, married a Greenville woman, Rebecca W. Eveleth, daughter of John Eveleth, and they lived through at least 1891 in Ohio where their three children were born. After Arthur received the postmaster position at Greenville Junction, Arthur’s two brothers moved to Greenville by at least 1899. From at least 1900 through 1930 Arthur was a general store owner and merchant.
they remain a mystery. The couple appeared at North East Carry in 1870 and seemingly disappeared, to re-emerge fifteen years later in 1886 when the Morris family moved out. Being postmaster from 1890 to 1901 suggests George was present in North East Carry during that time, but he did not appear on the 1900 census, and had no recorded death certificate. He hired managers to run his operation after 1900. The only hints as to where he might have been was Cordelia’s 1897 death certificate noting her grave in Bangor, and their deeds with their residence being Boston, Massachusetts.

Where were George and Cordelia Luce and what were they doing? In 1886 they returned and apparently had resources to payoff their land debt and build a substantial “house.” When his house burned they not only rebuilt, but completed payments on a major hotel complex and then hired someone to run it. Their wherewithal remains a mystery.

Arthur Crafts apparently continued the Luce farm and either he or Luce hired Thomas B. and Edith E. Snow about 1907 as the onsite managers. The couple had been confectioners and dealers in Guilford and then moved to Greenville where Thomas was a clerk in Crafts’ store in Greenville Junction. The Snows were still managing the hotel as reflected in the 1910 North East Carry census that listed seven heads of households and 49 people living under those seven roofs. The list included: 22 persons living at the hotels on the lake; the husband and wife of two households worked in the store; one household had a photographer with a boarding logger; 12 members of three remaining households engaged in farming; George Luce was not in the list.

By 1916 Crafts apparently leased a small plot of land at the river to a couple who were not farm workers. Angie Perro and Lewis E. Nice, both residents at the carry at the time, married and opened a small business on the river. Lewis (b. 1886) was a trapper from Tremont and in...
at least 1917 served as the Burbank township fire warden, a position that suggests his familiarity with the area and that he might have moved to the area c.1903 when he first came north. Angie, a guide (b.1871), was the former wife of a river driver and Orono resident until at least 1910. Lewis had a trapper’s camp on Lobster Lake and had a small rowboat with a temperamental engine. They lived at the carry until about 1925, resided in Rockwood by 1930 and in 1940 were back in Tremont working in a store. Lewis served as the carry’s notary during his last few years. Whether anyone took over his business was undiscovered.

The population at the carry as reflected in the 1920 census included 30 people; seven children, a farm manager and laborer, six guides, and seven people associated with the hotels including a teamster. These people were all engaged in some manner with Crafts’ enterprises as apparently managed by the Snows. In 1921 Thomas Snow died from a blocked intestine 12 days after an appendix operation, but Edith, perhaps, with the help of her daughter Doris (b.1902) and her son Russell (b.1903), continued to manage at a minimum the Winnegarnock, which the couple had apparently previously purchased from Crafts. She also became the postmistress and remained as such until she closed the Winnegarnock in December 1924 and sold in January 1925 to GNP. At the same time Crafts sold all the old Luce company property and other buildings to GNP. Edith returned to live in Guilford as she and Thomas had done during winters of their later years.

One of the couples associated with the Snows was Anna (Antonia) and Chester Worthing, who married in Portland in 1919 and moved to North East Carry in 1920. Anna waited on tables for the Snows. Chester, son of a Belfast house carpenter, became a woodsman and guide by 1917 and was living at the carry. Why neither of them appeared on the North East Carry 1930 census is undiscovered. Either the couple or Anna left near the time of their son Clifford’s birth in Greenville in 1924, but Clifford grew up at the carry and attended the school downriver at Chesuncook Village. The family’s home was at North East Carry according to the 1940 census. Chester died at the carry in July 1970 and Anna, whose last edit of the North East Carry entry for the Maine Reg-

37 “Northeast Carry where things are always happening,” an unidentified newspaper clipping with no date found at Moosehead Historical Society.
ister appeared in 1971–1972, moved in 1971, probably to be with her life-long friend Mable Smart in Portland, where she died in 1997.38

After Edith Snow sold her holdings to GNP it seems probable that William J. Hodgins took on leases for the Penobscot House and the Penobscot Hotel and Trading Company. Hodgins, a logging contractor, operated in the area between 1910 and the 1930s, and during much of that time it was with a logger name Southard, presumed to be Edwin D. Southard of Bradley, a previous owner of the Morris farm at Caribou Lake and then a manager for Luce at North East Carry from 1893 to 1898. In 1919 Hodgins and Ron Sutherland of Bangor had a lease on a North East Carry lot and building previously held by John A. Pluid.

Hodgins and Sutherland perhaps influenced in part what GNP tore down in June 1925. A GNP crew, staying at the farm on the Main Branch, tore down the Winnegarnock House, the dance hall, and the wharf that was in an unsafe condition; the company never replaced any of the structures. GNP continued to support the operations of the other businesses and consequently the demolition did not include the Penobscot Hotel and store structure Luce had built at the lake immediately west of the Winnegarnock House, or two storage buildings of the Trading Company store that lined the west side of the carry road opposite the hotel, or the structures at the river end of the carry: the Penobscot House and the buildings on the Luce farm that included the old school house and post office. GNP made the old Morris farm on the west side of the carry at the river its operation’s base and renamed it Penobscot Farm.

Hodgins apparently renamed the Penobscot Hotel and Trading Company the West Branch Sporting Company and placed Charles Kavanaugh, who had replaced Snow as the postmaster in December 1924, as its manager, a job that probably included the Penobscot Hotel operation. Kavanaugh might have been one of Hodgins’ clerks from a nearby logging operation.39 The company also had branch camps on at least Russell Stream and rented nearby cabins. The Russell Stream camp was perhaps the same as the one originally owned by Luce; they were open by 1900. With no wharf boat service ceased and mail came over the new road from Seboomook Farm.

Hodgins inserted himself in the daily operations in September 1926 when he took over the postmaster job and moved the post office site to the Penobscot House, which he renamed the West Branch Sporting Club and was at the river end of the carry. Kavanaugh, who became the town’s notary in 1926 and continued through 1930, probably continued to work for Hodgins.

Hodgins son, Charles Herbert Peat, arrived from Canada in September 1926 to begin working at the Sporting Club.40 Within a year Herbert returned to Quebec to bring back his wife Vera. The couple managed Hodgins’ Sporting Club and Vera gave birth to their son at the carry in 1932.41

Beginning in 1937 a number of changes took place at the carry. The Peats continued to run the Sporting Club, Mrs. Ellen Doyle ran the Penobscot Hotel and its restaurant, and GNP had no lessee for the storage barns.42 At some early point the store, which used the storage barns, moved into the Penobscot Hotel. About 1970 part of the storage structures collapsed due to the weight of snow and in the spring GNP demolished them and removed the debris.

Hodgins ceased being postmaster in 1937 when the postal service appointed Charles E. Beardsley postmaster and then Charles W. Howard in 1938.43 With the January 25, 1940 postal appointment of Anna Worthing the post office moved to an ell of her home at the lake end of the carry and remained there until December 30, 1964, the day Anna retired and it closed.

William J. Hodgins might have continued to live in the community given that he edited the North East Carry entry in the Maine Register and Year Book for the years 1941–1942 through 1959–1960. During these years the LaCrosses and the Peat-Paquets were the only business owners.

Joining the Peats as a boarder before 1940 was Louis Phillip M. Paquet, a teamster, who also did the mail driving. In 1930 Paquet (b.1911) followed his uncle Olidas Paquet and Arthur Paquet (probable brother of Olidas) from Canada. As partners Arthur and Olidas conducted

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38 Mr. and Mrs. Ed Raymond, who knew the Worthinges, provided much of the information pertaining to the Worthinges.
39 ancestry.com
40 Immigration records found on ancestry.com, provided this information and that below pertaining to the Peat family.
41 ancestry.com does not have a census record sheet for Burbank, North East Carry for 1930 and it was not part of the census of any other township in the broader Moosehead and Chesuncook area.
42 Between 1928 and 1937 the Maine Register State Year-Book and Legislative Manual did not include a proprietor’s name. Ellen and her husband had a lease for property on the Ross Road.
43 US Postal records as available through ancestry.com
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

Former Penobscot Hotel 2021  (Bill Geller photo)

Northeast Carry Inn c.1940  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.PC.3663)

The Worthing family home and post office 1940  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.PC.3669)

North East Carry in 1940  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.PC.3667)
West of Chesuncook & North of Moosehead

GNP storage barns  (courtesy Moosehead Historical Society)

The rental cottages of the Northeast Carry Inn 1940  (courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.PC.3675)
logging operations in the carry area from 1925 through 1931. For his draft registration in 1942 Phillip listed his occupation as unskilled labor for pulp and paper. Phillip left the woods to serve in the war, returned to the carry after the war, married Vera Peat in December 1947, and continued to log, with one his last crews cutting on the North Branch in the 1968–1969 season.

What became of the Sporting Club and the other operations at the river during the war was a matter of speculation. The 1942 GNP lease list did not include the Hodgins’ river site lease. It included one lease, the only one and a new one for the lot 9 site of the former sporting club; Susan W. Field was the lessee; a Susan W. Field was the owner of Cape Cottage Hotel in Portland. Perhaps she had an interest in operating the old sporting club. However, once she gave up the lease GNP apparently tore down a number of structures.

By 1948 when Ed Raymond first started coming to the area only two structures remained; one of them was still standing in 2021. Someone moved the schoolhouse across the carry to a new site. The Raymond family bought it in 1954, eventually replaced it and later established their store on the site; it still operates in 2021.

Raymond remembered Floyd Smith (b.1905, d.1993) of Walpole, New Hampshire as the lease holder for the former Susan Field site. Smith enjoyed bees and set out some bee houses. The bears were equally interested, but Smith met their challenge by placing the hives inside a bear-proof structure that still stands. The members of the William Palmer family of Bangor were close friends of Smith, visited frequently, purchased the lease from Smith, and retained ownership through at least 2021. The family continued to preserve the log structure.

With Hodgins giving up his lease c.1942 and Vera’s apparent breakup with Hodgins’ son Charles, she took a lease on a structure on lot 12 on the west side of the Carry Road about .3 miles from the lake. In close proximity to her on this same lot were lessees Peter Derosier, William Deroiser, Joseph Duby, Edward Tibadeau, and Frank Schmidt, all guides. When Ed Raymond first visited the site in 1948 these small camps were all present.

Vera, joined by Phillip, soon opened (exact date unknown) and ran what became known as Paquet’s through at least 1961,44 and probably as late as 1971,45 the last year the establishment appeared in the State of Maine Register and Year-book. When Ed and Shirley Raymond

44 Moosehead Gazette, February 1961
45 Anna Worthing last edited the North East Carry listings in the Maine Register, State Year-Book and Legislative Manual 1971–1972. The Paquet listing continued through 1981–1982 along with other listings that were incorrect.
moved to the community in 1978 the Paquet operation had been abandoned for some time and the structures were in poor condition. Vera died in 1984 at 81 and Phillip in 2011 at 100.

Paquet Camps was probably a creation of the Paquets. No other-named such operation previously existed at the carry. Their business had a log two-story main camp where guests dined; it was probably the structure on Vera’s 1942 lease. It had a screened front porch for both floors and faced the road. The couple had a number of sleeping cabins in the woods behind. The Paquets probably amassed these over time as their owners, guides in 1942, relinquished their leases. Their Texaco gas pump served their guests.

The Penobscot Hotel, run by Mrs. Ellen Doyle in 1937, probably for Hodgins, had a new owner in 1939 and remained under that ownership until it closed as a commercial establishment c.1970. Bill and Florence LaCrosse bought the West Branch Sporting Company and the GNP lease for the land in 1939; it included the Luce-built Penobscot Hotel with its store that faced the carry road and had a gas pump, and some rental cabins to the east of the hotel.46 At some point they changed the name to the North East Carry Inn. In the early 1940s during the war years the LaCresses, married in Orrington in 1934, lived in Bangor as their main residence and Bill worked for GNP. By 1947 they were back at the carry as sporting camp operators and Bill continued to do some logging operations clerk work for GNP. The nature of the business apparently changed over time. The store function in the post-1948 era soon shrank to a few shelves with canned goods and soda that was never very cold given the nature of the gas refrigerator. About 1968 Bill was hauling about 80–90 canoes a summer over the carry, primarily for boy’s summer camps. At some point the inn closed, but they continued to rent cabins.47 Those who came to stay were generally interested in fishing Mooshead Lake as opposed to the river, and Bill had boats available for that. He did not have boats on other bodies of water for use by his clientele.

When J. Parker Huber traveled through the area in 1974 retracing Thoreau’s 1853 journey he met Bill, who was still hauling canoes across the carry.48 The inn, still

46 Mary Calvert, *The Kennebec Awakens*, Twin City Printing, Lewiston, Maine, 1986; advertisement with picture in the 1941 issue of

standing, was no longer a public accommodation, but Bill still held the GNP lease. When the Raymonds moved to the community in 1978 Bill Lacrosse was still present. Florence died in 1979 and Bill moved on about 1982 and died in 1986. The old North East Carry Inn structure was still in use as a private residence in 2020.

In December 1978 Ed and Shirley Raymond, both in their early 30s, arrived at the carry from Attleboro, Massachusetts, to make this their year-round residence. Thirty years earlier in 1948 Ed and his dad had come north on a fishing trip. Having caught their limit early one day they went exploring to see if they could find the site of a camp of a hometown acquaintance. They found it at North East Carry and immediately liked the general area. They returned each of the following six years and stayed at the Lacrosses North East Carry Inn and Cabins. In 1954 Ed’s father took over the lease of his hometown friend and Ed became the leaseholder after his father died.

Ed and Shirley knew that whatever they would do as a couple would be building afresh. They took up residence in Ed’s camp, now the site of their current store, and began to create a livelihood. They arrived at the camp with its woodless woodshed and spent much of their first winter cutting firewood by day and burning it at night. GNP kept the road to Rockwood plowed. From the start they communicated with GNP about getting permission to make this their permanent residence. Fortunately, the state laws changed and it never became an issue, but they had a backup plan.

In those early years, other than winter loggers, others were not present. The only standing abodes between their camp and the lake were three on their side of the road. The first was the abandoned Paquet’s Camps, then the Jannelles, followed by the Sanborns. At the lake on the left side of the road Bill Lacross still owned the North West Inn, but it was not operating and he no longer had the store. The Worthing home and former post office was on the left side of the road about half-way between the Raymond’s and the lake and it was still in use in 2021.

They came with ideas for work they could do. Their first jobs were construction on camps dotting the lake-shore within a boat ride from the carry. With that kind of work came nagging injuries. Shirley was the first to

The bridges over the tributaries of the Main Branch, like this one over Lobster Stream on the tote road along the south side of the river to Chesuncook, frequently washed out; horses could ford the stream. (courtesy Leadbetter family)
put down the hammer and by the time she did they had started providing a propane gas service. In the summer they still toted canoes, primarily for camps, across the carry with a dump truck and trailer, but this business would dissolve from 5–6 camps a day to nearly nothing as better roads made the long paddle up Moosehead Lake unappealing, and the camping and use fees were put in place along the river. The propane gas business increased and Ed gave up the camp construction work. Their store, which opened a few years after they moved in, evolved from folks in the area asking if they had any spare goods to sell from their personal larder so they did not have to make the long trip to Greenville. The business still thrives, but its primary clientele has shifted from summer visitors to winter snowmobilers.

Roads east, west, and north from North East Bay

When fire destroyed the ox cart railway in 1863, oxen and toting were a common part of logging operations and no one felt the need to rebuild it. By 1859 loggers had extended the carry tote road down along the 23 miles of the river’s south edge, making fords at Lobster and Pine streams, to reach the Smith farm close to the mouth of the Main Branch at Chesuncook Lake. A shanty developed at the mid-point.

The loggers and teamsters who headed north into Russell Stream valley by at least 1879 used the carry road at North East Bay, forded the river or crossed on the ice just above the mouth of Russell Stream to pick up the winter tote road that went up the west side of Russell Stream valley and over the height of land to the east side of Fifth St. John Pond. Above Russell Stream deadwater the river forked, with the northeasterly-running road leading to Loon and Caucogomac lakes whose waters flow into the north end of Chesuncook Lake. The river crossing was still in use into the 1940s and 1950s. At some point after the war a linked collection of steel barges formed a floating bridge for crossing the river. A crew probably removed the barge bridge following the last drive on Russell Stream in 1958.

By 1891 loggers working the Ragamuff drainage exited North East Bay and forded the river. The nearly-straight road ended at Ragamuff Stream in the upper northern part of T4R14 W.E.L.S.

A little over a mile south of North East Carry along the lakeshore was lumberman John Ross’s farm of 100 acres on land he bought in 1882. Ross cut a road directly to Lobster Lake by 1891. In the post-Ross era supplies for Lobster and Little Lobster Lake came overhead via the Grant farm, not North East Bay.

Road use along the Main Branch declined over time. By 1879 a winter tote road from Greenville via Kokadjo, accessible from Lilly Bay, went to Ripogenus Lake. At the Grant farm near the southwest corner of Ragged Lake, a north-running tote road with a shanty on its east side above Deer Pond, forded the Main Branch close to Chesuncook Lake. After 1899 a side road from the Deer Pond shanty area went to Lobster Lake. For teamsters the advantage of this land route was not being exposed to 35 miles of dangerous Moosehead Lake ice. Beginning about 1917 GNP would continue to develop this basic road network through the log-drive era ending with 1971.

The other substantive road impact on North East Carry was the 1912 rebuilding of the Seboomook dam that allowed for passage over it. Now access to the north side of the river for those operating on Ragamuff, Russell, Elm, and Negro streams was no longer necessarily from North East Carry. The road east from North East Carry along the south edge of the river with its shanty would endure and in 1922 a crew linked North East Carry to Seboomook dam with a graveled road; it was now 106 good road-miles from North East Bay to Kineo Station.

The carry at North West Bay

For many years before the white man ever appeared in this area, men and families paddled into the bay and up Carry Brook, reaching the portage path to the Meadow Pond and the Main Branch at .7 miles. In time,
white men used it as a route to Quebec. The carry route was distinctive enough by 1814 for surveyor John Neal to include it on his map.55

In 1815 the proprietors of New Plymouth of the Commonwealth of Massachusetts had Seboomook township surveyed by Charles Hayden.56 The survey included a narrow strip of property extending from the head of North West Bay due north to just below Seboomook Falls. This strip was perhaps reserved as a right-of-way for anyone traveling between the two water bodies. Even though no one seems to have used it, it was an indication that individuals were already considering access to the river.

Beginning in 1836 travelers wanting to cross the carry paddled .4 miles up the old stream course, now at times flooded out by the new dams on Moosehead Lake, to reach the carry landing a short distance from the Old Canada Tote Road, thought to have been constructed in 1836 by Major Silas Barnard. The road appeared in part on Anson's 1839 map of the North West Bay area. Whether by plan or coincidence 1836 was the first year a steamboat operated on the lake, a time period when the Maine legislature was still discussing a road from Brighton to Moosehead Lake to Quebec.

The recorded verbal annals of North West Bay included Marsh Lane, a guide and logger, building the bay's first homestead on the east side of Carry Brook in an unknown year, not before 1840, but probably in the early 1840s. He moved here with his son Ferd (Ferdinand) and two daughters (names undiscovered). They might have traveled up the lake in large canoes, like the ones other guides and lumbermen used, to reach this site.

The Lanes established a farm and supporting services for travelers, loggers, adventurers, and sports who wanted to reach the Main Branch or needed a rest spot before continuing on the Old Canada Road. He knew it was on the route to Quebec City, which was probably cut to Meadow Pond; neither the Canada nor the side road was a continuation of the portage trail.57

When Marsh (Marshall) Lane first moved to North West Bay was an estimate. Lane was Marshall J. Lane, a lumberman and a guide, who was born in Maine in 1808; he died in 1876. Marshall married Olive Scammon of Buxton and she gave birth to son Ferd, Charles Ferdinand Lane, in 1836 at Salmon Falls on the Saco River. The recorded memories do not include a wife living with Marshall at North West Bay, only a son and two daughters.58

After Marsh's death Ferdinand continued the operation that seemed to focus on feeding and lodging travelers.

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55 John Neal, surveyor, 1814, Survey of T1 R4 NBKP Plymouth Township in Somerset County
56 available at Maine State Archives

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57 One of the options used by Main Branch travelers who wanted to avoid the river challenges between the carries at North West Bay and North East Bay was to leave the river and paddle across the upper end of Moosehead Lake or take a ferry. Alfred G. Hempstead, The Penobscot Boom, Orono: University of Maine Press, 1931 and Everett L. Parker, Seboomook: From Native Americans to POWS, Greenville, Maine, Moosehead Productions, 2003
58 Olive Lane, Ferdinand's mother, apparently divorced and married Joel M. Lane (b.1808) and in 1860 they were farming on the Sand Bar Tract on the west shore of Moosehead Lake to the south of Marshall's place. The Lane children living with her in 1860 included Joanna (b.1843), Greenlief (b.1844), Maranda (b.1846), and Adrianna (b.1851). Joel fathered Adrianna. Miranda was born in Stillwater, but her father's name was undiscovered.

During this same general time period Ferdinand married Fannie J. Lane in 1855; their first child Annette was born in 1858 in Berlin, New Hampshire where Ferdinand was working with lumber. In 1860 their second daughter was born when they were living in Old Town. They returned to Berlin to live at least until June 1863, the time of the Civil War draft registration. He apparently did not serve in the Civil War. By 1870 the family was back in Old Town and Ferdinand continued in the lumbering and milling business in Old Town through the 1890s, retiring from it by 1900. The guidebooks of Hubbard and Farrar published between 1879 and 1889 identify Ferd as the headman at the "Lane Hotel." In 1882 he was charging two dollars per load to get across the carry. No doubt he was there at least some of those years, perhaps seasonally with his family remaining in Old Town during the winter.

By 1870 Olive, Joel, and all the children except Joanna, followed Olive's son Ferd and his family to Old Town to live. Adrianna died in 1872, Joel died in 1878 two years after Marshall, and they joined Marshall in Riverside Cemetery Orono. Olive passed away two years later and was buried in Buxton, her hometown. Perhaps Joel M. Lane and Marshall J. Lane were brothers or somehow related.
Scenes of the Seboomook House (Northwest Inn) Compound

(courtesy The Maine Sportsman July 1900)

(courtesy Moosehead Historical Society)
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

(courtesy Maine Historic Preservation Commission, Augusta, ME, MHPC.PC.3586)

(courtesy Moosehead Historical Society)
Scenes of the Seboomook House (Northwest Inn) Compound

(courtesy Moosehead Historical Society)

(courtesy Moosehead Historical Society (c.1916))

(courtesy Moosehead Historical Society (c.1920))
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

(courtesy Moosehead Historical Society)

(courtesy The Northern, January 1925)
elers and assisting them in getting to the Main Branch. Ferd built a new, more comfortable structure, but left his father’s shanty standing for use.\textsuperscript{59} No doubt the operation grew food stuffs and hay for the horses, but the absence of hired or family help suggests it was not a farm growing enough crops to sustain logging operations. In 1882 he was charging two dollars per load to get across the carry.

The guide books of Hubbard and Farrar, published between 1879 and 1889, identify Ferd as the headman at the “Lane Hotel,” but he apparently sold before 1886. He had married Fannie J. Lane in 1855; their first child Annette was born in 1858 in Berlin, New Hampshire where Ferdinand was working with lumber. In 1860 their second daughter was born when they were living in Old Town. They returned to Berlin to live at least until June 1863. By 1870 the family was back in Old Town with Ferdinand continuing in the lumbering and milling business through the 1890s and retiring from it by 1900. Ferdinand and Fannie continued to live in Old Town.\textsuperscript{60}

“Lane’s Hotel” appeared on Colby’s Maps of the Timerlands of Maine No. 6 1886–1887.\textsuperscript{61} The Lanes must have enjoyed a reasonably strong guiding business given Alec (Alexander) Lessard, a Greenville guide and farmer, either bought the business or managed it in Ferdinand’s absence. Whether or not Flora, Alec’s wife, joined him is undiscovered, but they apparently had no children and continued to have a residence in Greenville where they probably wintered.

Joseph Morris (b.1823) and his family moved from their well-known Morris Farm on the Main Branch at the carry to North East Bay to take over the operation from Alec in 1886. Joseph built the first formal-looking hotel in July and called it “Seboomook House.\textsuperscript{62}” Morris’ siting of his structure on the point, probably a strategic decision based on lake depth, was .4 miles east of the landing of the Old Canada Road. The landing of the road was good for winter teamsters, but poor for a ferry landing due to very shallow water. The point had deeper water allowing for better wharf access.

Morris’ savvy came from years of experience that started with a farm on Chesuncook Lake, followed by ones at Caribou Lake and North East Carry. He knew the ways of the lumbermen and they knew him. Furthermore, he knew the shortcomings of the shallow water at North East Bay for both loggers and hoteliers. At North West Bay Morris built and maintained the small wharf and storage barn that still existed in 1894.

Given the personal circumstances of the Morris family it appears that Morris had Bill Young (b.1862), a guide and son of a Greenville printer, operate the hotel beginning about 1888. Bill, single at the time, married his wife Annie in 1890. Joseph Knights, who many years previously established Knights’ farm at the Fork, lived with them in Greenville when not guiding. Knights probably taught Bill the guiding business and might have helped him with the hotel.

In 1890 J.T. Mayville and Company Properties of Bangor leased the “Seboomook House,” renovated it and hired Charles Perkins and his wife to run it. The company advertised in the Bangor Daily Whig and Courier during the summer and fall months of 1890, but not in any subsequent years.\textsuperscript{63} Joseph Morris died in 1891.\textsuperscript{64} The probate court records confirmed that Joseph owned the hotel at North West Carry, but the estate was not settled until 1895. The estate recorded property rental between the time Morris died and the estate’s settlement, which included its sale, but the records did not list the purchaser, who was probably Milton G. Shaw.\textsuperscript{65}

By 1894 Martin P. and Annie E. Colbath, farmers from Exeter, apparently leased the Morris establishment and opened the post office by 1895.\textsuperscript{66} At the time the site had a small wharf and store house that Martin

\textsuperscript{60} Fannie died in 1902 and Ferdinand moved to Oakland to live with his daughter’s family; he died there in 1910. Their daughter Bertha became the wife of M.L. Strickland of the well-known lumbering family of the Old Town area.
\textsuperscript{61} Neither this same name nor another name appear on maps until the 1928 map, Bangor and Aroostook Railroad and Connections Including Northern Maine Hunting and Fishing Region 1928, when the name Seboomook Hotel was in the same spot.
\textsuperscript{62} Bangor Daily Whig and Courier, July 24, 1886
\textsuperscript{63} Bangor Daily Whig and Courier, August 5, 1890
\textsuperscript{64} Complicating the picture was that the 1894 death certificate for Joseph and Mary’s son Joseph listed his parents as Levina and Joseph (b. 1855); this Joseph being the elder Joseph’s son who was born in Canada before they arrived at Chesuncook in 1860. The occupation for this elder son was “hotel keeper” with no location. However, he died a year later in Greenville.
\textsuperscript{65} Mayfield probably leased from Milton G. Shaw who sold to Colbath in 1899.
\textsuperscript{66} Ancestry.com postal records revealed that the post office opened with Martin Colbath as postmaster. Maine Register State Year-Book and Legislative Manual 1897–1898 listed the proprietor as Colbath; the publication for previous years had no listing for Seboomook.
expanding. Over time he added other buildings, including the annex to the hotel. Annie died in July 1898 from gastric fever and ulceration of the liver, but Martin continued. A year later he bought 9 19/32nds acres (in Big W township) on which the operation rested from Milton G. Shaw, a well-established Bath lumberman and investor in the Coburn Steamship Company on Moosehead Lake. The lot’s north boundary was the Big W north town line, the south boundary was the lake, the east boundary was shared with landowner A.J. Dudley, and the west line was the arrow-straight roadway leading north from the wharf. Shaw retained rights to landing steamships at the wharf and anything else supporting his lumbering operations until he ceased such interests. In addition to a wharf, a storehouse, barns, and a blacksmith shop were also present. The agreement also had the caveat that Colbath would allow passage for others from the wharf.

In 1900 Martin married Nellie M. Mansell, who was born, grew up and worked in Greenville as a domestic, and they continued the operation together until he died in January 1919. In 1902 Martin either built or rebuilt the wharf and added a storehouse. By 1912 his wharf extensions had lengthened it to 220 feet and the storehouse was now 248 feet long. They opened the general store by 1904.67 As late as 1918 they boarded GNP men. In 1920 the population of the community was 24 residents. By 1923–1924 a stage line from Kineo provided overland transportation three times per week when ice blocked lake passage.

In 1900 Martin bought the block of land west of the road from the wharf, with the north line being Big W township north line and the west line being Carry Brook and the south line being the lakeshore. He made one other land transaction. The year before he died he conveyed the store structure and the land it rested upon; it was a square with the south edge (72 feet) being the lake and the north edge being 76 feet from the front of the store to the north edge.

Nellie felt the strain from trying to run the entire operation and in April 1921 began to sell off the land and structures. She sold the “hotel property” east of the road from the wharf, excepting the plot with the store she owned as per the 1918 deed, to Ralph L. Keating of Portland, Maine. He was married with no children and was a traveling salesman of automotive accessories. By 192268 he was advertising the establishment as the Northwest Inn. In 1922 Nellie and GNP negotiated an agreement such that a company crew rebuilt the storehouse, added a conveyor, and enlarged the wharf so it could handle any steamer on the lake.

More changes in ownership unfolded beginning in 1924. Keating operated during the 1924 season69 and Nellie may have assisted him in certain ways. However, in November 1924 he sold his “hotel property” including buildings to J. Otis Wardwell of Haverhill, Massachusetts, and bought the west parcel from Nellie. A year later Nellie sold her store and its lot to GNP. In 1928 Keating sold the west parcel including all buildings and the wharf to GNP. Previously GNP only had access-to-the-lake rights and had paid rent for the use of the wharf. GNP owned the land abutting the north boundary line of the once Colbath properties, and on that land rested its Seboomook farm.

Wardwell continued the inn operation.70 In 1928 he bought from GNP the Nellie Colbath store lot. Beginning in at least 1930 he hired Washington I. Hamilton, and perhaps his wife Laura, as caretaker, a term the Hamiltons used. The Hamiltons were long-time residents of Greenville. Washington, born in 1872 at Kokadjo, guided out of Greenville from an early age and by 1920 they lived on West Street in Greenville and were hotel proprietors. He spent 15 years as proprietor of the Kokadjo Inn before moving to North West Bay. In August 1933 Laura bought the whole of the Wardwell properties. The community population in 1940 was 16. The Hamiltons apparently enlarged the hotel and did a good business up until the war. They did not open in 1944; the hotel burned on April 9, 1945. About 100 men fought the blaze, but could not control it. Given that business was dying out the Hamiltons decided not to rebuild.71 GNP eventually purchased the property.72

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67 Maine Register State Year-Book and Legislative Manual 1904–1905
68 In the Maine Woods 1922. Bangor, ME: Bangor and Aroostook Railroad Company
69 In the Maine Woods 1924. Bangor, ME: Bangor and Aroostook Railroad Company
70 This statement was a deduction based upon his subsequent purchase. No advertising appeared in the Bangor and Aroostook Railroad’s yearly publication, In the Maine Woods.
71 “Recalls Burning of Seboomook,” The Moosehead Gazette, June 26, 1953
72 More detailed information appeared in Great Northern Paper Company’s The Northern, January 1923.
Roads from North West Bay

The first road, Old Canada Road exiting North West Bay, was probably cut in 1836 by Silas Barnard, but if not it appeared on the Anson 1839 survey. This winter road went westerly to the Fork, the junction of the North and South branches, through the land south of the Main Branch. Landowners and lumbermen improved the road over time leaving its general course basically the same. In the 1870s it connected Lane’s abode to Swan’s farm below Gulliver Pitch and Knights’ farm at the Fork. In 1911 GNP completed road improvement projects that included graveling that made it fit for year-round use. For any logging north of the Main Branch and between Seboomook Falls and the Fork crews forded the river.

In 1912 GNP built the first road, not the current one, from North West Bay to the head of Seboomook Falls in support of the rebuilding of the dam. The rebuilt dam included a road across its top. From the dam crossing GNP extended a road northeasterly to intersect those using river crossings accessed from North East Carry. Ten years later GNP crews linked the dam via a road on the south side of the Main Branch to North East Bay. Crews did not cut roads extending west through the land north of the Seboomook impoundment until after the cancellation of the Seboomook and St. John Railroad project in 1928.

Farms of the Main Branch

The logging crews in the earliest years were small, sometimes only three or four men. When they came in they came for the winter; they operated without a winter supply line; they cut a small amount of trees that they could raft so as to keep them together; they probably did not have an ox for hauling. Soon some loggers sent in a few men to cut hay in the natural meadows for an ox, clear land, plant crops, and build log storage buildings and root cellars in which to store the winter food supply as needed by a crew.

The river’s mouth would have been a natural farm and staging location for lumbermen who collected rafts of logs before moving them down Chesuncook Lake as one. Sometime before 1847 Daniel Briggs, a Monson farmer, cut a clearing just south of the mouth on the lake’s west shore. In 1847 Ansell Smith, an Old Town lumberman, bought 100 acres from the Maine state land agent and developed a farm around which Chesuncook village would form. His land included the Briggs’ clearing.

At about the nine-mile mark before the 1870s someone, most likely landowner Hastings Strickland, cleared and farmed half of three-quarter-mile-long Big Island. The recorded Hastings Strickland farm was at about the mid-point between the carry at North East Bay and Chesuncook Lake; just below the mouth of Ragamuff Stream that drains T4 and 5R14 townships with land Strickland owned.

At Lobster Lake lumberman and landowner James Jenkins of Falmouth, Massachusetts, had a farm c.1846. A man with the name Jenkins, not of Falmouth, blasted away rocks in Ripogenus gorge in 1845 and 1846, and drowned sometime after 1847 in the gorge just above Little Heater at what was then named Jenkin’s rock.

Who might have opened a first farm on the river at the carry from North East Bay was undiscovered, but the Samuel Hinckley family tended to the ox railway at the portage from 1847 until 1854, and lived and farmed at the river end. The farm operated consistently and GNP eventually bought it.

Beginning sometime in the 1840s the Lane farm at North West Bay, not on the river but close enough to serve travelers as a shanty, expanded into a supply depot with a wilderness hotel. The c.1910 GNP Seboomook Farm abutted the north side of the old Lane site. Whether or not any “W” township previous owners, Lane, Morris, Shaw, and Colbath, farmed any of the future Seboomook farm land in Seboomook township prior to GNP’s presence c.1903 was undiscovered.

At about the mid-point on the river between Seboomook Falls and the Fork and probably sometime soon after the Civil War the Swan farm became a presence just below Gulliver Pitch. When sold to GNP in 1911 it was a working farm. Even though the 1912 Seboomook impoundment flooded it out its name lived on as applied to the boom house below Gulliver Rips.

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73 Horses were not used until the 1890s; they were poor at negotiating deep snow.

74 Stetson and Gilbert Day Books, Fred Gilbert Papers, University of Maine Raymond Fogler Library Special Collections

75 Fanny Hardy Eckstorm papers, University of Maine Raymond Fogler Library Special Collections. James Jenkins of Falmouth, Massachusetts, who had logging operations on Lobster Lake lived into his 80s. The Jenkins Eckstorm sites may have been another James Jenkins or a member of Jenkin’s crew. Jenkins partner John Goddard handled all the logging and Jenkins handled the Bangor sawing and lumber sales.
At the Fork was Knights’ farm that also developed sometime after the Civil War. Given its strategic location in serving the South and North branches, others might have used the site prior to Knights. Lumbermen ensured its continuing operation, as did GNP.

**At Chesuncook Lake**

Old Town lumberman Ansel C. Smith probably initiated the building of his farm just below the mouth of the Main Branch soon after he bought the land in 1847. By about 1851 he had enough space and moved in his whole family; his wife Olive S., and children Hiram C., Charles, and David C.; Ansel B., Frank, and Eva were all born at the farm. Six other farmers joined them in the area by 1860. These farms supported logging at the north end of the lake and the Main Branch drives.

**Above Big Island**

In 1842 Samuel and Hastings Strickland bought land in T3R14 east (Lobster township) a few miles upriver from Chesuncook Lake. In January 1848 they bought the land surrounding Big Island, the northeast quadrant of T4R14, and the west half of the same township from the state land agent. At some point between 1842 and 1848 they built the farm, which was on the south side of the river a quarter mile below the mouth of Ragamuff Stream. The fields on half of Big Island, about 1.5 miles below the farm were perhaps a part of its operation. The farm site was known as the Ragamuff Shanty in 1874. When they did not use it folks, like the Sear brothers in the 1870s, moved in and farmed for an unknown period of time. The brothers were there in 1874 and hosted travelers on the river; Ed was known on the river as an excellent cook. Hubbard passed the site c.1877 and in his 1879 guidebook mentioned the Sears as squatters, but gave no other information about their presence. It seems more likely that they had a lease or some arrangement with the Strickland family who owned the land until they sold in 1889.

After the Sear brothers lumbermen used it, probably by agreement with the Stricklands. The yearly drive crews also used the site. At some point toters coming from North East Bay began using it and referring to it as Half Way House. Such reference could have started much earlier, for the tote road from North East Carry to Chesuncook Lake was in place before 1859. The road could have been the result of a Strickland effort given their land ownership on the river corridor and on Chesuncook Lake.

In the mid-1880s “Big Joe” Smith (b.1857) built a frame boarding house to accompany the hovel and old bunkhouse that rested between the river and the parallel tote road. Joseph W. Smith was a son of the Baxter Smith family that joined Ansel C. Smith at the head of Chesuncook Lake according to the 1860 census and perhaps even earlier c.1853. Smith, who operated the Half Way House as a hotel, was also a cook in Chesuncook village where he owned a home in 1900 and 1920.

In 1910 he was operating the Half Way House under a GNP lease with employees, Richard and Mary Delahunt, and Joseph Dubay, who lived in another house on site with two loggers who were boarders. In 1917 GNP added a stable for eight horses and 12 cows and hay storage, but it soon burned and the company did not replace it. By 1920 Smith had remarried, was still logging and lived in his home at Chesuncook village where he was buried. Teamsters gradually abandoned the tote route.

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76 One source spelled “Sear” as Cyr.
77 “From Kineo to Chesuncook,” Reverend G.W. Downes, Camden Herald, September, 19, 1874
78 Thoreau’s “Chesuncook” essay suggests more than one Smith at the location in 1853. In 1850 Baxter, who was German born, was in Washington County.
from North East Bay along the river once the graveled road from Lilly Bay to Ripogenus opened beginning about 1915. When GNP formally abandoned the site was undiscovered. The boarding house with its porch was still standing in the late 1940s, as was the root cellar. The large open land area was still apparent and the remains of the infrastructure were clearly evident and reflected a once-significant farm operation.

In 1927 GNP had what its mapmakers labeled as “farm camp” on the south side of the river opposite the head of Big Island. What the word “farm” might have defined was undiscovered, but it might have provided shelter for those farming on Big Island.79

**End of carry from North East Bay**

In 1849 the Stricklands80 and Babb sold about 100 acres bordered by the river to the north and the ox rail-

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79  GNP T4R14 (pre-1928) map available at University of Maine Raymond Fogler Library Special Collections
80  The Strickland family lived in Bangor and included the following: Major Hastings Strickland (1803–1883) and Samuel P. Strickland (1801–1885) were brothers; Hastings had sons Philo and William H.; Samuel had sons John and Samuel P., and Charles C. (1835–1899); Lysander Strickland (1822–1895) was a cousin of Hastings and Samuel P.
The crew continued the toting services over a good tote road that now paralleled the railway. With the removal of the lake wharf by 1868 the lake steamer anchored about 1,000 feet from shore. Its crew slid livestock into the water and they made their own way to shore. A teamster from the farm pulled a scow from the shore to the steamer for people and other material and returned to shore. Other goods were off-loaded into canoes and bateau. Crews reloaded the goods on the farm’s wagons for toting across the carry.

Young operated the farm, now known as the Northeast Carry farm, through April 1868 when he sold it back to William and Philo Strickland. At the time of the sale George S. Bradford was managing the farm for Young. The Stricklands apparently continued to have Bradford run the farm, for he appears at the site as a farmer on the 1870 census. Bradford grew up farming in Newport and his family still maintained a farm there, to which he returned to farm c.1871, the year the Stricklands sold the farm to Joseph Morris, a well-established wilderness farmer.

The Joseph and Percis Morris family remained at the site to farm and serve travelers and loggers until 1886. The Morris family was well-known by West Branch loggers and toters. They came to the area from Canada to Chesuncook village by 1860 to run a hotel and farm. Before they moved to North East Carry in 1871 the family was doing the same work at a farm just north of Caribou Lake on the Caribou Lake Tote Road from Bangor. Percis died in 1872 and Joseph soon remarried a woman about half his age and with her, Mary, fathered another two children.

When Morris bought the farm he also bought two other lots. One was a well-developed farm which had 75 acres and abutted the railway opposite his farm. The Stricklands had George Bradford’s recently-married daughter and son-in-law, Cordelia and George Luce, managing the farm. Morris apparently continued the Luce lease.

81 Somerset County Registry of Deeds, Skowhegan, ME
West of Chesuncook & North of Moosehead

The river end of the Carry Road from North East Carry

An old structure of the former Luce farm as seen in 2020 (Bill Geller photo)

A structure on the 1870 farm site of George Luce; across the road from the Morris farm (Bill Geller photo)

Morris farm illustration in Thomas Sedgwick Steele’s book Canoe and Camera, printed 1882

The Morris farm c.1920; renamed Penobscot Farm with GNP ownership (courtesy The Northern, July 1922)

Penobscot Hotel on the river at North East Carry
Luce’s new Penobscot Hotel at the river at the Luce farm burned in January 1902 and he did not rebuild it here.
(courtesy Moosehead Historical Society and Leadbetter family)

The North East Carry post office c.1930 was at the river end of the carry. (courtesy Leadbetter family)

The North East Carry landing on the river in 1935
(courtesy Leadbetter family)
The Luces were interested in acquiring property at the carry. They bought an abutting 300 acres of land from William Strickland in April 1871. In 1882 Morris self-financed the sale of his three lots to the Luces, who completed the payments in 1893. In 1886 Morris left the farms in the care of the Luces and moved to North West Bay to continue his wilderness farming interests.

Cordelia’s father, George Bradford, probably influenced the Luces’ move to the carry in 1870. She (b.1837) grew up on a farm, which was in St. Albans during her first years and then in Newport where she worked on the family farm until 1870. George Luce (b.1835), who had no farming in his background, grew up in Dixmont where his father was a blacksmith. In 1855 he worked as a clerk at the Western Hotel in Bangor. In 1860 he listed his occupation as sailor and lived as a single man at his parent’s home in Dixmont. When the couple married was unrecorded, but they were living on Cordelia’s parent’s farm in early 1870.

Who lived on the farm at the carry prior to the Luces’ arrival remained undiscovered; the tender was someone working for the Stricklands, who probably had the farm built. Based on the 1870 census information the farm was well-developed. The 1870 agricultural census, which did not match the regular 1870 census, had only one farm at North East Carry and listed the Luces as living there with 175 acres of improved land and 225 acres of woodland, plus the following animals and grain: three swine, 12 sheep, eight milkers, seven cattle, two working oxen, two horses, and 400 bushels of oats. The Piscataquis County Registry of Deeds had deeds for two farms and the census acreage was far in excess of what the deeds contained.

Moving to the farm with the couple in 1870 was Cordelia’s brother who had been working on his family’s farm in Newport, and Arthur Luce (21), George Luce’s brother, who had no farm experience. Also present at the farm were Canadian immigrant farm hands Laughlin Fraisier (30) and Archibald Matherson (24). The farm did not serve as a stopping point for travelers passing through the area nor did it offer a public toting service.82

82 None of the Way, Hubbard, or Farrar guide books for Moosehead Lake region from 1874 through the mid-1880s mentioned the...
Only Morris provided the toting service, which included a cart that could haul four canoes at a time. The hotel at the lake end of the carry also had a team for transportation across the carry.

The Luces continued the same services as Morris under the name Luce Farm House when they took over in 1886, managed their abutting farm, and apparently began to foster a surrounding community. Beginning about 1888 the couple used the name Penobscot Hotel, but whether or not this was a new structure or a renaming was undiscovered. Over an unknown time period a few homes, a store, and the first post office with Alexander Doherty postmaster dotted the landscape. Luce became postmaster October 2, 1890 and continued in that role until January 4, 1901.

The couple apparently kept the farm structures, and some year before 1893 constructed the typical-of-the-time-looking large three-story 25-bed hotel, Penobscot House. Cordelia died in 1897 and at some point after that George began hiring a manager. Manager Edgar E. Harlow worked until August 1901 and then Frank L. Gipson took the job. The Penobscot House burned January 29, 1902 and Luce quickly advertised that he would rebuild a larger hotel the following year. The fire apparently did not destroy Luce’s Morris farm buildings, and it appears that Luce continued the farm operations. He did not rebuild on his river property; instead he bought the Winnegarnock House and built the new Penobscot Hotel next to it; Gipson managed them both. The post office was at the lake end of the carry c.1904.

Based on a clerk’s 1904 log drive notes, the drivers probably used the farm fields for their drive camp. GNP had not yet fully taken over the drive operation on the Main Branch and did not own anything in the Burbank township (North East Carry, T3R14 West). This drive’s supply storage in this area was at the Ross farm, about 1.02 miles south of the carry on Moosehead Lake (1.2 miles above the mouth of Norcross Brook).

In 1907 Luce sold all his North East Carry holdings to Arthur Crafts of Greenville. Between c.1903 and 1922 the only commercial entities at North East Carry were those belonging to the Luces, now Crafts, which had been organized under the Penobscot Hotel and Trading Company. Crafts managed the properties until GNP purchased them in 1925.

With GNP’s purchase in 1925 the original Morris farm became known as the Penobscot Farm. For GNP the farm quickly became a wilderness hotel that served its many work crews needed to build camps, repair dams, tend to the phone system, build and maintain roads, as well as crews logging in the area and their accompanying scalars. It was a spring drive campsite that could both receive and store supplies for operations on the Main Branch and Lobster Lake. It hosted GNP employees and guests on vacation or a fishing and hunting trip or simply needing a place to stay en route to some company assignment. The farm also served as a social gathering point for those in the area who got together on Saturday evenings to dance or watch a picture show.

The degree to which GNP relied on it for farm products was discovered, but by 1926 it was no longer inventoried as one of GNP’s producing farms. As roads improved and vehicles began to do the toting, the need for the farm diminished. The staff maintained a garden to help meet its other operation functions. The GNP structures inventory under North East Carry included: boarding house, McDonald Cottage, store, two barns, three store houses, wood shed, and a steel garage. In 1948 the farmhouse was still standing and in excellent condition as were a huge barn, a well house, and two carriage-house-type structures, but no one resided here. Three structures (two abandoned) appeared on the 1954 USGS map with the label Penobscot Farm on the west side of the carry road less than two-tenths of a mile from the river. GNP burned the structures c.1970.

When GNP purchased the farm, the staff included Mr. and Mrs. C.N. Cary who handled the cooking, boarding, and the farm, which had 60 sheep at the time. The Carys left in August 1925 and GNP did not replace them, but had Ed Sweeney join the crew to do the cooking. The GNP superintendent was F.X. Mooney and D.M. Pear-

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84 Maine Register State Year-Book and Legislative Manual, 1887–1893
85 Seventh Annual Report of the Bureau of Industrial and Labor Statistics of the State of Maine, 1893; available on line
86 In the Maine Woods 1902. Bangor, ME: Bangor and Aroostook Railroad Company
87 This assumption was based on the 1910 census for North East Carry and on pictures during GNP ownership.
88 Transcribed 1904 drive notes in Great Northern Paper Company Records, University of Maine Raymond Fogler Library Special Collections
89 Ed Raymond interview
son was the clerk. By February 1928 Leo Dumas was doing the toting on the road from Seboomook Farm with a Reo Speed Wagon pulling sleds of hay, the usual clerks were present, and Arthur Paquet logged in the area and used the farm with cooks being Leonard Boily and Louis Dreuin. By 1939 the presence of folks in the farm area had dwindled with the North East Carry 1940 census listing Angus Commeau as a farm manager, presumably at Penobscot Farm, with no other employees. Perhaps one of the last uses of the farm site was by GNP logging contractors who summered their horses here during the 1960s Lobster Lake area logging operations.

**Ross farm**

The John Ross farm, probably built by a Ross crew soon after 1882 when he purchased the land, was between 1.02 and 1.22 miles south of the settlement at North East Carry on the shore of Moosehead Lake. The farm had at least two barns, and two barns were still standing in 2021; one renovated and the other still a barn. Accompanying the barns was a two-story log house (red in 1893) for the farm's manager and lodging for the farm workers, and an ice house. Hovels were also probably present with pastureland. Whether his cutting crews used the farm as a cutting camp at any time was undiscovered.

The farm supported his cutting operations in the Lobster Lake area, which a crew connected to the farm with a tote road that ran in a direct line due east from the farm through a low point in the land at the north base of Lobster Mountain to the west shore of Lobster Lake near its mouth. Recorded logging accounts had Ross logging on Lobster Lake in 1888, 1890, 1896, 1900, and 1902. In August 1897 Ross launched the *Minnie Orono* at North East Carry and in November an opening door injured him. The steamer burned at its mooring at the farm in May 1899. With a steamboat to operate on Moosehead Lake Ross probably used it to bring in supplies and perhaps tow log booms. What he might have done after its loss was undiscovered. However, his last discovered and recorded logging operation west of Chesuncook was in 1902 and that plus his age and GNP's reliance on a younger generation might have influenced his moving from the area. He probably sold the land and farm to GNP before 1904, the year the company's drivers used the farm structures to store materials for the Main Branch drive.

Beginning in 1903 he and his son Harry Ross began operations on Sandy Stream that flows into Millinocket Lake to Millinocket Stream to the West Branch and bypasses the GNP mill. This watershed drive remained under the auspices of the Penobscot Log Driving Company for which Ross had been a staunch supporter from his earliest days on the river, including 1864, the first of many for which he was the drive boss. He died April 29, 1913 at 83 years of age.

Sometime after 1903 GNP hired Brewer farmers, the Wilmer and Lilia Spencer family (three daughters), to manage the farm. According to the census they lived in the Bangor Brewer area in 1903 and listed their home as Kineo, a settlement close to the farm, in 1910. When they moved to and left the farm was undiscovered, but in 1920 they lived at North Twin dam for which Wilmer was a gatekeeper.

A Fred Dumond July 1930 bill of sale indicated he had leased and operated the GNP’s Ross Farm, and sold it, the buildings, farm tools, other implements, pair of horses and wagons, and crops in the ground to William J. Hodgins who was active in the area as a logger since c.1918. By the mid-1920s Hodgins was running commercial operations at North East Carry and he continued to do so through the late 1930s, and after that he apparently lived in the Carry area. How Hodgins used the farm and for how long remains undiscovered, but he did not hold the lease to it in 1943.

**Seboomook Farm at North West Carry**

The GNP farm, Seboomook Farm, was in Seboomook township and abutted the Colbaths, who were on the shore of Moosehead Lake in Big W township. To what degree any former property owner of the GNP land had cleared land and developed a farm that GNP might have inherited is undiscovered. From the time of their

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90 The Lucius Hubbard *Map of Northern Maine 1900*, included the farm and the road, but its large scale only provided an approximate location. I based the position cited herein on the assumption that Ross wanted the road to be as short and level as possible. 91 William H. Hills, “Logging & Loggers Down East,” *Boston Sunday Globe*, February 26, 1893, p.25 92 *Lewiston Evening Journal*, August 9 and November 23, 1897 93 *Lewiston Evening Journal*, May 31, 1899 94 Great Northern Paper Company Records, John McLeod farm notes, University of Maine Raymond Fogler Library Special Collections 95 The bill of sale is at the Dover Foxcroft Registry of Deeds under Hodgins in volume 1937–1941 Index.
Scenes from Seboomook Farm
(GNP files, courtesy Special Collections Raymond Fogler Library)
purchase they recognized that it was an important site for supporting their future operations.

The company began developing the farm in earnest about 1910. They probably first built a cook and bunk structure to house the crew that built two horse stables so they could tend to the task of summering their woods horses here. Previously the company transported them south to Bangor for the summer. Between 1910 and 1918 about 1,200 horses per year summered here and at Pittston Farm. Twenty years later the number was 1,300. After that the number was about 500 through the war years. After 1951 GNP crews no longer used horses, but some private contractors continued to use them, with the last years being in the mid–1960s with 18 used on the North Branch in 1965, perhaps the last.

The string of farm construction projects that continued over a ten-year period underscored the farm’s extensiveness. In 1912 the company added an equipment shed and potato house, meaning an oversized vegetable storage facility, ice house, and cow stable. Four years later a crew built a new slaughterhouse to handle the hogs, cattle, and chickens raised by the farm crew. In 1917 they added a boarding house. Even with that, during the summer men slept in tents pitched in the area. No construction occurred at the farm after 1920, probably because of the structures obtained through their purchase of the Colbath property and structures.

The farm’s crops of the early years included an assortment of storable crops, but that gradually narrowed to a few staples. In 1918 the farm crew harvested 184,500 pounds of potatoes, 14,000 pounds of carrots, 10,200 pounds of cabbage, 7,415 pounds of beets, and 3,750 pounds of turnips. By 1927 the farm had a small garden to meet its needs, and its only major crops were hay (242,000 pounds), oat fodder (8,000 pounds), and potatoes (7,980 bushels).

Given the summer pasturing of horses in 1910, the potato house construction of 1912, and the farm harvest of 1918 the amount of improved open land was substantial. No record describes when the land clearing took place.

With GNP’s right of access to the wharf on the Colbath property the farm was at the center of a fan-shaped geographic region and became the central gathering point of the area in the 1920s. Once ice was out of Moosehead Lake, supplies came up the lake by steamboat to the farm for distribution to Pittston Farm, the camps on the North and South branches, and for spots east along and north of the Main Branch. The developing road network placed it about the midpoint between activity at North East Carry and Pittston Farm, and made it accessible from depot camps serving cuts on Elm and Russell streams and ponds, and Loon and Caucoomac lakes. It was a regular stop for the ferry service on the lake.

Summer visitors included families of GNP employees who wanted to enjoy the lake. At holiday times like Thanksgiving and Christmas those in the area from Pittston Farm to New East Carry usually gathered here to celebrate. From 1924 through 1928 as many as 600 GNP employees and their families gathered here on Labor Day for an “Upriver Field Day” that included a sit-down meal under a huge canvas tent. Participants enjoyed a wide variety of games. Some activities like baseball involved teams from some of the other settlements.

During the 1920s Seboomook Farm generally closed up for the winter, leaving only a caretaker to tend to the site’s needs and managing the release of supplies from the storehouse. With the caretaker GNP could open to house small crews handling particular short-term jobs. The farm storehouse supported drives and logging operations on the Main Branch, Elm Stream, Russell Stream, Loon Stream, and Caucoomac Lake, all sites between Seboomook Falls and Chesuncook Lake. A crew returned in the spring for supply distribution in support of the drives followed by the farming operations.

The farm ceased operations beginning about 1930, had sporadic use during the depression years and WWII, and demolition began in 1948. For the seasons of 1929 through 1934 no drives took place on the North and South branches; only a few small drives took place east of Seboomook Falls. During the summers of 1933 and 1936 the Maine’s Civilian Conservation Corps (CCC) Camp No.16 was Seboomook Farm. About 200 men, who were present between June and August, worked under the direction of the Maine Forest Service on forest fire prevention projects. Also in 1936 the farm provided housing for the men working on the Seboomook dam. Eight years later in 1944 the federal government accept-

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96 Pittston Farm Weekly, June 18, 1964; account details include the managers of the farm
97 Pittston Farm Weekly, February 4, 1965
98 Pittston Farm Weekly, February 4, 1965
99 The Northern, November 1924
ed GNP’s offer to turn the farm into a P.O.W. camp for 300 prisoners of war. The 250 Germans cut pulpwood; labor was short during the war and demand for paper was high. The operation closed in mid-1946.

The farm probably remained idle after the P.O.W. camp closed and demolition began in 1948. Tractors, trucks, roads, and road networks improved and supply movement occurred year round; the use of horses to tote supplies or haul logs had nearly ceased. The farm was no longer at a major distribution crossroads. What the farm once raised was now cheaper to truck in or no longer needed, as in the case of large quantities of oats and hay. The farm’s beautiful location at the head of Moosehead Lake was no longer necessary.

Swan Farm — below Gulliver Pitch

Lucius Hubbard passed by the John W. Swan farm, the uppermost farm on the Main Branch, on his upriver trip in 1878. Just above it he noted that the pitch in the river was poleable; loggers knew it as Gulliver’s Pitch. His other comments were about the poor firewood in the area, a good road south to the Old Canada Road, the six miles via the Old Canada Road to Lane’s farm, and a westerly path to Knights’ farm at the Fork, the junction of the North and South branches.

Swan was from a farming family in Hermon, and served in the Civil War. In 1870 he was a single man working as a laborer and living at a Greenville hotel. At some point he married. When an 1880 census taker traveling north of Moosehead Lake caught up with him and two others, Joseph P. Knights, hunter, and George N. Truesdell, a logger and single man boarding in Greenville, Swan listed his occupation as a hunter.

The Somerset County Registry of Deeds had no record of Swan’s purchase of his 80 acres and when he began to farm, but lumbermen were in the area and bought the vegetables he raised and the hay he cut. Given its location on the river, it seems likely that this farm site also served as a log-driving camp. The farm was also the access point to the mouth of Gulliver Brook drainage a short distance upriver. In the spring of some years Swan brought his horses and cows and his general outfit up the lake with a sailing scow. The farm was a cluster of at least seven structures with three of them being two stories.

Swan kept the farm until 1891 when he sold it to his 11-year-younger brother Llewellyn M. Swan. John returned to Hampden to farm and died there in 1904. Llewellyn continued the operation through at least two stories.

100 The Charles Farrar guidebooks place the Swan farm about a mile below the foot of Gulliver Pitch. According to an account by Walter Creegan (privately held document), who worked in the area for GNP, the farm was some distance downriver from the GNP boom house that the crew knew was a half mile or so upstream of the old farm.

101 In the Maine Woods, 1901. Bangor, ME: Bangor and Aroostook Railroad Company

102 Walter Creegan account, privately held

103 This sale and the acreage was recorded at the registry of deeds. A precise location was not given other than Boyd township and on the river on the south side.
1904, but after this date guidebooks did not suggest it was a potential place to stop. In 1911 he sold to GNP with both parties knowing the anticipated 1912 dam would flood out his farm. Based on an account by Walter Creegan, who worked and roamed the area, the rebuilt dam flooded out the farm structures, which were a half to a full mile below the foot of Gulliver Pitch; at extremely low water one year he found an old cellar hole some distance below the GNP boom house.

In memory of the Swan farm, GNP labeled its boom house site at the foot of Gulliver Pitch as Swan Farm. In preparation for the new drive strategy in 1937, a crew built the boom house, which was in use through the end of the drives in 1971. The crew put up three side-by-side structures: a cook room, bunkhouse, and office, and linked them with a covered porch 88 feet long. An icehouse was part of the compound. The facilities could handle 9–10 men: two boat captains, two deck hands, a cook, three men to boom out, a clerk, and a foreman. By 1941 the site had a boat ways, wharf, and two piers used in filling the boom bags.

Dams and river improvements

The first two dams on the Main Branch preceded the building of the first dam at Seboomook Falls in 1894. The dams on the tributaries began to appear c.1870. The earliest dams were on Nulhedus, Ragamuff, and Russell streams and those on Elm and Pine streams and at Little Lobster Lake followed. Gulliver Brook was a lengthy drainage with no discovered record of dams. Moosehorn, Negro, Logan, and Beaver brooks were all short streams that loggers drove, but perhaps with only splash dams.

Dams on the Main Branch

A dam at an undiscovered location above Seboomook Falls was apparently in place c.1870. The only suggestion of it appeared in an article in the Portland Daily Press of June 6, 1870; “the drive was hung up in “Seboomook Lake.” This dam might not have survived the spring freshets for neither the Farrar nor Hubbard nor Way guidebooks mentioned any dams on the Main Branch between the mid-1870s and the Seboomook Falls dam of 1893.

Another two dams apparently were in place sometime between 1905 and 1911. The notes of a 1904 drive clerk for this section of river made no mention of either dam. No dam charter issued by the Maine state legislature through this time period included this section of the

104 In the Maine Woods, issues 1901–1904, Bangor, ME: Bangor and Aroostook Railroad Company, included a description of river travel west of Seboomook Falls and mentioned a farm and sporting camp at what had to be the Swan Farm site given the river distance cited.

105 Privately held communication

106 Walter Creegan private letter and C. Max Hilton, Woodsmen, Horses, and Dynamite, Orono, ME, University of Maine Press, 2004

107 Loggers created splash dams by felling a couple of big trees across a stream, adding other debris and covering it with tar paper; in the spring they blew it apart.
Main Branch. One dam, which appeared on an undated Pittston Academy Grant map, \(^{108}\) was about .44 miles below the Fork where the river narrowed up with a rock ledge anchor point on the south side at both the head and foot of a 200-yard stretch of river. An inspection of the area produced no dam evidence; a few logs near the top of the high bank at the Pittston farm end of the narrows looked to be part of a log dumping abutment. This site was a logical place for loggers to have a dam so they could collect logs before proceeding down the Main Branch.

The second dam, which appeared on an undated Plymouth (Boyd town) map, presumed to be between 1896 and 1910, was just above the nearby large island west of the mouth of Gulliver Brook. \(^{109}\) Based on a visit to the area when the water was so low only the course of the river showed, the lay of the land suggested a short 100-yard stretch of river that might have held a dam that probably had no more than a five-foot head. At the pitch’s opening and on the north side were the area’s only rocks, producing a natural line a dam might have followed. The visible evidence of the loggers’ presence was a few shattered large boulders, the result of blasting, and a huge eye-pin in a tremendous rock, a probable boom- ing anchor point, and definitely a trip boom anchoring point in the 1930s. This looked to be the only possible site for a dam, a logical location for a log collection point.

Both of these dams were no longer useful once GNP replaced the 1894 Seboomook Falls dam in 1912; the new impoundment flooded out both dam sites.

From the top of Gulliver Pitch and the upper plain the river makes a noticeable drop through a narrows to a lower plain whose beginning was marked by two rock crib piers, a reminder that the drivers stretched empty boom bags between them to catch the loose logs moving through the narrows in the post-1912 era. The few pieces of old pulp grinding wheels that were visible at low wa-

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\(^{108}\) This undated map, with a style that matches R.E. Mullaney maps between 1896 and early 1910, did not have the road from Rockwood to Pittston farm which Roy Butterfield swamped out in 1886 and GNP completed in 1914.

\(^{109}\) The undated Plymouth map was the work R.E. Mullaney who produced over 10 township maps in this region. This map was in the same style and size as others dated 1910. For a couple of his maps R.M. Nason did the survey in 1896.
ter were the anchors that held the boom strings lining a channel to the piers. Not far below the piers on the south side was the site of the GNP boom house that still retains the same design of the structure that served the drivers stationed here.

The plain below Gulliver Pitch stretches east through another rockless and stumpless landscape with a water level influenced by the Seboomook dam even when water was low. The landscape was devoid of logging evidence, other than hardware, until the 12 piers of the Seboomook and St. John Railway become visible on the north shore between Logan Brook and Nulhedus Stream. East of that the river channel swung back to the south side of the plain to pass the remains of the wharf abutment on the west side of Meadow (Carry) Pond Cove, an area that held Meadow Pond until the dam flooded it out. Not far beyond were the massive booming piers about 200 feet above the Bradstreet Seboomook Falls dam of 1894.

The interests of both Penobscot and Kennebec lumbermen led to the building of the first dam at Seboomook Falls. It was not until 1892 that a few Penobscot lumbermen, the Hale brothers and L.C. Moore, began to think about river improvements as a means of cutting driving costs. Their drive from the North Branch in 1892 encountered its greatest expense at Seboomook Falls; getting through the falls with the large log volume was time consuming. They studied the river and determined a dam at the top of the falls and other improvements below the falls and above “Big Eddy” and at “Cowyard” were essential for future large drives.

The Bradstreet brothers, Kennebec lumbermen, had been talking about a dam at Seboomook Falls to flood out Meadow Pond so they could collect their logs and with a conveyor move them across North West Carry into Moosehead Lake. Originally the brothers were not interested in partnering with Penobscot lumbermen, who thought all the logs should go downriver to the Penobscot mills. However, for unknown reasons the Bradstreets changed their thinking.

The Maine state legislature issued the first charter for a dam at Seboomook Falls in 1893 to Eugene and Clarence Hale, Daniel F. Davis, and Frederick T. and Joseph S. Bradstreet. They built a dam with a head of 18 feet at the top of the falls to create an impoundment large enough

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110 Apparently after the 1893 Seboomook dam flooded out Meadow Pond, the newly-formed cove in the impoundment became known as Carry Pond Cove. I found this confusing because there is nearby Carry Brook that flows into Moosehead Lake. I used Meadow Pond and Meadow Pond Cove throughout this chapter.

111 Davis was Daniel F. Davis, 37th governor of Maine (1880–1881) and Bangor lawyer. Eugene and Clarence Hale were brothers. Clarence was a Portland attorney who served in the Maine House of Representatives (1883–1886). Eugene, an Ellsworth lawyer, served in the Maine House of Representatives (1867–1868), the U.S. House of Representatives (1869–1879, and the U.S. Senate (1881–1911). L. (Lewis) C. Moore was a logger who operated on the North Branch as early as c.1877. He apparently died of an epileptic fit on a Sandy Stream (Millinocket Lake area) operation March 16, 1903. The coroner spelled his name Louis C., listed the occupation as lumberman and noted he had no other information about the man.

112 The location of the “Cowyard” site remains undiscovered.

113 Bangor Daily Whig and Courier, February 2, 1893
Kings High Landing, looking downriver

Kings High Landing, a log crib abutment landing between cliffs at the edge of the Maine Branch  (Bill Geller photos)
A view from Kings High Landing upriver to Pittston Farm at the head of the narrows  
(Bill Geller photo)

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**Scenes at Seboomook Falls**

*The gorge*  
(courtesy Special Collections Raymond Fogler Library)

*The gorge*  
(courtesy Special Collections Raymond Fogler Library)
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

The gorge (courtesy Special Collections Raymond Fogler Library)

The falls (courtesy Moosehead Historical Society)

Lower end (Bert Call Collection, courtesy Special Collections Raymond Fogler Library, DigitalCommons@UMaine)
Seboomook Falls was fully buried beneath the succession of dams in 2020. (Bill Geller photo)

Seboomook dam as rebuilt in 1912 immediately below the original dam (courtesy Moosehead Historical Society)
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

**Impoundment side of repositioned 1912 dam** (courtesy Moosehead Historical Society)

**Seboomook dam construction** (courtesy Moosehead Historical Society)

**Seboomook dam construction** (courtesy Moosehead Historical Society)

**Current Seboomook dam as repositioned below the 1912 dam** (courtesy Moosehead Historical Society and The Northern, May 1927)
to flood out Hawk Island, extend into Meadow Pond, and end two miles due west of Plymouth’s east town line. The remains of this dam were still visible in 2020. The charter’s terms were such that the Bradstreets could not impede logs going down the Main Branch. For the Penobscot lumbermen the impoundment supplied the water they wanted to drive their logs through Seboomook Falls more economically. The charter required all company members to make river improvements within Seboomook township.

In 1912–1913 a GNP crew rebuilt the dam 230 feet below the Bradstreet dam with 600,000 board feet of logs left from the 1912 drive, and it created the impoundment that reached upriver and flooded out the easterly fields of Pittston Farm. The dam’s primary purpose was to provide water storage in support of the Millinocket mills, but the drives had to contend with it. The dam, whose remains were still visible, was 808 feet long with a 28-foot head, eight shallow gates, four deep gates, one log sluice, a dryki sluice, and three spillways. Construction started October 26, 1912 and finished in time for the spring 1913 drive. The top of the dam allowed for vehicle crossing. By 1916 the road across the dam reached Loon Lake and by 1921 Caucomgomoc Lake.

Between 1926 and 1936 GNP rebuilt the dam twice. It replaced the crib dam in 1926–1927 with a crib dam that retained the 28-foot head, log sluice, dryki gate, and spillways, but reduced the previous 12 gates to six deep gates. It was ready for the 1927 drive. In 1936 GNP replaced the dam with a concrete dam 130 feet downstream; it eliminated any sense of the grandeur of Seboomook Falls. The dam was 426.5 feet long, 55 feet high, had four deep gates and five flood gates. Materials for the dam came up Moosehead Lake. Crews used milled lumber to build the structures of the construction camp that housed 150 men and 20 horses on the north side of the dam. The total operation employed 300 men. Some came with their wives and slept in tents and others boarded at Seboomook Farm.

114 John McLeod, *Great Northern Paper Company*, chapter 11, volume 2; self-published, 1978

The Seboomook dam sawmill, presumably built in support of construction of the dam in 1926. (GNP files, courtesy Special Collection Raymond Fogler Library University of Maine)

The Seboomook dam area had a few structures, but a small community never developed. Temporary buildings went up during the years of dam building, but they had only space enough for those who could not be accommodated at Seboomook Farm or other nearby camps. The dam keeper had a house, and a boom house housed occasional work crews and the river drivers. The forest service had a nearby camp.

Old documents located four roll dams below Seboomook Falls. The function of a roll dam was to flood out a troublesome section of river, not to impede the flow of logs or water. Since the principals of the Seboomook Dam Company formed in 1893 included both Kennebec and Penobscot stakeholders and the charter included work to facilitate log driving in Seboomook township, and since these dams were within the township, it seems likely that the company built them. By 1920 GNP shifted from driving long logs to pulp-length wood and the pulp drives were not dependent upon these roll dams, which had disintegrated by the time they rebuilt the Seboomook dam in 1926.

The geographical locations of the four roll dams were between a mile and 2.5 miles below Seboomook dam. At .9 miles a USGS survey of the river (c.1905) placed a dam a little upriver of the halfway point between the mouth of Negro Brook and Elm Stream. GNP crews either built or rebuilt this roll dam in January 1915. The crew built the dam on the currently visible ledge drop and eliminated the ledge's visible presence; a search of the area turned up no dam evidence.

The roll dam at mile 2.0 was at the top of the three ledge drops leading into Big Eddy. Bradstreet crews built this about 1895. A GNP 1916 construction drawing of the roll dam at Big Eddy showed the 27-foot wide, 213-foot long, and eight-foot high dam spanning two ledges with a 40-foot wide, 116-foot long ungated sluice. Log crib work filled a cavity between the ledges to help hold the dam mass in place. Spiling covered the upriver side.

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116 Great Northern Paper Company Records, subsidiary companies, Seboomook Dam Company, University of Maine Raymond Fogler Library Special Collections

117 The Industrial Journal, August 1915
of the dam, forcing high water to flow over the top of the dam to contribute to holding it in place, as did the long broad sluice. Remains of the log cribs were visible in 2021 on the south side of the river. The long sluice, which was on the south side of the river, carried the logs over all but the last ledge drop before entering the eddy; the remaining evidence was a large iron pin in the rocks of the second ledge drop. The third drop was inconsequential, but on the ledge at its south end was an eye-pin with ring. A double chain of boom logs connected it to another eye-pin where the river exits “Big Eddy;” the boom kept most of the logs moving downriver as opposed to collecting in the eddy.

Another roll dam was at the exit of Big Eddy. The only discovered dam information was its presence on the Appleton and Viles map of 1915. A visual inspection of the site in 2021 revealed some dam remains. The downriver edge of the eddy area was a rock spine that extends all the way across the river and was part of the dam structure. The 20-foot high spine has a break in it that served as a back channel at high water. This opening probably had dam crib work to block the passage of water. The high spine continued, like an island, and in its sloped ledges were 10 or more 1.5-inch diameter iron posts about a foot long; the three where the river rushes around the end of the ledge were bent at a right angle by the force of the river. If GNP used these pins like they did pins on ledge areas on Nesowadnehunk Stream, then they helped hold some form of abutment. Beyond the pins much of the river passes through a broad opening in the spine. Visible cribwork on the opposite shore extended 160 feet at about a 45-degree angle to the spine and then incorporated the ledge. This portion of the dam forced most of the water to the south side of the river and the spine’s primary opening that was 60 feet wide. This opening might have been left as a natural sluice as opposed to building a log crib spillway.

The fourth roll dam, over 500 feet long, was at mile 2.5 on the broad portion of the river just above where it enters a narrows that lead to the current Roll Dam Campsite. The dam incorporated the final ledge drop above the narrows. The old maps indicated that this dam went 390 feet across the ledge drop and then angled 110 feet at perhaps 45 degrees upriver to its north edge. A visit to the site revealed the dam’s south abutment was a ledge that extends a very short distance into the river. Loose rocks were on both sides of this abutment as it extends into the woods. Standing at the water and look-
ing back to the woods one can see one crib log along which the very large spruce root grew; the stump still existed in 2021. Across the water a pronounced granite spine rises high out of the water. The dam incorporated the spine. At its far end, which water flowed around, the dam angled upriver at 45 degrees to reach the shore. By setting this section of the dam at 45 degrees it forced the water across the face of the spine to the main channel and sluice. With the possibility of about a 10-foot head log drive history as extracted from more detailed sections that appear later in this chapter.

**Nulhedus Stream:** The field notes of Zebulon Bradley, surveying for the Maine State land commissioners in 1833, included the name Nulhedus Stream and its braided mouth at the river and that it would take considerable work to drive. Hubbard made a curious observation c.1878; the mouth of Nulhedus Stream had both a natural and artificial mouth at the Main Branch. Webber’s this roll dam could have flooded out the many ledges between it and the roll dam above it.

Downriver below the mouth of Lobster Stream GNP engineers H.S. Ferguson and P.H. Cooms proposed a dam in 1903. GNP never built it; its impoundment would have reached into Lobster Lake.

**Dams of the Main Branch tributaries**

The other dams in the Main Branch drainage were on its tributaries with the earliest recorded dam activity being on Russell Stream in 1870. The other streams with recorded dams were Elm, Little Lobster, Nulhedus, Pine, and Ragamuff streams. The following text, which includes speculation on first and last use of each dam, is a combination of information from documents, explorations of the dam sites, pertinent land ownership, and 1915 map of Elm Stream township used the label “old dam” at the foot of the large bog about a three-quarter mile above the south town line of T4R16 or a little over 3.5 miles from the Main Branch.118 A tote road ran down its east side to the Main Branch.

I visited the dam site and found some remains. The dam might have been 5–6 feet high given its visible east end. The spiling of the up and downriver sides of the dam was visible on the stream's east side; 20 feet between the rows of spiling. Rocks and flooring of probably a sluice were on the east edge. The east wing is short, maybe 50 feet; the west wing is considerably longer and deep in the alders. No visible crib logs remain in the rocks on the floor of the stream.

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The ledge drops of the second roll dam above Big Eddy below Seboomook dam (Bill Geller photo)

The second roll dam was at this ledge at the top of the drop. (Bill Geller photo)

The second roll dam’s sluice carried the logs from the upper drop to the foot of the lower drop. (Bill Geller photo)

A chain of boom logs connected this eye pin on the third ledge to one downriver to keep logs out of Big Eddy on the right. (Bill Geller photo)

The third roll dam site was at this first ledge drop below Big Eddy and incorporated this ledge. (Bill Geller photo)
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On the ledge that is part of the third roll dam looking to the back corner of Big Eddy (Bill Geller photo)

Standing on the ledge incorporated in the third dam and looking to the dam’s far side in the middle of the picture; it angled to the ledge on the other side of this opening. (Bill Geller photo)

The eye pin at the third roll dam for the chain of boom logs blocking Big Eddy (Bill Geller photo)

The fourth roll dam anchored to this ledge on the south side of the river. (Bill Geller photo)

Looking north across the ledge that was part of the fourth roll dam (Bill Geller photo)

A c.1905 picture postcard of one of the four roll dams below Seboomook dam (Hugh C. Leighton Co. Portland, Maine)
Who built the dam and when was speculative. In the early 1850s Gilman and Gulliver, who were active loggers and typically bought property, logged, and immediately sold, purchased land in T4R16 (Elm Stream township). By the mid-1850s they sold to the Stricklands and Babb, who also logged, but typically held their lands for 10 or more years. In this case they did not sell until 1881; John Cassidy was the purchaser. C.F. Jordan of Bangor had a stumpage contract and three logging camps on Nulhedus Stream in 1873 and noted the driving challenges with no mention of a dam. Cassidy amassed more land in 1889 and Coe and Pingree owned the balance by 1892. Perhaps cutting farther upstream in the post-1881 era necessitated a dam.

With Cassidy and the Coe-Pingree partners owning the township they had no need to seek a dam charter. Both these parties held lands for extended periods of time so the fact that a map labeled the dam as old in 1915 was not surprising. Furthermore, the enlarged Seboomook impoundment of 1912 might have eliminated the need for a dam; it was now no more than a 2.5-mile haul to the Main Branch or Elm Pond. In the post-1915 era GNP might have used a splash dam at the site to drive pulp-length wood.

Babb to follow before John Cassidy bought a large portion of the township in 1889. Early owners with lumber interests of another large part of the township, like Veazie, also logged before selling to Coe and Pingree in 1892. These post-1890s owners obtained the land for what it could return in timber sales.

No charter was apparently ever sought for early dams on Elm Stream, and according to maps of 1910 and 1915 it had at least four dams. The GNP drive records revealed drives for 1911 through 1917. Since 1911 was before the advent of GNP crews driving pulp-length wood, its crews perhaps rebuilt the three existing dams that had served their predecessors. In 1913 a crew was working on the stream and that work might have included dam repairs, rebuilding, or new construction. The two lower dams were not necessary for pulp-length wood drives that began in the area between 1914 and 1917. The dam at Elm Pond was still in use in 1915.

119 Robinson map of Elm Stream Twp T4R16 W.E.L.S. 1910; and E.A. Webber T4R16 W.E.L.S. cruise map of 1915; both available at Maine State Archives
In 1921 GNP rebuilt the dam (first) at Elm Pond at 375 feet long, 9-foot head on the old dam site that was .38 miles below the natural body of Elm Pond. This site’s dams that preceded this rebuilding were all earthen and about 15 feet high with three gates. The GNP crew filled in all but the middle gate that lined up directly with the stream below. As was the typical GNP strategy once the dam’s need expired, a crew removed the gate so the stream flowed naturally. Sometime thereafter debris clogged the gateway. Water began to eat away at the west end of the dam, removing the earth in front of the spiling and then pushing it aside and washing out a new.

The earthen Elm Pond dam had rock crib gates with long rock-crib-lined sluices, the weight of which helped keep the water pressure on the gate area from pushing out of the earthen dam.

This dam’s upstream side apparently had a log face with vertical spiling against which a crew piled the earth. The water washed around this end of the dam and pushed this section out of the dam line and left it 10 feet downstream.
channel that requires a sharp hook in order to reach the main channel.

Since Elm Pond was not one designated for water storage, the only reason to rebuild was in support of more pulpwood drives. A rebuilt dam in fall 1921 was probably used for the drives of 1922 through 1924, given the usual intent of getting at least three years service from a dam without major repairs. These were perhaps the last drives on the stream given that it underwent cutting for nearly 13 successive years. Loggers probably returned to cut in the drainage in the 1950s and by that time crews hauled any harvest to the Main Branch. The earliest (1954) USGS maps of the stream did not include any dams.

The three downstream dam locations were in predictable locations based on contour lines. At 3.18 miles below the pond’s dam the stream was tiny and generally clogged with alders for another .89 miles to the second dam. Another .32 miles downstream was the foot of another alder bog and site of the third dam that by 1915 was high enough to flood out its upstream neighbor. Not far below this dam the stream flows into Seboomook township. At 5.13 miles was the head of another bog and its end was at mile 6.02 where the fourth dam might have been, as suggested by a 1911 Viles’ map used for a 1932 GNP survey map of Seboomook township.120 The head of the stream’s final bog was at 7.01 miles and the foot was at 7.8, but no survey maps suggested or showed a dam at this location. Below the foot of the bog closest to Seboomook impoundment the stream was perhaps 15 feet wide, well-defined, without big rocks, and runs in a channel to the Main Branch at 9.72 miles from Elm Pond.

**Russell Stream**: The Maine state legislature granted a dam charter in 1870 to Manual S. and Frank H. Drummond, Gorham L. Boynton, Levi Bradley, Ebenezer S. Coe, and James H. Chandler for a dam “near the foot of Russell Stream Pond in T4R15.” All of these men were engaged in lumbering and Drummond and Coe owned property in 1870 in this township. To cut the available volume of logs, they knew they needed more water.

In 1870 Russell Stream Pond was the name for what is currently known as Cassidy Deadwater, the foot of which was 5.53 miles from the Main Branch. The dam remains visible in 2021 at the current outlet were probably not the original dam site. The early loggers typically built dams below the natural outlet of ponds that had a swampy exit like this site did in 2021. Such a dam flood- ed out the swampy area and increased the elevation of the natural body of water. Near the foot of the swampy area, .21 straight-line miles below the dam, I found an old earthen dam in the alders. The spiling was logs. I had no way to judge either the length or the head on this dam, but it was not very high and not enough remains were present to determine the number of gates. If I accurately interpreted the GNP records, during the early GNP era the dam I found here was 538 feet long with a 7-foot 8-inch head and three gates.

In the current landscape the remains of the earthen dam at the outlet of the current large body of water were of a dam quickly built in late summer 1946 when water was extremely low and needed. A GNP crew came in and built a small dam perhaps five feet high. Evidence in the landscape suggested that a road might have crossed on an earlier dam at the site. The mouth of the stream was perhaps 40 feet wide. The construction included crib logs and milled lumber. Each end of the 40-foot span had a seven-foot gate and the midsection had a 21-foot gate.

As the cutting moved upstream the logical course of action was to build dams to flood out obstacles and provide impoundments to push the logs to the next dam below. For the next 53 years dams crews built and rebuilt dams at various locations on the approximately 23 miles of stream between the current Russell Pond in T5R16 and the Main Branch. The Russell Stream Dam Company was still a taxable entity in 1911,121 and GNP was never an owner in part or in total through 1953.122

The reason for no legislative amendments to the original charter for increasing the toll at the original dam or for building the other dams on the stream probably was a function of land ownership by 1880. In T4R15 Coe and Cassidy owned most of the land. Coe owned the land the

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120 The map, which is available at Maine State Archives, shows a road crossing the stream at this location and the symbolism on the map is unclear. Since this was the only road north of the Main Branch and headed east to cross Elm Stream in Seboomook township, it seems reasonable to postulate that it crossed on a dam.

121 Annual Report of Bureau of Taxation, Maine Bureau of taxation, 1911, p.333; available online

122 Great Northern Company Records, subsidiary dam company records, University of Maine Raymond Fogler Library Special Collections
stream passed through in T4R16. The Stetsons owned the west half of T5R16 and Eugene Savage of Bangor was the other major landowner. It seems likely that with only four owners they could have easily agreed on terms of dam building and stream driving. In May 1887 high water washed out 300 feet of a dam on Russell Stream, and those involved rebuilt it.\textsuperscript{123}

Given that the loggers worked upstream the next dam built might have been the one at the foot of Caribou Bog, 3.11 miles above the head of Cassidy Deadwater and 11.4 miles from the Main Branch. The abutments of the earthen dam were still visible on each side of the stream in 2020. Curiously, they contain no evidence of logs or log cribs and that raises the question about the construction method. Timber was readily available, but rock was not; the earthen abutments appeared to be coarse gravel. The dam was 290 feet long with a 7-foot 7-inch head and two gates.

Another dam was at the current Russell Pond, the remains of which in 2020 were at the foot of the bog below the current Russell water body, and 11.26 miles above the Caribou Bog dam. The pond’s dam was perhaps 300 feet long and 8 feet high. No written reference to this dam was found. Two roll dams at undiscovered locations existed and were probably first built in the long-log years, which ended in 1917.

GNP records suggest their first dam building and rebuilding on the stream started in 1908 and the company numbered the dams with the numbers increasing as one moved upstream.\textsuperscript{124} When the company was driving long logs, it did not number the two roll dams, which were at undiscovered locations. Dams #6 and #7 were in T5R16, the township of the upper end of the stream, and each was about 250 feet long with one gate and a 7-foot head. The company used another two-gate dam in this township; the dam was 593 feet long with a 7-foot 7-inch head, but did not give it a number. One of these three dams in T5R16 was probably the one at Russell Pond. I looked for another by walking in to the stream from the 490 Road at .58 miles above the Russell Mountain

\textsuperscript{123} Biddeford Daily Journal, May 17, 1887

\textsuperscript{124} By 1908 when GNP began its extensive dam building on the stream it was a major landowner and developed a reputation of working cooperatively with the Stetsons and the Cassidys. In some instances GNP volunteered to do upkeep on dams it did not own but served its interests, one example being the Canada Falls dam.
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Road; I was not successful. Based on the USGS map this seemed like the only area in this township where a nearly 593-foot dam was likely.

The #5 dam was in T4R16 (174 feet long with a 5-foot 6-inch head and two gates), appeared on Webber’s 1915 cruise map,125 and a crew built it in 1908. The 2.6 miles of stream that flows through this township enters just below the Scott Brook Road bridge and flows about .4 miles to the dam site. The stream as viewed from the bridge was about 30 feet wide with good current and well-defined with no visible streambed rocks.

In T4R15, which the stream enters from T4R16, dam #4 was the Caribou Bog dam and the #3 dam was the Cassidy Deadwater dam. The #2 dam was perhaps at a ledge drop a mile below dam #3. The natural ledges on both sides of the river would have provided convenient anchoring points and the dam’s wings. The one hint that a dam might have been here was the large amount of gravel looking like it washed in against a dam’s spiling. The current stream flow cuts through its west side making an “S” turn under the deposit to exit over the ledge on the east side.

The next ledge drop, .78 miles below the above site, was tiny and would not have been noticeable in water sufficient for driving. A view downstream in 2021 revealed some tree growth that suggested another possible site so I continued on, but that site held nothing dam-worthy. From this site I had another good view over the alder tops down the drainage. The stream was still running within well-defined banks and was canoeable deadwater. Based on the USGS map I knew I was within a half mile of the head of the impoundment of dam #1 just above the Golden Road.

Dam #1 was probably at the stream’s second ledge drop .25 miles above the current Golden Road. In Au-

125 E.A. Webber, T4R16 W.E.L.S. cruise map, 1915; available at Maine State Archives

Russell Stream’s Caribou dam site and the stream below it (Bill Geller photos)

Russell Pond dam site (Bill Geller photo)

gust 2020 John Stolecki found, expertly chiseled in the stream’s rock ledge, Aug 26, 1907 and eight sets of initials (L.C.C., C.R., L.A., D.B.(?), M.C., M.W.H., F.H., J.L.). The chiseler was perhaps part of a GNP work crew given that sports do not typically lug around a hammer and chisel for exercise. GNP’s attention to dams on this stream in 1908 suggests a crew did the work in late summer and fall of 1908 in order to be ready for the 1909 drive. If the dam at this location had a 10-foot head then its impoundment would have flooded 1.45 miles of the swamp the stream wandered through.
On my visit to the site in July 2021 I found no dam remains. I walked out on the ledge and found the chiselled initials John Stolecki discovered. A dam at this site had what was a natural berm for its west wing and what appears to be a natural berm for its east wing. The alders of a past impoundment abut the wings on both sides. Total dam length would have been about 250 feet. The stream width as spanned by the dam is currently 40 feet. The dam head was probably no more that six feet, and that created a .97-mile-long impoundment. At various points in time water clearly washed over the east wing well away from the stream. This was an earthen dam as opposed to rock crib.

No more than 200 feet below this dam site was another small ledge drop. Clearly a road crossed over this on some form of a bridge. It could have passed over on a dam, but the impoundment of a dam here would have been much smaller than the one of the site above.

Below the Golden Road Russell Stream wanders in a 500-foot wide alder swath to the Main Branch. The Google Earth view suggested that the course of the stream had changed numerous times over an unknown time period. In 1898 a guide with a group paddled up the Main Branch and up Russell Stream some unmeasured distance in low water; the guide had hoped to get a bateau up it, but abandoned that conveyance at the mouth of the stream; the reporter estimated the distance as a couple of miles. The first ledge drop that would have blocked their paddle is currently at 1.5 miles. They reported pass-
ing through no dams. Given that the early loggers used no dam at the mouth of the stream, it seems doubtful that GNP would have needed one. In more recent times paddlers have ascended the stream to just short of the Golden Road. If a drive crew wished to hold logs or pulp before entering the river it could have held them behind either dam #1 or a trip boom at the mouth of the stream.

Each year between 1903 and 1923, and 1946 and 1958 loggers drove on the stream. For the years 1903–1916 loggers cutting on Stetson land in the west half of T5R16 hauled to and drove the stream. Loggers did not return to the stream until 1946 with an almost-yearly string of operations through 1958, the apparent last drive on the stream. Given the water was so low in 1946 and that GNP sent in a crew to build a small dam at the foot of Cassidy Deadwater due to extremely low water, dams might not have been necessary for these last drives. The location of the cutting activity for these drives was also undiscovered. The dams that appeared on the earliest USGS map (1954) were at Caribou Bog, with no impoundment, and Cassidy Deadwater.

**Ragamuff Stream**: Ragamuff Stream flows south for about seven miles to the Main Branch and its drainage was nearly all within T4 and T5R14. Major Hastings Strickland bought all of T5R14 in 1846 and the Strickland family did not sell until 1889. Two years later the Stricklands bought all but the southeast quadrant of T4R14 and held it until 1889. Any early dam building was attributable to the Stricklands, but the dates of such activity were speculative. Their timing was not necessarily parallel to the general dam development on the Main Branch's tributaries.

The stream had two gated dams and a roll dam on Ragamuff Falls, which was at its mouth at the Main Branch. The upper dam, which was at mile 6.44 and 1.5 miles downstream of its headwater swamps, flooded a natural .6-mile-long bog, and was 400 feet long with a 6-foot head and a gate. The old dam site was at the Ragamuff Road (2021) crossing of the stream at about mile 10.9 from the Golden Road. Maps and Google Earth suggest a dam might have been at the foot of the current open water. However, a traverse of the edge of the bog to that location and where the open stream cut through it suggested it might not be the line of the old dam. When walking on the line it seemed more like an old beaver dam than a log dam. Nothing from this line extended into the woods that rose to a berm. The nearby land outside the current open bog land looked like drained and undrained flooded ground. This natural-looking ring

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*Maine Trip of 1898,* *Forest & Stream* vol.51 (November 19, 1898)
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extended to where current road construction disrupted the natural state.

The USGS map indicated that the rear area of the bog was at 1,128 feet. The culvert elevation at the road crossing below the straight line of vegetation I walked was 1,125 feet; the drain level was 1,123 feet (USGS). A 400-foot dam with the east end now covered by road construction and angling to cross the brook perpendicularly extended to where current road construction disrupted the natural state.

The lower dam was at the foot of “Alder Ground” and was 300 feet long with an 8-foot head and two gates. An undated H.M. Kenniston survey map of T4R14 placed the dam a quarter mile below the north town line of T4R14.127 The contour line detail of the 1954 USGS Caucomgomoc Quadrangle indicated the dam span the high banks of a long finger through which the stream flows.

The falls immediately above the mouth of Ragamuff Stream had a roll dam, which flooded out the falls and provided for an uninterrupted entry into the river. When this dam was first built was undiscovered.

Lumbermen, who rebuilt these dams for their drives, included Al Dudley, Rod Sutherland, and Gilbert and McNulty, who also built a splash dam of unknown size a straight-line mile perpendicular to T5R14’s south town line.128 Sutherland and Hodgins repaired the upper dam twice: 1910–1911 and 1929–1930. No dams appeared on the earliest (1954) USGS maps of the stream. Given the known drives on the stream, the last one of the Strickland ownership years in 1888, and the next in 1900, followed by 1902, c.1911, 1927, and 1930, loggers probably did not return for at least another 20 years. By 1950 loggers who might have previously driven the stream probably hauled to the Main Branch.

Pine Stream: Pine Stream drains due north from Big Pine Bog129 in the southern part of T3R13 though the length of T4R13 and empties into the Main Branch in T5R13. When a dam or dams first appeared on the stream was a matter of speculation.

No logging apparently took place before 1836. The Zebulon Bradley 1833 survey field notes of T4R13 for the Maine state land commissioners noted the abundance of pine on the southern third of the township. Two years later Caleb Leavitt, also surveying for the commissioners, included an inspection of Pine Stream and noted that it could be driven with very little work. Neither of these surveys mentioned any indicators of previous logging.

The early land purchasers of the townships through which Pine Stream flows were primarily interested in the pine they could haul to Chesuncook Lake. By 1861 when Ebenezer S. Coe made his land purchase, the pine that teamsters could haul to Chesuncook was likely gone, but some pine on Pine Stream might have still been present given its distance from the lake and the Main Branch. By this time the high concentration of large spruce in

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127 This map is available at Maine State Archives.
128 Both this dam and the dam upstream appeared on a Kenniston undated map of T3R14 available at the Maine State Archives. The splash dam appeared on a GNP map of T5R14 which is available at University of Maine Raymond Fogler Library Special Collections.
129 Older names include Pine Pond and Upper Pine Pond
T4R13, which he owned, was of value. His ownership meant he did not need a charter to construct a dam. At some early point he invested in the dam at or near the foot of what is now known as Pine Stream Flowage; a dam in this location gave him a long impoundment to which he could haul logs from either the east or the west. Existing records show that drives took place on Pine Stream in 1872, each year between 1886 and 1890, 1891, 1900, 1910, before recorded dam building activity in 1912. Given GNP’s need for dams for long-log drives on this stream, its predecessor Ebenezer S. Coe probably did too.

Farther upstream in T3R13 it was a matter of speculation as to where the township owners of the 1840s, like known loggers Roberts, Emerson, and Farrar, cut. Chesuncook, Caribou, and Ragged lakes were all within hauling distance and not dependent on a drive on Pine Stream. The same was true for Winn in the early 1850s. Small stream drives with dams did not begin in this area until the 1870s. To drive long logs on the stream in T3R13 would have seemingly required dams and stream improvement work. Given the large number of owners with undivided shares any one of them wishing to cut would have had to form a dam company and receive a legislative charter. No such company formed until 1913, the year following the building of three dams. By this time the landowners were the Cassidy family and GNP.

The documented dam construction, most of which took place in 1912, was clearly in support of log drives starting in T3R13. Such construction was perhaps at the behest of lumber dealer and wholesale grocer John Cassidy, his son James W. Cassidy, and Danforth logger John W. Hinch, all of whom received the charter for the Pine Stream Dam and Improvement Company in February 1913. It included dam and stream improvements in both

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130 Portland Daily Press, January 12, 1872
T3 and T4R13. In T4R13 the Cassidy's owned a 3/8ths share and GNP would eventually own a 5/8ths share. The Cassidy's retained ownership of the dam company until the need for them no longer existed.

In T4R13 in 1912 William Burns probably rebuilt the dam at the foot of Pine Stream Flowage. A year later the Pine Stream Dam and Improvement Company had a crew rebuilt the Burns dam at 206 feet long, an 11-foot 3-inch head, and three gates with side dams of 250 and 680 feet. Its replacement in 1930 was a dam with a 10-foot 6-inch head. The dams at this site created the Pine Stream Flowage that was about 4.5 stream miles from the Main Branch and flooded out 5.56 miles of the stream. The upper end of the flowage was at the crossing of the Pine Stream Road, which was immediately south of the north town line of T3R13. In 1930 this was the stream's only dam being maintained; it served GNP's water storage needs.

In T3R13 the drives relied on four dams. In 1912 John Cormier built two dams; one was 299 feet long, 7-foot 11-inch head and two gates, and the other was 400 feet long, 8-foot 4-inch head, and two gates. Albert Stone put in a third dam in 1913–1914; 480 feet long, 7-foot 7-inch head, and two gates, and a 78-foot runaround dam. At an undiscovered date a crew built a fourth dam that had an impoundment that extended 1.5 miles into Big Pine Pond. The dam had a 9–10 foot head and two gates (one still apparent in 2020). The dam's west side had a wing of about 150 feet.

The locations of the dams in T3R13 were noted on a 1920-era map made by John “Jack” Phillips, a camp owner on Lobster Lake, and the Sewall Company 1920 assessment of T3R13 listed their locations. Phillips showed the uppermost dam well below what he knew as Pine Pond, now labeled on USGS maps as Big Pine Pond, and just above the mouth of the brook draining what he labeled as Shack Pond, now labeled as Round Pond on USGS maps. The old dam site had numerous artifacts in fall 2020.131

131 Based on current USGS map contour lines this dam site was .38 miles south of the Golden Road. To reach the site I turned south off the Golden Road on the Loop Road and follow it .44 miles, turned east and proceed .77 miles to a sharp turn to the south and parked; walked east .15 miles to the stream.
Both Phillips and Sewall had the next dam downstream due east of the south end of what he knew as Little Pine Pond, now labeled Shack Pond on USGS maps. This site was .81 miles straight-line downstream from the upper dam. The third dam, according to Phillips and Sewall, was a three-quarters straight-line mile downstream of the second dam. A fourth dam, a roll dam, was three-quarters of a mile south of the north town line of T3R13.

I was curious about the roll dam site so I went looking for it by following the stream from the Pine Stream Road east of the bridge. I hit the stream at the foot of a long deadwater section, followed its edge to where it narrowed into the woods and flowed on the floor of a wide, shallow ravine. The floor had once been cleared of trees given their current growth, all with lower branches. At the head of the ravine was an attractive ledge area that defined the entry into the ravine I had been in. The granite fingers formed what could have been a dam’s wings. No substantive dam evidence was present, but what appeared to be some human-laid stone in the water at the lip made me pause, but I had not gone far enough according to the Sewall report.

The stream from the extensive bog to the east here. I walked up it a ways. Had it been driven then there was one place that a side dam would have been needed to block an obvious spring overflow that eventually reached Pine Stream; no dam remains were present. I went no further and returned to Pine Stream. It would also seem that if a dam was at this junction on Pine Stream then the side dam would have also been needed.

I continued up the floor alongside the alder-lined stream whose banks had once been clear-cut to allow for the free flow of logs. It soon narrowed into a granite gut that led into a natural granite sluice at the top of which was the roll dam, anchored on the west side between granite outcrops; the east side was a 45-degree granite ledge with the old crib logs at the top. The dam was about 15 feet high and perhaps 75 feet long. This dam flooded out the remainder of the ravine whose upper end was at the head of a second granite sluice and beyond that was deadwater.

I also went in search of the dam about .39 straight-line miles north of the Golden Road and discovered the probable reasoning for its location. The dam was at the head of what was a swamp in 2021. From the dam the stream flows straight with a rocky floor to a swamp with a well-defined channel. Below that the stream was shallow and not well-defined. It soon enters another swamp with a defined channel followed by a less well-defined section. The stream in these less well-defined sections was tiny and ankle deep with a shale rock floor and no banks. The water washes through here in a wide alder swath with some tiny islands of large trees. They all have low branch growth that suggests they grew in open space; this was all clear-cut so logs washed by a dam’s release could get through. I turned around in the open area of the foot of the third swamp .91 straight-line miles from the Golden Road. This was the foot of the impoundment of the third dam. This impoundment’s channel had a defined channel, as does Pine Stream below it.
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

When loggers last drove Pine Stream was a matter of speculation. In 1924 teamsters using four-horse teams were toting from Grant Farm to each of the dam sites so presumably some pulpwood logging transpired. For GNP the 1920s was the era of the small-stream drive and in those operations they cut an area hard so as to not return for another 20 or more years to cut. That suggests they would not have returned to cut until after WWII.

The Sewall report of 1934 indicated that the dams in T3R13 were in poor condition and needed rebuilding. The report writer thought they might not be needed for pulp-length wood, but the trees in the new growth of the 1912 burn on the west edge of T3R13 were only in the one-to-three-inch ranges.

The dams in T3R13 were probably not rebuilt. In the mid-to-late-1930s the company began transitioning to hauling by truck and tractors to large bodies of water and in this area that could have included Ragged, Caribou, and Chesuncook lakes, and less probably Pine Stream Flowage. This strategy prevailed after the war. However, the 1936 GNP Water Commission Report indicated the Pine Stream Flowage dam was good for another four years. Whether or not the company kept it functional through the 1940s was undiscovered, but the company abandoned it as a water storage dam by 1953.

**Lobster and Little Lobster streams:** Lobster Stream, which drains Lobster Lake, flows north for two miles to the Main Branch. High water in the Main Branch reverses the flow of the stream, but lumbermen never tried to counter that with a dam. The only dam was at the outlet of Little Lobster Lake.

Beginning in 1835 the owners of land surrounding Lobster Lake were men who in general terms were lumber merchants as opposed to loggers. Whether or not any of them logged was undiscovered, but some of them sold land at the upper end of the lake in 1842 to Samuel Strickland and in 1845 to James Jenkins who engaged in logging on the southern end. Jenkins quickly established a lakeside farm probably on the east shore. It might have been in the lake’s southeast corner between Cranberry Brook and .66 miles above the south town line. At about the mid-point of this span the bogs near the shore of the broad cove might have been natural swales that a crew could cut for oxen feed; consequently a possible location of the farm. The west side of the south end of the lake was topographically steep and perhaps not conducive to farming. He logged and then sold to others with logging interests but they had financial

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132 The Northern, January 1924
problems by 1854 when William McCrillis bought the land at auction and then sold stumpage until he sold the land in 1889. The recorded drives from the lake began with 1888 and continued to 1952: 1896, 1900, 1902–1905, 1907–1909, 1911, 1914–1916, 1920–1922, 1926, 1927, 1930, and 1946–1952. In the early 1960s operations horses hauled some logs to the lake and drivers guided some into the lake on Kidney and Maxfield streams and perhaps Little Lobster. The last logging was in 1968 when loggers cut selectively on Big Island, but the crew trucked that out over the ice.

Little Lobster Stream flowed out of Little Lobster Lake, which unknown loggers at an unknown time dammed for additional water to push the logs down the small stream 1.75 miles into Lobster Lake. Speculative reasoning based on the pond’s being less than a half-mile from Lobster Lake and the size and quality of the stream bed suggests that during the long-log era loggers might have hauled to the lake, either the short half-mile route or down an almost flat, brushed out frozen stream bed.

The discovered information pertained to driving the brook in 1915. In November of that year Steve Ranney cleaned the brook and graveled the dam. Beginning about this time GNP was using a strategy of small stream dams and drives for pulp-length wood. The following summer a crew repaired the dam. Documented drives occurred in 1915 and 1916. A crew worked on the dam between October 22, 1922 and January 1923. The last recorded dam repairs of the pre-WWII era occurred in September 1926. The 1927 drive was the last one documented on the stream. Given the amount of cutting in the previous 12–15 years, the mill’s excess inventory, followed by the recession and then the war, loggers apparently did not

134 Fred Gilbert Papers, University of Maine Raymond Fogler Library Special Collections
135 The Northern, November 1925 and September 1926
return to log the area until after WWII. A 1951 picture of the dam shows its gate structure intact with the dam covered in alders. Area folks found an old booming anchor at the outlet; it was probably part of a headworks used to tow boom bags across the pond to the dam. In the early 1960s GNP had a large logging operation centered at the pond; the crew used horses and a local resident thinks he remembers seeing some pulpwood in the stream and another did not remember such activity. About 2000 the state’s fish and game department put in a dam as part of a fish reclamation project, but the dam soon washed out.

The current Loop Road, which was not present at the time of the 1960s logging operations, passes over the old dam site. The dam was probably less than 5 feet high and no more than 300 feet long.

**Bradstreet’s conveyor and sluice**

Bradstreet’s strategy to remove logs from the Main Branch and dump them in Moosehead Lake incorporated four major structures: the 1894 dam at the head of Seboomook Falls; a dam on Carry Brook, a tributary of Moosehead Lake; a two-mile sluice from Carry dam to the mouth of Carry Brook at Moosehead Lake; and two 600-foot-long end-to-end conveyors that carried logs from the Seboomook impoundment to the sluice at the height of land between the Seboomook impoundment and Carry Brook. In August 1893 the dam at Seboomook Falls was yet to be built, the dam on Carry Brook was nearly complete as was the conveyor, and a crew was building a two-story 20-foot x 50-foot headquarters building on the shore of Meadow Pond. Loggers began to use the conveyor in October 1893 and by deduction the dam and sluice. During the following cutting season four Bradstreet logging crews cut in the area.

The Seboomook dam was important to Bradstreet in that it vastly expanded his booming area, increased log storage space, and made for easier access to the conveyor by eliminating the narrow brook that connected Meadow Pond to the Main Branch.

Bradstreet’s conveyor was the first such device used in the West Branch watershed. In terms of the general history of conveyors it was very early; most general use began after 1900; those prior to that were at coal-fired steam plants. Another early conveyor-type apparatus was the Eagle Lake Tramway (1902–1907), a form of a conveyor that moved logs from Eagle Lake into Chamberlain Lake. Other than these two, loggers did not use conveyors in the West Branch watershed until the 1920s when GNP also referred to them as stackers that carried logs from a landing and dumped them onto the ice of a water body linked to spring driving or from a body of water to load them on a rail car.

In October 2020 I made two different trips to the conveyor area to see if I could pinpoint its actual location and discover remains that would enable me to suggest how the system worked. The low water level in the Seboomook impoundment enabled me to find key elements of the system that Ira D. Peavey, a Bangor machinist working for Bangor Edge Tool Company, designed and then directed its construction. Peavey did not file for any patents and so far I have located no design records. Ira’s father was Daniel Joseph Peavey Sr., a blacksmith and son of Joseph Peavey, who invented the logger’s peavey in 1857. With that invention he formed the Peavey Manufacturing Company in Stillwater. The company name changed for a time to Bangor Edge Tool Company, but then changed back to the original name. The company was still manufacturing in 2020 about four miles downriver of the original site and about 12 Peavey grandchildren were employed.

A trail of small iron remains (chain links, broken cast iron pieces, rail spikes, and various-length ship spikes, bolts and screws, nearly all normally below the Seboomook impoundment water line), led me along the conveyor route, perhaps to its end as determined by distance measurements. The news articles of 1893 indicated it started in the water of Meadow Pond. The future Seboomook impoundment flooded out the stream linking Meadow Pond to the Main Branch and created the impoundment’s cove that held the remains. Given no rock crib work remains were evident in the area, the conveyor rested on ground-laid cross ties made of hard wood that did not float. The designer placed the conveyor’s return wheels horizontally as opposed to vertically like a typi-
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Bradstreet’s 1894 conveyor, dam, and sluice system
Boyd & Harvey’s 1914–1916 narrow gauge track
GNP’s Seboomook and St. John standard gauge track, wharf, and barge landing site

Meadow Pond Cove

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The line of metal parts were in a swath across the rocks in the middle of the picture into Meadow Pond Cove.

The land on which the conveyor rested with Seboomook dam in the background (Bill Geller photos)

cal waterwheel. The water end was underwater so log drivers could nose floating logs onto it.\textsuperscript{139} Winter ice was probably not a factor given the dam’s usual water draw-down for winter.

The path of metal remains ran in a 10–15-foot wide route to the shore at about 230 compass degrees. One en-

ters the woods through a shallow cut in the land. It had an old bedstead and washer and motor in it about 100 feet from the wooded shoreline. The end of the first 600 feet was about 10 feet south of Slab Pile Road. Here a suspicious large square hole in the ground and a piece of metal sheeting were present along with a piece of one-inch steel cable that fits in the channel of a broken cast iron piece of a conveyor cleat. Perhaps this was the site where the first

\textsuperscript{139} “Logs by Endless Chain” appeared in the \textit{Portland Daily Press} issue of January 26, 1893 like an announcement.
conveyor dumped logs onto a second 600-foot conveyor. Separate steam engines turned each conveyor.\textsuperscript{140}

The steel cable artifact was probably part of the conveyor’s drive system. Attached to the cable, at unknown spacing, were cleats that moved the logs forward. Based on the remains found in the water, they were made of three separate cast iron pieces that interlocked in a manner that left a hole in the middle of the cleat for the one-inch steel cable to pass through. A single bolt secured the three iron interlocking pieces of the cleat to the cable.

The cleat's three pieces with top side faces on which the log rested

A few of the metal parts from the conveyor in Meadow Pond Cove  (Bill Geller photos)

The top of the cleat on which the saw log rested had two heavy right triangle protrusions that held the log in place as it moved through a wooden trough.

The undersides of the cleat on both sides of the cable were flat and smooth with rounded edges so the cleat could slide on a smooth surface when pulled by the cable. The cleat design suggested the floor of the conveyor had two large squared timbers running in parallel with a space between them wide enough, probably 2.5 to 3.5 inches, to accommodate the cable and let the smooth undersides of the cleats slide on the smooth face of each timber.

Another artifact lying about was long straight strips of thin 3.5-inch-wide rusted metal with countersunk holes, which suggested the desire for a smooth surface. The crew probably mounted these on the smooth flat timber surfaces, on which the cleats slid.

At the head and foot of the conveyor the cleats passed around a cast iron wheel, which provided the inner edge on which one side of the cleat rested; the outer edge was a continuation of the squared timber on which the other side of the cleat slid. The horizontally-placed wheel had evenly distributed lugs protruding from its underside. The distance between lugs matched the distance between the cleats that had a protrusion on their underside with which the turning wheel’s lugs connected and kept the cable in motion. The wheel in the water turned freely.

Another matter that Peavey had to consider was the transference of logs from the conveyor to the sluice. It appears that the conveyor and sluice were nearly perpendicular to each other. Only long logs rode the conveyor. Where the log entered the half circle, the trough’s siding design might have included wall guides that forced the log to begin to make the turn. With the end of the log forced off the turning cleat its unsupported end dropped into the sluice.

I looked for and found the dam on Carry Brook at a definitive turn just below the foot of a current bog.\textsuperscript{141}

\textsuperscript{140} I continued on the same compass course, which might not have been the path of the second conveyor, and it took me across the swamp and the Seboomook Road. I did not see any conveyor evidence. A fire burned through this area so I was not surprised other than I thought I might find some kind of a brick and concrete base for the second conveyor steam engine. I continued the line to Carry Brook, which was well beyond 600 feet from the end of the second conveyor.

\textsuperscript{141} Some stories about this conveyor and sluice system indicated that one of the conveyors was a chain of buckets drawing water from Carry Brook and dumping the water into the sluice to float the logs through. This was a fireside tall tale that from a practical perspective makes little sense. Consider the number of buckets of water needed to float a 15 foot by 2 foot in diameter green spruce log and how fast the buckets would have to empty into the sluice to keep it full enough to float the log.
Near the turn I stumbled into a manmade cut in the earth. I immediately suspected a sluice path and fol-
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The wheel, turned by the steam engine, had a surface that served as the inside sliding surface of the conveyor’s channel and the wheel’s lugs caught the bottom protrusions of the cleats and pulled them around the wheel. (Bill Geller drawing)

According to recorded accounts the sluice required a trestle in at least one location. By mapping the start of the sluice as I found it, arcing it to intersect the end of the conveyor at the height of land, and then maintaining a downhill slope, it crossed Carry Brook on a trestle and dumped into the water at the point on Carry Brook at

The Bradstreet dam had a gate that released water into a wooden sluice that passed through this cut in the land.

142 I climbed the slope above the dam, found the barrow pit and the old road, which I followed to a logging camp site above the bend in the brook below the dam.

Carry Brook at the Bradstreet dam site

Lowed it 150 feet to where it ran under the steep bank at the turn in the brook and followed its edge 200 feet to the dam site and the gate to the sluice. The dam had the potential of being perhaps 10 feet high.142

The sluice had to angle away from the stream in order to pick up the end of the second 600-foot conveyor and to have a length of two miles. I found additional successive cuts in the land as I angled away from the brook.
its cove in North West Bay; this distance was 1.98 miles using hillmap.com. I did not find another feasible path at two miles in length. Another clue to this being the end point was that the main current of Carry Brook sweeps into the edge of the dumping point so the logs would be carried by the current into an awaiting boom bag for towing down the lake.

Bradstreet used the conveyor yearly to move 8–13 million board-feet of logs for each of eight cutting seasons.

**Narrow gauge line between Moosehead Lake and the Main Branch**

In 1914 Boyd and Harvey Company,\(^\text{143}\) land owners and specialists in cedar lumber products headquartered in Augusta, laid narrow gauge tracks, and brought in an engine and racks for transporting the cedar tie stock from the Seboomook impoundment to North West Bay. After two years the company took up the tracks.

The mapped location of the rail line was undiscovered. Presumably it extended from the Seboomook wharf north and west to the low point of Meadow Pond Cove of the Seboomook impoundment. A small scale undated James Sewall map from pre-1911 included a road from the wharf curving northwesterly to Pittston Farm with a fork leading to the lowest elevation point of Carry Cove, the access to Seboomook impoundment; this might have become the route of the railway. With only two feet between the rails a little widening of the route could have accommodated both train and other traffic. At the time of the train the road from Seboomook Farm to Seboomook dam went due north to the dam. A crew cut the current road (2020) for the 1922 dam’s rebuilding.

Two other unanswered questions were: where was the end of the line in terms of the cove and how did the company extract the floating logs from the water? The 1912 elevation of a full impoundment was the same as it was with the current dam (built 1936). The road on the Sewall map reached the low spot on the south edge of Carry Cove about 200 feet from the shoreline and wrapped around the cove’s next 200 yards on flat ground in a parallel arc. The road ended perpendicular to the shoreline beyond the innermost part of the cove. Such a layout meant the sides of multiple cars could have faced the water and been loaded at the same time. Whether or not the cedar logs were railway-tie length or long logs was undiscovered. To load long logs two horses working in tandem could have pulled long logs up skid poles for loading the racks. Rail-tie length would have been man-handled. No recorded history suggested crews used mechanical means for loading the rail cars at this time.

The other point of interest involves the movement of the logs once they reached Moosehead Lake. A crew could have off-loaded the logs onto barges that a boat towed down the lake, or driven them down the lake through the outlet and on to the mill. They could have remained on the racks that rolled onto a barge that a steamboat towed to Kineo Station where a crew reloaded them on racks of the Central Maine Railway for a train ride to the mill.

Curiously, the section of the railway from the Pittston Farm Road to the impoundment was “Slab Pile Road.” The term slab might derive from a nearby temporary portable mill. Some slab could have resulted in cutting the cedar to tie length. However, GNP also worked in the area and used portable mills.

**The Seboomook and St. John Railway, standard gauge**

The St. John waters drained north starting about six miles north of the Seboomook impoundment’s northmost point that was at its midpoint in Plymouth township. GNP personnel devised a plan to haul the logs cut in the St. John River drainage south to the Seboomook impoundment near the mouth of Logan Brook. The 18-mile railway route went north from the impoundment through Plymouth township and crossed T4R17 and T5R17 and ended east of Fifth St. John Pond.

Work began in 1910 when a crew surveyed a preliminary route, but GNP took no further action until 1919 when it sent another survey crew to spot the actual location. The Seboomook and St. John Railway line started six miles west of the Seboomook dam a little east of the mouth of Logan Brook. Its northwest course crossed Logan Brook on a 600-foot long, 14-foot high trestle\(^\text{144}\) at the southeast corner of T4R17 where it turned north paralleling the east line of T4R17 to reach the head of

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\(^{143}\) Byron Boyd was the Maine Secretary of State from 1897–1907 and he was not related to the Boyd family owners of land in Plymouth township. His partner might have been William M. Harvey, a dealer in hay from c.1910 through c.1925: the company was a supplier for the lumber camps.

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Summit Pond. From here it passed on the west side of the pond, crossed over the inlet stream and continued north along the east side of the drainage to the head of Fourth St. John Pond where it angled off to the northeast passing under Fifth St. John Pond where it turned north ending at the north town line of T5R17 a mile east of Fifth St. John Pond.

Work on the new rail line and supporting infrastructure began in 1920. In February 1921 a crew built a sawmill on the north side of the impoundment east of Logan Brook and began to build the South Terminal. Soon after, on the south side of the impoundment, GNP laid a standard gauge rail line from the North West Cove wharf across the carry to the new wharf (built 1920) on the impoundment. Given the cut in the land on the current road through the old Seboomook Farm grounds to the old wharf, this portion of the road was the old rail bed for the standard gauge and probably the narrow gauge.

As part of the St. John project a GNP crew built a storehouse where the rails ended on the west side of Meadow Pond Cove. GNP crews never used the storehouse until 1936, when they turned it into a kitchen to serve the road and telephone crews.

The engine, Climax No.2, and rolling stock, 15–20 cars each capable of holding about 10 cords, came up Moosehead Lake on barges, steamed over this line, rolled onto a scow made at Pittston Farm, and crossed the lake to South Terminal. The engine rolled on the first seven miles of track by September 1921, when it was making a daily trip to No.5 Camp where a crew put up another sawmill in support of the rail line project. By June 1922 the “burning crew” had the cleared the line to within 1.5 miles of its end point.

At the terminal in 1921 some of the crew of 700 men began to build a settlement that included living quarters, offices, cook rooms, and roundhouse. A crew of about 125 men worked through the winter of 1921–1922. By June 1922 a crew completed the South Terminal’s 600-foot-long wharf, which was supported by 12 hardwood piers filled with rock cut from a nearby quarry. An engine would pull the pulp-loaded rolling stock out onto the wharf for unloading into the lake.

145 Letter from William G. Gove to John McLeod May 1, 1971; the rolling stock were stake-bodied flat cars about half the size of the standard 36-foot freight car and carried 8–10 cords each; Great Northern Paper Company Records, University of Maine Raymond Fogler Library Special Collections

Transportation to and from South Terminal was either by a road via Seboomook dam or on Boat #4 across the impoundment. From South Terminal north a set of narrow gauge rails ran between the standard gauge rails. The narrow gauge train hauled supplies, rails, fill, and ballast.

The track use strategy called for two standard gauge locomotives. One arrived on site, but the other only got as far as Greenville and GNP sold it back to the company. The construction included a semaphore system, but no

146 John McLeod, Great Northern Paper Company, chapter 21, volume 6; self-published, 1978
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

St. John and Seboomook Railway South Terminal 12-crib railway log dumping pier (Bill Geller photo)

South Terminal boat pier remains (Bill Geller photo)

South Terminal with pier at lake and up the tracks close to the terminal (GNP files, courtesy Special Collections Raymond Fogler Library)

Railway construction including the Logan Brook trestle (GNP files, courtesy Special Collections Raymond Fogler Library)

Surrounding text is not provided in the image.
The South Terminal community included these structures plus Libby Cottage and another office camp.

All photos are GNP files, courtesy Special Collections Raymond Fogler Library unless otherwise noted.
Chapter 2: West from Chesuncook Lake to the Fork; logging on the Main Branch

STJRR Loon cottage

STJRR machine and blacksmith shop

STJRR office

STJRR sawmill

STJRR pump house

STJRR McInnis Cottage
passing tracks were ever laid, so it was unclear how the system was to have worked.

The initial visions of what this railway would lead to were grand, but the project soon stalled. A writer for the *Daily Kennebec Journal* understood the mainline would eventually have side rail lines of one to three miles and the main line would extend well beyond the initial 18 miles by continuing north to Canada. However, all construction work ceased in fall 1922. Some work began again in spring 1926. The locomotives, boats, scows, and camps all needed major maintenance work. One of the projects was to remove the Logan Brook trestle and replace it with fill hauled by the engine. The crews finished the trestle project during the fall and finished cutting the 18-mile right-of-way. They did not stay on during the winter and did not resume work the following spring.

In October 1928 new GNP President William Whitcomb permanently suspended the project. Construction crews set down only 12.5 miles of track and the only wood hauled on this rail line was 1,000 cords cut on the right of way. The following summer a crew removed the railroad equipment and took up the rails between North West Bay and Seboomook impoundment.

Whitcomb apparently decided that the expenses of the rail operation exceeded alternative means of getting the logs cut in the same area into the North Branch. That effort began three years later and became known as the “St. John Operation.”

**Log driving on the Main Branch**

Once beyond the Fork logs floated through 42 miles of the Main Branch to Chesuncook Lake where loggers gathered their logs before continuing down the lake. Up through 1840 the drivers had only the natural flow of the river with which to contend. A year later the new Chesuncook dam backed up water into the Main Branch and that caused an adjustment in the drive. The Penobscot Log Driving Company (PLDC) reformed in 1846, but its designated starting point was Chesuncook Lake dam. Three years later in 1849 an amendment allowed for drives from the head of the lake, but the West Branch and Chesuncook Boom Company also operated at the head of the lake. Another PLDC amendment in 1856 included the head of the lake. No charter ever included the waterways beyond Chesuncook Lake, but if the logs from those waters were in Chesuncook Lake and boomed in time for the PLDC drive each spring, then they were included.

The shoreline elevation of Chesuncook Lake in 1903 was between 916 and 927 feet. The new 1904 Chesuncook dam raised it to 931–934 feet. The last adjustment occurred in 1917 when the new Ripogenus dam flooded out Chesuncook dam and more of the lower end of the Main Branch; the lake elevation with a full head was now 942 feet. Drive strategies changed with each adjustment.

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147 "Railroad to Pierce Heart of Maine Woods," *Daily Kennebec Journal*, March 18, 1921
148 James W. Sewall Company 1926 assessment
149 *Pittston Farm Weekly*, May 21, 1965
150 This was a deduction based on Hempstead’s writing that the crew pulled the rails at an unknown location by 1929; Alfred G. Hempstead, *The Penobscot Boom*; Orono: University of Maine Press, 1931; and future GNP records that described a flanged-wheeled vehicle’s use on the north side of the impoundment are available in the Great Northern Paper Company Records, University of Maine Raymond Fogler Library Special Collections
Construction camps on the railway  (GNP files, courtesy Special Collections Raymond Fogler Library)
Other driving adjustments followed the building of the river’s Seboomook dams of 1894 and 1912. Beginning about 1914 the long-log drives began transitioning to pulp-length-wood drives. By 1920 the rear of the drive did not need to be at Millinocket until shortly before freeze up.

**Above Seboomook Falls**

For the earliest drives both the cutting crew and the log volume was small and each crew kept its logs together by rafting and controlling their descent by riding and guiding them with poles, where possible, down the Main Branch. Their wangan came with them either in a bateau or on a raft. The natural river current moved them along with no poling or paddling or towing needed. They could stop in quiet water and tie off to a tree or rock if and when necessary, as when they stopped for the night.

By 1840 the log volume and crew sizes had increased, loggers still worked independently but began to cooperate and drive together as they would for the next 130 years. By the mid-to-late-1840s they stopped rafting their logs, but marked each log with an ax-made log mark. The men, with the aid of bateau, spread out along the river during the day, tending known log-jamming sites and in other areas keeping jams from forming by maintaining a clear path in the river, and returned to the drive camp at night.

The main drive camps between the Fork and Seboomook Falls were at strategic locations that varied little from the first drive through the last drive in 1971. They were all on the south side of the river and linked by a river path: at the Fork (Knights’ farm), near the head or the foot of Gulliver Pitch (Swan’s Farm area, six to seven miles below Knights), and Seboomook Falls (six miles below Swan’s Farm). When the 1912 dam at Seboomook Falls was in place a boom house was also on the south shore at GNP’s Swan’s Farm and another near the dam. With all the camps on the south side the drive crews did not have to cross the river if another camp needed them, and no supplies had to cross the river.

River improvements were ongoing, in part because of changes in the river flow each year. Before the start of the drive crews worked their way downriver placing a variety of booms whose purpose was to keep the logs floating in the main current. A trip boom site might

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151 Alfred G. Hempstead, *The Penobscot Boom; Orono: University of Maine Press, 1931*
have been just below the Fork (a site to hold up logs for the rear to catch up), a dam probably served the same purpose from c.1905–1911. Below the Fork the Main Branch had good current and an open channel to the head of Gulliver Pitch. A dam, perhaps built between 1904 and 1910 at the head of Gulliver Pitch, might have replaced a trip boom at the site. The major function of either boom or dam was to stop the flow of logs if a jam developed on Gulliver Pitch, a narrow part of the river, or on Seboomook Falls. The channel between the two drops was deep with good current.

The 1894 drive was the first to experience a dam at Seboomook Falls and an impoundment that did not reach Gulliver Pitch. Even though Bradstreet, a Kennebec logger, had to keep an open channel for uninterrupted passage of Penobscot loggers to and through the Seboomook dam’s gates, given the size of his drives, he might have driven last. He boomed his logs at the now-flooded Meadow Pond, and a crew fed them to a conveyor that dumped them into a sluice that carried them into Moosehead Lake so they could continue down the Kennebec River to their sawmill in South Gardner. Bradstreet operated for eight years before selling his conveyor and some of the dam rights to GNP.152

How the drivers managed the logs within the impoundment behind the dam was a matter of speculation. Bradstreet might have created a boom-lined channel for the logs continuing downriver. Whether or not drivers towed with headworks or simply let the current and wind move the logs to the dam for sluicing was undiscovered.

The post-1894 drives also benefited from the four roll dams just below Seboomook dam. Each flooded out a difficult driving location. GNP continued to maintain these dams through the last of the long-log drives; they were not necessary for driving pulp-length wood.

152 GNP never used the conveyor system.
1904 notes of an unknown drive clerk – Pittston Farm to Seboomook Falls

In the 1903–1904 season John Kelley, Tom Ranney, and GNP were the three independent entities logging on the South Branch. They drove their logs down the South Branch and through the Main Branch at the same time and in a generally cooperative manner as reflected in the following notes of an unnamed drive clerk. Their goal was to reach Chesuncook Lake in time to join the PLDC drive.

May 11: the drive from the South Branch was still coming through Canada Falls; the drive camp was at Pittston Farm; and 45 men left for Seboomook Falls.

May 16: a jam formed at Gulliver Falls and an 8-foot 9-inch head was available at Seboomook dam.

May 17: a jam remained at Gulliver Falls and men were sluicing at Seboomook dam.

May 18: the rear of the drive was three miles below Pittston Farm.

May 19: a south wind prevented logs from reaching Seboomook dam, but nine men were working in the impoundment.

May 20: The rear wangan was at High Landing [one mile below Pittston Farm]; favorable wind began after lunch and sluicing was fast for the three men at the [Seboomook] dam.

May 21: the wind was fair with logs running fast until small jams formed below the [Seboomook] dam and sluicing stopped for a while during the clearing operation; 8-foot 9-inch head was available at 2 p.m.

May 22: the rear wangan moved to [Meadow Pond Cove] Landing. GNP had two boat crews on the impoundment cleaning up; Kelley had no one and didn’t intend to pick it; the rear was at Green Landing a mile below The Cut. Kelley had four men sluicing and 16 on the falls [below Seboomook dam]; GNP had 11 men at the site. 8-foot head at 6:30 p.m.

May 23: a crew lifted Seboomook dam gates at 3 a.m. so water had time to reach the downriver drivers as they begin the day’s work; the rear was at the Cut above [Meadow Pond Cove]; GNP has 13 men at [Seboomook] dam and falls; Kelley has 16 on falls and four sluicing; all logs cleared the dam at 1:30 p.m.

May 24: gates hoisted at 2:15 a.m.; the rear clears Seboomook dam at 2:35 p.m. GNP had 13 men working the area.

May 25: crew of six men left at dam raised gates at 2 a.m.

May 26: settled [paid] with 11 men at North West Carry and four at North East Carry

May 27: settled with 16 men today; sent supplies left in Colbath’s storehouse on North West Bay to Ross Farm on North East Bay.

May 28: no drive activity took place above the [Seboomook] dam

May 29: three men remained at dam.

May 30: same as previous day

May 31: crew left 2 ½ gates up; 6-foot 2-inch head still available: Fred Hodges crew reached Ross Farm from Seboomook dam in the afternoon.

Driving changes resulting from rebuilt Seboomook dams

GNP replaced the Bradstreet-built Seboomook dam in 1912 with a dam having 28 feet of head, which extended the impoundment to Pittston Farm. The impoundment flooded a great deal of forest and that soon became dryki, which became an unanticipated problem. At summer’s end when the water was low crews pulled the dryki to the edge and burned it. Future Seboomook dam rebuilding projects maintained the same head and included a dryki sluice.153

The 1912 dam resulted in two related projects. The impoundment above Gulliver’s rips was broad, had current, and many logans into which errant logs floated. The drivers had plenty of previous experience with this kind of situation downriver in Elbow Lake, so, like John Ross and others did there c.1870, they probably created a channel with boom logs. To do so they did not make rock crib piers and link them with strings of boom logs as they typically did below Ripogenus dam. The Seboomook area did not have plentiful rock with which to fill the cribs. As late as 1917 crews did the lining with strings of boom logs held together with rope, not boom chains, and attached to shore by rope, which

153 Stephen Law, A Forest Environment, Tate Publishing Enterprises, Mustang, Oklahoma, 2010
they cut to release the boom logs into the drive each year. By the early 1930s crews lined each six-mile-long side with cluster pilings placed 400 feet apart and connected with a chain of boom logs. About 1940 the corridor used 5,120 boom sticks, 158 sets of pilings, and 7,290 pieces of 7/8ths boom chain.154

Apparently the predominant wind and current kept the logs moving through the channel, as no towing took place in this section, but the crews swept the channel.155 A crew in a bateau attended to any breaks in the boom channel. The cluster pilings might not have been possible in some locations as old worn pulp grinders, which GNP used as anchors for boom strings, were still visible in 2020 at low water between the foot of Gulliver’s Pitch and the booming area. Such an anchor had a cable that ran through a bored hole near the end of a single boom log so that when the anchor sunk the other end of the log was visible on the water’s surface; a boom string linked to a bored hole in the visible end of the log.156

Whether or not crews towed boom bags from below Gulliver’s Pitch to the dam before 1937 was not clear. An account by Walter Creggan, who clerked the drives on the Main Branch for the years 1934–1937, indicated that a 35-man crew aided by bateau did not tow, and used the wind to move the pulpwood down the impoundment. If the wind blew from the north then they worked the south edge to keep the pulp off the shore, and if it was from the south they worked the north edge. It took the summer to move the length of the impoundment.

At the foot of the Gulliver Pitch narrows in 1936 crews built a relocated “Swan’s Farm” and two booming piers, one on each side of the river. A triple trip boom linked piers and could stop the flow of logs. Also attached to the piers was an open boom bag into which the current pushed the logs. Crews made the boom bags with 110 sticks of 28–32 foot spruce logs. When it was full (4,000–5,000 cords), a crew using a headworks closed the trip boom, positioned another of the two remaining empty boom bags for filling. A third crew began towing the boom bag to the dam and another crew returned with an empty bag.

Towing of full boom bags on the impoundment might have been done by headworks through 1936.157 In 1914 GNP had craftsmen build the steamer Vim on the Seboomook impoundment. Drawings for a 45-foot steamboat with nearly a five-foot draft for Seboomook had the date December 1917, but whether or not it was ever built was undiscovered.158 In 1919 a 30-foot power-boat was on the impoundment, having replaced the Vim that went to Dole Pond. Drawings of February 1919 also exist for what the designer named a Seboomook pulpwood boat; 20 feet long, 6.5 feet wide, both ends square, and made to be sculled from either end. Whether anyone built it was undiscovered.159 At a minimum the early boats towed empty boom bags and supplies.160

For the towing in 1937 GNP’s O.A. Harkness designed boat No. 33. It was like a tugboat with diesel power. This boat towed the boom bags to the dam at about a quarter-mile an hour. Its crew had assistance from two smaller boat crews of three men each. This drive team consisted of a cook, a cookee, a foreman, and six workers. The boats’ winter storage was probably at the GNP Swan Farm that had both a wharf and ways. A picture on Seboomook c.1960 shows three 35-foot boom jumpers that crews used for towing.161 Boat No. 33 served through the war years after which GNP replaced it with No. 42, a larger and more powerful wooden boat built in Bath.162

155 Log Drivers “swept” in a variety of ways, but the fundamentals involved were the same. In the 1930s on the Seboomook impoundment the process worked as follows: the lead crew towed a string of boom logs down the channel along the shore and anchored it to the shore. A second bateau crew towed the upper end across the head of the channel to the opposite shore and down its edge, forcing logs at the edge into the confines of the boom string; it anchored the string to the shore opposite the lead crew. They weighed anchor and moved downstream to re-anchor. The second crew proceeded down the shoreline and re-anchored opposite the lead crew. The alternating crew movement continued down the channel to the desired end point. (C. Max Hilton, *Woodmen, Horses, and Dynamite*, Orono, University of Maine Press, 2004 (originally published in 1942))
156 In September 2020 with low water in the impoundment only a few of the rock-filled cribs known to have existed were still evident. Rocks were scarce in this region.
158 Marc Johnson Collection, University of Maine Raymond Fogler Library Special Collections
159 Marc Johnson Collection, University of Maine Raymond Fogler Library Special Collections
162 *Pittston Farm Weekly*, June 4, 1964; Boats No. 43 and 44 were the last wooden hull boats built; those that followed were steel hulled. O.A. Harkness designed the first of those, No. 45, before he retired in 1950.
Drive clerk Fred Law’s 1917 notes: The Fork to Seboomook dam

In 1917 Fred E. Law, a drive clerk, joined the drive on the Main Branch just below Pittston Farm by paddling down Beaver Brook from the Seboomook Road. The water from the impoundment of the Seboomook dam reached far up the brook to nearly the old road construction camp that was the log driving camp this year. Gene Turlong, the drive boss, was holding the completed South Branch drive while waiting for that from the North Branch; it arrived a few days later.

Turlong’s crew included 120 men and 20 bateau. Each boat had four oarsmen, a stern man to steer, and a bowman who would jump out momentarily to push down a log blocking their route and jump back in the bateau. Turlong also had use of a small steamer that could not tow booms, but could handle the wangan.

When Law joined the crew they were camped in the vicinity of the head of the impoundment. Rainy weather caused Turlong to move the camp, which included four 40-foot-long tents, to a spot at the head of Gulliver’s Island. Everything was wet, but the tents went up in a manner that roaring bonfires dried them and everything underneath them. For firewood they simply took the wood from the river and split it. The cookees, who were busy managing the foodstuffs, fished the river’s big holes with quarter sticks of dynamite. For potatoes they canoed about five miles up the North Branch to Bert Stanchfield’s, a trapper from Milo who had a big garden.

In an eddy area above High Landing, a mile below Pittston Farm, his men were busy lining its south side with fin booms to force the logs to the north side so as to not get hung in the eddy. Other crews starting a little farther downriver from High Landing, which was between the cliffs above the mouth of Beaver Creek, were lining both sides of the impoundment with long logs by pulling them from the drive, connecting their ends with quarter-inch rope and occasionally tying them to the river bank. They lined the impoundment as far as the head of the narrows at Gulliver Pitch. When the rear of the drive came through men cut the rope attached to the bank; the other rope links soon broke in the course of floating downriver. Those picking the rear did not have to pull logs out of the woods and off the shores.163

163 Stephen Law, A Forest Environment, Tate Publishing Enterpris-

GNP’s Swan Farm boom house, the eastmost of three cabins linked by a porch in 1974 (courtesy Moosehead Historical Society)

Just below Gulliver Pitch a crew collected the logs in boom bags. Headworks pulled booms, which they tied off above the dam on each side of the impoundment. When they were ready to sluice the logs of a boom bag the small steamer, Tethys II, was powerful enough to help roll the bag into the dam for those sluicing.164

164 The Tethys II was only used this one year; it then went to Canada Falls impoundment.

GNP motorboats’ numbers were sequential; this boat was built in 1927. The next variation was the more powerful boat #33 (built in 1937). (courtesy The Northern, July 1927)

After the logs cleared the dam all but six to eight of the men continued downriver. Those who stayed behind...
opened and closed the dam gates as needed. They closed the gates four hours before quitting time and opened them four hours before work commenced each morning. The precise timing of the opening varied depending on the driving needs downriver.

Driving from Seboomook dam to Chesuncook Lake

When the earliest drivers were close to Chesuncook Lake they probably set no booms to mark a channel through the islands, because their logs were in rafts. The poles with which they guided the rafts in the current they now used to push the rafts into the lake, where they gathered before continuing on. For the 1842 season the new Chesuncook dam enlarged the lake, but logs were probably still being driven in raft form and that might have continued for some time.

When logs started floating freely the drive crews began making river improvements. At the islands in the river just above Chesuncook Lake they probably directed the logs into a channel made by stringing boom logs between islands. At the mouth of this channel they probably had a trip boom anchored between two large trees on opposite sides of the channel. When they opened the boom, logs flowed into an empty boom bag. In 1856 drivers built the first two log crib rock-filled piers on either side of the river near its mouth and strung a trip boom between them. They probably used a headworks to open and close the boom when they wished to fill an empty boom bag. The crew towed the filled boom bag in 1874 into the nearby protective cove above the Smith farm where it remained until conditions were right for proceeding down the lake. Close to this booming site in 1880 were two log shanties that French-Canadian loggers generally occupied when the drive crew was not using them. The Smith farm was a quarter mile south on the lake.

What drivers experienced at the mouth of the river changed in 1917 when the level of Chesuncook Lake was first controlled by the new Ripogenus dam. At times the dam had a full head of water and at others the lake level was no higher than that provided by the old Chesuncook

165 “From Kineo to Chesuncook,” Reverend G.W. Downes, Camden Herald, September 19, 1874
dam. Regardless of water level the filling of boom bags in the protection of the lower end of the river was a constant. With the expanded impoundment the booming moved upriver.

The probable drive camps below Seboomook Falls were at the carry path from North East Bay, the Big Island area near the Strickland farm and Half Way House, and at either the mouth of the river or the nearby Smith farm. A tote road along the south side of the river linked these locations before 1859.

The Seboomook dam impoundment gave the log drivers a number of strategy options. They could hold logs until the Chesuncook ice went out and booming operations at the mouth of the Main Branch were ready. With the dam they could control the flow of water, releasing only what was needed, and closing the gates at night to preserve water and ensure enough for the whole drive. In June 1928 the Seboomook dam held back water and once the drive was out of Lobster Lake and in the Main Branch, the dam crew opened the gates to help move the logs along to Chesuncook Lake.

The dam’s water flow control was especially helpful at the mouth of Lobster Stream not far below Seboomook Falls. With a high-volume release water reversed the current in Lobster Stream so that the river flowed into the lake instead of out of it. Both with and without a dam loggers quickly learned to place a trip boom across the opening to keep logs in the current headed downriver as opposed to into Lobster Lake. Fanny Hardy Eckstorm told the story of a drive boss who sent a couple of men downriver to close the boom across the mouth of Lobster Stream. They closed the boom, but did so across the Main Branch below the mouth of Lobster Stream. Consequently, the logs went into Lobster Lake and the crew had to fight the current to get them back into the Main Branch.

The use of a trip boom at Lobster Stream continued into the GNP era. The camp for the men who managed the boom was on the eastside high bank of Lobster Stream near its mouth at the Main Branch. The men handled two trip booms. One blocked the river at the south edge of the current boat landing and kept the logs from moving into the lake. The other was south of that at the bend in the stream and kept logs in the lake until the drive started.

Drive crews working on Lobster Lake towed booms across the lake to the outlet where they held them in booms until the current would carry them to the Main Branch. Drivers used headworks which were eventually replaced by motor boat No.17 and perhaps others at unknown points in time.

On the Main Branch, once logs passed through Seboomook dam and through the roll dams, they generally flowed without complication. Drive bosses reduced their crew size for the remaining Main River section. Naturally jams occurred, but they apparently were few in number. Adverse winds, like those beginning July 23, 1928, could also hinder a drive below Seboomook dam; that year it took another two weeks for the rear of the drive to reach the head of Chesuncook Lake. The rebuilding of the current Seboomook dam in 1936 130 feet downriver of the 1926 dam covered the falls that were previously immediately below the dam.

Above and below Seboomook dam, loggers cutting along and near the river hauled to river landings, and at ice out drivers pushed the logs into the water flow. In some years these operations waited for the drive to reach them and in others they drove at ice out in order to not increase the log volume of those still to come.

Side streams also carried logs into the Main Branch. Above Seboomook dam the streams were small and did not feed large quantities of wood into the Main Branch drive, but below the dam the situation was distinctly different. Large quantities of logs entered the river on Elm, Russell, Lobster, Ragamuff, and Pine streams. The drivers of these waterways used dams, waterway improvements, and daily drive strategies appropriate to them. The drives on these streams were often already in Chesuncook Lake and boomed before the drives from above the Fork passed their mouths.
By 1846 Chesuncook Lake was the well-established rendezvous point for log drives to Old Town and Bangor. Here the Penobscot Log Driving Company took over by collecting all the logs coming into the lake and driving them in one mass through Chesuncook dam into the West Branch of the Penobscot River. Loggers had to have their logs in Chesuncook so the PLDC could have them out of the lake and at Medway by the first week of August. The minute the ice was out the drives to Chesuncook commenced. In 1904 GNP took over the drive and by 1917 nearly all the logs were pulpwood length and destined for the GNP Millinocket Mills.

The 1904 notes of an unknown drive clerk – Seboomook Falls to Chesuncook Lake

May 20: John Kelley had 13 men on the falls below the [Seboomook] dam and three men sluicing.

May 21: with a fair wind logs were running fast through the sluice; a small jam formed on Seboomook Falls, but quickly cleared; signals received of jams on Big Eddy and later below it; all were cleared and sluicing resumed; Kelley had 16 men on the falls and four men sluicing and GNP had 11 men on the falls and eight men sluicing; 8-foot 9-inch head was available at 2 p.m.; Kelley’s clerk returned from Bog dam on North Branch and reported a head of 6-foot 2-inch; very little water was left in South Branch behind Canada Falls dam.

May 22: Kelley had four men sluicing and 16 on the falls; GNP has 11 men at the site; 8-foot head was available at 6:30 p.m.

May 23: GNP had 13 men at dam and falls; Kelley had 16 on falls and four sluicing; no logs at dam at 1:30 p.m. and no jams on falls.

May 24: GNP had 13 men working the area; gates hoisted at 2:15 a.m.; rear clears Seboomook dam at 2:35 p.m.; at 6:45 p.m. rear at Mill dam pitch.

May 28: Mayfield was out of Russell Brook at first lunch.

June 1: rear was over Rocky Rips by nightfall.

June 8: a jam was a ¼ mile below Pine Stream; 17 men were working on it; no booming out at Chesuncook due to NE wind.

June 9: unfavorable wind blew all day; men tried to work, but stopped; wind calmed by 7 p.m. so men begin booming.

June 10: head of jam was still a half mile above booming piers; nine men worked on the jam; released two filled boom bags.

June 11: strong NE wind was blowing; nine men were still working the jam.

End of drive clerk’s log

Main Branch drives of the mid-1960s

During the 1963 drive crews held the logs at Seboomook dam until the booms were in place at Chesuncook about May 20. The men sluiced the first boom from Seboomook dam on May 21. On May 27 the drive was between Swan’s Farm and Seboomook dam and the Canada Falls crew was moving from that boom house to the Seboomook boom house. On July 3 the rear of the drive passed through Seboomook dam. The rear of the main river drive reached the head of Chesuncook about July 20.

The tow boats involved in the 1963 drive included the following: No. 57 towed 42,546 cords on Big Bog, No. 61 towed 8,056 cords on Canada Falls, and No. 46 and No. 61 towed 50,712 cords on Seboomook impoundment. Other boats used included: bateaux Nos. 23–30; 17 flat-bottom boats; nine motorboats with motors ranging from 5.5 horsepower to 30 horsepower.

For 1964 the crews collected the drive at Swan Farm, awaiting the ice to clear Chesuncook Lake. Towing began about May 21 from the farm, but on May 26 about 10:30 a.m. a strong wind broke the Swan Farm trip boom and 15,000 cords of wood headed for Seboomook dam. The head of the jam arrived at the dam late that night and sluicing began immediately. Earlier in the week tow boat No. 55 moved from Canada Falls flowage to Seboomook flowage. On June 4 Paquet’s drive was through the dam; a west wind helped immensely in capturing the broken trip boom of the week before. As of June 11 about 3,000 cords were left and the rear was expected to be through within a week. The rear of the drive was through the dam on June 26, three days earlier than the previous year. Pat Begin was in charge of the drive from Seboomook dam to Chesuncook. The two towboats No. 57 and No. 61 re-

166 Pittston Farm Weekly, May 16 and 30, 1963
167 Pittston Farm Weekly, May 28, June 4, 11, July 2, 9, 1964
turned to Pittston Farm and a crew pulled them from the water into the dry docks. Rear of the drive reached Chesuncook June 8 two weeks earlier than last year.

For 1965 towboats No. 55 and No. 61 began work on Seboomook impoundment on May 3. The only hold up in sluicing was that the water was 20 feet down at the Ripogenus dam; the drive needed rain. The Seboomook crew sluiced one boom on May 20 and by May 27 had sluiced four others.\textsuperscript{168} By June 3 the crew had sluiced all the logs and only the rear of the drive remained. On June 17 the rear of the main drive, this year under Pat Begin, was at Beaver Cove. The rear of the drive cleared the Seboomook dam Friday June 24. When the drive reached Pine Stream Falls, the water level behind Ripogenus dam was still down 16 feet.

In 1966 the towboats had everything in the Seboomook impoundment towed by June 3 and were awaiting the rear of the drive before finishing up for the year.\textsuperscript{169}

Lumbering Operations

1830s: determining the earliest lumbering operations

When the first logging took place on the Main Branch was a matter of speculation based primarily on land surveys, land ownership, infrastructure, and farm development. The earliest loggers accessed the Main Branch from either Moosehead Lake or the head of Chesuncook Lake. By 1827 only the lands at the head of Moosehead Lake had owners, and they did not seem to be necessarily connected to matters of lumbering. It seems unlikely, even with the Barnard-built 1836 road and the Boyd interest in what became an unapproved 1837 sluiceway between the Main Branch and North West Bay at Moosehead Lake, that any of the earliest owners sold stumpage to Kennebec loggers; they would have had to haul it from the Main Branch into Moosehead Lake. The first logging on the Main Branch was possibly by those men who cut their way north from Caribou Lake and up the 18 miles of Chesuncook Lake.

The Maine and Massachusetts land commissioners surveys of 1827, 1833, and 1840–1841 provided some timing and location clues for first cutting. Inquiries of land investors, lumbermen, and lumber dealers about land were a major stimulus for the commissioners to conduct these township surveys; they needed to establish the value of the land. The 1827 survey included the divided lands\textsuperscript{170} of Township #3 Ranges 15, 14, 13, 12, and 11. This line of townships included the two Moosehead Lake entry points to the Main Branch. The block of townships north of these townships were part of the undivided lands when Maine and Massachusetts separated in 1820. The 1833 surveys included those townships immediately north of townships #3; Township #4 Ranges 15, 14, and 13. The 1840–1841 surveys included the next tier of townships north, Township #5 Ranges 15, 14, and 13, which contain the northernmost section of the Main Branch and its mouth at the head of Chesuncook Lake.

A tracing of the landowner sales from Caribou Lake north to the mouth of the Main Branch at Chesuncook Lake provided another suggestion as to who might have first cut on the Main Branch. The eastern border of T3R13 intersects Caribou Lake, which the state of Maine owned in 1827. Its outlet provided access to Chesuncook Lake by a two-mile navigable outlet stream. William Emerson, a Bangor investor, merchant, and lumberman bought a great deal of land from the land agent for its stumps in 1831. In June 1835 John Williams (a Dover, NH cotton goods manufacturer); John Goddard,\textsuperscript{171} Ichabod Bartlett (lawyer), Edward Rundlet (physician), and Charles W. Cutter, all of Portsmouth, NH; John Daggett (Boston) and Cyrus Goss (a Bangor grocer) bought four undivided 1/10th shares of the township from the Maine land commissioners. By 1841 crews had cut the land within a two-mile swath around Caribou Lake.\textsuperscript{172}

Much of the southern end of Chesuncook Lake is in T3R12, a Massachusetts-designated township for land sales. William R. Miller, a Howland lumberman and lumber mill operator, negotiated for the eastern half of the township with the state land agent in an undiscovered year.\textsuperscript{173} Unable to meet his financial obligations

\textsuperscript{168} Pittston Farm Weekly, May 20, 27, June 3, 17, 24, July 15, 1965

\textsuperscript{169} Pittston Farm Weekly, June 3, 1966

\textsuperscript{170} In 1820, when Maine became a state, land in the general area north of Moosehead Lake and west of the East Branch of the Penobscot River remained undivided in terms of township land sales to be made by either Massachusetts or Maine. Specifically the 6,305,000 acres were west of the seventh range (W.E.L.S.) and north of townships three (W.E.L.S.), Seboomook, Plymouth, Pittston, and Dole. None of the land had been previously sold by Massachusetts.

\textsuperscript{171} His middle initial was either “F” or “T;” the census handwriting was not legible.

\textsuperscript{172} Bill Geller, Within Katahdin’s Realm: Log Drives and Sporting Camps, 2018; this information appears in the introduction.

\textsuperscript{173} Since the land agent township survey was done in 1827, it was either that year or later.
he assigned three deeds, each with an undivided 1/3rd share, to Stephen Cummings, a Portland physician, in 1834; Sumner Cummings, a Portland physician recently from Roxbury, MA, in 1835; and Enoch Paine, a Portland Merchant, in 1835. Benjamin Fiske and William S. Bridge, both Boston merchants, bought the west half of the township in 1837 and sold to David Pingree, a Salem, Massachusetts, resident, Maine timberlands investor, and future owner of KIW, in 1842.

By 1834 four men, Stephen Cummings (area land investor and Boston physician who moved to Portland), Robert Boyd (a Portland dry goods merchant), James Head (a Portland trader who was previously in Boston), and Enoch Paine (a Portland merchant), envisioned the need for the first Chesuncook dam and received the two initial charters (1834 and 1836) and defaulted on both.

The mid-section of Chesuncook Lake was in T4R13 whose boundary lines surveyors worked in 1833 and then returned in 1836 to divide it into lots. Nicholas Norcross, a Bangor lumberman and first lot purchaser (1839), soon bought all the lots in the southern half of the township from the Maine land agent, and began cutting. Norcross and John Fiske, a Boston merchant who moved to Bangor, became partners at an unknown early date and Fiske became a landowner of Norcross lands.174

In 1837 Hodge, working with the C.T. Jackson land assessment, noted a clearing cut at an unspecified spot on the shore at the north end of Chesuncook on state land and some timber taken. The state had not yet surveyed or sold any land. Hodge continued on up the Main Branch to the carry where he left the river to reach North East Bay on Moosehead Lake. He noted the hard wood growing near the river and good pine mixed in on the hills, but he mentioned no logging activity or hints of it. The carry road connecting the Main Branch to North East Bay, previously cut by the state for travel to Madawaska, appeared unmaintained, seldom used, and in poor condition.

Even though Hodges noted no traffic of Penobscot loggers, a few Penobscot lumbermen had been making purchases on the Main Branch. In 1837 William Emerson, a Bangor man with lumbering interests, was the first to buy land on the river below the carry. Two years later Norcross bought land a little farther downriver. In 1841 Franklin Adams, a Bangor lumberman, bought other land on the river. Emerson sold some of his land to the Stricklands, a Bangor logging family, in 1842.

Meanwhile, action was taking place at both ends of Chesuncook Lake. In 1839 the landowners from around Chesuncook Lake received another charter for the un-built Chesuncook dam and in 1840 a crew built it for use in 1841.

In 1840–1841 the state of Maine land agent contracted for the survey of the boundary lines of T5R13, which includes the head of the lake, the mouth of the Main Branch and its lowermost four miles. By deduction based on the deed of a successful land sale in 1847 to Ansel C. Smith, the Maine land commissioner made post-1841 land sales on which owners defaulted.

At least one of these first Bangor lumbermen mentioned in the above paragraphs might have been the first to cut on the Main Branch.

1830s–1880s: the first 50+ years of logging on the Main Branch

With precious few exceptions, land ownership records were the main sources for the names of those men who either logged or sold stumpage through the late 1880s. Each deed also included the town and state in which the purchasers resided. With a name and address for each owner ancestry.com provided an occupation.

The Main Branch flows through or otherwise drains 13 townships between the head of Chesuncook Lake and the Fork. Within this area over 125 men and women engaged in land sales during this 50-year period.

The first of these early landowners, who bought from a state of Maine or a Massachusetts land agent, were investors, merchants, lawyers, and doctors from Massachusetts.175 The agents’ sales did not include the land of the public lots set aside in each township, but they did sell the grass and timber rights when the demand for those began to arise during the 1840s. The Massachusetts and Maine land agents did occasionally sell grass and stumpage rights on land that was otherwise for sale; the registry of deeds did not have all these sales, particularly those that ended in default, the clue to which was the state’s issuance of a tax deed.

174 By 1845 Norcross had moved to Lowell, Massachusetts, and built a huge sawmill on the Merrimack River on which his crews drove logs from the southern portion of New Hampshire’s White Mountains. John Fiske apparently went with him, given the Fiske and Norcross Company that once operated in Bangor was now in Massachusetts where it incorporated as Merrimack River Lumber Company in 1850.

175 These documents are at the registry of deeds office in both Piscataquis and Somerset county.
The first Maine owners were lawyers, doctors, and merchants in the Augusta area, and Portland merchants and lawyers soon joined them. With few exceptions these were men with money to invest; they were not connected to logging. By the early 1840s Bangor men with lumbering interests began to purchase land and by the 1860s most owners were from the Bangor area. Owners now represented nearly every business associated with the woods: lumbermen, timberland investors, timber speculators, lumber dealers, logging hardware and saw manufacturers, iron foundry owners, logging supply and food stuffs merchants, and sawmill operators. Many owners held land for a short period of time.

Some owners’ family members became engaged in logging operations for two or more generations. The earliest families were the Stricklands, Appletons, and Drummonds in the 1840s. The Coes and Pingrees followed in the 1850s. The Stetson, Prentiss, and McCrillis families’ initial purchases were in the 1860s and John Cassidy, the last of such investors, followed in the 1870s. All were dependent on loans from time to time and exercised thoughtful timber management that enabled their family success. In the mid-to-late-1890s the Northern Development Corporation, which was made up of men with the vision of Great Northern Paper Company, began buying land that would become GNP property.

A small number of landowners, like Aaron Babb, Orlando Gilman, Eliphas Gulliver, E.H. Hunting, and John Ross, were loggers who worked on the river and generally spent a few years logging what they purchased and then sold it. The other loggers bought stumpage rights from landowners other than those few engaged in reselling land in order to realize a financial gain.

Legislature-issued charters with the names of the men who received them provided another glimpse into who logged when and where in these early years. The earliest chartered activity on the Main Branch was in 1847 for the Moosehead Lake Railway Company to connect by rail, wooden or otherwise, North East Bay to the Main Branch. C.W. Gower (lumberman, sawmill owner, hotelier, and farmer in Greenville), Josiah Hinckley (farmer, and Lake House owner, Greenville), Samuel and Hastings Strickland (brothers, land owners, and loggers, Bangor), Aaron Babb (land owner, logger, Bangor), Arvida Hayford and Jonathan Cushing (lumbermen and partners at the time in Cushing, Hayford and Company, Bangor), George W. King (logger, west of Chesuncook), and Abner and Philander Coburn (brothers in Skowhegan, lumbermen, land investors and land owners; Abner was Maine governor 1863–1864).

The only pre-1890 chartered dam on the Main Branch drainage was at Russell Pond (now Cassidy Deadwater) in 1870. Bangor lumbermen Manual S. and Frank H. Drummond, Gorham L. Boynton, Levi Bradley, Ebenezer S. Coe, and James H. Chandler sought the charter. If dams appeared on other streams, then the landowner built them without a charter knowing the dam’s impact was only upon his or her land.

Some clues available about early drives appeared in early newspaper reports. The Portland Daily Press issue of June 6, 1870 reported that the spring 1870 drive of 15 million board feet of logs was hung up due to low water at a site the paper called “Seboomook Lake.” What constituted “Seboomook Lake” in 1870 remains undiscovered. Seboomook dam did not exist at the time, but a dam must have been some place between Seboomook Falls and the Fork. A year later, June 5, 1871, the paper noted that Kenney McFee drowned on May 23 at Pine Stream Falls while working the Howe and Soper drive. The following year the January 12, 1872 issue included the note that Smith and Davis hauled .388m board feet of logs to Pine Stream in 24 days. The Bangor Daily Whig and Courier included information provided by Bangor lumberman C.F. Jordan, who had three cutting camps with 80 men and 22 horses for logging and driving on Nulhedus Stream the 1873–1874 season.

From the beginning, records of logging activity were kept by township boundaries. In a continuation of that tradition, the following township land ownership summaries, which would not suffice in a court of law as a title search, are thorough enough to reflect who was in-

176 Ebenezer Coe (d.1862) introduced his son Ebenezer Smith Coe (d. 1899), a civil engineer, to David Pingree in 1842 and E.S. became Pingree’s partner and in charge of all Pingree’s Maine operations. In the 1840s father Coe was a land agent in Bangor as was his son E.S. and both owned land that E.S. eventually owned.

177 The terms of the charter included the same use for the land between Umbazoosas Lake and Mud Pond.

178 The drive apparently remained hung, for the Portland Daily Press of September 1, 1870 indicated the dry summer led to forest fires and had ignited the hung logs.

179 Bangor Daily Whig and Courier, August 28, 1879
volved, the nature of their work, the complexity of land sales, and the financial activity of the first 50+ years of logging. The other early logger specific activities I found are imbedded in this chapter’s section: “Integrated chronology of cutting records and anecdotal information (1886–1971).”

The order of the following townships begins at the mouth of the Main Branch at Chesuncook Lake and moves upriver to the Fork. As the early loggers on the Main Branch began to move upriver they probably also cut on the lower ends of the tributaries where the spring flow was sufficient to carry logs into the river. These streams included Ragamuffin, Pine, Moosehorn, Lobster, Russell, Elm, Negro, Nulhedus, Logan, Gulliver, and Bog.

**T5R13:** The earliest discovered land occupation in T5R13, either close to the Main Branch or on it, was prior to 1847 when Daniel Briggs, a Monson farmer, had a clearing on the west shore of Chesuncook Lake just below the mouth of the Main Branch. In September 1847 the Maine land agent sold property to Josiah Towle, a Bangor wholesale grocer merchant; Solomon Parsons, a Bangor merchant, a Globe Bank director, and founder of Bangor Mercantile Association; William H. Parsons, son of Samuel; and William H. Davis. These men probably defaulted on the letter of agreement for they received no subsequent deed. In November 1847 Ansell Smith, a lumberman of Old Town, bought from the Maine land agent a 100-acre plot of land that included the Briggs clearing. Two years later Oliver Eveleth and Alexander G. Houston, both of Monson, made nearby land transactions. Other Monson families soon followed.

The first land sale on the four miles of the Main Branch in T5R13 was in January 1860 to George K. Jewett of Bangor and Edward D. Jewett of St. John, New Brunswick. George was an investor who was president of the Second National Bank, Consolidated European and North American Railway Company, and Bangor Gas Light Company. In December 1863 the Jewetts sold an undivided third interest to Daniel B. Hinckley and Thomas N. Egery, co-owners of Hinckley and Egery Company, a Bangor iron foundry. In 1861 they also bought a third interest in Jewett’s stumpage and grass rights for state’s public lots. Hinckley died and his heirs sold his interest to Egery in 1865. He sold to William McCrillis, a Bangor lawyer and timberlands investor, in December 1869 and McCrillis sold in April 1880 to John Cassidy, a Bangor timberlands investor and seller of stumpage, whose ownership was still intact in 1889.

Jewett sold stumpage through October 1878 when he sold his undivided two-thirds share to John Appleton, Bangor lawyer and land investor, and Charles Hamlin, a Bangor lawyer and son of Hannibal Hamlin. For unknown reasons they assigned the deed in October 1878 to John J. Haley of Boston, Massachusetts, who sold to the David Pingree trustees of Salem, Massachusetts, and Ebenezer S. Coe, Pingree’s partner and Bangor lumberman, and they retained ownership through 1889.

Coe managed Pingree’s Maine timberlands including logging and stumpage sales.

**T4R13:** The mouth of the drivable north-flowing Pine Stream, which drains the west half of T4R13, enters the Main Branch in T5R13 after flowing north from the southern section of T3R14 through T4R13. In September 1847 the land agent negotiated a deal for the north half with Nathaniel and Theodore Dillingham, and Samuel Hunt of Orono. The Dillinghams (father and son) spent their lifetimes as Bangor and Old Town lumber dealers and timberland landowners. They operated under the name N.H. Dillingham and Company.

They apparently did some logging but not enough to meet the terms of the agreement and the land agent sold the property to Bangor financier George Jewett in 1860; the sale included the grass and timber rights on public lots. Their sale, with some land parcel exceptions, went to William H. Smith, Old Town lumber dealer and president of Lumberman’s Bank of Old Town, in October 1863. Michael Schwartz, owner of a Bangor hardware and saws manufacturing company, bought the public lots’ grass and timber rights from Jewett before 1863 and sold those to Smith in 1863. Smith sold in September 1864 to Ebenezer S. Coe.

In the township’s southern half Norcross, a Bangor lumberman, and Fisk, a Boston financier who moved to Bangor and partnered with Norcross, assumed full ownership in 1839. They sold two fractional parts: first to Enoch R. Lumbert, a Bangor merchant and lumber dealer, and second to Harvey Reed, a Bangor lumber merchant. Norcross and Fiske sold in December 1847 to Joseph F. Wheelwright, a Bangor merchant, who also bought the Lumbert share in 1851 and the Reed share in 1855. In February of 1852 Henry Prentiss, a Bangor lawyer, mayor, and investor in logging opportunities, bought...
the timber and grass rights on the public lots. Thomas N. Egery, owner of the Bangor iron foundry, bought the land owned by Wheelwright in 1861. He sold to Michael Schwartz in September 1863. William H. Smith, an Old Town lumber dealer and president of Lumberman's Bank of Old Town, was the next owner and he sold to Ebenezer S. Coe in September 1866. In December 1885 Coe sold some specifically designated acres to Nathaniel M. Whittemore, a Gardner lawyer. Both men continued their ownership through at least 1889.

T3R13: The southern portion of Pine Stream drained the western third of T3R13; the remaining eastern two-thirds drained to Ragged and Caribou lakes. Before selling, the state of Maine land agent had T3R14 divided into 36 lots of relatively equal size. The first sales were in June 1835. Four men of Portsmouth, New Hampshire, Ichabod Bartlett (counselor), John T. Goddard, Edward Rundlet (physician), and Charles W. Cutter (counselor) bought four undivided one-tenth parts of all lots. Cyrus Goss, a Bangor merchant, also bought an undivided one-tenth part of all lots and John Williams (cotton goods manufacturer) of Dover, New Hampshire bought an undivided one-eighth.

By 1848 multiple sales lead to purchases like those of loggers Amos Roberts, William Emerson, and Isaac Farrar who each bought a three-fortieth share in August 1848. Goss continued to hold his share. In 1851 John Winn of Bangor amassed a nine-fortieth share and sold three years later to Samuel Cony of Augusta. Winn had also bought other undivided shares and in May 1854 sold a three-eighths share to the Pingree and a one-fortieth share to Ebenezer S. Coe. Ten years later the Pingrees, who had made other purchases, sold an undivided half to George Pickering who sold to Carlton S. Bragg who sold a half of his undivided half to David R. Stockwell. Meanwhile Gorham Boynton purchased property amounting to a one-quarter share of the township and in 1868 he sold a half of his share to William Crosby of Bangor. Boynton and Stockwell amassed other property and sold to George Thatcher of Bangor. In 1907 they sold the following fractional parts to John Cassidy: a one-fifth of one quarter undivided share in the township; a sixteenth share in the township; and three deeds amounting to four-fifths of a quarter share of the northern half of the township. Cassidy bought the remaining one-fifth of a quarter share of the northern half of the township from Erastus C. Ryder of Bangor in 1907.

By the early 1890s two buyers began buying up the many parts. John Cassidy made his first purchase in 1891 when he bought the 100-acre Morris farm from Edwin D. Southard of Bradford who had purchased it from Nellie R. Gorman, wife of Frank Gorham of Boston. The Northern Maine Land Company that would become associated with GNP was the other major purchaser. About 1907 a new township lotting survey created a north and a south half of the township that was the reference in future deeds. By 1917 the Cassidys and GNP were the landowners.

T5R14: Back on the Main Branch, T5R14, western neighbor of T5R13, contained two miles of the river in its southeasternmost corner, and the upper end of drivable Ragamuff Stream, which drains the lower half of the township. Samuel Smith, a Bangor land speculator, bought the township on October 1, 1841 from the Massachusetts land agent, and sold it three days later to Frank Adams, a Bangor merchant and lumber dealer who soon owned other land on the Main Branch. Joining Adams as landowners were Messenger Fisher, a Bangor merchant and surveyor for engineering and architectural projects; Albert W. Paine, a Bangor lawyer; and Rufus Hardy, a Bangor lumber merchant who worked for Franklin Adams Company (lumber) in 1843. Due to failure to pay taxes the state land agent confiscated the property and Samuel P. and Hastings Strickland, Bangor lumbermen, purchased it at auction in November 1846. The Strickland family members retained ownership of the township and logged the land through 1889.

T4R14: The Main Branch exits T5R14 and drains southerly through T4R14. Nicholas Norcross bought the southeast corner from the Maine land agent in 1839, and would have driven logs on the Main Branch if he cut. The land agents sold the other three-fourths of the township in 1848 to Samuel P. and Hastings Strickland, brothers and heads of families devoted to lumbering and timberland ownership. The Strickland family members retained ownership and logged the land through at least 1889. One exception was in 1853 when they sold a third share to Aaron Babb, a Bangor lumberman who frequently partnered with them, but they later repurchased it from his estate.

Norcross sold his southeast quadrant in December 1847 to Joseph F. Wheelwright, a Bangor wholesaler in lumberman's goods and a principal in Wheelwright, Clark and Company. He sold in November 1861 to
Daniel B. Hinckley and Thomas N. Egery, the Bangor iron foundry owners. They sold in November 1863 to Michael Schwartz, owner of a Bangor hardware and saws manufacturing company. He immediately sold to William H. Smith, lumber dealer and president of Lumberman’s Bank of Old Town. By September 1866 Ebenezer S. Coe was the sole owner of the quadrant and retained it until December 1885 when he sold a share to Nathaniel M. Whittemore, a Gardner lawyer, and the two of them retained their ownership through at least 1889.

**T3R14 East (Lobster Twp.):** South of T4R14 the Main Branch flows along the northern end of the west line of T3R14 East for less than two miles before it turns west through T3R14 West with the carry to North East Bay. Hannibal Dillingham and nine others of Augusta purchased T3R14 east after the Norris survey of 1827. They sold to Waldo T. and Hayward Pierce, Bangor merchants with lumber interests, in November 1830 and they sold in 1831 to Samuel Smith (Bangor) and Edward Smith (Old Town), both men were merchants, investors in land and railroads, bankers, who made and lost fortunes and died poor. In December 1837 William Emerson, a Bangor investor, merchant, and lumberman, bought a fourth undivided share in all the lots (1–36). In February 1842 Samuel Strickland bought three-eighths of Emerson’s share. In October 1872 James G. Emerson of Bangor (unknown if related to William) sold an undivided half share in the townships two easternmost lots near the Main Branch and Lobster Lake to Manuel S. Drummond and his son Frank, both of whom were Bangor lumbermen. The Drummonds sold in October 1874 to Philander Evans, a Bangor dentist who grew up in Portland in a woods product manufacturing family. Evans sold to W.B. and J.A. Dole, Bangor furniture manufacturers at Dole Brothers’ Furniture. In November 1882 they sold to John Ross, a Bangor lumberman, and Bangor brothers and lawyers John and Frederick Appleton, who both had interests in timberlands as had their father John and grandfather Moses. The Appletons made no other land transactions through 1889.

In the township’s southern half John Warren of West Brook and Nathaniel Warren, Portland merchants dealing in part with lumber, and James Huse, a Portland lumber surveyor and lumberyard owner, sold half the land to Thomas McLellan, a Portland merchant, in July 1835. James Jenkins, a Falmouth, Massachusetts, merchant who was in partnership with Bangor logger John Goddard, bought part of the southern half of the township in July 1845 from the Warners and Huse. In 1847 he bought McLellan’s land. Jenkins’ crew built a farm on the lake and began logging. He assigned the land deed to Samuel Farrar, a Bangor merchant, Charles W. Jenkins, who worked for the William Brown Lumber Company of Bangor, and J.H. Bryant, Bangor merchants of lumber and goods. James Jenkins completed the payments and received the deed in April 1849 and sold a two-thirds share to Bangor lumber merchants William B. Harlow and Leonard Jones, and Thomas Howe, the Dorchester, Massachusetts, co-owner of John and Thomas and Company lumber wharf. Apparently these folks all defaulted and William McCrillis, head of a large Bangor legal firm and investor in managed timberlands, bought at auction their two-thirds share in 1854. McCrillis made no sale of this property through at least 1889.

In terms of the timber and grass rights on the public lots Harlow sold them to Bangor lumber dealer Harvey Reed in November 1852. He apparently sold to Thomas Egery of Bangor who sold to Bangor lumber dealer John P. Webber in October 1867. Frank Drummond of Bangor had also bought public lot rights from John Webber and sold those in 1878 to Lester Dwinel, a Bangor timberlands investor whose son inherited the business; this son was not Rufus Dwinel, who was in the same business. Dwinel sold to his wife Lydia a year later and she held the land until October 1898 when she sold to Isaac A. Terrill, an Old Town logging contractor.

Elsewhere in the township in 1852 Rufus Dwinel, a Bangor lumber magnate who was a Bangor mayor and at the center of the 1840s Telos canal controversy, bought a quarter of a half part share from Theophilus Cushing, a Winterport merchant, and deeded it to Cyrus Clark, a Bangor merchant and head of a timberlands office, who sold in 1864 to Boston brother-in-law lumber dealers John Demeritt and William Ireland, who then sold a two-thirds share in certain lots (11,334 acres) and a half share in timber and grass rights on public lots to St. John Smith, a Portland merchant. Smith sold the public lot rights to Thomas Egery of Bangor in September 1866 and in October 1867 the 11,334 acres to Bangor’s Abbie R. Prentiss, daughter of Henry E. Prentiss whose family continued with timberland investments and management after he died in 1873. In 1874–1875 Prentiss and Hayford awarded two stumpage contracts. One was to
Sanborn and Gilbert for lots 86–90, 95–99, 105–108, 115–117, and 124–126. The other was to John Ross and Cyrus Hewes on Tract X; they drove their logs out through Lobster Lake.\textsuperscript{180} Hayford awarded another permit for Tract X for 1879–1880.\textsuperscript{181} Prentiss held the land through at least 1889.

**T3R14 West (also with names T3R15, Burbank, North East Carry):** The 1828 land deeds of T3R14 West, the North East Bay entry point, identified the first owners as Ferdinand E. White and eight other Boston men, who bought an undivided half. The other half was originally sold to Bartlett et al. and Edmund Smith and Samuel Smith but they seem to have defaulted for Abriel Chandler, William Davis Jr., and Augustus S. Richardson, all of Boston, Massachusetts, and Edmund T. Bridge of Augusta, all of whom bought from the Massachusetts land agent in May 1835. Bridge, an Augusta lawyer, was the elder son of Judge Bridge of Augusta, a lawyer who handled interests of the Kennebec Proprietors (William Bingham Kennebec Purchase). These men were land investors. Their land sales through 1837 were undivided shares to mostly Boston men. The exception was Nathan Winslow, a Portland hardware dealer whose son Nathan Jr. would join him.

The first hint of lumbermen's interest in the carry lands occurred in 1846. That year Chandler sold an undivided one-twelfth share to Wyman B. S. Moor, who at the time was Maine's Attorneys General (1844–1848) and a Waterville lawyer, who moved to Bangor a few years later. He and Reuel Williams,\textsuperscript{182} part owner of the last of the Bingham Kennebec Land Properties, and investor in the Moosehead Lake Dam Company of 1834, lotted the land and sold at least one of the lots to Samuel P. Strickland and Hastings Strickland, Bangor timberland owners and lumbermen, in 1846. The Stricklands sold a quarter share of land in the carry area to Gilbert Soule of Northumberland, New Hampshire in 1864. Winslow and Bridge sold their eighth undivided share to Abner and Philander Coburn, brothers, lumbermen, land investors and land owners of Skowhegan in 1848, and in January 1851 they sold three undivided tenth parts of an undivided eighth part to George W. King, a lumberman from Bloomfield who logged on the Main River and for whom Kings High Landing was named. Moses I. Appleton, a Bangor lawyer and land investor, bought the undivided shares of five of the Boston area owners amounting to a little more than a five-sixteenth undivided share. John Appleton, a lawyer and Moses son, bought four-sixteenths undivided shares from three other Boston area owners in 1859 and the Coburn eighth share in 1864. In 1872 John Appleton and John Ross, Bangor lumberman and land owner, bought land on the Moosehead Lake end of the carry and acquired land abutting it to the south in 1877. They then sold stumpage to McCrillis, Bangor lawyer and owner of timberlands and seller of stumpage, and others in July 1877. Frederick Appleton, a lawyer and son of John Appleton, and John Ross bought land from Edward and Isiah K. Stetson, both members of a Bangor family invested in banks, railroads, and timberlands among many businesses, in November 1882, and they sold a share of that purchase to John Appleton.

**T4R15:** The township north of T3R14 West T4R15, as drained by drivable Russell Stream, emptied into the Main Branch just above the carry from North East Bay. The Massachusetts land agent sold this township and its neighbor T4R16, which was drained by drivable Elm Stream, in March 1845 to Cyrus Clark and Rufus Dwinel both of Bangor. They sold an undivided half two years later to George Pickering, a Bangor merchant, timberlands investor, and Kenduskeag Bank president. In 1850 Bangor lumbermen and lumber dealer partners, Orlando W. Gilman and Eliphas Gullifer, bought Pickering’s share and sold it in 1854 to the Stricklands and Aaron Babb, all Bangor lumberman and timberland owners. The Stricklands sold a twelfth share in property and an eighth share in public lot timber and grass rights to Manuel Drummond, Bangor lumberman, in 1868 and he sold to John Cassidy, a major Bangor timberlands owner whose fam-

\textsuperscript{180} Henry E. Prentiss papers, University of Maine Raymond Fogler Library Special Collections

\textsuperscript{181} William B. Hayford Papers with Pierce Family Papers, University of Maine Raymond Fogler Library Special Collections

\textsuperscript{182} Reuel Williams (1783–1862) was born in Hallowell, became a lawyer, investor, and politician, and lived his life in Augusta. In 1798 Judge Bridge, an Augusta lawyer, hired Williams into his legal firm and began his legal training. Bridge represented the Bingham Kennebec Land Proprietors and assigned portions of that work to Williams. In 1816 Bridge, Williams, and Thomas L. Winthrop purchased the remaining interests of the Kennebec Land Proprietors. In 1825 the Maine governor Albion Parris appointed him as one of six commissioners named to equally divide Maine's remaining public lands between Massachusetts and Maine. In 1834 Williams was one of the proprietors who sought and received the charter for the Moosehead Dam Company with the damming rights on the East Outlet. (Acts and Resolves and Special Laws of the State of Maine passed by the Legislature of the state of Maine, 1834, Moosehead Dam Company).
ily continued to manage his holdings, in October 1872. The Stricklands sold their remaining shares in 1881 to John Cassidy, who made no other land transactions in the township through 1889.

Clark and Dwinel sold the other undivided half part in October 1847 to Bangor merchant and bank president Samuel Veazie. When Veazie sold in November 1850 to Bangor lumber merchant John Winn he had already committed to a stumpage contract with Portland merchant Thomas McLellan. Ebenezer S. Coe of Bangor and David Pingree of Salem, Massachusetts, purchased the Winn property in May 1854. They also acquired Winn's grass and timber rights on the public lots. Coe assumed Pingree's share and became sole owner. Coe made no sales or additional purchases in the township through 1889.

**T5R16:** Russell Stream, drivable from the current Russell Pond, continued north to drain the southern half of T5R16. In May 1859 the state land agent sold the northeast quadrant of the township to James A. Drew, a Houlton farmer who moved to Chelsea, Massachusetts, by 1860 to be a land broker and lumber dealer, and Rufus Mansur, a Houlton dry goods merchant from Massachusetts. In June 1865 Drew and Mansur bought the grass and timber rights on the public land parcels. In March 1873 Mansur bought from the state of Maine the eastern half of the township, which was available due to unpaid taxes by previous owners. Following Rufus' death in 1878 his daughters Adelaide and Alice and sons Walter and Warren sold an undivided half in 1885 to Bangor lumber dealer Dudley Leavitt. Edward Blake, a Bangor lawyer, bought a half share in the northeast quadrant from Leavitt and sold the half share in November 1885 to Eugene F. Savage, a board member of Bangor's T.R. Savage Company wholesale grocers. Savage apparently sold to Bangor timberlands investor Isaac Clark who did not meet tax payments and the state deeded a nine-sixteenth part of the northeast quadrant to Savage in September 1888.

The state land agent made two sales for the western half of the township in September 1863. A one undivided three-fourths went to George and Isaiah Stetson and an undivided one-fourth to Charles Stetson. In February 1865 the Stetsons bought comparable shares in grass and timber rights for the public lots. They held the land until some time after 1892.

**Seboomook (T4R4 or T6R3 N.B.K.P.).** The Main Branch continues west from T3R14 west into Seboomook township. A pre-1833 survey divided the township into small lots and the state land agent sold at least 21 of them to 21 different people or small groups of people, like Augusta brothers Horatio and William Bridge; William was a chiropractor. In March and April 1833 Edmund Bridge, Robert Hallowell Gardiner of Gardiner, a wealthy Englishman who bought most of the land in the area now named Gardiner c.1801 and built a community, and Enoch Paine, a Portland merchant, engaged in amassing the 21 properties that amounted to three undivided one-fourth of a large number of lots which they sold to George Turner, a Portland wharf owner and shipping merchant. When Turner sold in March 1846 to Samuel P. and Hastings Strickland the amount of land was an undivided one half share in the township and a half share in the grass and timber rights on the public lots. They sold to William H. McCrillis and Cyrus Clark of Bangor November 1852. Also in 1852 Strickland bought the timber and grass rights for the public lots.

McCrillis and Clark had two previous land purchases in the township. In March 1847 he acquired all the land owned by the Portland Advertiser publishers Joseph M. Gerrish and William E. Edwards; it amounted to the southern half of the township. To acquire the land they engaged in two purchases. They bought one parcel from John Edwards, Portland publisher of the Bulletin, and three other Portland men in May 1838; they had purchased the land from Robert Hallowell Gardiner Jr. of Gardiner in March 1835. William Allen Jr., a Norridgewock farmer, the original owner of the other parcel, purchased it from the state land agent after a previous owner's default; he sold in August 1837. McCrillis' and Clark's third purchase was in October 1849 from Robert Brinley, a lawyer and highly distinguished citizen of Tyngsboro, Massachusetts; he owned a large number of the lots.

McCrillis and Clark had also bought land from the Massachusetts land agent in December 1846 and September 1853. They were unable to meet their financial obligations and the agent took property and sold it to John Demeritt and William H. Ireland, both of Boston, 183 This township deed search did not reveal any information for its southeast quadrant.

184 These three identifiers of the same township appear in the deeds.
in December 1860. The McCrillis and Clark debt problem extended to other men to whom they owed money, Arvida Hayford, Thomas Egery, and Daniel B. Hinckley, but by June 1864 Demeritt and Ireland settled those matters.

Demeritt and Ireland sold an undivided half share in both land and grass and timber rights on the public lots to St. John Smith in May 1864. Smith sold his half shares in September 1869 to Frank R. Webber of St. Albans and John P. Webber of Boston and Bangor. In August 1885 they sold an undivided one-fourth share in both land and grass and timber rights on the public lots to John Cassidy.

The party of Eugene and Clarence Hale of Ellsworth, Daniel F. Davis of Bangor, Joseph L. and Fred G. Bradstreet of Gardiner, and Lewis Moore of Bangor was interested in buying the whole of the township as part of their plan for the Seboomook Falls dam and a conveyorsluece system from the river to Moosehead Lake, all of which they built in 1893 and 1894. Cassidy sold them his one-fourth share in January 1893. In January 1893 the Webbers sold an undivided one-fourth share in both land and grass and timber rights on the public lots to the Hales. In December 1892 the Samuel P. Strickland family children, Charles (lumberman), Franklin and Fanny (Lord), sold their one undivided half share of both land and public lots' grass and timber rights. This was land the family had held since 1846, a result in part from a McCrillis default on his 1852 purchase and a sole ownership buyout by Samuel in June 1853.

T4R16 (Elm Stream Twp): The drivable Elm Stream begins at Elm Pond in the northwest quadrant of the township and drains all but the township's southeast sector, which was drained by drivable Nulhedus Stream that entered the Main Branch at about Seboomook's west town line.

The Massachusetts land agent sold this township and its neighbor T4R15, which was also drained by the drivable Elm Stream, in March 1845 to Cyrus Clark, a Bangor merchant and head of a timberlands office, and Rufus Dwinel, a Bangor lumber magnate. They sold an undivided half two years later to George Pickering, a Bangor merchant, timberlands investor, and Kenduskeag Bank president. In 1850 Bangor lumbermen and lumber dealer partners Orlando W. Gilman and Eliphas Gulliver bought Pickering's share and sold it in 1854 to the Stricklands and Aaron Babb, Bangor lumberman. The Stricklands made two land sales: the first in July 1861 to Samuel Blake, George Stetson, and Charles P. Stetson and the second, a twelfth share in property and an eighth share in public lot timber and grass rights to Bangor lawyer Manuel Drummond in 1868. By 1881 John Cassidy had acquired all the shares of all these men and made no other land transactions in the township through 1889.

Clark and Dwinel sold the other undivided half in October 1847 to Bangor merchant Samuel Veazie. When Veazie sold in November 1850 to Bangor land agent and lumber merchant John Winn he had already committed to a stumpage contract with Portland merchant Thomas McLellan. Ebenezer S. Coe of Bangor and David Pingree of Salem, Massachusetts, purchased the Winn property in May 1854. They also acquired Winn's grass and timber rights on the public lots. Coe deeded the land to Pingree as sole owner and Pingree made no further land transactions through 1892.

T1R4 N.B.K.P (Plymouth Twp): Only the north half of the township has a cant to the Main Branch. The Massachusetts land agent originally sold to the town of Plymouth. In 1832 Howard and Waldo Pierce, wealthy Bangor lumber dealers, sold their undivided half share of the township to the Boyds. The subsequent owners and sellers were primarily members of the Boyd family of Portland; William Boyd, Robert Boyd, John Boyd, John P. Boyd, and Lendal G.S. Boyd. By 1835 the Boyds apparently had some financial difficulties and covered their debt by selling a quarter share to George B. Moody, Bangor lawyer, and Joseph R. Lumbert, a Bangor merchant and partner with Messenger Fisher, and a half share to Edmund L. LeBreton (Bangor merchant), George Moody, John Appleton, and John B. Hill (Bangor lawyer). The Boyds paid the debt and regained ownership of the whole township. However, by 1840 they were again experiencing financial problems and needed the aid of John H. Foster of Boston, Massachusetts, in 1840; Canal Bank in 1841; Exchange Bank in 1842; Bank of Portland in 1843; Nathaniel Michael in 1843; Mary Bradbury of Standish in 1843 by virtue of a sale of one-eighth share; Franklin Adams, Bangor lumber dealer and timberlands owner in 1845 when they sold him a three-eighths share, a three-thirty-seconds share, a one twenty-fourth share, and a one five-hundred-forty-fourths share; and again in 1845 when Mary Bradbury bought another one-eighth share. In September of 1846 Messenger Fisher, a Bangor merchant and surveyor for
engineering and architectural projects, and Albert W. Paine, a Bangor lawyer, bought all the township property and the Boyds’ outstanding debts. Within the month they sold the whole of the township to Isaac Farrar, a Bangor lumber merchant, who paid off all the debts and received the deed for the township. In 1853 Farrar sold to Ebenezer G. Rawson, Bangor lawyer, and Dudley F. Leavitt a Bangor lumber dealer and customs officer. In November 1854 they sold a two-thirds undivided share to D.W. Bradley and Gorham Boynton, lumber merchants sometimes working under the name D.W. Bradley and Company or Bradley and Boynton, and Bradley sold his share in 1858 to Levi Bradley Jr., a Bangor lumberman working in lumber with his father; Levis Jr. sold to Boynton in April 1861.

Boynton initiated a number of transactions in 1866. Samuel Blake, a Bangor lawyer, held the mortgage for an undivided half in November 1866. William Hayford, a Bangor man and son of Bangor lumberman Arvida Hayford, moved to Wisconsin to be a lumberman, returned to Bangor a lumberman, and bought an undivided quarter share in November 1866. He bought another a one-eighth share in June 1868 when George Pickering, a Bangor corn, flour, and groceries merchant, joined in ownership with him. Pickering financed this with the sale of an undivided quarter, which included the public land rights, to Carlton S. Bragg Jr., a Bangor lumber dealer in business with his father who was a merchant in other goods, and another quarter to John W. Mayo, an Orono lumberman. By June 1869 Pickering paid off Boynton’s Bangor Savings Bank loans and took ownership that included the grass and timber rights of the public lands. Boynton bought a one-quarter share of Mayo’s undivided quarter share in October 1869 and in August 1871 sold to Samuel H. Dale, a Bangor mayor, partner in Dale and Bradford Sail Makers and later formed S.H. Dale and Company, wholesale grocers and ship Chandlers. Dale had purchased Carlton’s undivided quarter share in September 1870 and the Penobscot Savings Bank held the mortgage for a half share of the township.

Penobscot Savings sold Dale’s undivided half in June 1872 to three Bangor men, Augustus D. Manson, a merchant and trader, Arad Thompson, president of Union Insurance Company, and Thomas M. Baldwin, merchant and lumber dealer. Their first sale was not until September 1897 when they sold a one-sixth undivided township share to John Cassidy of Bangor; a possible implication being that they had amassed total ownership of the township.

T4R17: The predominant drainage in T4R17 was drivable Gulliver Brook, which drains the south half’s eastern two-thirds and flows into the Main Branch at about the township’s mid-section.

The state land agent sold the whole township to James A. Drew of Chelsea, Massachusetts, and Rufus Mansur of Houlton in May 1859 and in June 1865 they bought the grass and timber rights on the public land parcels. Mansur sold his undivided half to Joseph W. Wilder and William Whitney, both of Leominster, Massachusetts, in August 1873, but they defaulted in September 1875. Following Rufus’ death in 1878 his daughters Adelaide and Alice, and sons Walter and Warren sold an undivided half in 1885 to Bangor lumber dealer Dudley Leavitt. Edward H. Blake, a Bangor lawyer and president of Merchants National Bank, bought a half share in the township from Leavitt and sold the half share in July 1885 to Charles G. Sterns, a Bangor man whose family operated C.G. Sterns Company (lumber). The visionaries for Great Northern Paper Company; Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier, bought the total township in the mid-1890s and sold to GNP c.1899.

T2R4 N.B.K.P. (Pittston Academy Grant): The township contains the final couple of miles of the Main Branch that ends at the Fork, the junction of the North and South branches. The Fork was at the middle of the western edge of the eastern third of the township, which the state originally deeded to Pittston Academy; it became known as the Pittston Tract. The town of Pittston divided it into one-third sections stacked south to north and sold to the Cooper family of Pittston and John S. Drake of Pittsfield, New Hampshire. All parties sold to Samuel Vezie in 1848. To help finance his purchase Asa Tufts of Dover, New Hampshire, took a three-fourths undivided share of the tract as collateral for his loan. By June 1851 Vezie needed financial assistance from two sources. Samuel Larabee, a Bangor merchant and future president of the Mercantile Bank of Bangor, took a five-eighths share as collateral for a loan and Nathan Weston of Augusta took a three-eighths share. By the time Vezie sold he had amassed the tract’s land that had been divided among 17 people. Samuel Larabee followed Vezie
and in 1853 began selling. George M. Weston, a Bangor lawyer, who eventually partnered with Dudley Leavitt as land dealers, having previously bought one-fourth share from Nathan Weston, bought another undivided eighth in November 1852. Weston sold a half share to Dudley F. Leavitt in November 1852 and he immediately sold a half share to Ephriam Pauk, a Connecticut man who moved to Bangor c.1848 and immediately became a lumber dealer.

For the next 14 years Ruben Prescott, a Bangor commission merchant, auctioneer, and real estate broker, amassed land both within the Pittston grant and the greater township. George Weston sold a half share to Prescott in May 1853. Prescott bought an undivided half in February 1854 from Samuel Larabee. In 1856 the Maine state land agent gave Prescott a tax deed for a one-third share of the whole township.

The township’s western section, which was not in the Pittston tract, had land transactions during this same period of time and some men had transactions in both sections. Beginning in the early 1860s the land sales began to blur the lines between two sections of the township. Prescott owned an undivided half share of the township when he sold it in November 1866 to Samuel H. Blake, a Bangor lawyer, with Davis R. Stockwell, a Bangor lumber dealer, holding the mortgage. Blake sold to Bangor lumber merchant Carlton S. Bragg in August 1868 and Bragg assigned the deed to Franklin R. Webber, a St. Albans lumber dealer who moved to Bangor; he paid it off in December 1871. Bragg and Moor also sold Webber a one-quarter share in November 1868. Webber acquired a quarter share in the township in May 1873 and an eighth share in May 1876 from John M. Skinner, a St. Albans farmer. In 1877 Webber sold an undivided three-fourths share in the township and a three-fourths share in the public lots (grass and stumpage) to George and Isaiah Stetson and they sold the shares to a Bangor father and son, Caleb and Franklin H. Holyoke, in June 1880. They worked in ship’s spars and lumber and Frank’s son in ship’s knees and timber. The Holyokes owned the land into the 1890s.

1886–1971: Integrated chronology of cutting records and anecdotal information

Early each spring beginning in 1886 Maine’s Industrial Journal began to consistently report the log drives on Maine’s major rivers. The information included the location, names of the lumbermen with the cutting crews, the number of men, horses, and oxen, and the amount in million board feet of logs (m bfl) cut. These records flowed into those kept by lumberman Fred Gilbert and then those of Great Northern Paper Company ending with the last drive of 1971. Beginning about 1900 scalars began to use cords as a measure of log volume.

To break the monotony of the following cutting and log drive chronology paragraphs, anecdotal logging information appears between the applicable dates. These inserts include the transition from ax to saw and ox to horse; use of various saws, sluices, Lombards, trucks, tractors, bulldozers, conveyors, stackers, and grappling hooks; medical matters; logger’s stories; fires; and township assessment findings.

1886 — Russell Stream, E. Spencer (14 horses, 1.8m bfl), Daniel Legere drowned during the drive on Russell Stream
1887 — Pine Stream, Smith and Hodgdon (eight horses, 1.2m bfl)
1888 — Pine Stream, Tirrell (40 men, 12 horses), Samuel White (35 men, 10 horses); Lobster Lake, Master and Thompson (35 men, 10 horses), E.H. Hunting and John Ross (100 men, 34 horses; total for both cuts 4m bfl); Ragamuff Stream, R. Sutherland (75 men, 18 horses, 2.3m bfl); Moosehorn Stream, Isaac Terrill (65 men, 16 horses, 2.25m bfl)
1889 — Pine Stream, S.Y. Mitchell (22 men, 6 horses), John Ross; Russell Stream, S.Y. Mitchell (1m bfl hung up); Lobster Lake, John Ross

By the early 1890s most loggers had transitioned from the use of oxen to the use of horses in terms of toting supplies and hauling wood. Oxen had the advantage of being able to eat nearly anything, did not need grain, and plowed through deep snow, but because of the yoke needed to work in relatively flat terrain.

1890 — All of the following drives came into the head of Chesuncook Lake; via what route they arrived or the precise location of the cut was undiscovered.
Franklin Murray Cunningham (ran Knights’ farm at this time) (34 horses, 100 men, 3.75m bfl); John Swan (owned Swan’s farm at Gulliver Pitch) (4 horses, 13 men, .25m bfl), Burke & Company (22 horses, 66 men, 2.5m bfl), Mitchell (8 horses, 24 men, 1m bfl), Whiton (6 horses, 4 oxen, 30 men, 1m bfl), Chase and Ross (4 horses, 15 men, .5m bfl), John Ross, 40 horses, 130 men, 4.5m bfl), Stubbs (6 horses, 20 men, .45m bfl), R. Sutherland (18 horses, 75 men, 2.1m bfl), G.H. Davis (8 horses, 35 men, 1.3m bfl), Cote & Company (10 horses, 35 men, 1.45m bfl), Bowman and Gray (10 horses, 30 men, 1m bfl), Atwood and McLeod (16 horses, 60 men, 2m bfl), Buzzell & Son (8 horses, 25 men, .8m bfl).189

1891 — As of January 15 the snow was loose, deep (3–4 feet), and unpackable, which made for difficult hauling, which was exacerbated by the hauling distance to water. John Ross with three camps landing on Pine Stream and Pine Pond (4m bfl); Isaac Terrill on Pine and Harrington streams (4m bfl); Arwell and McNulty on Pine Stream; Rod Suderland on the Main Branch (1.5m bfl).190

1892 — An unknown logger had a logging crew and camp operating on Little Lobster Lake. At the time a guide working in this area witnessed the largest moose he had ever seen. His colleagues did not believe him until they too saw it. Many thought it would weigh over 2,000 pounds and some thought it stood 15 feet high. The largest moose weighed-in at the time was 1500 pounds.191

1893–1901 — Brothers Frederick T. and Joseph S. Bradstreet owned Bradstreet Lumber Company located in South Gardiner. They started their logging business in 1874 and created their first mill in 1876. By 1881 the Bradstreet Lumber Company had 110 mill hands. Their prior logging operations were on the Roach, Moose, and Dead rivers. Joseph died in July 1893 and not too long after that Frederick sold their South Gardiner mill to the South Gardiner Lumber Company. Frederick continued the company’s logging operations and sold logs to the South Gardiner mill. He died in 1916.192

The Seboomook dam made it possible for the Bradstreets to drive logs into flooded Meadow Pond, move them via two end-to-end conveyors, 600 feet each, driven by separate steam engines, to dump the logs into a two-mile-long wooden sluice that ran from a dam on Carry Brook to North West Bay. Forty men could manage the operation with 20 of them on the sluice to prevent jams.

Typically 8 million board feet of logs went through each year; one year the amount was 13 million. Their logs came from Dole Pond, Dole Brook, and the Fifth St. John Pond area. An early fire damaged the sluice, but Bradstreet crews saved most of it and made repairs. In 1896 Franklin Murray Cunningham, cutting a million board feet of logs for Kennebec lumberman Bradstreet, operated in Boyd township, landed the logs on the Main Branch, and put them through the conveyor system. The operation ran for eight years; it closed with GNP’s purchase of the property in 1901. GNP removed the conveyors.

To reach the Wenthworth (Wint) Maxfield operation with its log landing in the southeast corner of Lobster Lake, one came up Moosehead Lake to the Ross farm and used the road east, taking the south fork just before reaching the lake; it lead to the Little Claw and across the gut at its south end to reach the lower end of the Large Claw. Maxfield’s teamster camp was a mile from the lake, perhaps in what became known as the Maxfield Brook drainage, and his cutting camp was a half-mile beyond that.196

1896 — Lobster Lake, John Ross (3.5m bfl);197 White and Hodgdon were on Russell Pond; Angus Seymour of the Gilbert drive died trying to purposely ride a log through Seboomook Falls.198

1897 — Nulhedus Stream, Spencer199

193 Carry Brook flowing from Carry Pond is a tributary of Moosehead Lake not the West Branch of the Penobscot River.
194 Mary Calvert’s book, _The Kennebec Awakens_, had the second 600-foot conveyor with buckets carrying water to the sluice from the dam impoundment at Meadow Pond. This was inconsistent with the text in Stewart H. Holbrook’s book, _Holy Old Mackinaw_, and my field exploration.
195 _The Industrial Observer_, February 14, 1896
197 _Bangor Daily Whig and Courier_, October 5, 1886
198 _Daily Kennebec Journal_, June 26, 1896
199 _Portland Daily Press_, November 24, 1897
1898 — Elm Stream Pond, Stetson and Alpaugh hauled to the pond from the southwest corner of T5R16 (C.H. Dudley was the operator with Frank Defor foreman)

1899–1902 — Seboomook impoundment

1899–1900 — Elm Stream drive hung 15-18m bfl for the year at North East Carry

1900–1901 — 12m bfl came from above Seboomook dam; high water caused it to jam between Pine Stream Falls and the Fox Hole with last year’s hung drive of 15–18m bfl; it took all summer to undo the 4.5-mile-long jam.

1900 — Main Branch: Elm Stream, McLeod and Dudley, and Russell Stream, Ross and Terrill; Lobster Lake, Ross, Appleton, and Terrill (1,910 cords); Pine Stream, Gilbert & McNulty (6,735 cords), and Terrill; Ragamuff Stream, logger unknown; Moosehorn Stream, I.A. Terrill. A part of the drive of 1900 got hung in the Seboomok impoundment and was left to drive the following year.

1901 and 1906 — The eastern half of Plymouth township, probably on the north side, was thoroughly cut.

1901 — Main Branch, Seboomook, E. Sawyer Jr. (2,522 cords)

1902 — Main Branch, Elm Stream and Seboomook, Nahun Emery of Howland (1,778 cords); Lobster Lake, Ross and Appleton (.5m bfl); Russell Stream, Maxfield and Ayer (5m bfl); on river below NE Carry and Ragamuff Stream, Gilbert and McNulty (4m bfl)

1903 — Main Branch, Seboomook, Emery (2,289 cords); Bear Brook, unknown logger (1,434 cords); Lobster Lake, F.O. Estes (2,785 cords); Lobster Stream, Butterfield; Russell Stream, W. Maxfield (5m bfl)

1904 — Main Branch, Charlie Jackson logged the area from Pittston Farm; Seboomook, Emery (2,468 cords); Bear Brook, Page (1,952 cords); Bear Brook, Terrill (1,981 cords); Lobster Lake, Gibbons; Russell Stream, Wentworth Maxwell, (6m bfl)

1905 — Main Branch, Charlie Jackson and Boyd, Pittston Farm area (11,069 cords); Seboomook, and Elm Stream, Emery (2,787 cords); Burbank, Simon Mahian; Russell Stream, Maxfield (1,667 cords); Lobster Lake in TXR14, Gilbert (3,618 cords), C.L. Jackson (2.5m bfl)

Charles L. Jackson, a Greenville farmer and lumberman, operated on the Main Branch for a number of years in the early 1900s. His Greenville farm supported his logging operations. The dairy barn was 130 feet long and housed 48 thoroughbred cows. During the summer his pastures had over 70 grazing horses, 64 of which worked in his logging operations. Under the barn were the pens for 30 hogs, part of the meat supply for his logging camps. The manure of these animals went on his crop and hay fields. In 1905 his logging operation was on Lobster Lake in TXR14 where he had a crew of 280 men, 64 horses, and 10 yoke of oxen.

Getting sick or being injured in a logging camp was at times an unpleasant experience. In January 1907 Ammedine Perry became ill at his camp on Russell Stream. The crew finally decided they had no cure so they placed him in a returning tote sled to Greenville some 40 miles away; he died just after reaching Bangor by train. The doctor’s diagnosis was typhoid exacerbated by exposure endured on the sled ride.

Back in November 1896 F.L. Brown cutting on Russell Pond cut off two fingers with the swing of an ax; with no toting service yet operating he had to walk and ford four-foot-deep waterways to the head of Moosehead in order to pick up a boat for home.

1906 — Main Branch, Pittston Farm area, Jackson (12,050 cords); Seboomook, Emery (2,787 cords); Russell Stream, Wentworth Maxfield (1,935 cords)

1907 — Main Branch, Pittston Farm area, McLeod (4,889 cords); Russell Stream, McLeod (2,523 cords), Burr (8,541 cords), Quilette (T4R14, 3,923 cords);

200 From 1900–1905 I used a landing scalars log book at Millinocket Historical Society; in that I found the townships in which the loggers cut.

201 Bangor Daily Whig and Courier, January 12, 1900
202 Daily Kennebec Journal, January 5, 1901
203 The Industrial Journal, April 1902
205 Daily Kennebec Journal, January 25, 1904
206 The Industrial Journal, April 1905
207 Bath Independent, March 18, 1905, p.2
208 Daily Kennebec Journal, January 16, 1907
209 Daily Kennebec Journal, November 24, 1897
Lobster Lake and along Main Branch below Lobster Stream to Chesuncook Lake, GNP

1908 — Main Branch, Pittston Farm area, Butterfield (14,222 cords) and Page (2,482 cords), Burr (T3&4R1 4,528 cords); Seboomook, Jackson (3,941 cords) and unknown logger (7,150 cords); Russell Stream (T5R16), GNP (3,688 cords); Lobster Lake, Burr (10,976 cords) and Hurd (1,583 cords); Moosehorn Deadwater (GNP); eastern half of Plymouth thoroughly cut over c.1908210

To fell a tree, a logger’s use of an ax predominated before 1900. The development of saws occurred between about 1897 and 1915 when loggers began using a two-man crosscut to cut the trees and continued to use the ax to limb them. Beginning in 1915 and extending until 1945 loggers typically used a one-man crosscut saw.

1909 — Main Branch, Pittston Farm area, Butterfield (12,270 cords) and Page (3,065 cords); Seboomook, unknown logger (5,483 cords); Russell Stream, Burr (11,221 cords), John Largay & Son (3.5m bfl); Lobster Lake, Johnson (4,305 cords), GNP (5.5m bfl); Main Branch, GNP211

A map drawn by Jack Phillips of Lobster Lake c.1920 placed the remains of a log storage building and road in the eastmost corner of the northeast cove of Lobster Lake. The tote road to his operation went due east.

1910 — Main Branch, Pittston Farm area, Gilbert (10,414 cords); Seboomook, unknown logger (3,205 cords); Russell Stream in T5R16, GNP (2,920 cords); Pine Stream, Sheehan (6,860 cords) and T3R13&14, Lauderburn (4,940 cords)

A forest fire in 1911 destroyed 10,000 acres of the southwest corner of Seboomook township and continued the pause of logging for more than a few decades. It burned from the west side of the Plymouth east line down Carry Brook drainage to Moosehead and east to just short of Mud Brook; on the north it reached the Main Branch just west of the old Meadow Pond area and stopped short of the dam. Previous smaller fires in this same general area occurred c.1889 north of the settlement at North West Bay and in the mid-to-late-1890s along the Bradstreet sluice.

1911 — Main Branch, Pittston Farm area, Gilbert (9,279 cords); Seboomook, Sheehan (236 cords), Boyd, unknown logger (15,684 cords); Russell Stream, GNP (2,845 cords); Lobster Lake, Morse (3,192 cords); Stetson and Alpaugh hauled to Lobster Lake from East Middlesex Canal Grant.

1911–1914 — Elm Stream, Pittston, Seboomook
1912 — Maine Branch, Boyd, unknown logger (12,130 cords); Elm Stream, unknown logger (6,561 cords); Lobster Lake, Stetson and Alpaugh

1912–1913 — Seboomook, GNP’s Madison mill crew, exact location and amount unknown; Lobster Lake, Stetson and Alpaugh

1913 — Main Branch, Boyd, and Seboomook, unknown logger (11,122 cords); Seboomook and T4&5R16, unknown logger (7,956 cords); Russell Stream in T5R16, unknown logger (1,835 cords); Lobster Lake, Stetson and Alpaugh

With the dams in place on the full length of Pine Stream in 1913 a drive to the Main Branch took 30 to 35 days according to the Sewall T3R13 assessment of 1920.

Another enterprising Kennebec logger knew that GNP did not have that much use for cedar and received GNP’s permission to haul it out of the Main Branch drainage above the Seboomook dam. In 1914 Boyd and Harvey212 Company, land owners and specialists in cedar lumber products headquartered in Augusta, laid narrow gauge tracks, brought in an engine and racks on which to transport the cedar tie stock to North West Bay. After two years the company took up the tracks.

This was the last act of Kennebec loggers in this region. GNP owned nearly all the land and beginning with the 1915 drive all logs went to the GNP mills on the West Branch in the Millinocket area.

1914 — Main Branch, Pittston Farm area, unknown logger (50 cords), Seboomook and Boyd, unknown logger (2,0410 cords), GNP (10m bfl); Elm Stream (T4&5R16), unknown logger (9,902 cords), GNP (4m

210 James W. Sewall township assessment of 1908; available at Maine State Archives
211 The last reports of log cutting in The Industrial Journal were May 1909; always reported in bfl (board feet of logs)
212 Byron Boyd was the Secretary of State of Maine from 1897–1907 and he was not related to the Boyd family owners of land in Plymouth township. His partner might have been William M. Harvey, a dealer in hay from c.1910 through c.1925: the company was a supplier for the lumber camps.
bfl); Russell Stream (T5R16), GNP (3,590), GNP (2m bfl); Pine Stream (T3, 4, 5R13), GNP (6m bfl); Lobster Lake (T3R11), Irving G. Stetson (2.25m bfl) and Sutherland and Hodges (2.5m bfl)

1914—1917 — Townships of Hammond, Dole Town, Pittston, Seboomook, Elm Stream, T5R17, T5R19, T5R20, St. John township (T6R16)

1915 — Main Branch, Seboomook & Boyd, Sheehan (1,1979 cords); Elm Stream in T4&5R16 & T5R17 (10,196 cords); Russell Stream in T5R16, GNP (6,760 cords); Little Lobster, Ranney (unknown cords)

The first mechanical vehicle available to lumbermen was the Lombard in 1901, but neither GNP nor its contractors used it until after GNP had a basic network of graveled roads in this area (after 1915). GNP’s first vehicles were trucks (1914), which joined teamsters in hauling supplies on the new road from Kineo Station to Pittston Farm. In 1915 the company sent a large group of its teamsters to Boston to learn how to drive and do the repair and maintenance work so it would have personnel for the truck fleet working out of Rockwood on the new roads.213

The company’s first use of a tractor, like a Lombard, was to tote supplies; they needed snow and ice on a good road in order to operate, and such roads were not generally available until c.1920. Beginning in the 1920s tractors, which included Lombards, began pulling log-loaded sleds on good roads. The caterpillar tractor was present in 1925. The ability to haul large numbers of cords meant the need for a place to unload it and that led to the development of the stacker whose use began in the 1920s.

1916 — Main Branch, Elm Stream in T4&5R16, unknown logger (8,347 cords); Russell Stream in T4R15 & T5R16, GNP (6,808 cords); Little Lobster, unknown logger

1917 — Loggers were active on the Seboomook impoundment’s south side at its west end on the Beaver Brook drainage. Eugene (Gene) Turlong, whose men cut on Beaver Brook, was a drive boss in this area this year. Gilbert & Stetson also had a drive crew of 68 men who began their drive May 5; they left behind in storage for another year supplies not needed as they passed North West Carry, North East Carry, and Sutherland’s camp below North East Carry.215

1917 — Main Branch, Seboomook, Murdock (1,548 cords), T5R14, Southard & Hodgins (3,103 cords); Elm Stream in T4&5R16, unknown logger (6,176 cords); Russell Stream in T5R16, unknown logger (2,676 cords)

Maine’s only major infestation of the budworm during the log-driving era began in 1916–1917. Timber cruisers watched carefully for the telltale browning needles of merchantable spruce and fir and loggers rushed to harvest those sites. Within five years 40% of Maine’s spruce and 75% of its fir were dead. One of the areas with a heavy loss due to budworm was on the Ragamuff Stream drainage in T5R14.

1918 — Main Branch, T4&5R14, Southard & Hodgins (4,858 cords); Russell Stream in T4R15 & T5R16, unknown logger (8,244 cords)

1919 — Main Branch, T4&5R14, Southard & Hodgins (1,0241 cords); Russell Stream, unknown logger (8,244 cords)

1920 — Main Branch, T4R14, Southard & Hodgins (7,104 cords); Lobster Lake, unknown logger (4,536 cords)

1921 — Main Branch, T4R14, Southard & Hodgins (10,415 cords); Russell Stream in T5R16, John Haynes (9,200 cords); Lobster Lake, unknown logger (9,870 cords)

During the season of 1921–1922 a Jim Laws crew cut the top of Lobster Mountain and sluiced the 5–6,000 cords down the mountain in more than one sluice, one of which was 1,200 feet long. The sluices had spikes sticking into their interiors to slow the descent of the logs. At the base of the sluices crews loaded the logs on sleds for teamsters to haul to the lake. Friction in a sluice that spring started a fire that burned part of it. The storehouse for the Lobster Lake operations in 1925 was at Seboomook Farm.

1922 — Main Branch, Seboomook and Negro Brook, unknown logger (1,555 cords), T4R16, Burr (8,778 cords); T4&5R14, Southard & Hodgins (7,539 cords);
Lobster Lake, K.E. Reed drove from the lake; D.A. McLeod drove his cut on the Main Branch.

1923 — Russell Stream, John P. Haynes; he used driving dams, but which ones he found necessary was undiscovered.

Not all timber cruisers had the same assessment of an area. The James W. Sewall 1923 assessment of Seboomook township indicated loggers cut it hard in recent years. Humphrey’s assessment of Seboomook township indicated it had good pulpwood in places (unspecified) and no one had cut it hard in recent years.

1924 — Main Branch: no records found. For the 1923–1924 season four-horse teams did the toting into Pine Stream from Grant Farm.

1925 — Main Branch, Arthur Paquet with 40 men cut 3,000 cords in the area of Penobscot Farm.  

By 1926 the western half of Plymouth township had been previously logged for pine, but perhaps for nothing else. The landings for the cuts that had taken place were on Seboomook impoundment. A 1926 cutting camp for 20 men and four horses was at the road junction near the mouth of Beaver Brook on the impoundment’s south side; the plan was to log the western half during the 1926–1927 season. Swan Farm, which was the drive camp at the impoundment’s narrows at Gullier Pitch, was also a landing area.

1926 — Main Branch, Burbank, Mooney (5,444 cords); Little Lobster, Mooney (2,048 cords)

1927 — Main Branch, Boyd (W.1/2) and Gulliver Brook, Hayes, (13,168 cords); Seboomook impoundment, Hayes (1,000 cords); T4&5R14, Sutherland & Hodges (2,000 cords); Ragamuff Stream and Main Branch, Sutherland & Hodgins (14,219 cords), Burbank, Paquet (6,109 cords); Lobster Lake, Gilbert (4,908 cords); Little Lobster, Paquet Jr. (2,007 cords)

1928 — Main Branch, Boyd, Ed Groleau on Gulliver Brook (9,560 cords) & Seboomook Lake (3,680 cords); T4R14 on Main Branch, Sutherland & Hodgins (7,184 cords), Burbank, Paquets (8,889 cords); T3R14 (East Middlesex) cut driven on the Main Branch, Paquet Jr. (7,281 cords)

A cruiser’s 1928 assessment of the southwest corner of T4R17 on Little Lane Brook drainage indicated loggers previously cut it hard. The forest assessment for the rest of the township mentioned trees hard hit by the budworm, good spruce and fir reproduction with trees 6–18 inches DBH (diameter at breast high) in mixed softwoods. The higher land had large hardwoods of diameters suggesting they had not been previously cut.  

Elsewhere in T4R17 W.E.L.S., which GNP purchased about 1910, the 1928 Sewall report indicated that the whole of the area had been previously logged and that the roads in the southern and southwest area could be fixed up and used. The report’s prediction that any logs cut in the northern half would go south to Seboomook Lake on the new Seboomook Lake and St. John Railroad proved to be untrue.

1929 — Main Branch, unknown location, Sutherland & Hodgins (6,419 cords)

216 The Northern, November 1925

217 Hardwood did not float and was not part of driving operations.

218 This fact seems to contradict other writers who have suggested the St. John and Seboomook Railroad was put in so as to provide access into a previously unlogged area.
1930 — Main Branch, T4R14, Morin (4,358 cords) and Sutherland and Hodgins (7,227 cords); T3R14 (East Middlesex), O. Paquet, landing on Lobster Lake (6,087 cords); Ragamuff Stream, Gilbert (4,145 cords)

1931 — Main Branch, Burbank, A. & O. Paquet (13,535 cords); T4R14 (south half), L. Gilbert (11,029 cords); T4R14 (on main river), Poulin (4,186 cords)

From 1932 to 1934 almost no logging took place in the Main Branch region. One possible reason was that leading into the recession the company contracted for too much pulpwood. That fact coupled with the depression lead to total GNP cuts in 1931–32 at 230,000 cords and in 1932–33 at just over 100,000 and about 161,000 a year later as opposed to between 300,000 and 400,000 annually.²¹⁹

1935 — Halfway Brook camp operated on Halfway Brook that empties into the east side of Lobster Stream halfway between the lake and the Main Branch.

1935–1938 — The Sewall assessment for Pittston Academy Grant indicated loggers cut it hard for spruce and fir.

1936–1940 — In the eastern half of Plymouth township, Henry McMahon of Jackman returned with his crew to cut for the drives of 1935 through 1938; 37,837 cords in the Gulliver Brook watershed.²²⁰

The supplies for the operations came from Greenville Junction by truck to Meadow Pond Cove storehouse, then by barge across the Seboomook impoundment to the abandoned St. John railway terminal, transported up the rails via a truck with flanged wheels for three miles, then toted by teamsters three miles west to the operation.²²¹ In 1941 Pete Drouin used the same tracks to tote supplies to his two camps at their end point. Also in 1941 GNP crews cut a road west from the Caucomgomac Road to Logan Brook. The steel rails were then removed and the old bed transitioned to a haul road that was still in use in 1964.²²²

²¹⁹ John McLeod, Great Northern Paper Company, chapter 16, self-published, 1978

²²⁰ Pittston Farm Weekly, September 10, 1964; Biddeford Daily Journal, March 26, 1936

²²¹ Pittston Farm Weekly, September 10, 1964

²²² Pittston Farm Weekly, May 21, 1964
Experiments in hauling wood with trucks began in the mid-1930s. They did not operate on snow and ice, but horses and tractors did. At first they pulled the tractor log sleds from the log yard. The effort soon changed to loading logs on the truck’s body for which mechanical loaders were needed and successfully experimented with in the 1930s. The loaders were mobile. The use of the grappling hook began soon after the war.

In 1939 GNP began using bulldozers in road construction. This resulted in greatly improved surfaces on the last few miles of a road to a logging camp. As a consequence the last regular use of horses for toting occurred in 1941.

During the war years the federal government set the cord-cutting limit. As an example in 1944 the total cords used by the mills was 216,000. During the war years GNP generally cut as close to the mill or a railway as possible given limited fuel and vehicles, and a shortage of manpower to conduct large drives. Such action was evident in the small amount of cordage landed on the Main Branch during this time period. The company also returned to using a large number of horses.

1937–1945 — The discovered Main Branch cutting records for these years provided only the total number of cords cut: 1937 – 16,077 cords; 1938 – 9,789 cords; 1939 – no records found; 1937 – Aucoin cut and hauled to Lobster Lake’s northwest corner; 1940 – 3,870 cords; 1941 – 14,161 cords; 1942 – 6,298 cords; 1943 – 19,641 cords; 1944 – no records found; 1945 – 21,964 cords.

Loggers began to use power saws in the mid-1940s. A two-man saw was available in 1945 and in 1947 the one-man power saw was fully developed.

The last instance of the tractor train hauling to a body of water was in 1951 in the Upper St. John River area.
On September 26, 1946 GNP sent a small crew to build a dam at the outlet of Cassidy Deadwater on Russell Stream due to extremely low water and no water in the stream’s side brooks. On October 4 a crew was at the dam running wood again. GNP held the rear of the drive in Chesuncook so this wood could be a part of it.\textsuperscript{224}

1946–1952\textsuperscript{225} — With the addition of Nelhudus Brook in 1948, for each of the six years between 1946 and 1952 the cord records found for the Main Branch include Russell Stream and Lobster Lake where a logging camp was on Jackson Cove: 1946 – 19,819 cords; 1947 – 36,411 cords; 1948 – 18,023 cords; 1949 – 24,040 cords; 1950 – 32,571 cords; 1951 – 34,748 cords; 1952 – 51,175 cords.


1957 and 1958 — Main Branch drive included the Russell Stream drive, but only the 1957 cords (10,652) were listed. 1959–1961 — Only 80 cords were cut on the Main Branch in 1959, and no records were discovered for 1960 and 1961.

\textsuperscript{224} GNP Drive Reports, “1946 Drives Miscellaneous Data,” University of Maine Raymond Fogler Library Special Collections

\textsuperscript{225} The source of some of the information between 1946 and 1958 is the Fred Gilbert Papers, “Sprucewood Department Drive Cost Allocation Records,” University of Maine Raymond Fogler Library Special Collections.

The first skidders began to operate in the woods in 1959–1960. The skidder rendered the horse useless. GNP had stopped using hoses in 1951, but some of the company’s contractors continued to use them for yarding and hauling in the 1960s.

1962–1970 — The GNP Executive Newsletter and the Pittston Farm Newsletter contained the drive information in each of these years. No cutting activity took place on the Main Branch in 1962. The first two
years of cutting and landing on the Main Branch were 1963 (50,701 cords\textsuperscript{226}) and 1964 (69,864 cords).

GNP had a substantial cutting operation in the Lobster Lake area in the 1960s and the crews used horses to haul to the lake. Horse hovels were present at both Little Lobster Lake and Cranberry Pond.

For those summer months the horses were at Penobscot Farm. In the winter of 1961 the horses were hauling logs that filled the coves on the east side of the lake. Closer to the foot of the lake bulldozers cleaned out Maxfield and Kidney Streams so pulpwood floated through unobstructed. During the summer of 1968 a crew cut on Big Island during the winter with the cut trucked over the ice.

1971 — GNP’s last river drive to the Millinocket mill occurred this year. This was a drive to clean up the logs that had been left behind and were stuck along the waterways and shores of the lakes and impoundments. The drive started at Big Bog.\textsuperscript{227} As of August 9, 90% of the wood was through Ripogenus dam with the crews picking the rear above the dam.

\textsuperscript{226} Pittston Farm Weekly, April 11, 1963
\textsuperscript{227} Down East, October 1970.
Loggers used three access points to reach the waters of the South and North branches. Their predominant access to the Fork, the junction of the South and North branches, 13 river miles west of Seboomook Falls, was via Moosehead Lake through North West Bay until about 1915. That year GNP opened a road from Kineo Station on the lake’s west side at about its midpoint to the Fork. Early loggers working the western half of the South Branch valley generally toted from Jackman north to the Hilton farms where they turned east into the valley. Those loggers working at the upper end of the North Branch drainages sometimes brought in men and supplies from St. Zacharie, Quebec.

The logger’s use of this simple road access grew over time, but it remained relatively unchanged other than for improvements during the log-driving era. As the number of operations expanded lumbermen created wilderness farms to raise crops to minimize the amount of foodstuffs toted on these roads. Side roads multiplied and storage barns began to dot the landscape. But soon the number of men in the independent lumber camps outstripped the output of the farms, and the barns now not only stored foodstuffs from the harvest, but those supplies toted in by teamsters. The growth continued as did the size of storage barns and soon some became distribution points, supply depots for a collection of camps. With GNP’s dominance by 1910 strategically located farm production increased dramatically, and storehouses were at key geographic locations.

Between 1912 and 1924 GNP focused on improving these three major arteries for vehicular traffic. During the next 10 years their road work focused on the side roads that created a road web, enabling them to move supplies to every corner of the lands they owned. Burgeoning mechanization in the 1930s coupled with continuously improved roads led to the closing of the farms and all but the northernmost storehouses. Pittston Farm, at the junction of the North and South branches, was the main distribution center during the whole of the GNP river-driving era.

The Road Network

Pre-1900 tote roads from the carry at North West Bay

The earliest road, which predated loggers and linked North West Bay to the Fork, was the Old Canada Road, which remained on the south side of the Main Branch until it reached the Fork. The general route of the road from North West Bay to the Fork has always been maintained. Beyond the Fork it continued west on the north side of the South Branch before angling northwest up Penobscot Brook valley to Penobscot Lake and Quebec. When lumbermen first began to use this road was a matter of speculation. The earliest lumbermen, like the Leadbetter brothers, no earlier than the mid-1840s, used the road when they operated on the lower ends of the South and North branches.

The earliest recorded information about loggers’ use of roads was attributable to Lucius Hubbard’s observations of the mid-1870s. At that time the Old Canada Road was in good shape to about Penobscot Brook, where there was a fork. The route that continued west up the South Branch valley to Sandy Bay township and the Hilton farm was overgrown. Hubbard described Penobscot Brook in a manner that suggested no one had driven it, and the Old Canada Road, which paralleled it, was “not much used.” A side road from the Canada Road led to the South Branch nearly opposite Alder Stream, and some distance up Alder Stream was an old dam. The Old Canada Road went on up the east side of Penobscot Brook and crossed the foot of Penobscot Lake into Quebec where it went on to connect to the Canada Road.
from Jackman to St. Georges-de-Beauce, Quebec, which
the Quebec Central Railroad reached about 1876.1

Knights' farm was at the Old Canada Road’s junction
with a tote road north along the east side of the North
Branch to High Landing, where it veered due north to
pass the head of Truesdell Pond and a side road that
went west to the North Branch at the mouth of Truesdell
Brook. Above the pond the road arced back to the river
and ended at Abacotnetic Bog.

Hubbard noted that five miles below Abacotnetic Bog
a tote road went west, crossing the Norris Brook headwa-
ters to reach the Maine border near what became known
as the St. Zacharie gate, or the end of the Golden Road
west of the Hurricane impoundment. For Canadian log-
ners and toters this was one of their access points and
supply routes in the 1870s.

At High Landing on the North Branch another road,
Dole Pond Road, went westerly. It paralleled Dole Brook
and led to the north side of Dole Pond and Dole farm,
which already had been operating for enough years that
its disuse caused it to look like a skeleton. Some years
prior loggers grew grain and oats here. The road con-
tinued along the north side of Frost Pond into Canada
to connect to the Quebec road connecting Jackman to
the Quebec Central Railroad at Saint Joseph-de-Beauce
in the Chaudiere River basin not far from St. Zacharie
and the St. Georges area.2 By 1878 the Dole Pond Road
was the main artery into Canada, not the Old Canada
Road in the Penobscot Stream valley. Eventually the
Quebec Central Railroad line reached Morissette Station
at Beauceville, another seven miles closer to St. Zacharie
and the logging operations in Maine.

Hubbard described one road through the South
Branch valley from the west on the north side of the river
leaving the Hilton farm on the Canada Road above Jack-
man in Sandy Bay township, the headwaters of the South
Branch. It went over several ridges and passed vacated
logging camps, crossed Penobscot Brook, and ended an-
other three miles east. The road was overgrown for its
last six miles.

Unknown loggers at an unknown time between
1886 and 1892 apparently began using a road from Hil-
ton’s farm along the south edge of the river. Whitt’s sur-
vey map of 1892 had such a road.3 The route apparently
crossed the South Branch some place in Alder Brook
township near its eastern boundary line,4 and connected
to the Old Canada Road.

Supplies reached Jackman by horse and wagon until
the railroad arrived in 1888. Oxen and horses contin-
ued north on the Canada Road pulling supply wagons
to the Hilton farms. Here the crew reloaded supplies
onto "jumpers,"5 with 800 pounds drawn by two horses.
From Jackman to camps on Alder Brook was a three-day
journey, suggesting that a shanty of some form stood
between the Hilton farm and Alder Brook, but the loca-
tion of such was undiscovered; the mid-point, about 10
miles down the valley, might have been a mile west of the
mouth of Dority Brook.

With one exception, neither the succession of future
Hubbard maps through 1900 nor the maps of Colby,
Steele, and Stuart included additional roads.6 Hubbard’s
1894 map included a road from the Dole Pond farm area
easterly across the lower part of Norris Brook and then
across the North Branch to end at the road from the Fork
north to Abacotnetic Bog.

Post 1900: GNP road network

Beginning about 1899 the newly-formed Great
Northern Paper Company began buying up vast quanti-
ties of land drained by the North and South branches.
Knights’ farm soon become known as Pittston Farm, and
was the company’s major hub for activity on the North
and South branches. GNP inherited a network of major
arteries that were in various states of repair and imme-
diately began to improve some of them. In 1900 crews
constructed log bridges at the roads’ river crossings on the
lower ends of the South and North branches with the

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1 “Connections,” The Society vol. 20–23, 1997, p.103
4 “CEP” T.2.R.4.N.B.K.P. 1911; this map plots the Old Canada Road with some detail
5 a tote sled with a box 10 feet long, four feet wide, and 1.5 feet deep on sled runners; John McLeod, Great Northern Paper Company, chapter 21, volume 6
6 Hubbard, Lucius L. Map of Moosehead Lake and Northern Maine, 1879, 1883, 1891, 1894; Hubbard, Lucius L. Map of Northern Maine Specially for Sports and Lumbermen, 1879, 1883, 1897, 1899, 1900, 1906; Colby Atlas of Maine 1886–7, Houlton, ME: Colby and Stuart, 1887; Thomas Sedgewick Steele, Map of the Headwaters of the Aroostook, Penobscot, and St. John Rivers, 1881; Stuart’s Maps of the Timber Lands of Maine No.6 (Moosehead Lake), Houlton, ME: George N. Colby, 1885
expectation they would have to rebuild them once a year due to spring washouts.\(^7\)

In 1900 the major supply line, the east end of the Old Canada Road, connected the Fork to North West Bay. West of the Fork the Old Canada Road went up the South Branch valley on the north side to Penobscot Brook, where it turned north to leave the South Branch valley. The overgrown road Hubbard found continuing up the valley’s north side and linking the Old Canada Road to the Hilton farm remained abandoned.

As its pre-1900 predecessors did, GNP crews cutting on the South Branch from Alder Brook west used the supply line from Jackman. Once crossing the South Branch near Alder Brook these loggers turned north to reach a relocated Old Canada Road that now took them to either Pittston Farm or Dole Pond. Some operations on the North Branch used the route from Jackman until GNP improved the roads stemming from Moosehead Lake.

By 1906 three winter roads from the south intersected at the Fork. Roy’s Road, cut in 1886, came north from Rockwood to Pittston Farm. The second followed Tomheagan Stream valley from the shore of Moosehead Lake north. The third went up the Socatean Stream valley from the shore of the lake to the Old Canada Road between Pittston Farm and North West Bay. Exactly how loggers used these roads was undiscovered, but they reduced the lake and land toting distance substantially. No information in historical records alluded to shanties or farms or camps as way stations for teamsters on any of these three roads.

About 1908 GNP began a series of road projects in anticipation of future years of logging operations. Two of them linked the Fork to Moosehead Lake. By 1911 300 men finished the road improvements, graveling, on the Old Canada Road between Pittston Farm and the GNP Seboomook Farm at North West Bay. When the steamboats operated on Moosehead Lake this was the main toting route to Pittston Farm. When Moosehead Lake froze GNP did not tote supplies up the lake to North West Bay as did other operations; to reach Pittston Farm they went in on the land route starting in Jackman.

In 1909 a GNP crew started building a road from Kineo Station due north to Pittston Farm. It incorporated some of Roy’s Road. Five years later in 1914 a crew

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\(^7\) Mary Calvert, *The Kennebec Awakens*, Twin City Printing, Lewiston, Maine, 1986
completed the road’s steel bridge over the Moose River; it replaced the floating bridge that typically washed out every year.\(^8\) The first use of the road began in 1915 with 60 horse teams a day on it.

In 1914 GNP finished graveling that portion of the Old Canada Road between Pittston Farm and the new 1912 Canada Falls dam, which created the current impoundment. Supplies for the logging camps east of the Hale Brook area now came via train to Kineo Junction. Teamsters toted them to Pittston Farm and on to Canada Falls dam and its storehouse complex that served these camps.\(^9\)

GNP crews were also working on the key roads the company inherited north of Pittston Farm. The pre-1900 road that went up the east side of the North Branch valley to Dole Brook became part of the major artery from Kineo Station and GNP crews kept extending it north with some major relocations,\(^10\) and in 1925 it reached the Quebec border via Hurricane Brook valley. Lumbermen referred to it as either the St. Zacharie Road or the Rockwood Road.

To serve the toters using this main artery from Kineo Station (Rockwood) to St. Zacharie GNP developed shantys know as: 10-Mile, 20-Mile, 30-Mile, and used the previously developed farms, such as the ones at Sandy Bay, Seboomook, Pittston, and Dole Pond, now 40-Mile. The four-horse teams pulled Canada wagons (four wheels) that were typically 12 feet long and 42 inches wide, with side stakes or slatted box 30 inches high. The load was set at 1500 pounds on land and 4–5 tons on ice. A two-horse team pulled about 800 pounds.

The farms and shantys continued to be an important part of the infrastructure network as vehicular traffic, trucks and Lombards, and their tractor successors, gradually replaced horse-drawn wagons and sleds. Trucks joined the horses in toting in 1914. Horses remained a necessity in toting until about 1939, when improved trucks\(^11\) were able to negotiate the poorest roads, generally those reaching the most distant logging camps. In this area the first use of Lombards (c. 1920) was only for toting supplies. In the late 1920s tractors were improved enough and started to do the toting on the best roads. They pulled “jumpers” or tote sleds, but

\(^8\) Everett L. Parker, Beyond Moosehead, Greenville, Maine, Moosehead Communications Inc., 1966. Parker wrote that a crew built the floating bridge in 1914 and later replaced it with a steel bridge.
\(^9\) No road connected Greenville to Kineo Junction until 1935; GNP donated the land and the state built it. (John McLeod, Great Northern Paper Company, chapter 15, volume 3)
\(^10\) One example is what is now called the Old Boundary Road. This version of the route to St. Zacharie left the Old Canada Road west of the Fork at Lane Brook and went north, skirting Green Mountain to the west, passing Long Pond to the east, and crossing Dole Brook just below Dole Pond outlet, where it ended at what was the main artery to St. Zacharie until about 1924.
\(^11\) Trucks did not haul wood until the 1930s.
not Canada tote wagons. The tote sled was a box 10–11 feet long, 4 feet wide and 16–18 inches deep, on sled runners.

Traffic was heaviest on the roads during the toting season, when boats could not ply the frozen lake and loggers were cutting. In the winter horse-drawn plows, succeeded by trucks, and later tractors, kept the roads somewhat open. Snow machines also negotiated the roads in winter, but they only carried people. Such machines were converted vehicles with skis as front wheels and caterpillar treads on the rear. The design was a necessity during the early years in that a winter plowed road was one lane between snow banks and the tote sleds had the right of way; all others got off the road. Some regular cars were on the road, but their drivers knew the toting schedules. The few cars that were on these roads before 1915 came across the ice in winter.

**Shanties and farms**

**Rockwood (Kineo Junction) and Blair Farm**

The GNP operations at Kineo Junction served more than just the operations west of Chesuncook Lake. Supplies came here and went by barge across the lake to Lilly Bay and points east. The company had Kennebec cutting operations around the lake and to its west. Thus a tremendous amount of supplies and men came through here. It had storehouses and barns and sleeping quarters and workshops and a wharf. Blair Farm was also a presence and supported the northern operations by summering horses. The initial practice had been to ship all horses back to the Bangor area for summer pasturing. The other summering pastures for horses used west of Chesuncook were at 10-mile, Pittston Farm, and Seboomook Farm.
West of Chesuncook & North of Moosehead

The foundation of the 25x50 foot 10-Mile boarding house  (Bill Geller photo)

The 10-Mile shanty boarding house south side yard as viewed in May 2021  (Bill Geller photo)

The planted spruce that have now grown up in the 10-Mile fields around the shanty  (Bill Geller photo)

10-mile garage  (photos in this column are GNP files, courtesy Special Collections Raymond Fogler Library)

10-mile north hovel

10-mile south hovel

10-mile storage house
at Rockwood by noon with an empty sled and returned to 10-Mile with a loaded sled in the afternoon.\textsuperscript{14}

10-Mile generally had at least a husband and wife caretaking team. The complex had a cook-bunk house, boarding house, wagon sheds (two), woodshed, icehouse, hovels (two), office and garage, store-house boxcar, hen house, and well house. The shanty’s garden and chicken coop provided fresh foodstuffs for the meals. It also had oat and hay fields, which in September 1927 produced 17 tons of hay and 20 tons the following year.

The shanty provided lodging and served meals for a wide variety of crews, and on the weekends hosted movies and musical events for those working in the area. Teamsters and truckers took meals here. Road crews repairing the road’s winter damage or plowing the winter snow or icing the road or brushing the roadsides in summer or doing any kind of maintenance, used the facilities. Other work crews included telephone line crews, Brasseua Lake dam repair crews, ice and firewood cutting and hauling crews, and hay cutters. The tractors used on the roads in the winter had storage garages here where men did the maintenance.

The shanty also served as a guesthouse for GNP employees, their families, and their guests. Company executives who came on business at all times of the year stayed here for short periods of time. At other times employees came with their wives and friends to fish and hunt or simply enjoy the area. There was no let up in the winter.

In 2021 no structures remain, but pieces of a couple of foundations, a little open land, and fields planted to spruce help identify its location. The crop fields started opposite the current seven-mile marker, a measurement taken from the Moose River Bridge, and extended to the Swing Road. The open grassy area borders the south side of the still visible 25 x 50-foot foundation of the old boarding house. The front of the house was within 25 feet of the old main road just across the ditch of the current main road. The only other evidence of a remaining rock foundation was off the southwest corner of the house; the back 20-foot wall abutted the spruce planting. Typical spruce tree measurements were 34 to 44 inches in circumference. A large spruce at the edge of the grass area was 88 inches; a tree that probably stood prior to construction of 10-Mile.

\textsuperscript{14} Great Northern Paper Company Records, John McLeod interview notes, University of Maine Raymond Fogler Library Special Collections

\textbf{20-Mile}

The 20-Mile shanty was 10 miles north of 10-Mile with sleeping and eating services. However, teamsters typically did not sleep or house their horses here. They left the loaded sleds here and continued on to Pittston Farm three miles away. The following morning a teamster moved the loaded sled to Pittston. The complex’s inventory also included a log storehouse and garage. The site only served the crews associated with GNP work activity and apparently did not have a farm.

In 1921 a crew built a cutoff road from 20-Mile northeast to Beaver Brook at the Old Canada Road, now the Seboomook Road. This shortened the toting distance that had gone from Kineo Station via 10 and 20-Mile to Pittston Farm and then east to Seboomook Farm.

Beginning about 1921 when vehicular toting replaced horse toting, 20-Mile use waned. It remained a checkpoint to the GNP road network north of it. Work crews stayed here when working in the area, as did loggers with nearby operations. The shanty’s storage garage with three tractors burned in January 1922, and the company later replaced it. The shanty might have only been open during the winter hauling season as it definitely was for the winters of 1921–1922, 1923–1924, 1926–1927, and 1927–1928. For the logging seasons of 1922–1923 and 1924–1925 no cutting operations took place on the North and South branches.\textsuperscript{15}

During at least the 1925–1926 season materials and

\textsuperscript{15} The term ”cutting operation” does not include log driving.
supplies came through here for the rebuilding of the Seboomook Dam. For the seasons beginning in 1931 and continuing through spring 1935 no cutting operations took place on the North and South branches. In 2020 the garage at 20-Mile was still standing, but unmaintained; the old residence quarters were still functional if needed.

**Knights’ farm at the Fork, junction of the North and South branches**

Joseph P. Knights had a small farm at the Fork and used the river driver’s path down the south side of the river to his neighbor’s place, the Swan Farm. He grew up on a farm, served in the Civil War, and returned to Troy. As with Swan, the census did not find Knights in 1870. Lucius Hubbard mentioned the farm and shanty on the Old Canada Road as he viewed it in 1877; a place for travelers to stay. Knights, a lessee, cleared and farmed 10 acres and sold food supplies to hunters and loggers. At an unknown time in the 1880s he sold his operation to Franklin M. Cunningham, a Bangor lumberman, who logged in the area for a number of years and farmed the land in support of his logging through at least 1886–1887. At the time of Cunningham’s purchase Caleb and Franklin Holyoke, lumbermen of Brewer, owned the land, which they purchased in January 1880. Paul Goodblood took over running the farm by 1890. He was born in Canada and in 1880 was working at a lumber mill in Bartlett, NH. Among other services he provided canoe portaging around a 2.5-mile section of the South Branch, known at the time as Canada Falls, through at least 1893. When he ceased managing the

16 After Knights sold he moved to Greenville where he bought a home, put up two boarders, and continued to guide until he died at 76 years of age in 1911.
17 Stuart’s Maps of the Timberlands of Maine No. 6 (1885) has the Knight’s Farm label on the site.
Ch. 3: Toting from Kineo Station, Jackman, and Quebec into the South and North branches

The farm was undiscovered, but he died in Old Town of acute diffuse nephritis at age 50 in September 1900.

C.J. McLeod of Bangor apparently succeeded Goodblood and leased the farm from the Holyokes, and used it to support his logging operation on the North Branch for six years. He cleared another 20 acres of land and added six to seven log camps. By 1901 the farm location was not mentioned as a potential place for adventurers to stay on canoe trips into the headwaters of the St. John River.

About 1904 Charlie Jackson took over the farm in support of his logging in the area. He had 16 horses, harvested 200 bushel of potatoes, 25 bushels of root vegetables, and 12 tons of hay.

Knights’ farm became known as the Pittston Farm in 1906 when GNP took it over and C.J. McLeod became its superintendent. Five years earlier GNP purchased most, if not all of the township, Pittston Academy. The company’s first cut, which was only spruce, came from this area. Since GNP plans called for increasing the head of the Seboomook dam, crews began both clearing more land west of the Knights’ farm structures and constructing buildings beyond the limits of the probable new Seboomook impoundment.

Once GNP took over the farm they stopped the traditional end-of-season shipping of horses to the Bangor area. If the horse count was too high in relation to the available pasture, then they turned the healthy ones out along the waterways where the feeders knew good foraging existed. The feeders knew the horses would not wander far from the feed and were able to round them up when needed. The duration of this practice was undiscovered.

The farm changes continued through 1914. A crew was now tending 100 cleared acres. The complex included: 9,000-gallon water tower, two 2.5-story houses, boarding house for 50 men with a basement that could hold 80 cord of wood for the steam heat, three barns (holding 128 horses and 550 tons of hay), ice house, creamery, slaughter house, cannery, office house, blacksmith shop, boathouse, powerhouse for electric lights, carriage house, store house for 6,000 bushels of grain and 250 tons of supplies, and a baseball diamond.

The first phone line in the woods connected the farm to the Gilbert dam upriver of the current Canada Falls dam. By 1901 the farm was a phone hub that in 1914...
West of Chesuncook & North of Moosehead

Scenes from Pittston Farm;
a site for summering horses and teamsters moving supplies (early 1920s)
(Bert Call Collection and GNP files, courtesy Special Collections Raymond Fogler Library)

connected to Rockwood and the Moosehead Telephone central office.²¹ It remained a hub into the 1950s.

After the completion of the new Seboomook dam in 1912 the farm had boat ways for repairing, building,

2¹ Fred Gilbert strung a line in the early 1890s from Canada Falls downriver 3–4 miles. He could not rely on it at that time and stopped after a couple of years, it too easily shorted out, but he began using them consistently about 10 years later. (*Pittston Farm Weekly*, October 10, 1963 and July 15, 1965)

and storing the boats used on the new Seboomook impoundment. At different unknown points in time GNP had the following scows operating on the Seboomook flowage: Pittston #¹²² (110 x 25 feet, 1921), Canada Falls #¹ (1916), and Canada Falls #² (1916). The *Vim*, built at Pittston in 1914, served on the Seboomook im-

²² A GNP scow inventory implied that this was also known as *Pittston #1* (*Great Northern Paper Company Records, University of Maine Raymond Fogler Library Special Collections*)
poundment until c.1919, when a crew transported it to Dole Pond. GNP’s subsequent boats on ways at Pittston Farm included a 30-foot power boat, replaced by power boat #33 in 1937 and #42 joined some time thereafter. A c.1960 photo shows three boom jumpers on ways at the farm.

In 1917, when Fred Law stayed at the farm, the community had two big 2.5-story boarding houses, one had only sleeping quarters and the other had cooking and dining on the first floor, staff rooms on the second, and bunks on the third. Other buildings included: wagon shed, ice house, stand pipe, stable with a few cows, a long store house where four teams could unload all at once, potato house, two big barns each with over a 100 stalls, and a two-story office building. That spring electricity was present. Supplies arrived at the farm every day.23

GNP made a couple of structure changes in the mid-1930s. Crews built the first garages for plows and trucks and tractors in 1934. About 1935 GNP turned a room in the office building into a first aid room where Elinor Hamilton, R.N., attended to injuries.24 At some point GNP located a 30-bed hospital and accompanying ambulance here; Hamilton was the service provider. The closest doctor was in Greenville.25

In 1948 a crew moved a building from Seboomook Farm and remodeled it as a summer cottage that the Robert Leadbetter family and later Tom Russell family

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24 *Pittston Farm Weekly*, June 27, 1963

used. A year later C.W. Mongomery moved into a building that he turned into a family cottage. Construction in 1955 and 1956 included new garages. By 1963 the horse stable was no longer in use.

GNP had a crew farming the site through 1946. In 1918 the farm raised 219,285 pounds of potatoes, 8,580 pounds of cabbage, 9,821 pounds of carrots, 13,860 pounds of hay, 183,120 pounds of beets, 30,795 pounds of oats, and 70,000 pounds of straw. The yield in 1924 was enough for all the vegetables and crops used by all the logging camps; 5,255 bushels of potatoes, 1,116 bushels of oats, cabbage, turnips, carrots, and beets. The farm also harvested hay and oats; in 1926 a crew cut the hay in August. The oat crop in 1928 covered 11 acres, as did the potato crop. A crew of eight men worked the farm in 1946, but by 1948 the farm products were no longer needed and crews planted some of the fields to spruce.

Given the farm’s purpose, logging operations, drives, and infrastructure projects, the farm probably operated year-round consistently, with a few exceptions. It closed for the winter of 1927–1928, but opened by the time of the spring drive. A possible reason for the closure was that the logging operations typically supplied through the Pittston storehouse might have been supplied through Quebec given the logging camps were in the vicinity of the border. The farm also closed in 1958 due to an over-supply of pulpwood, and reopened in 1960. The activity at Pittston Farm between 1962 and 1966 was well-documented by Felix Fernald in his Pittston Farm Weekly.

The staffing at Pittston Farm probably varied over the years. At a minimum a superintendent supervised the operation and a cook provided meals for the personnel. Boarders included teamsters and their replacements, vehicle drivers, blacksmiths and later mechanics, feeders (took care of horses), road repair crews, farm hands, kitchen help, launderers, wait persons, fuel men, and telephone operators. One or two staff persons were clerks who worked in the storehouse, checking in food supplies and lumbering-related materials.

Another of the farm’s purposes was to house transient GNP workers and guests. They included such people as scalars; river drivers; loggers enroute to camp; work crews for road building, snowplowing, road icing, dam repair, logging camp construction; cruisers and land surveyors; paymasters; ice and firewood sawyers; GNP supervisors, inspectors, accountants, and executives. The farm served as a retreat site for GNP training programs like the cooking school in 1963. Guests could be wives and friends who came for a visit or to fish and hunt or have a vacation. Some guests brought guides with them, as the farm staff did not include them.

On the weekends the farm was a gathering point for those who were working in the area. Saturday night folks gathered for a meal followed by music, dancing, and some times in later years a film, beginning with the silent ones.

After the last drive of 1971 GNP no longer used the farm and other parties began to use some of the structures. GNP let the Boy Scout organization use it summers from 1973–1991 as a wilderness summer base camp. However, the company tore down the storehouse, old boarding house, and icehouse between 1980 and 1983. In March of 1991 Ken and Sonja Twitchell bought the property, began restoring the buildings, and then opened to serve the public. The establishment still operates as Pittston Farm.

**South Branch Farms**

The enduring farms west of Knights’ on the South Branch drainage were the two of the Elijah and Phoebe Hilton family on the Canada Road in the area of its crossing of the westernmost end of the river near the Quebec border. When the Hiltons moved here with their young family to carve out a farm just above the river crossing in 1831, Elijah envisioned serving travelers on the Canada Road from Jackman. However, in the late 1840s he complained to the Maine state legislature about the poor quality of the road and therefore a lack of travelers. By 1850 the only other persons to join the Hiltons in Sandy Bay were Bernard Sheridan and his two sons Keren and John, also farmers.

In 1860 the Hiltons’ business was apparently improving and they worked two farms. Jonah, a son, had the farm just south of the family farm. Sherwin, another son, was working his parent’s farm with them. During the next 10 years both farms expanded. Sherwin employed two farm hands and a servant. Jonah expanded both his farm and his services to include six employees, four of

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26 *Pittston Farm Weekly*, February 4, 1965

Chapter 3: Toting from Kineo Station, Jackman, and Quebec into the South and North branches

whom were farm hands, and a teamster and knitter. Jonah was also a stage driver. At some point in this decade loggers probably began cutting on the South Branch and for those doing so west of Canada Falls, the Canada Road in Sandy Bay was the access point.

These logging operations were part of the increase in business: food needs and shanty services. By 1880, Sherwin, now married with children and still with his parents on their farm, was tilling 25 acres and had another 30 in fields and 200 in a woodlot. His 20 acres of potatoes produced about 300 bushels. He raised chickens, but had no livestock except a few needed to support the family, and six working horses. Jonah and his family moved away, but they apparently retained ownership and rented the farm to John Adams who tilled 40 acres, had 30 acres in fields, and a 50-acre woodlot. He raised potatoes in the same volume as the Hiltons and had one horse. For a time this became known as Adams’ Farm.

The opening of a post office at the Hilton farm in April 1889 suggests that there was activity on the South Branch. Sherwin was appointed as postmaster. His son Alfred succeeded him in October 1893 and served until November 1900, when it closed and operations transferred to Moose River (Jackman).

The Hilton’s two farms were still operating in 1900, but they would soon pass on to others. Sherwin and Eliza and their two sons Alfred S. and Alvin E., with the help of a servant, were still running the old family farm. Mathais and Annie Pooler, with two young children, were running the second farm. Eliza died in 1902 and Sherwin in 1908. By 1910 neither a Hilton nor a Pooler was living in Sandy Bay. Lumberman Charles W. Mullen, who had cutting crews on the South Branch c.1900, bought the lots related to Jonah’s farm, and apparently J.(Josiah) Manchester Haynes, an Augusta lumber dealer, bought the lot of Sherwin’s farm and others in that area. Jonah’s farm became known as South Branch Farm and was near the start of the tote road to Sandy Bay dam on the South Branch.

These two farms were no longer key supply points for those driving on the South Branch beginning about 1912 when GNP increased the head of the Canada Falls dam to create an impoundment that reached into an area once served by the two farms. The easier and shorter supply route for those at the east end of the South Branch now came from the east. The farms still supported activity on the upper half of the river, the western end.

30-Mile

Some written accounts specifically state that 30-Mile was Pittston Farm. This might have been the label at some point. However, the GNP inventory had specific structure listings under the header “30-Mile” and a different set of structures under “Pittston Farm.” 30-Mile according to a James W. Sewall 1929 map with the label “30 Mile Storage house” was on the south side of the road to St. Zacharie immediately west of the uppermost end of Pittston township’s west boundary line. The site had a cook and bunkhouse, storehouse, office, two hovels, and a garage. GNP road crews used the site between 1917 and 1919 when they improved the rela-

28 James W. Sewall, TWP. 3R.4 N.B.K.P. (Hammond), Somerset County, Maine, 1929
West of Chesuncook & North of Moosehead

cated St. Zacharie Road that ran from Pittston Farm west up Lane Brook valley then north through Hammond Township east of Long Pond where it turned west over the top of the pond to continue to the outlet of Dole Pond, 40-Mile. In 1926 the drive crew that came through Dole Pond dam used the “30-Mile camp.”

At both mile 32 and 37 was a storehouse. In 1917 Charlie Gilbert had his depot at mile 37 at the turn to Penobscot Lake. The depot was a storehouse with an office and a clerk. For part of his meat supply he drove cattle to the site and killed and butchered them at the storehouse. In at least 1919 he had his supplies shipped to Morrisette, Quebec and tooted south from there. The GNP inventory included these storehouses in the 1920s.

40-Mile and Dole Farm

In its earliest years the farm was at the end of the road and supply chain from the south so it was natural that the men who first logged this area like the Roberts in the 1860s would have built a farm in support of the operation. From this site crews had access to the drivable drainages of Long Pond (south), Dole and Frost Ponds (west), and Roberts Brook (north), all of which would serve multiple years of cutting and therefore worth the farm investment. The farm’s first structures were apparently on the rise immediately north of the outlet of Dole Pond. Its biggest field was .47 miles up the pond’s north

29 This was a relocation from the east side of the North Branch.
31 Great Northern Paper Company Records, John McLeod road notes, University of Maine Raymond Fogler Library Special Collections
32 Great Northern Paper Company Records, John McLeod interview notes, University of Maine Raymond Fogler Library Special Collections
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side with 1,000 feet bordering the pond and extending north about 300 feet. The other much smaller field was 600 feet up Robert’s Brook on the west side.

By the time Hubbard visited the site in the late 1870s no loggers were cutting in the area. No one had used the farm for some time, probably because the easily harvested trees at the edge of the waterways had been cut. The storehouse was in poor shape and needed rebuilding. The cleared land, on which hay and oats were probably grown, was still open. At that time the road to the farm came from the Fork up the North Branch and Dole Brook waterways and continued on into Quebec.

At the time of Hubbard’s visit, even though the farm was not operating, the road through it had replaced the original Old Canada Road, which crossed into Quebec below Penobscot Lake, as the road to St. Zacharie and St. Georges-de-Beauce on the Riviere du Chaudreire. This road remained the major entry to Quebec until 1924.

Some logger soon after Hubbard’s visit once again inhabited the site and rebuilt it with a log storage barn and house that others used and GNP inherited and then rebuilt. Many storehouses existed in this region; nearly every logger used them as the size and number of the cutting crews increased through the turn of the century.

The site’s proximity to dams contributed to its functionality. Whether building or rebuilding a dam, work crews needed a place to stay. Dams were also congregation points for the drives and this site served as a drive camp location during the drives, not just those on Dole Brook, but also the ones on Hurricane and the North Branch. The dams included the ones at Dole, Frost, and Long pond outlets and those on Dole and Roberts brooks. Dole, Frost, and Long Pond dams were the only substantial water reservoirs able to increase the North Branch flow until 1893, when the Bradstreets built the Big Bog dam on the North Branch.

With the start of the GNP era in 1900 the site continued as a focal point. It was now part of a network of repurposed farms producing foodstuffs for the logging crews. GNP replaced the site’s old log structures in 1917 with framed buildings that included a boarding house, storehouse, and hovel. A crew also rebuilt the Dole dam at the same time. By 1919 the site hosted a two-story boarding house with 12 sleeping rooms, laundry and showers, a ram pasture for 40–50 men, a drilled well, two 16-horse hovels, a storehouse, old cook house, and garden.33

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In 1919 a GNP crew graveled the last stretch of road that now crossed Dole Brook on the Dole Pond dam to reach the 40-Mile complex. This road came from the Fork up Lane Brook valley and replaced the longer route up the North Branch first developed in the pre-Hubbard era.

Between October 1922 and July 1928 The Northern contained news from 40-Mile. About that time the shanty had a variety of structures: boarding house, storehouse, hovel (two), well house, wood shed, ice house, hen house, garage, oil house, and a portable sawmill that moved around in order to serve milled lumber needs. In September 1924 the construction crew for the new garage for tractor storage was in residence. A month later the repair crew for the Frost Pond Dam was present. Ice and firewood cutting crews were generally present in March, filling the storehouse for the following year. In the spring the river drivers were in residence to work the river and sluice at nearby dams like Dole and Long ponds. Summer dam repair crews working those on the North Branch and its tributaries used the boarding house. During the winter, snowplows operated from 40-Mile. Sawmill crews were in to mill wood any time a dam repair or rebuilding or building anew called for it.

Beginning in 1925 40-Mile was near, but no longer on, the main artery to Quebec, but its use continued. To the east at the junction of Dole and Hurricane brooks, the relocated main artery returned to coming up the North Branch valley, crossing the North Branch just above the mouth of Dole Brook, following the brook to Hurricane Brook, and continuing up its valley to St. Zacharie, Quebec. A variety of crews still used the boarding house, which was available year-round and had a resident staff. Its storehouse was the supply depot for when logging camps operated in the area; the kitchen served meals to travelers through the area. Its staffed boarding house was home for the storehouse clerks, loggers on the move, drivers, dam maintenance and rebuilding crews, cruisers, road crews, snow plows, road icers, telephone crews, and all the other crews necessary to maintain the GNP infrastructure network. Some years like 1926 a logger with several camps in the area used the boarding house for one of the camps. Canadian crews and teamsters often stayed here on their return to Quebec after the cut was complete in the late winter. No Northern news clips mentioned visits or stays by other company employees or friends. The primary focus was on supporting company projects and logging operations.

During this time period GNP continued the farm operation. In summer 1927 the farm yield was 240 bushels of carrots, 180 of beets, 3,900 of potatoes, 300 of turnips, and 16,000 pounds of hay. The farm also kept chickens for egg production.

In May of 1928 George Dunton was completing his 14th month as superintendent at “Mile 40.” At the time a young woman named Addie, who was a friend of the Duntons, worked with Mrs. Dunton in the kitchen and the boarding house. The compound had the house, which accommodated 40 men and had lights and steam heat, stable for 12 horses, storehouse, ice and meat house, pump house, two garages, and a sawmill that was not operating. The operation also included two cows, two horses, a flock of hens, and livestock. At that time the graveled road connected to Rockwood and transportation was by a combination of car and truck on largely unplowed roads.34

The last years of GNP’s regular use of Dole Farm was a matter of speculation; it was probably 1935.35 GNP’s last drive on Dole Stream appears to be that of Roberts in spring 1935. The dams at Long and Dole ponds con-

34 “letter from Addie,” Old Canada Road Historical Society; also James W. Sewall assessment 1924 T5R20 W.E.L.S.

35 Neither John McLeod’s seven-volume treatise on the Great Northern Paper Company nor Felix Fernald’s Pittston Farm Weekly (November 1962–June 1966) made any reference to it. Fernald noted in the March 14, 1963 issue that Dick Bessey was going to check in on the “sugar operations” next week; whether or not this included the Dole Farm area was unknown.
continued to be maintained as water reservoirs to feed the North Branch for its drives through 1971, but that did not require a farm. The center of logging in the upper North Branch in the post-1935 era was east of the Dole Pond watershed, with the Hurricane impoundment area being a nexus that loggers used regularly through the 1947 drive season and perhaps last used in 1961.

The structures were still in place in 1967 when Dumas cutting for GNP used the buildings for his camp. A crew removed all furnishings and equipment about 1995 and stored the mass at Pittston Farm. The buildings were probably burned or otherwise removed about this same time.

In 2020 the GNP 40-Mile structures were gone and in their place were the structures of a maple sugar operation.

**Dole Stream House**

Dole Stream House, which was not the same as 40-Mile, was on the south side of Dole Stream 2.5 miles below the mouth of Hurricane Brook. This house and a storage barn were in place before 1912, but whether or not a GNP crew built it was undiscovered. A 1916 GNP map had the site with only a storehouse. Whether or not the house still stood was undiscovered.

The reasons for this site and its years of operation were matters for conjecture. GNP inherited a large number of storehouses and used them for the same reasons their predecessors did. The storehouse’s location enabled it to serve drives on both Dole Brook and the North Branch. However, as the GNP crews improved the roads and trucks began to haul supplies, this storehouse was no longer needed given its proximity to the Fork. By 1920 GNP abandoned that section of the road on the west side of the North Branch; it linked the house to Pittston Farm. Teamsters now used an east side road from Pittston; it crossed the North Branch above Dole Brook to follow it to the junction of Hurricane Stream that it paralleled north to what became known as the St. Zacharie entry.

**Hurricane**

Beyond Dole Pond the road construction crews worked their way up Hurricane Stream valley to reach the Quebec border and the road from St. Zacharie and the Quebec Central Morissette Station at Beauceville. This route, completed by 1925, replaced the westerly running Dole Pond Road from 40-Mile as the major route into Quebec.

At the same time the gravel road to St. Zacharie was under construction, so was the northernmost shanty, now a depot camp with structures on both sides of the St. Zacharie Road about a half-mile above the Hurricane impoundment. The depot did not have a year-round resident crew; it was only open as needed. In October 1924 the depot had a cook room, men’s camp, office, stable for 24 horses, storehouse, and blacksmith shop on the road’s east side. On the opposite side was a large field with barn and another structure. Prior to this time the site only had a storehouse.

Like 40-Mile, different crews used the camp when engaged in area activity. Dam repair crews for Hurricane, Norris, and Ranney brooks resided here, as did crews for the North Branch Dam and Improvement Company. In 1934 GNP set up a conveyor at Hurricane impoundment. Pulpwood-carrying trucks arrived here and a crew manually unloaded the pulp-length wood on the conveyor that dumped it into the Hurricane impoundment. Drives through 1939 relied on the conveyor. Between 1940 and 1947 the impoundment continued to serve as a landing site for cuts to the northeast. The structures were still present on the USGS Norris Quadrangle of 1954.

**Big Bog**

In 1891 about five miles south of Abacotnetic Bog at the foot of a large alder ground enough people were present to warrant the opening of *Branch Post Office*. Two years later in 1893 the Bradstreets built what became known as Big Bog dam and directed their area logging operations through c.1901 from this site. No other known shanties were on the North Branch between here and Pittston Farm.

Beginning on April 21, 1891 a carrier delivered mail two times per week to the USPS *Branch Post Office*. The service ended in 1897. The postal records indicated the mail route came from Armstrong, Quebec, an area that includes St. Zacharie. Lewis Cross Moore served as post-

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36 Robert Amey, surveyor, T.3.R.5. N.B.K.P., Dole Brook, Somerset County, 1912
37 Great Northern Paper Company, "Township 3 R. 5 Dole," a topographical map dated October 14, 1916
West of Chesuncook & North of Moosehead

master from 1893 to 1895 and Helon H. Newton had the job the remaining years.\(^{38}\) When it closed the mail delivery point for this site was at the Sandy Bay Post Office, which was at the Hilton farm.

When a community first began to form here was a matter of speculation. With its adjacency to the headwaters of the North Branch and the St. John watershed, it would have been a natural area for some kind of small settlement in support of logging. In the mid-1870s Ed Spencer was logging in the area and a road went due west to Quebec. Lewis C. Moore, who became postmaster in 1893, was logging on the North Branch three miles above Norris Stream in the mid-to-late-1870s. Moore, who was born in 1844 and farmed with his parents at Sand Bar on Moosehead Lake, probably continued his logging on the North Branch for in 1890, 1891, and 1892 he, along with other members of the Penobscot and Kennebec Land Company, engaged in land purchases in the Big Bog area. Other loggers certainly logged the area, but no recorded history yet discovered mentions a community or farm.

A farm might have first been built in 1891 in preparation of building the first dam that created Big Bog in 1893. That year Moore joined Davis, the Hale brothers, and the Bradstreet brothers in forming the North Branch Dam Company. That same year the Bradstreet brothers began eight years of cutting operations in this area and drove their cut to above Seboomook Falls, where their conveyor moved their logs to Moosehead Lake to continue the journey to their Gardiner sawmill. To prepare for that they might have sent a crew north to start the farm so it would be ready to provide the supplies their crews would need. Having a post office at such a remote site may have been made possible through their association with Eugene Hale, one of the Hale brothers, a Maine U.S. senator from 1881–1911.

By the time GNP arrived in the area and purchased property (c.1905) they inherited a number of these log storage structures and root cellars created by different independent operators over many years. GNP crews used some, rebuilt others, and built new ones at strategic locations within their road system. A clerk, not necessarily living at the storehouse, but able to be there each day, ran the storehouse and kept the inventory records. The new storage structures included “potato houses,” which were grand root cellars for beets, carrots, turnips, cabbage, and potatoes. The site inventory grew to include: South Branch (below Little Canada Falls at an unknown site), Canada Falls, 30-Mile area (three), Cheney Pond, Penobscot Lake, Dole Pond, Dole Brook, Hurricane Pond, Norris Brook, Big Bog, and Fifth St. John Pond.

By the end of 1912 the company had created an initial storehouse network that served a vital function into the late 1920s and through the 1930s. The goods in the storehouses within a 15+-mile radius of Pittston Farm came from the storehouses at the farm. As GNP gradually improved its roads, trucks supplanted toting horses and delivery time from Pittston Farm was cut, storehouses became obsolete. The ones that did endure formed an arc north of Pittston Farm and served those operations farthest away; they were at Hurricane Pond, Norris Brook, Big Bog, and St. John Pond.

North and South branch storehouses

Storehouses dotted the landscape by the middle of the 1870s. Men probably built the first ones in the vicinity of the wilderness farms. Initially they were log barns where a logger had his men store hay they cut on natural swales and then cleared land. As the cutting crews increased in size and loggers spent more than one season cutting in a particular area the barns also provided storage for equipment and additional foodstuffs. In time, as logging operations increased in size, some loggers had more than one cutting camp and the storehouse became the common supply distribution point for the camps. A clerk monitored the supplies entering and leaving the storehouse. When a logger finished cutting in the area he left the log structures standing.

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\(^{38}\) Both postmasters grew up, worked and lived in this north country. Newton was centered in Sandy Bay township, the headwaters of the South Branch. Moore (b.1844) farmed with his parents at Sand Bar on Moosehead Lake and eventually became a West Branch lumberman; he died in 1903 of an epileptic fit while leading a drive on Sandy Stream in the Millinocket Lake area.
The integration of toting and hauling: roads connecting with the main artery

The road network as developed by loggers prior to the GNP years were for toting. Over time relocations minimized distances whether coming from Greenville, Jackman, or Quebec. GNP continued the same strategy and in the 1920s began to extend the roads’ use to include hauling logs.

The main arteries GNP had graveled by the mid-1920s were those whose hub was Pittston Farm. The second stage of road development was to create equally good roads that connected the Pittston spokes to create a web covering the company’s lands of the North Branch drainage. The road crews focused on four other key roads.

The first road, passable in 1924, left the Dole Pond Road about two miles above its junction at the North Branch and went northerly through the corner of T4R18 (Comstock) and up the west townline of T5R19 and ended a mile up the T6T19 west town line. At its crossing of Middle Norris Brook on T5R19’s east town line a second road arced east to the north town line of T5R18, crossed the west Branch of Ranney Brook and then turned southeast to Big Bog dam.39 At Hurricane Depot the third and fourth roads serving the northernmost reaches of GNP operations on the North Branch converged. In 1924 a log hauler road (third road) went north passing the west side of Little St. John Pond and quickly crossed back into Maine to follow the Southwest Branch of the St. John River; by 1929 it had reached the north line of T6R19 (Big Six). The fourth road exited T5R20 at its northeast corner where it arced east through T6R19 into T6R18 and drifted east-southeast to a junction just over the south town line near McDonald Brook, a half-mile south of the junction was Big Bog. The route north from the junction arced north and east to cross the North Branch above Big Bog and continue to Fifth St. John Pond outlet.40 In 1926 crews connected this road at Fifth St. John Pond to the north-south road connecting Seboomook impoundment to the east side of Fifth St. John Pond.

Not included in this basic network was the geographic area northeast, east, and south of St. John Pond. This area drained to the north, but GNP wanted those logs going south to the West Branch. The terminus for hauling in this sector was Upper Bog or Abacotnetic Bog or Fifth St. John Pond, which GNP linked to the North Branch with a canal in 1939.

GNP crews abandoned, rebuilt, relocated, and built other roads over the years, but they all linked to this basic network.

The improvement of the road surfaces of this network related to two strategies, toting of supplies by mechanical means and hauling wood over these same roads. In 1914 trucks began plowing snow and toting supplies to Pittston Farm and horses toted them into the logging camps. As the road improvement and development effort began, trucks toted supplies on the resurfaced roads, which now could be used year-round. As soon as a crew completed a road, trucks replaced the horses that had toled from Pittston Farm to the storehouse; now the horses toted from the storehouse to the logging camps it served.

Lombard-type machines also joined the trucks in toting supplies. Beginning about 1925 caterpillar-type tractors toted supplies to sites that only a horse could previously reach. These same machines also helped keep the roads plowed. In 1926 the tractors operating in this area included: four ten-ton Lombards, 10 ten-ton Holts, two five-ton Lombards, one tank Lombard, one Lombard Jitney, and a ten-ton Best.41

About 1922 the Lombards in this area began hauling wood on the improved roads. By the late 1920s a major transition from small stream drives to hauling wood to large bodies of water was underway. Whereas teamsters used to haul to small streams, they began to haul wood to main road sidings where tractors hooked onto reload ed sleds to haul to major waterway landings. A great deal of hauling took place at night when the ice on the roads was firmest.

By the early 1930s the caterpillar-type tractor was reliable enough to tow log-loaded sleds on the main roads. Whereas horses hauled up to four miles, a typical tractor hauled 12–14 miles and occasionally 20 in this area. A pair of horses hauled one sled with four cord of pulpwood at a time to the main roads and the large tractors hauled 15 or so sleds at a time. A small tractor could

39 In the 1920s and 1930s the James W. Sewall Company assessed most of these townships; a part of that included roads. These were what they included in the assessments.
40 James W. Sewall townships maps dated 1924, 1926, 1929, and 1931 provided the routes.

41 Mary Calvert, The Kennebec Awakens, Twin City Printing, Lewiston, Maine, 1986
pull three to four sleds, and a medium tractor, five to six sleds. The crew of a small tractor had four men to drive and unload. With considerable manpower the horse-drawn sleds had to be unloaded to a tractor sled. One could not tow the other. About 1938 the heavy tractors stopped hauling, but started again later.

The unloading point for any tractor haul was a frozen body of water. For the upper North Branch the water bodies were Big Bog, Aboacentic Bog, Upper Bog, and Fifth St. John Pond. For the west central section it was Dole Pond and Hurricane impoundment. For the southeastern section it was Seboomook impoundment and for the southwestern section it was Canada Falls impoundment. At a lake or pond the tractor drove out on the ice and while it slowly made a large arc a crew of up to two per sled tossed all the logs to the same side on the ice. Subsequent tractors paralleled the same arc. No mechanical unloading mechanism, like a grappling hook, existed until about 1950.

In 1935–1936 GNP began to experiment with truck hauling and it proved successful. In 1938 trucks hauled to the conveyor on the east side of the Hurricane impoundment. The crew unloaded the logs on a conveyor that carried them into the impoundment, which had the capacity to push a considerable amount of pulpwood to the North Branch.

About 1940 the mechanical age was well underway. The improved tractors could negotiate the side roads and reach the log yards and camps. They began to replace the horses’ toting and hauling to and from the main roads. The bulldozer was now capable of more than plowing; it could engage in road construction so trucks could reach the camps. Bulldozers with extended blades began pushing logs off trucks. The war caused a brief pause when gas and equipment, including trucks, were scarce, but the logging crews still knew how to operate with horses. Even with the mechanical means in 1939–1940 1,300 horses were at work in these woods; that compares to 1,200 per year between 1910 and 1918. By the 1950s grappling hooks and portable conveyors eased the loading and unloading operations.

In the mid-1960s GNP knew that trucking costs were going be lower than river driving costs and in 1969 began construction on a major road artery that would parallel the West Branch from the Millinocket mill to the border crossing at St. Zacharie. The network of the existing haul roads would all be linked to this one road. Initially it was referred to as the West Branch Haul Road, but it became known as The Golden Road. Crews had the road finished in time for the 1972\textsuperscript{42} hauling season, the year following the last log drive from behind Seboomook dam and throughout the West Branch watershed.

\textsuperscript{42} The completion date was sometimes given as 1975 with no explanation.
West of Chesuncook & North of Moosehead

T4R5 NBKP (Holden)
T4R4 NBKP (Blake Gore)
T5R4 NBKP (Blake Gore)
T5R3 NBKP (Sandy Bay)
T4R3 NBKP (Bald Mtn.)
T3R5 NBKP (Dole Brook)
T3R4 NBKP (Hammond)
T3R3 NBKP (Alder Stream)
T2R4 NBKP (Pittston)
T2R3 NBKP (Soldiertown)

Penobscot Lake
Penobscot Brook

Lac du Portage
Amex
Chinny Pond

Williams Pond
Dority Pond
Jones Pond

Penobscot Brook
Cunningham Pond

Rock Pond
Rox Pond & Brook

Penobscot Brook

Boundary Bald Mtn.

Quebec Border
Old Canada Road
Road Abandoned by 1875

Road Abandoned by 1875

Cheney Pond
Duncan Pond
T0R5 NBKP

Old Canada Road

N

Canada Falls Impoundment
Old Canada Road

Road Abandoned by 1875

Old Canada Road

Canada Road south to Jackman

Slower area

Green Mountain

South Branch Watershed

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Place names in the watershed

Loggers probably moved into the South Branch through both its mouth and its headwaters at about the same time. By the mid-1870s mapmakers had attached some of their names to geographical sites. Remarkably, nearly every tributary of the South Branch took on a name and that left a record of some of those who were in these woods.

Those moving up the South Branch from the Fork navigated a rock-strewn bed with a difficult current for the first 1.5 miles, ending at the foot of what they called Canada Falls, a 2.5-mile stretch of water. At mile four Bog Brook entered and another six miles upriver they passed through an oxbow into the Alder Grounds and the mouth of Alder Stream. About a mile beyond and also on the south side of the river was the mouth of Hale Brook that drained the Trickey Ponds. John Trickey, born in 1809, was a Bangor lumberman and an incorporator of the 1870 Canada Falls Dam Company. Eugene and Clarence Hale, brothers, were two of the incorporators of the 1893 Seboomook Dam Company. Eugene served in the Maine house of representatives (1867–1868), U.S. house of representatives (1869–1879, and the U.S. senate (1881–1911). Clarence, 12 years younger than his brother, was a Portland lawyer who served in the Maine house of representatives (1883–1886).

Cunningham Brook, whose source was Cunningham Pond, was the next upriver tributary. Franklin Murray Cunningham was an Old Town and Bangor lumberman who bought and operated Joseph Knights' farm at the Fork through at least 1887. In 1896 his crew cut for the Bradstreets (1894–1902). He drowned in 1898 trying to clear a jam below Seboomook dam.

In another mile the loggers passed the mouth of Mullen Brook, the outlet stream of Fitzgerald Pond. Charles W. Mullen was an engineering graduate of the University of Maine at Orono, a Bangor lumberman, sawmill operator, and landowner in this area, and the man with the foresight that led to the development of GNP. No Fitzgerald Pond (Hammond Twp) name appeared on any old maps. A number of Fitzgeralds appeared in the Bangor directories between 1871 and 1900 with a logging-related occupation.

At mile 14.5 on the river was the mouth of Penobscot Brook, as fed by the Dingley Ponds, Grenier Pond, Penobscot Lake, and Cheney Pond. The Dingley and Grenier names did not appear on maps before 1900, and apparently first appeared on C.S. Humphreys’ 1923 survey map, T.4 R.5 N.B.K.P. Somerset County. The 1892 Whitten map had Cheney Pond as Chain Pond; Cheney appeared on maps soon after that.

The mouth of the outlet stream from Hutch Pond was 2.4 more miles upriver. The pond label apparently first appeared on a GNP 1938 survey map of T3R4.

Dority Pond outlet stream joined the river at mile 18.66. Frank Dority built the roll dam at the Big Eddy below Seboomook Falls. A man named Dority headed a logging camp in Pittston township during the 1915–16 season. Dority Pond had no label on Whitten’s 1892 map; it was Y Pond in 1915 on the Humphreys’ map; the Sewall maps of 1924 did not label the pond; a 1938 GNP T3R4 map used the Dority name.

The mouth of the stream from Welman and Dubois ponds was 1.3 miles above that of Dority. Dubois was apparently a French-Canadian lumberman. A frequent-er of the area, Harry Richardson Wellman was a member of the Jones Pond Camps organization at nearby Jones Pond in at least 1918. He was born in Lowell, Vermont in 1882, graduated from Dartmouth College in 1907, soon became a distinguished sales and advertising manager.

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1 Alfred G. Hempstead, The Penobscot Boom; Orono: University of Maine Press, 1931
2 Phillip Rutherford, Dictionary of Maine Place Names, Bond Wheelwright Company, 1971
for various Boston companies, listed his interests in fishing and outdoor sports, and in 1924 was a professor of marketing at Dartmouth College. His camp’s organization stocked fish in five ponds in the area; one of them might have been Welman Pond. The Welman name spelled with one “l” did not appear on maps before 1906 and first appeared on the USGS maps in 1956. Welman died in 1956 in Hanover, New Hampshire.

The next tributary, Jones Pond outlet stream, flowed into the river from the south at mile 21.35. Leonard Jones of Bangor was a member of the first board of trustees of the Penobscot Log Driving Company in 1847 and in 1854 the Penobscot Lumbering Association, a collective of lumbermen driving logs to the Penobscot boom. By 1843 he was working with lumber and A.M. Roberts, a Bangor logger who logged on the North Branch in the 1840s. Jones was in the lumber business until 1859, when he became the Bangor postmaster. The earliest map discovered with the Jones label was Hubbard’s of 1891.

Another 1.6 miles upriver the drainage from Mary Petuche, Hall, and Duncan ponds, and Lizzie Bog meet the river. Folklore suggests loggers named Mary Petuche Pond for a woman who entertained many early lumberjacks of the area. The Hall label was not on the early survey maps through c.1910; it does appear on the 1949 USGS Jackman Maine map (1:25000 series). The Hall family, thought to be of the Boston area, was one of the lead families at the privately-held Jones Pond Camps in the 1920s and 1930s and joined the pond stocking effort, which probably included this pond, as club members fished it. The Duncan Lake name appeared on the Hubbard map of 1879. Duncan might have referred to Alexander Duncan, born in Scotland, a prominent and well-to-do Providence, Rhode Island merchant, property owner, and hospital benefactor. In July of 1848 Duncan, John Carter Brown, and John Thayer joined together to purchase half of township T3R2 N.B.K.P. and the pine timber rights on the eastern half of T3R3 N.B.K.P. Both purchases were from David Pingree, who would reassert ownership in June 1860. The lake was in a neighboring township. Assuming Duncan et al. contracted the harvesting it would have been one of the early operations on the South Branch.

Two persons named Lizzie were in this area. The earliest was Lizzie Annance, who was born in New Hampshire in 1840 and the daughter of Lewis Annance. She moved to Greenville with her parents in 1853. Her father, who died in 1875, was a well-known woodsman, hunter, and guide for Thoreau. Lizzie worked at North East Carry tending to the housekeeping at the Carry House in 1870. That same summer her father lived in either a tent or camp at Kineo. Her death certificate listed her occupation as a basket maker. She and her father might have harvested grasses and reeds at this bog. The land on which the bog rests became Passamaquoddy Indian Territory.

Lizzie A. Wilson Hughey Moore’s second husband was Allen J. Moore (b.1865), an active man in the Jackman community. He owned the sporting camps at nearby Jones Pond in 1911. Moore died August 1918 in World War I. Lizzie continued to live in the Jackman area. The bog label was not on maps dated through 1900 at the Maine State Archives. It appears on the first USGS 1:6250 map in 1955.

A little less than a mile upriver was the mouth of South Branch Brook that flowed through Johns Pond and two miles above that was Little Canada Falls at mile 25.79 with Fourmile Brook draining Cape Horn Pond a third of a mile above the falls.

From South Branch Brook upriver labels did not appear on maps until the printing of the 1927 USGS Sandy Bay Quadrangle(1:48,000). The Maine State Archives individual township survey maps printed prior to 1927 did not use any of the labels.

The next drainage, another two miles above, was Williams Pond, with McKain Brook. 7 .5 miles farther upriver, G. Williams registered a log mark in Bangor in December 1869. McKain, with “W” as a probable first initial, registered a log mark in Bangor in January 1861.

The last tributary, Campbell Brook and Pond, was at mile 30.93 a little less than two miles from the Canada Road in Sandy Bay township. Robard J.6 and Esther Campbell had a farm from at least the mid-1850s into the late 1860s on the Canada Road half-way between its crossing of the South Branch and the Quebec border not far west of Campbell Brook and Pond. Their son Calvin, born in 1857 in Sandy Bay, became a teamster and married Lucinda Holden of Jackman’s Holden family lineage.

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4 “Maine Department of Inland Wildlife and Fisheries, pond assessment”
5 The Outdoorsman’s Handbook, vol. 1911
6 In ancestry.com the name is also spelled Robard J. Crimble.
The couple moved to Fairfield by 1900 where they ran a boarding house and Calvin was a teamster. By 1910 they returned to the Jackman area where Calvin continued his teamster work and the couple lived the remainder of their lives. R.B. Campbell registered a log mark in Bangor in February 1858 and another in November 1860.

**Dam building and trip boom locations**

When Lucius Hubbard came up the South Branch in 1877 he passed through two previously built dams, both built in 1870 or 1871, and explored as far as the mouth of Penobscot Brook before returning to the Fork. His journey provided a sense of what the river was like at the time.

At 1.5 miles he was at the foot of the first heavy rapids and a half-mile beyond that was a sharp 45-degree corner with a falls. This would eventually become a common logjam site so perhaps c.1890 a crew built a roll dam on the corner. Evidence of it and a side dam was still visible in the rocks in 2020. The two remaining logs of the roll dam suggest a crew built on top of the corner’s small lower ledge drop so it probably flooded out the ledge above, as was the purpose of a roll dam. To help contain the flooded area and to force the water and logs to go straight through the corner’s last pitch, a crew built a side dam that abutted against the upper, now flooded, ledge drop on the north side. The crib logs of the side dam held iron spikes and might have been in use without the roll dam. The dam was apparently last needed in 1918 due to GNP’s shift to pulp-length wood by 1917.

From this site Hubbard elected to carry around the next 2.5 miles of river on 1.5 miles of the Old Canada Road to a dam at the head of another falls. Hubbard referred to this 2.5-mile section of river as Canada Falls. This mileage places the dam in the vicinity of the current Canada Falls concrete dam. A Henry Prentiss crew built what was apparently a roll dam at the site c.1871.

The impoundment side of the current concrete Canada Falls dam was at the foot of the sluices of the gates of the visible and largely intact log crib dam built in 1912 with a 26-foot head.⁷ Crews built the concrete wings for the future concrete dam in 1922. In 1926 they used the base of the 1912 dam and incorporated the concrete wings in a partially-reconfigured log crib structure. The concrete gate portion of the dam was a result of construction in 1949; construction crews removed the

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⁷ Visible when the only water behind the dam is the open channel of the river.
equivalent of two gates in the crib dam to allow for the free flow of water to the concrete dam’s deep gates.

Above the Prentiss roll dam (the 2020 Canada Falls dam site) Hubbard encountered a rocky but canoeable streambed for about a mile and a quarter where he reached the second Prentiss dam.\(^8\) The still visible (2020) crib work on the floor of the river extended perhaps 100 feet upriver and wooden pegs held it together. On the north edge at the upriver end were the remains of a gear works; not particularly heavy duty, but it probably opened and closed something, perhaps a dam gate. The height of the dam remained unknown given a lack of evidence on the riverbanks. The dam’s impoundment extended about a half mile to Bog Brook.

The intent of the two Prentiss dams was to enable loggers to have an easier time driving the river. However, major drive problems persisted, the dams fell into disrepair, and few drives took place until c.1888 when the Gilberts began logging in the area and then building dams and digging a canal to try to improve the situation.

\(^8\) Some printed records place a Prentiss 1871 dam at one mile below Bog Brook, but that measurement places it too far downriver of this site.

The Gilbert earth and rock crib dam was 250 yards above the Prentiss dam. His crew built this dam in 1891 with a 14-foot head that he hoped would influence driving through the two-mile oxbow another 1.38 miles upriver. His dam washed out in both 1891 and 1892, but he successfully rebuilt in 1893 and it endured until the 1912 dam at the Prentiss roll dam site flooded it out. The crib work of its south abutment was still evident in 2020.

The oxbow was one of the most troublesome driving sections on the river. Because it was nearly a circle,
the wind direction was always counter to the drive on half the circle. Since Gilbert’s dam failed, he changed his strategy and dug a canal in c.1893 that eliminated the oxbow as long as the dam had sufficient water behind it.

In 2020 the canal looked like the river, with no distinguishing characteristics, mud and sand banks with no visible rocks. A single rock crib pier marked the north edge of the beginning of the canal. Visible from this crib was a second crib due south of the first on the east side of the junction of Alder Brook, the river, and the canal. These were the only visible cribs in the impoundment other than two at the washout Gilbert dam below the canal, and two at the site at the current concrete dam.

The Canada Falls impoundment, when empty, revealed few stumps, rocks, and telltale rock piles that suggested other rotted cribs. Outside the main channel the un-flooded impoundment was flat, savannah-like, with waves of grass and sand and fine gravel. Clearly it was shallow and boom towing with a large boat would have been limited. Boom chains were still rusting along its course. One might think of the impoundment as five oddly-connected sausage links. The first link was the area between the concrete dam and a first narrows with the Prentiss upper dam. The second was the Bog Brook flowage. The third held the oxbow, the fourth the Alder Brook flowage, and the fifth link was west of the narrows at Birch Point.

Hubbard took side trips up Alder Stream and Hale Brook. On Alder Stream he paddled in open water for what might have been as many as 5.5 miles, and passed through a 1.5-mile-long rocky section that ended at an old dam. Prentiss et al. probably built the dam under the 1870 charter; perhaps in 1871. The dam was beyond the future impoundment lines of dams on the South Branch; from the junction of Alder Brook and the South Branch the flowage was about 3.1 miles long. The current remains of the dam was .56 stream-miles from the head of the flowage perimeter in 2021.

In the 1890s the Gilberts built a dam at an undiscovered location on the unnamed Adler Stream tributary that flowed from Iron Bound Pond 1.12 miles northwest from under the Ironbound Mountain massif.

The 1929 James W. Sewall survey map of Alder Brook township located a dam, probably the dam mentioned by Hubbard on Alder Brook about a half-mile on a line perpendicular to the east town line or .56 stream-miles from the foot of the impoundment. The dam site was at the head of a rocky section and the foot of a 2.5-mile non-rocky flat-water section; each descriptor matched Hubbard’s report. The April 1916 engineering drawings for the earthen dam indicated it was 10 feet high, 345 feet long including wings of 101 and 54 feet, with two gates, one eight feet wide and the other 10 feet.9

Given the dam on the stream from Iron Bound Pond and having not read anything about logging related to the tiny but long east-southeast running Fish Brook that drained Little Fish Pond into Alder Brook below Alder Pond, I went dam searching. One possible site on the stream was in the vicinity of the stream’s lowest and largest deadwater, into which Alder Pond flows. The west end of a dam in this area would have used the esker that separated it from Alder Pond; I found no evidence. Alder Pond outlet, which cuts through the esker, had evidence of a log structure that seemed more like bridge-work than dam. No evidence of water rushing through the cut existed and no barrow pits were evident. Loggers could have hauled through the cut and down Fish Brook to Alder Brook.

On Hale Brook Hubbard was able to navigate the lower 1.5 miles and found no evidence of dams. In the 1890s the two Hale Brook dams were in place. In 1929 the dam a short distance below Hale Pond was about 150 feet long, nine feet high, with two gates and still in use, perhaps for the last time.10 The dam’s west wing was a natural berm and its earthen east end abutted the hill...

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9 Marc Johnson Collection, University of Maine Raymond Fogler Library Special Collections
10 I visited the site in June 2021 and estimated the length. Evidence of one four-foot gate was still present. At some point water had washed over the dam’s east end and washed out the west end where it connected to the berm.
The second dam might have been located at either .6 or 1.5 miles below the mouth of the brook from Tricky Ponds. The lower dam was not necessary to drive pulp-length wood.

Just beyond the mouth of Hale Brook Hubbard passed the mouth of a much smaller unnamed 3.4-mile-long brook, now named Cunningham Brook, that drained from Cunningham Pond. A GNP crew built the dam in the early 1920s; it was a little below the current pond and about 275 feet long with a four-foot head. The dam’s remains were still present in June 2021. The west end of the earthen dam held what appeared to be one gate and abutted an embankment; the rest of the dam stretched to the east.

About 2.25 miles above Hale Brook Hubbard ended his river journey at the mouth of Penobscot Brook. Over this stretch he spent more time out of the boat than in it. His notes suggested that Penobscot Brook had had no logging activity.

Had Hubbard returned about 12 years later to explore the upper part of the river between Penobscot Brook and the Hilton farms he probably would have encountered at least two dams. By the late 1880s the Gilberts were logging and either built or rebuilt what eventually became known as the Sandy Bay or Kelley dam and a roll dam. The Kelley dam was a little over two impoundment miles downriver of the Hilton farms that the dam’s impoundment nearly reached. A source indicated loggers’ last used it in 1928, but the GNP drive reports for 1952 indicated that the dam in some manner supported that year’s drive. Its remains were still evident in the landscape in 2021.

At four miles below the Kelley dam, loggers never deemed a dam at Little Canada Falls was necessary. These falls are a .14-mile-stretch of clean rapids in a reasonably straight channel at a defined drop in the river.

Below Little Canada Falls and some place in the next township, Prentiss, was a roll dam also built in the 1890s, used through 1918 and possibly 1928. It was apparently only necessary for long-log drives as opposed

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11 Contour lines are the basis for this presumption.
12 James W. Sewall Company, *Report on Township 3 Range 3 N.B.K.P., Somerset County Maine, 1929*
13 Great Northern Paper Company Files, University of Maine Raymond Fogler Library Special Collections
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The uppermost dam on the South Branch was a couple of miles below the Hilton farm and the impoundment, now overgrown in alders, nearly reached its fields. (Bill Geller photos)

to those with four-foot pulpwood. The dam was probably about six miles below Little Canada Falls and a half-mile above the mouth of the outlet stream of Welman Pond.

Both above and below the roll dam was a trip boom site with another above the oxbow. Each of the two sites associated with the roll dam was at the foot of a natural open bog through which the river flowed. One was three miles above the roll dam and the other was four miles below. The bogs had a weak current which meant less pressure on the boom. The bog provided a natural space, as opposed to a dam impoundment, for the logs to collect. The location of the one above the oxbow was undiscovered, but was probably a little above the mouth of Hale Brook.14 This trip boom kept logs from collecting on jams in the oxbow area. Loggers used these trip boom sites in 1904 and probably well before and at least through c.1912 when the impoundment of the Canada Falls dam flooded out the lower one.

Some of the South Branch tributaries from Penobscot Brook west had dams, which loggers built in the post-1875 era. In 1871 the legislature issued a charter for dams and river improvements for the 6.1-mile southerly-flowing Penobscot Brook. However, based on Hubbard’s description of the brook being five feet wide and choked with fallen trees and debris, no work or logging had yet taken place c.1878. The first dam work on the stream was apparently in the early 1890s when crews built a roll dam at the foot of Cheney Pond, the 4.4 mile mark, and a gated dam at Penobscot Pond. The ledge drops and rocky stream below each pond proved to be areas of consistent log jams so when a crew rebuilt the dams in 1915 and 1916 each had a log sluice. In rebuilding at Cheney the crew made the roll dam into a gated dam. The new 3,200-foot-long Cheney sluice ran from the new dam at the old roll dam site to the impoundment of a new dam built at the same time at 1.1 miles below the pond. A 3,300-foot sluice linked the Penobscot Lake dam to Cheney Pond. In 1922–23 a crew increased the head of the Penobscot Lake dam and constructed an 8,400-foot-long sluice from Lac du Portage in Quebec to Penobscot Pond.

14 This conclusion is based on a map that appears in The Northern of January 1927 on page six.

South Branch at Kelley dam site

Little Canada Falls was the name given to this section of rapids on the river; they were not an obstacle for river drivers and hence, never flooded out by a dam. (Bill Geller photo)
A visit to the Penobscot Stream dam sites in October 2020 confirmed their locations and the placement of the sluices. Penobscot Stream at the South Branch Access Road crossing was no longer a five-feet-wide channel; it was 30 feet wide with a cobbled stone base that would
delight any log driver. At the dam site below Cheney Pond the old crib logs laced the stream floor and the old barrow pit was still evident on the east side. This dam, according to the GNP drawing, had a 21-foot head and was 492 feet long. At the outlet of Cheney Pond, the remains of the former dams include ship’s spikes, crib logs, and spiling. Old maps placed the sluice on the west side of the dam and it made an arc west to south, but no signs of it were evident in a walking sweep of the area near the pond.

The stream was small as it exits Penobscot Pond, flowing down over picturesque rock ledges canopied by trees; a log driver’s nightmare and a reason for a sluice. The pond’s concrete spillway left about 10 feet of the old log dam exposed on both sides of the brook. The face of the log dam was on top of the ledge drop immediately below. To get in a 3,300-foot sluice between here and the head of Cheney Pond it had to arc; the geography looked most promising on the west side. Several sweeps through the woods revealed two successive seven-foot-wide cuts in the land; they were on an arc to the west side of the old dam beginning at the rock ledge just below the current concrete spillway. Only in the areas of the land cuts was there a tell-tale line of trees that suggested the route of the sluice; one ship’s spike lay in the path. Given the absence of iron remains it would appear a crew removed the sluices as opposed to leaving them to rot. The 1916 sluice schematics indicated it was six feet wide and four feet deep, and mounted on support structures nine feet apart.

Not too far west of Penobscot Stream were two south flowing outlet brooks that crews dammed in the 1920s; Dority Pond and Welman Pond. One of these two ponds, probably Dority given its shape and prior name, Y Pond, had an outlet dam that a crew rebuilt, but other than that no other information was available. On my visit to the pond I found evidence of the old road from the west; it went straight across the face of the outlet area and continued east. On the east side between the road and the pond, less than 20 feet away, was a low earthen two-to-three-foot-high berm that extended to the outlet. No other evidence of a dam was visible, only an opening, which had no visible remains of a log structure. Given the height of the dam, the small size of the stream, and the small opening in the berm, the dam head was perhaps two feet high. This might have been a simple splash dam.

The Welman dam was .4 miles downstream from the foot of Welman Pond; its impoundment reached the pond. Finding no information about the dam and its use I visited the site. The earthen dam was about 600 feet long and at least 6 feet high. The narrow width of the opening suggested one gate. The gate section used log cribs butted against vertical log spiling on the downstream side of earthen part of the dam. Welman Stream was about six feet wide at the dam. This dam made it possible to log in the Clearwater and Dubois ponds area and haul south to Welman. From the dam to the river was a straight-line 2.56 miles.

About a mile above the Welman confluence was the 2.2-mile north-flowing stream from Jones Pond. The dam on the stream was about a mile below the pond (Sewall map 1938) and its impoundment reached into the pond. Someone, perhaps the Gilberts, built the dam in the 1890s and loggers probably last used in the early-to-mid-1920s.

The largest pond draining to the river west of Jones Pond was Duncan Pond another 1.6 miles upriver. Absent from all the materials discovered was any specific logging information pertaining to the pond. To satisfy my curiosity I walked up the east side of stream to the

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15 The greatly expanded width of the channel was the result of years of driving logs on the stream. The water from the dams eroded the stream banks which were usually cleared so driven logs would not get hung up in the trees.

16 Marc Johnson Collection, University of Maine Raymond Fogler Library Special Collections

17 James W. Sewall map, TWP. 4 R.3 N.B.K.P. (Bald Mountain), Somerset County Maine, 1938

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lake and probable old dam site. The pond had a dam with one gate; the log floor of the gate rested on the pond’s bottom. It had wings of perhaps 100–150 feet and the dam height was no more than five feet. The gate area was made within log cribs; the remainder of the dam was earthen. The narrow, nearly bankless, swampy stream was only drivable with a dam. The dam made it possible to cut up to at least another couple of miles up the drainage and haul to the pond; the distance to the river would have been too great for hauling.

The streams west of Duncan were short and small with small headwater ponds, within hauling distance of the river, and nearly abutting the Quebec border. Loggers could have used small temporary splash or horse dams.

A reflection on the first 60 years in the South Branch watershed, 1830–c.1890

The recorded early history of cutting, river improvements, and driving on the South Branch was minimal. One way to develop a sense of what might have happened and to know who was involved was to trace land ownership and consider the occupations of those involved.

Early land ownership west of Pittston township was in a number of instances unsettled between c.1840 and the mid-1860s. The land agents made sales, but defaults on terms of purchases occurred. Others did not pay taxes and that resulted in the agents offering tax deeds. In some cases the land was not sold by 1868, when the Maine governor deeded unsold lands to the European and North American Railway Company. The history of this company was clouded by the fact that the nearly two million acres the state deeded it to fund a railway result-
ed in 12 miles of laid track.\footnote{More detailed information about this company appears in “The Major Landowners” section of chapter 5.} To what degree, if any, the company engaged in issuing timber cutting leases before selling land was undiscovered.

Bangor lumbermen and many others focused their land and timber and grass rights purchases on the townships that had the best access to the river: Pittston, Alder Brook, and Prentiss, with one exception, Hammond, which drivable Penobscot Brook dissected. In Pittston, 21 different landowners engaged in sales between 1839 and 1860. In contrast to that was Alder Brook; the Coburns bought a large part of it and managed it for the next 40 years. Other South Branch landowners, who operated like the Coburns, were Cassidy, Coe, Eaton, McCrillis, Pingree, Prentiss, Strickland, and Totman. The list of owners for Hammond included Gilman, Bragg, Stetson, Larrabee, Cassidy, and Holyoke, all from Bangor and in the lumber business.

A Bangor lumberman’s interest in buying land lessened as the distance of the parcel from either Pittston or the Main Branch increased. The Massachusetts land agent divided Soldiertown into lots and gave them as payment for serving in the Revolutionary War; only three Bangor men engaged in any purchases. In Sandy Bay, the river’s headwaters, the Massachusetts land agent hoped to have the land settled, but only the Hilton family members bought land and stayed; the outcome was that a Waldo farmer bought the land c.1870. Bald Mountain’s first owners were from New Brunswick. Blake Gore’s apparent first owner with lumbering interests was Bangor lawyer Samuel Blake in 1872.

The profession of each landowner was known, but determining their intentions was speculative. At one end of the spectrum were those owners with the intent to generate revenue from cutting and at the other end were those who cared nothing about logging. For those landowners who were known loggers, a logical assumption was that they bought the land for its timber. Some landowners bought land and sold stumpage rights, not to clear-cut the land, rather to sustain cutting over many years. A few landowners held their land for 10 or more years and it seems probable that they sold stumpage or logged during some of those years. The well-to-do farmers probably bought land for use to support their livelihoods; logging took place in late fall and winter when the crop season was dormant. Other landowners were lumber dealers and mill operators who bought land for the resource necessary to their business. The intentions of land owners who were doctors, lawyers, merchants of items other than lumber, and all others not directly affiliated with logging were assumed to include log harvesting if the owner did not resell the land within one to three years. Given no information documenting the actions of the European and North American Railway Company, I assumed it did not engage in stumpage sales in this area, only land sales.

The above represents the thinking I used to select the landowners cited in the following paragraphs, which are organized by year and location on the river. The section that follows contains the details of all actual lands sales in sequence for each township and includes a small bit of information about each buyer.

### Landowners with logging intentions organized by decade 1840–1890

When the first few loggers cut on the South Branch was a question for which the following paragraphs provide some insight. They entered the river sometime in the 1840s and by the end of the decade were cutting along the edges of the river and Alder Brook (Pittston, Soldiertown, and Alder Brook townships). By the close of the 1850s they had started cutting on the river in Hammond township. In the late 1860s the upriver cutting was about to take place in Prentiss and Bald Mountain townships. The early owners were the seekers of the 1870 charter under which loggers built the first two dams on the South Branch. The January 16, 1872 issue of the Kennebec Journal reported the presence of logging camps on the South Branch in Bald Mountain township, but provided no other information. Their presence suggested prior cutting farther upriver by four loggers cutting in Sandy Bay and Blake Gore.

**1840s** By the 1840s the Pittston township land sales included the first people involved with logging on the South Branch between the Fork and the mouth of Mullen Brook. They included Bangor lumber merchants Carlton Bragg and Abram Moor, lumber dealer Amos Roberts, and lumberman Eliphas Gulliver. The northwest corner of Soldier township had a cant to the western end of this section of the river through Alder Brook and that probably attracted the attention of landowners Ebenezer Coburn and Isaac Farrar, both Bloomfield
(Skowhegan) farmers at the time. These same two men were also the logging landowners of Alder Brook township, nearly all of which drained through Alder and Hale brooks to the river. David Pingree also owned land in Alder Brook and by 1848 had sold the pine timber rights to Elias Teford. At the Hammond township south town line the river continued westerly and George Pickering, a Bangor land investor, was the owner associated with logging, but might not have sold any stumpage yet. West of this point in Prentiss, Bald Mountain, Sandy Bay, and Blake Gore, no logging-oriented owners were present in the 1840s.

1850s In Pittston Amos Roberts was joined by John Winn, a Bangor lumber merchant and timberlands owner from Boston, and Ephriam Paulk, a Bangor lumber dealer. In Soldiertown Ebenezer Coburn perhaps encouraged the presence of more Bloomfield farmers, Abner Coburn, Levi Folsom, David Snow, and Abraham Wyman, and Fairfield farmers Ezra and Naham Totman. In Alder Brook the owners with logging interests included the Coburns, Ebenezer S. Coe, a Bangor lumberman, David Pingree, a Salem, Massachusetts, land investor who frequently partnered with Coe, and Joseph Bradstreet, a Gardner lumber mill owner. If Pickering in Hammond had not sold stumpage in the 1840s he certainly did in the 1850s with loggers Eliphas Gulliver, Orlando Gilman, Carlton Bragg, and Abram Moor operating. Mary Strickland et al., wife of Philander Strickland, a member of a land investment and logging family, bought up the whole of the township by the late 1850s. To the west of Hammond the township lands still had no owners who were likely logging.

1860s By the 1860s David R. Stockwell, a Bangor lumber dealer, and Frank R. Webber, a St. Albans lumber dealer, took control of the western portion of Pittston. In Soldiertown Coe and the Totmans continued their operations and Amasa Stetson, an Exeter farmer joined them. Alder Brook continued to include Pingree, Coe, and Bradstreet, with Thomas Egery, owner of the Bangor iron foundry and lumberman, now a presence. Mary Strickland continued in Hammond and Mary Prentiss, daughter of Henry E. Prentiss, a Bangor land investor and stumpage salesperson, became the first owner (October 1867) of Prentiss township. In Bald Mountain township Frederick F. French, a Bangor man who worked for
Thomas Egery at the Bangor iron foundry, took a presumed 10-year lease on timber and grass rights in 1865. Other first owners with logging interests were Thomas W. Baldwin, Bangor lumber dealer, Arad Thompson, a Bangor merchant, and Joseph E. and H.E. Eaton of St. Stephens, New Brunswick. Neither Sandy Bay nor Blake Gore seemed to have had anyone cutting and driving on the river.

1870s In Pittston, Stockwell and Webber continued with operations. In Soldiertown, Edward Connors, an experienced West Branch river driver of Bangor, joined Coe and the Totmans; William McCrillis, the Bangor landowner, lawyer, and stumpage seller, and John Cassidy and John Trickey, both Bangor lumbermen, joined David Pingree in Alder Brook. In Hammond and Prentiss, Mary Strickland and Mary Prentiss continued their work, as did the Eatons, in that part of Bald Mountain with a cant to the river. The first logger operating in Sandy Bay was Asa Reddington Reed, a Waldoboro farmer and in Blake Gore it was Samuel Blake, a land speculator and investor, Manuel Drummond, a Bangor lumberman, and William McCrillis.

1880s Caleb and Franklin Holyoke controlled the logging in Pittston. In Soldiertown, Coe and the Totmans were joined by Freeman Todd of St. Stephen, New Brunswick, and Albert and James Magigan, Houlton lawyers. Continuing their operations in Alder Brook were Pingree, McCrillis, Cassidy, and Trickey. Strickland was still in Hammond, as was Prentiss in Prentiss and the Eatons in Bald Mountain. In Sandy Bay, J. Manchester Haynes, owner of Augusta’s Kennebec Land and Lumber Company, bought out Reed. Blake, Drummond, and McCrillis operated in Blake Gore.

1890s The Holyokes were still present in Pittston, as were Coe and the Totmans with the addition of Charles Woodman, a Bangor lumber merchant, in Soldiertown. The operators in Alder Brook also continued: David Pingree, William McCrillis, and John Cassidy. In Hammond, Strickland sold to John Cassidy, Caleb Holyoke, and Charles P. Stetson, of the Bangor timberlands investment family. West of Hammond the operators remained the same: Mary Prentiss in Prentiss, Eatons in Bald Mountain, Haynes in Sandy Bay, and Drummond and McCrillis in Blake Gore.

South Branch land transactions organized by township and date: c.1830–c.1890

T2R4 N.B.K.P. (Pittston Academy Grant): At the Fork in Pittston Academy Grant, the mouth of the South Branch, the river begins its winding course southwesterly through the southwest quadrant of the township, with access to the south side of the river from the northern quarter of Soldiertown Township.

In that part of the township west of the Pittston Tract the Massachusetts land agent apparently committed 18,168 acres to Sumner Cummings, a Portland physician, who assigned an undivided third to broker John C. Dodge of Attleboro, Massachusetts. Dodge completed the payment and received the deed in 1839. Dodge sold shares to Boston brokers and brothers Joseph W. and Enoch W. Clark in January 1842. Joseph died, but his wife Elizabeth Randall continued ownership. They sold in April 1845 to Casco Bank of Portland. Carlton Bragg and Abram Moor, Bangor partners and merchants dealing in lumber, flour and corn, bought the land from the bank in 1847. They sold a half share in lot two (6,463 acres) that same year to Amos M. Roberts, a Bangor lumber merchant and president of Eastern Bank, who sold in March 1854 to John Winn, a Bangor lumber merchant and timberlands owner from Boston. They also sold an undivided quarter share in March 1848 to Bangor lumberman Eliphas Gulliver, but he defaulted and they retained the land.

The state land agent also sold property, an undivided half share in 6,460 acres, to Bangor lawyer Moses Appleton in November 1851; this appears to be property on which Cummings defaulted. Over the next three years Appleton engaged in land sales to Amos M. Roberts, Ephriam Paulk, Bangor lumber dealer, and Leonard March, a Bangor merchant in coal and lumber and president of Bank of State of Maine. In 1853 and 1854 Paulke sold land to John Winn and Bangor lumber merchant Dudley Leavitt. Winn also bought Amos Roberts’ land in March 1854 and then sold his lands in November 1854 to Bangor merchants D.W. Bradley and Gorham Boynton. Levi Bradley Jr. of Bangor, who was amassing township land, bought land from Paulk, who had amassed land from Randall, March, Appleton, and Leavitt. Levi sold an undivided half share in the whole township in May 1859 to Abner Hallowell, a Bangor lumber merchant. Hallowell made two sales, one to Benjamin D. Peck, a Portland land
broker, in May 1859, and the other to Nathan Weston, an Augusta lawyer, and Reubin Prescott, a Bangor commission merchant, in November 1860.

The township’s eastern section, the Pittston tract, had land transactions during this same period of time and some men had transactions in both sections. Beginning in the early 1860s the land sales began to blur the lines between the township’s two sections. Ruben Prescott, a Bangor commission merchant, auctioneer, and real estate broker, amassed land both within the Pittston grant and the greater township. George Weston, a Bangor lawyer who eventually partnered with Dudley Leavitt as land dealers, sold a half share to Prescott in May 1853. Prescott bought an undivided half in February 1854 from Samuel Larabee, a Bangor merchant and future president of the Mercantile Bank of Bangor. In 1856 the Maine state land agent gave Prescott a tax deed for a one-third share of the whole township. Prescott owned an undivided half share of the township when he sold it in November 1866 to Samuel H. Blake, a Bangor lawyer, with Davis R. Stockwell, a Bangor lumber dealer, holding the mortgage. Blake sold to Bangor lumber merchant Carlton S. Bragg in August 1868 and Bragg assigned the deed to Franklin R. Webber, a St. Albans lumber dealer who moved to Bangor; he paid it off in December 1871. Bragg and Moor also sold Webber a quarter share in November 1868. Webber acquired a quarter share in the township in May 1873 and an eighth share in May 1876 from John M. Skinner, a St. Albans farmer. In 1877 Webber sold an undivided three-fourths share in the township and a three-fourths share in the public lots (grass and stumpage) to Bangor landowners George and Isaiah Stetson and they sold the shares to a Bangor father and son Caleb and Franklin H. Holyoke in June 1880. They worked in ship’s spars and lumber and Frank’s son in ship’s knees and timber. The Holyokes owned the land into the 1890s.

T2R3 N.B.K.P. (Soldiertown): Bordering the south edge of Pittston Academy Grant is Soldiertown, which the South Branch did not cross, but to which the township’s northwestern quadrant had access. The Massachusetts land agent had the township divided into 132 lots of about 200 acres each and assigned lots number 1–64, the eastern half, to Massachusetts revolutionary war veterans or their surviving spouse as late as the 1830s. Given the number of individual lots, my tracing of deeds focused on those who amassed them so as to develop a sense of the major landowners. The land agent sold the other parcels in large blocks.

One block was roughly the northwest quadrant of the township. Joseph W. Clark and Enoch W. Clark, both of Boston, Massachusetts, purchased the lands in October 1833 and February 1834. The Clarks experienced periodic financial problems and received assistance from Charles S. Fowler of Washington D.C., a broker, in 1841, and Abner Coburn, a Bloomfield farmer, in 1854. Ebenezer Coe, a Bangor lumberman, bought an undivided half share from the Clarks in 1860. Coe and Amasa Stetson, an Exeter farmer, partnered and gained ownership of all the Clark land until Coe bought out Stetson and eventually sold in March 1865 to Timothy Field, a Bangor gentleman, who sold to Samuel H. Dale, a Bangor ship chandler and sail maker, in February 1870. Dale had fiscal problems; the Penobscot Savings Bank assumed the mortgage and sold to Charles Field of Bangor. Field sold to Albert G. Wakefield, a Bangor lawyer, in February 1877 and he quickly sold to Henry Darling of Bucksport who sold to Theodore C. Woodman et al., all of Bucksport, in April 1878. Within a month’s time Woodman sold to Edward Connors, a Bangor lumber dealer, and he sold to Freeman Todd of St. Stephens, New Brunswick, and he sold an undivided fourth to Albert W. Madigan and James Madigan, Houlton attorneys, in May 1878. The Todd and Madigan families retained the land until October 1887 when they sold to Charles Woodman, a Bangor lumber merchant. The Woodman family held the land until July 1900.

Ebenezer H. Scribner of Portland and Lucius Doolittle of Boston and perhaps a tavern keeper and hotelier, bought a mass of lots amounting to 5,000 acres from the land agent in September 1833. Scribner held onto his land until July 1853 when he sold to Charles Crosby, a Bangor lawyer, with financial support from Paul Varney, a Bangor lumber dealer. Crosby sold in September 1854 to Amasa Stetson, wealthy Stetson farmer, and Levi Barker of Stetson. They sold an undivided one-third share (3,024 acres) and a two-thirds share (3,000 acres) in November 1863 to Ebenezer S. Coe, a Bangor lumberman, who continued his ownership into the 1890s.

The land agent sold another mass of lots to Ebenezer Coburn and family of Skowhegan (land investors) and Issac Farrar, a Bloomfield farmer, in October 1833. Over at least the next six years they bought a number of indi-
vidual lots from war veterans. The Coburns sold lots to Ezra and Naham Totman, Fairfield lumbermen, in October 1855 and November 1874.

Another early landowner of a large mass of lots was Levi H. Folsom, David Snow, and Abraham Wyman, all farmers of Bloomfield, who made a first purchase in October 1855 from the Coburns. They sold in November 1863 to the Totmans. Ezra Totman bought the grass and timber rights from the state in September 1874; in total the Totmans had now amassed 8,046 acres.

In 1899 the Totman family heirs sold their land to Luther H. Soper and Company of Waterville, dry goods supplier, and William T. Haines, a Waterville attorney. Soper and Haines quickly amassed the land in all but the northwest quadrant of the township.

**T3R3 N.B.K.P. (Alder Brook Township):** The South Branch exits Pittston Academy Grant to pass through the northeast corner of Alder Brook Township, nearly all of which drains to the river.

In December 1841 the Massachusetts land agent sold an undivided half share in the east half of the township to Ebenezer, Abner, and Philander Coburn, all of Bloomfield, and Isaac Farrar, now a Bangor lumber dealer; each of the men had an undivided quarter of the half share. The Coburns retained the land through at least 1883. Between 1843 and 1845 they sold small fractional parts to three different men. In 1853 Paul Varney purchased the Coburn interests, but he apparently defaulted.

The agent sold the other undivided half of the east half to David Pingree, a Salem, Massachusetts, land investor, and Ebenezer S. Coe of Bangor, in December 1850. The Pingree heirs apparently held the land until at least 1892.

The unnamed first purchaser of land in the west half of the township failed to make tax payments so the Maine state land agent issued a tax deed for two-thirds of the northwest quadrant to Franklin Smith, a North Anson lumberman, in September 1854. Smith sold his deed to Asa Redington, an Augusta lawyer, in October 1855, and he sold a year later in August 1856 to Joseph Bradstreet, a lumber mill owner in Gardiner. Eleven years later (September 1867) Bradstreet sold a one-third share to Thomas E. Egery, a Bangor iron foundry owner, who by November 1870 owned all of the two-thirds share of the northwest quadrant. In May 1869 William McCrillis, a Bangor lawyer and major landowner who sold stumpage, began buying shares from Egery until he attained ownership of the two-thirds. McCrillis made no additional purchases after this and held the land through at least 1892.

Ebenezer S. Coe also owned the southwest quadrant of the township. He sold in January 1868 to John Cassidy, a Bangor land investor who sold stumpage, and John Trickey, a Bangor lumberman. By 1883 Cassidy had bought Trickey’s share and retained ownership through at least 1892.

**T3R4 N.B.K.P. (Hammond):** As the South Branch leaves Alder Stream township to enter Hammond township it runs north for a few miles before shifting to a west-southwest course and exiting the township about a mile above its southwest corner. Penobscot Brook, which drains the west side of the township, also drains the southwest quadrant of Dole Brook township and the southern three-fourths of Holden Gore.

In March 1842 the Massachusetts land agent made the first land sale in Hammond township, an undivided half share, to Daniel Hammond of Boston. Hammond bought the other half in August 1848 and promptly sold that same month to George W. Pickering, a Bangor merchant, timberlands investor, and Kenduskeag Bank president. In September 1853 Pickering sold two undivided half shares; one to Eliphas Gulliver of Bangor and Orlando W. Gilman, both Bangor lumbermen and lumber dealers, and the other to Carlton S. Bragg, a Bangor lumber dealer, and Abram Moor, a lumber and dry goods merchant of Foster & Moor Company.

Gulliver and Gilman sold in January 1856 to Samuel Larrabee, president of the Bangor Mercantile Bank, who bought a sixth share from Bragg and Moor at the same time. Larrabee sold the 16,000 acres he had amassed to Samuel R. Stetson, a prosperous Stetson farmer, in March 1857. Stetson apparently defaulted on the sale. Larrabee then sold to Harriet Mann (widowed and of Boston), Ellen A. Johnson (wife of Henry M. Johnson of Boston), and Mary Strickland (wife of Philo A. Strickland of Bangor). They held the land before selling in September 1891 to John Cassidy of Bangor, Caleb Holyoke of Brewer, and Charles P. Stetson, a Bangor lawyer and timberlands owner.

Cassidy, Holyoke, and Stetson also bought the remainder of the township in September 1891. They purchased land from Bangor lumber dealers Thomas W.
Baldwin and Augustus D. Manson, who had purchased the land in December 1869 from Andrew J. Ross of Watertown, Massachusetts. He bought the land in January 1860 from Hugh Ross Jr., a Bangor tow boat proprietor, who bought it in November 1855 from Jonathan A. Cushing, a Bangor lumber dealer, who purchased it from Bragg and Moor in September 1853.

T3R5 N.B.K.P. (Dole Brook): The initial sale by the state of Maine land agent was in 1863 for timber cutting rights to Amos M. Roberts and Son, Bangor lumber dealers, and R.R. Hardy, a Bangor druggist, but they defaulted. The subsequent sale was to Charles E. Dole, a Bangor lumber dealer and Gilbert Soule, a Brewer lumberman, in 1867. Two years later they sold the remaining eight years of timber rights to Frederick Dillingham of Bangor and George Dillingham of Old Town, both lumber dealers and timberland landowners. The Dillinghams apparently did not pay their taxes because the state land agent issued a land tax deed in September 1874 to the European and North American Railway Company and sold the grass and timber rights of the public lots to John P. Webber, a Bangor lumber dealer and Llewellyn Powers, a Houlton lawyer, in October 1875.

The railway company sold the whole township to Samuel H. Blake, a Bangor lawyer, in June 1884 and at the same time Charles G. Sterns, owner of Bangor C.G. Sterns Company (lumber), bought an undivided half share from him. Sterns sold to Benjamin B. Thatcher, a Bangor lumber merchant, who sold a sixth and twelfth shares to J. Fred (Bangor) and Eben C. Webster (Orono), owners of Webster Paper Company in Orono, in August 1887. Five years later in October 1892 Thatcher sold the balance of his holdings to Eugene Hale (Ellsworth lawyer), Clarence Hale (Portland lawyer), Maria A. Gilman (Bangor, wife of lumberman Orland Gilman), Lewis C. Moore (Bangor lumber dealer), Fred L. Bradstreet (Gardiner lumberman), and Annie L. Bradstreet (Gardiner, wife of Joseph Bradstreet, lumberman). Blake sold the other half share in November 1886 to Joseph R. Bodwell, president of Hallowell Granite Company, Isaiah Bodwell (Old Town), and William H. Maling, a Bangor lumber dealer living in Brewer.

The grass and timber rights land sales of Webber and Powers involved the same men purchasing the land. Llewellyn Powers sold his undivided half to Joseph R. Bodwell, and William H. Maling. Webber sold his rights in May 1885 to C.G. Sterns who sold to Benjamin Thatcher who sold to the Websters and to the Hales et al. group.

By March 15, 1899 the visionaries for Great Northern Paper Company: Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier, owned 16,106 of the township’s 23,415 acres and sold it to GNP on that date.

T4R5 N.B.K.P. (Holden Gore): The state of Maine land agent apparently made land or timber rights sales at some unknown year before 1874 but the owner or owners defaulted, for the agent registered no deeds. In March 1874 the agent gave Noah Wood, Superintendent of the European and North American Railway Company, a tax deed. The agent sold the land and the grass and timber rights of the public lots to George F. Foster, a Portland lumber dealer, and James E. Hutchins, a prosperous Lovell farmer, in September 1874, and issued another tax deed to Wood in September 1876. In November 1876 Foster sold shares in his undivided halves to Portland men Edmund Phinney and Isaac Jackson, partners and dealers of cooperage stock, so that the three men held the half share in common. Wood sold his tax deed interests in October 1877 to Foster and Hutchins. Two years later in February 1879 Foster sold a quarter of his one-third share of a half share to Hutchins. In September 1884 Phinney, under the terms of the Isaac Jackson will, sold to Almond A. Strout, a Portland lawyer, et al. James Hutchins or his son Edwin S. Hutchins, a prosperous farmer of Fryburg, accumulated more land and in 1906 sold a three-quarter undivided share in land and grass and timber rights to Charles Holden Jr., a farmer living in Rutland, Vermont.

T4R4 N.B.K.P. (Prentiss): At the southwest corner of Hammond township the South Branch snakes along the southern border of Prentiss township that drains

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19 The European and North American Railway Company received a legislative charter in 1868 for building a railway that would defend the Maine frontier. In order for the company to raise the needed capital, for one dollar the Maine governor sold the company what was thought to be 1 million acres, but turned out to be 2.7 million, of unsold timber and lands belonging to the state on the waters of the Penobscot and St. John rivers. The company built 12 miles of track. This transaction became known as the “State Steal.” (“Mount Katahdin State Park,” an address given by the Honorable Percival P. Baxter of Portland)
south to the river. On the south side of the river the northernmost tier of Bald Mountain township cant to the river.

The first state land agent sale was in October 1867 when Mary F. Prentiss of Bangor and daughter of Henry E. Prentiss, Bangor lawyer, land owner and stumpage seller, bought the whole of the township when it was estimated at two-thirds the normal six-by-six-mile township boundaries. She agreed to pay for any land exceeding that estimate based on a new survey. Her agreement honored the validity of the previously issued stumpage permit to Thomas Egery, a Bangor iron foundry owner, and provided her with the grass and timber rights on the public parcels.

In January 1889 Prentiss, now Mary K. Prentiss Kay, sold all the land and rights to Corinth lumber business partners John Morison and Elridge H. Hunting, who was also proprietor of a stage company. They sold to the visionaries for Great Northern Paper Company: Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier, sometime in the 1890s and GNP bought from them in 1899.

T4R3 N.B.K.P. (Bald Mountain township): The South Branch exits Prentiss township’s southwest corner to pass through the northwest corner of Bald Mountain township. This quarter of the township has a cant to the river and the only dammed tributary in the township was the outlet stream of Jones Pond in the northeast corner.

The Maine state land agent apparently negotiated land sales agreements prior to 1867, but the grantees defaulted, and he offered two tax deeds in November 1867. Joseph E. and H.E. Eaton of St. Stephens, New Brunswick, bought a three-quarter undivided share of the township and Thomas W. Baldwin, a Bangor lumber dealer and Arad Thompson, a Bangor merchant and director of the European and North American Railway Company, bought the remaining one quarter undivided share. No prior owner ever met the conditions for re-claiming ownership. A few months later in January 1868 both parties bought the grass and timber rights for the public lots with the same percentage shares.

The earliest recorded Maine state land agent action was in the mid-1860s when he issued a lease for timber cutting through 1870 to Frederick F. French, an employ-

T5R3 N.B.K.P. (Sandy Bay township): The South Branch exits Prentiss township’s southwest corner to pass through the northwest corner of Bald Mountain township and enter Sandy Bay township which contains its headwaters at its westernmost edge, the Quebec border. Blake Gore, Sandy Bay’s northern neighbor, drains south to the South Branch.

In March of 1820 the Massachusetts land agent issued a deed, with conditions for the whole township, to the Sandy Bay Pier Company of Gloucester, Massachusetts. The stipulations included a payment of $500 for the survey of the township, $200 for work on the Canada Road during the first six months, and at least 30 families settling in the township within three years. The company did not meet the conditions, but apparently negotiated for either an extension or different terms given the first sale to a settler, 100 acres (lot 5, 12th range) to Diantha Hilton of Concord and daughter of Elisha Hilton, did not take place until March 1835. At that same time the company sold two undivided half shares; one to John W.A. Brewster, a Boston dry goods merchant and the other to Daniel F. Emery, a Portland hardware merchant. These sales were apparently to help cover the debt.

With one exception the land transactions of settlers between 1836 and c.1900 involved only the Hilton family. Diantha Hilton sold her lot to Luke Hilton of Skowhegan in February 1840. In June 1840 the Sandy Bay Pier Company deeded a lot to Jason Hilton, who was born in Ireland in 1821. Some time before 1841 Elisha Hilton of Concord bought the westerly half of lot 4 range 11 and lot 5 range 12. In June of 1846 the Sandy Bay Pier Company issued lot deeds to the following Hiltons: Jason, Esther, Sherwin (Elisha’s son), Luke, and Jonah. Sometime

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20 Morison is the consistent spelling on the deeds.

21 The tax deeds did not provide a person’s community.
before 1864 Martha Hilton of Skowhegan purchased lot 4 range 10. By about 1871 a Hilton owned the following land parcels: lot 4 range 1, lot 4 range 10; lots 3, 4, and 5 range 11; lots 5 and 8 range 12; lots 5 and 6 range 13; “the meadow lot;” and two others. With the exception of the range 1 lot these were all near the Canada Road in the South Branch watershed.

Between April 1873 and 1891 Sherwin was apparently successful in retaining the Hilton lands by mortgaging some lots. However, he filed for bankruptcy in May of 1878. Luke sold to Sherwin in April 1882 and in July 1883 and October 1885 Sherwin secured loans that he paid off. In 1891 he used 850 acres as collateral for another loan he successfully paid.

The Sandy Bay Pier Company amassed delinquent tax payments so the state put their holdings up for public auction and George C. Getchell, a Waterville lawyer, purchased a three-quarter share in December 1865. The company sold their remaining quarter share to Asa Reddington Reed, a Waldoboro farmer, in June 1871. Getchell also sold his share to Reed in June 1871. After nine years Reed sold in September 1880 to Augusta’s J. Manchester Haynes, who was president of Kennebec Land and Lumber Company. He held the land through at least 1892.

**T5R4 N.B.K.P. (Blake Gore):** The state of Maine land agent issued a tax deed to Noah Wood of the European and North American Railway Company in 1872. Samuel H. Blake, a Bangor lawyer, bought the rights from the railway company in 1882; the amount of land was 3,440 acres, the totality of the gore. Five years later in 1877 the executor of the Blake estate, Edward H. Blake, a Bangor lawyer, became the owner and held the land until he sold to John Kelley, a Bangor lumberman, in 1902.

In 1875 the land agent sold the grass and timber rights of the public lots to Manuel S. Drummond, a Bangor lumberman and William McCrillis, a Bangor lawyer and timber land owner. Apparently McCrillis retained the grass and timber rights through at least 1904.

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*22 He was also president of Haynes and DeWitt Ice and Echo Lake Ice companies, wholesale operations.

*23 Bangor Daily Whig and Courier, August 6, 1870

*24 In terms of today’s Canada Falls dam, the roll dam was the*
dam showed little use on this rugged river that the dams did not tame. The dams soon washed out and no one was interested in them until 1888 or 1889.

A number of the men seeking the 1870 charter were also among those seeking a dam charter in 1871 for the Penobscot Pond Stream Dam Company (T.W. Baldwin, A.D. Manson, Frederick H. Dillingham, George F. Dillingham, Caleb Holyoke, Henry E. Prentiss) with the rights for dams and improvements on Penobscot Pond (Lake) and Penobscot Brook. However, they took no action, probably due to the lack of success of the Canada Falls Dam Company.25

Some logger had already cut on Alder Stream given the old dam Hubbard found in 1878 and the landings he discovered on the brook. The owners of the Canada Falls Dam Company probably built this dam. Since the dam was 1.5 miles above a rocky section and below the rocky section was open water to the mouth of the stream (3.5 miles), the dam was simply to move logs, either cut behind it or below it or both, to the South Branch.

Just above Alder Brook was a logging camp that was still habitable, but not in use during Hubbard’s trip. The lower 1.5 miles of Hale Brook showed no signs of logging and Hubbard described the woods as “elm land,” not the kind of trees of interest to loggers in this era. Two miles beyond Hale Brook the river got shallow and Hubbard spent more time out of the boat than in it. In another 4.25 miles he was at the mouth of Penobscot Brook, which was five feet wide and badly choked, and consequently had not had logging activity. Above the mouth of the brook the South Branch was not navigable at low water.

Hubbard’s account suggested that someone logged on the river from perhaps above the mouth of the Hale Stream area. Loggers had definitely operated on Alder Stream and within hauling distance of the South Branch below Hale. The supplies for these operations probably came in from the west on a tote road from the Canada Road north of Jackman. It followed the north side of the South Branch and ended three miles east of Penobscot Brook. The presence of this winter road was another indicator of loggers cutting above Canada Falls prior to the late 1860s.

25 T.W. Baldwin, A.D. Manson, Frederick Dillingham, George F. Dillingham, Caleb Holyoke, and Henry E. Prentiss; based on Hubbard’s observations.
The Henry Prentiss stumpage chart book indicated he offered a stumpage contract to Lloyd B. Clark for the 1886–1887 cutting season.26 The lots included some in both T4R4 and T4R5 N.B.K.P. The combination of locations suggests Clark cut and landed on Penobscot Lake and Brook and drove on the brook.

Owners whose stumpage would go to the Bangor market on the river wanted to sell their stumpage, but loggers knew their respected colleagues John Ross and Aaron Babb lost money, and that probably made them hesitant to cut in this area.

c.1888 – c.1912 The earliest published drive records, which appeared in the Industrial Journal, began in 1886 and through 1890 did not necessarily differentiate between the South and North branch drives. F.M. Cunningham, who owned the Knights’ farm at the Fork, was one of the loggers in each of those years who was on the South Branch. In general the logging camps ranged from 18 to 70 men with the usual horse to man ratio of 1:3.

Joining the cut on the South Branch in 1888 was Ed Stetson and the Gilberts (father, Thomas, and son, Fred A.). They took over the Canada Falls Dam Company. In 1890 they built the dam above the Prentiss site just below Bog Brook in order to solve one of the driver’s most problematic spots, a large oxbow, but it did not succeed. Water washed it out in 1891 and the replacement in 1892.27 The rebuilding in 1892 was nearly done when it washed out; the builder left and William Jasper Johnson, a noted dam builder, successfully rebuilt it, as it was in 1891 with a 14-foot head, which did not flood out

26 Henry E. Prentiss papers, University of Maine Raymond Fogler Library Special Collections

27 Bangor Daily Whig and Courier, November 11, 1892
the oxbow. The dam stayed functional until 1906–1907 when a crew repaired it, and left the head at 14 feet.\textsuperscript{28} The roll dam below it at the now-concrete dam had also been maintained over the years. Despite dam and oxbow problems, Gilbert got out his successive drives, 1891 forward.

Instead of relying on a dam, Gilbert’s solution to the oxbow problem was to cut a canal across it c.1893.\textsuperscript{29} The canal solved the problem and served loggers through 1912 when a dam with a 26-foot head replaced the roll dam at the current concrete dam site. The new impoundment flooded out the former Prentiss and Gilbert dam sites and created the impoundment that the concrete dam sustained.

Like Stetson and Gilbert, William H. Maling and Josiah W. Bodwell saw opportunity and sought and received a charter in 1887 for the Penobscot Lake Dam Company that succeeded a defunct 1871 Penobscot Pond Stream Dam Company. Knowing the problems of driving the South Branch, Maling and Bodwell might have timed their improvements to clear the stream and place a dam at the outlet of Penobscot Lake and make improvements in the waterway as far as the South Branch to match those of Stetson and Gilbert. They apparently built a roll dam about three miles above the future storage house on Penobscot Brook. If Maling and Bodwell used the roll dam in the customary fashion, then the most likely spot for the dam was at the falls 18 miles below Cheney Pond and about 4.4 stream-miles from the river.\textsuperscript{30} This dam met the needs for a time, but in 1915–1916 a sluice bypassed it.\textsuperscript{31}

\textsuperscript{28} This sequence of events was put together from writings of Fred Gilbert, Albert Hempstead, and John McLeod. No one account had a detailed sequential accounting.

\textsuperscript{29} Dr. Everett L. Parker, Beyond Moosehead II: The story of the Great North Woods of Maine from Pre-history through the lumbering era, Greenville, Maine Moosehead Communications, 2001

\textsuperscript{30} Humphrey’s 1915 map of Hammond township is available through the Maine State Archives. Some things on the map are clearly approximations, like the form of Cheney Pond where it intersects the west town line, so I’m dubious of the precision of his placement of the storehouse. The GNP road in 1915 reached the stream and storehouse from the east just above its mouth on the South Branch and followed the east side of the brook to the GNP dam below Cheney Pond. Given the recorded distance between the storehouse and the roll dam and the length of the stream below Cheney Pond, the storehouse had to be within a mile of the South Branch; consequently the dam was at the falls.

\textsuperscript{31} Great Northern Paper Company Records, Penobscot Lake Dam Company, University of Maine Raymond Fogler Library Special Collections
Use of the river must have followed the dam building for in 1891 Maling and Bodwell sought and received an amendment for an increase in tolls. Their request implied that they had done considerable extra work on the “gulch” below the mouth of Penobscot Lake. The new tolls did not apply to any logs landed on the brook in Hammond township at landings that had been used following their first work on the stream under their original charter. At some point after 1891 they built a dam on Cheney Pond to assist with driving the stream.

Elsewhere above Canada Falls log driving continued as supported by additional dams that apparently Stetson and Gilbert built. The one in Sandy Bay township was functional by c.1890. It was in the northeast corner of lot 11 about a mile west of the east town line and a mile south of the north line. The impoundment nearly reached the Old Canada Road north of Jackman. The exact location of the dam they built at Jones Pond in 1888 or 1889 was undiscovered, but in 1961 dam remains were 1.25 miles below the pond’s outlet at the foot of the boggy stream section. They built another dam on what Fred Gilbert referred to as Horseshoe Pond. Deductive reasoning suggests Horseshoe Pond, also known as Y Pond, later became known as Dority Pond, which had a dam.

Two dams appeared on Hale Brook in the early 1890s. John Hatch, a Moose River timber cruiser working for William McCrillis (land owner northwest quadrant of T3R3), reported in October 1891 that Hale Brook needed a dam and some blasting. About .5 million board-feet of logs (bfl) of the spruce could go to the South Branch and another 3.5 million into Hale Brook. The last logger on the stream known to Hatch was John Trickey in 1870 when he cut 5–6 million bfl. No fires had burned in this area for some time. The report probably prompted the dam building. One dam was perhaps at the site of a future two-gate 11-foot head dam just below the outlet of Hale Pond. Between 1892 and 1904 McCrillis issued a stumpsage permit each year for a cut in the northwest quadrant of T3R3 (Alder Brook). 32

A dam was active on Alder Brook, and it was probably at the same site as the one discovered by Hubbard. Gilbert noted a second dam on an unnamed tributary of Alder Brook.

A roll dam mentioned by Gilbert was downriver from the Sandy Bay dam and above the mouth of Penobscot Brook. Gilbert probably built the dam, but he did not mention the year of construction. The detailed notes of a 1904 log drive clerk suggested that it was at a narrows and a set of ledges a little over six miles below the Sandy Bay dam and a little over a half-mile above the mouth of the brook draining Welman Pond.

This collection of dams suggested that logging was taking place along the full extent of the South Branch and they were beginning to move up some of the side streams: Alder Brook, Hale Brook, Jones Brook, and Penobscot Brook. The size of the dam at Hale Pond indicated loggers anticipated substantial cutting over a number of years. The dam at Sandy Bay provided a water source to push the logs to Canada Falls once they got into the river.

Between 1888 and 1912 crews of the Gilberts’ operations were cutting nearly yearly some place in the South Branch drainage and if they were not someone else was. In 1888–1889 Gilbert and Son operated with a crew of 31 men. 36 Given the crews were building and rebuilding dams from 1890 through 1892 Gilberts’ men were cutting some place on the South Branch. Gilbert’s book of supplies ordered and delivered in 1891–1892 showed that all such material came from Jackman to Sandy Bay and east to the camp on the South Branch. Gilbert’s book of supplies ordered and delivered in 1891–1892 showed that all such material came from Jackman to Sandy Bay and east to the camp on the South Branch. 37 For the cutting seasons 1892 and 1893 they had a Prentiss permit to cut in T4R4. Their 1893–94 record revealed they drove on the South Branch. In May of 1894 800,000 bfl were hung up on the South Branch above Penobscot Brook and might have remained there until the following year unless rain followed. 38 The L.C. Moore drive was already below Canada Falls at Swan’s farm. Gilbert might have skipped 1895, but his crews were back for the rest of the decade.

Joining the Gilberts on the South Branch in the 1890s was Roderick Sutherland of Brewer with drives in 1895,

32 Fred Gilbert, “Early Improvements on the South Branch of the Penobscot River,” The Northern, February 1927
33 William McCrillis Papers, University of Maine Raymond Fogler Library Special Collections
34 Report on Township 3 Range 3, N.B.K.P. (Alder Brook Twp.), Somerset County, Maine, 1929, James W. Sewall Company, Old Town, Maine
35 McCrillis Cutting Record 1889–1890 to 1905–1906,” William McCrillis Papers, University of Maine Raymond Fogler Library Special Collections
36 Fred Gilbert Papers, 1888–1889 account book, University of Maine Raymond Fogler Library Special Collections
37 Fred Gilbert Papers, account book, University of Maine Raymond Fogler Library Special Collections
38 Portland Daily Press, May 15, 1894
Chapter 4: South Branch and its tributaries — logging activity

1896, and 1899. James McLeod was on Alder Brook in 1896 and drove from Prentiss township in 1899.

In 1900 Fred Gilbert began to align himself with the development of Great Northern Paper Company, with their first logging in this area being in part along the east end of the South Branch in Pittston township. The drive of 1900 on the West Branch from this area was under the direction of Fred Gilbert. For the following two years he directed the GNP portion of the drive going to the new GNP mill in Millinocket.

For 1903 and 1904 McCrillis and Drummond sold stumpsage of 3–4 million bfl on the public lots in T5R4 (Blake Gore).39

In 1904 John Hodgkins ran the Alder Brook operation. Teamsters brought his supplies in from Jackman via Sandy Bay, a three day trip.40 Horse-drawn wagons toted the supplies from Jackman to Sandy Bay where the load was divided, 800 pounds per a two-horse-team-drawn jumper.

By 1907 all the logs cut by any crew west of the Fork were for the Millinocket GNP mill. The drives continued to be of long logs that crews cut into 4-foot lengths (pulpwood) at the mill.

1904 – Clerk’s notes from the South Branch drive

The 1904 notes of the unknown clerk of the South Branch drive provided a glimpse into the daily life of the drive when GNP was one of the log-driving teams trying to be sure no crew wasted water so as to ensure their logs got to Chesuncook Lake.41 The “Canada Falls dam” referenced in the log pertained to the Gilbert-constructed dam with a 14-foot head a half-mile below Bog Brook. The use of the term “Canada Falls” probably pertains to Hubbard’s definition of that 2.5-mile section of river below the roll dam, which was in the vicinity of the current concrete dam.

The text mentions clearing jams at the oxbow, but does not reference Gilbert’s canal, which was presumably in use at this time; perhaps the term oxbow referred to the general area or a sign of low water. One group of drivers was on Alder Brook and three drive crews (Kelley, Ranney, and GNP) were on the South Branch. The first log entry was April 15 and the last was June 11. The clerk noted the water availability in terms of head of water at the dams nearly daily; I included enough to show it was something that was carefully watched. The term “rear of drive” was related to the logs of the person to whom the logs belong, not necessarily to the rear of the whole drive. What follows is a condensed, but otherwise unedited version of the log.

April 14: Arrive at T.S. Ranney camp on the South Branch, ice has not yet broken up. The [Kelley] dam [in Sandy Bay] has a 5-foot 6-inch head. [Ranney camp not at the dam]

April 15 & 16: froze both nights; cold and snowy during the day. Alder Brook rose 6 inches due to Canada Falls dam gates being closed.

April 17: Still not driving; 58 man crew of Ranney is idle on Alder Brook. J.E. Kelley crew cleared some landings on South Branch.

April 18: Many of Kelley’s crew on South Branch are tired of waiting and leaving.

April 19: not making water [means not thawing]; no driving

April 20: snowed 8 inches last night; on South Branch worked 2/3 day blasting ice and setting boom

April 21: ice froze half-inch last night; blasting ice on Alder Brook deadwater. Kelley has 25 men at the roll dam on the South Branch. Ranney writes Kelley asking when he plans to open [Kelley] dam gates, but if he doesn’t know give him 10 hours notice. No water making.

April 22: no driving activity on South Branch. 25 men on Alder Stream blowing ice, stringing a boom and raft making.

April 23: Kelley crew blasting ice above the storage house42 and not driving. On Alder full crew works 2/3 day rafting and breaking landings.

April 24: ice thawing and breaking away from landings.

April 25: Kelley still breaking ice above storehouse. Driving begins with full head at Sandy Bay [Kelley dam]; Kelley has crew raise gates without notice. Fear

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39 William McCrillis Papers, University of Maine Raymond Fogler Library Special Collections
40 The Northern, January 1927
41 Someone found the logbook at Pittston Farm; available in Great Northern Paper Company Records, University of Maine Raymond Fogler Library Special Collections
42 The storage house was probably about a mile downriver from the Sandy Bay dam on the north side just upriver from McKain Brook. In at least the 1920s this site was known as South Branch Camp. Roads from here went up McKain Brook and into Threemile Brook.
of jams made by logs left from last year. Small GNP crew was helping on river. Still blowing ice in the oxbow.

April 26: On Alder Brook moving rafts out of the brook into the oxbow. Kelley dam gates opening and closing as needed. Canada Falls dam gates up with 10-foot head. Five rafts from Alder Brook in oxbow. On South Branch a half-mile long jam three miles below the roll dam—a result of ice blasting—took time to find it and cleared at 4 p.m.; logs not running fast

April 27: Alder Brook crew working in the oxbow and others blowing ice above camp. Kelley dam gates open and close at intervals; head is still increasing [which is needed]. 28 Kelley men work a Ranney landing without notice; Ranney tells Kelley—do it again and it’s your cost; 13-foot 9-inch head at Sandy Bay.

April 28: GNP opens its landing below Little Canada Falls deadwater. 54 Kelley men work with GNP crew and their dynamite. Kelley manipulating [Kelley] dam gates without notice; head now at 14-feet 3-inches

April 29: On Alder Brook the crew is working the landing at the upper camp. 56 Kelley men clearing the landings above Little Canada Falls. 13-foot 11-inch head at Sandy Bay

April 30: Rained hard all night and all day. Crew on Alder Brook began working the rear. On South Branch still 500,000 [logs] left on landings; moved depot camp to storehouse. River clear to Kelley’s landing. Increase in water from Sandy Bay—still 14-foot 6-inch head. 51 Kelley men working his landing and 45 GNP men

May 1: Moved camp from storehouse to roll dam; 14-foot 8-inch at [Kelley] dam. Logs running freely. 19 men of Alder Brook crew went to Canada Falls dam—11-foot head—to begin sluicing in the morning and another 22 followed in the afternoon. Seven men on sluicing and 18 men on the falls below. Jam on the wing; GNP crew works 1/3 day as does Kelley crew to clear it.

May 2: On Alder Brook the crew cuts the trip boom above the oxbow. Logs running in South Branch above Alder Brook fine. GNP crew putting logs from their landing in the river. Kelley logs running freely into jam on Canada Falls deadwater. Large jam below roll dam [site of current concrete dam] and Ranney wants Kelley to stop his logs at Canada Falls dam until the jam moves; Kelley closes his trip boom.

May 3: Kelley puts in trip boom four miles below the roll dam to hold logs from jam below. Trip boom breaks and all logs flow into jam by 1:45 p.m.; jam cleared by late afternoon. Alder Brook crews are all on the rear of their drive from Canada Falls downstream.

May 4: Rear of GNP drive at trip boom above the storehouse. A large jam is between Alder Ground and High Landing43 seven miles below roll dam. Crews were working to clear Alder Ground and the oxbow.

May 5: Kelley should be able to start the rear of his drive after lunch. Rear at Alder Brook a 1/4 mile above lower camp.

May 6: No logs running in South Branch due to jam at Alder grounds. Kelley is threatening anyone who sets up a trip boom. Sandy Bay dam still has 14-foot head. All logs rafted on Alder Brook are down to camps. No jams on Canada Falls today with six men sluicing and 22 men on the falls. 10-foot 9-inch head on dam at end of day.

May 7: Logs flow out of trip boom above roll dam on South Branch; 12-foot 5-inch at dam. No jams at Canada Falls. Pooler [Canada Falls dam manager] and Ranney argue about water flow. Pooler left gates open at night; Ranney says they should be closed. Ranney accuses Pooler of favoring Kelley. Pooler forbade anyone sleeping on dam that night. 9-foot 9-inch head on dam at end of day.

May 8: —2-foot head at Sandy Bay and gates wide open; logs running freely. C.N. Thompson sleeps on dam this night. Kelley used nine men as signalers on the falls. All logs are out of Hale Brook. The rear wangan moved to Pittston Farm field. Rear of drive at Canada Falls.

May 9: More men working on Canada Falls yesterday and today than etched in local memory. 46 men working the rear on the falls; 22 men manning stations; Seven men sluicing at dam; four men breaking down the deadwater; Vinal Robinson reports all logs out of Hale Brook. At end of day 9-foot 2-inch head at Canada Falls dam.

43 The seven-mile mark was just below the mouth of Little Penobscot Brook.
May 10: Harry Haley drowns trying to break a jam on the falls. Dam gates closed as soon as he went under; found him 1 1/2 hours later. Rear of drive [Kelley] at foot of falls; jam forms with Kelley’s men leaving after two hours work and GNP men remaining to clear it.

May 11: logs still coming through Canada Falls dam. 45 men leave Pittston for Seboomook Falls.

May 12: GNP foreman Fred Hodges clears narrow channel through jam on Canada Falls and asks Kelley’s foreman Pooler to stop sluicing. Pooler ignored the request. Channel jammed; Pooler cleared a hole; sent more logs and jammed again; would take a full day to clear.

May 13: Jam cleared by noon; sluiced through the night.

May 14: Kelley’s clerk Tessic, an experienced driver, admitted bad judgment by Pooler.

May 15: 58 of Kelley’s men back on Canada Falls working on wing jams that were created by Pooler’s error. No driving over the falls – waiting for the dam head to rise.

May 16: logs had to be left on Alder Brook due to lack of water, a function of an improper dam repair, about a week prior, that gave way. Jam at Gulliver Falls. 8-foot 9-inch head at Seboomook dam.

May 17: Head at Sandy Bay [dam] now at 6 feet. Still a jam at Gulliver Falls; sluicing at Seboomook.

May 18: The rear is three miles below Pittston Farm.

Drives 1900–1912: 1900, W.D. Smith (2,743) 44; 1901, Smith (10,532), Kelley (11,304), McPhearson (2,558), Sutherland (1,821), McNulty, John McPherson (Bald Mountain twp); 1902, Smith (10,532), Ranney (8,940), McPhearson (2,558), C.W. Mullen (8 million board-feet logs (m bfl)), C.J. McLeod (Pittston twp), John McPherson, Tom Ranney and Sons (Bald Mountain twp); 1903, McPhearson (T4R4, 1,303), F.O. Estes (T4R4), Soldier Farm operation (Alder Brook) Ranney (6,885), unknown logger on Alder brook (2,595), J.E. Kelley (4.5m bfl), C.W. Mullen (4m bfl); 1904, Prentiss (5,622), Ranney (est. 3,500), Jackson and John Hopkins on Alder Brook (5,564); 1905, GNP crews (2.5m bfl), 45 Prettiss (unknown amount), unknown logger (Pittston Twp); 1906, Prettiss (4,513), and three others, Morton, Mercier and Pageut (amounts unknown); 1907, Prettiss (5,006), unknown location and logger (7m bfl on the South Branch); 1908, Prettiss (8,584), Gilbert (7,295); 1909, GNP (7.5m bfl at Pittston Farm area), Calusha (7,806); 1910, Newton in Hammond (9,404); 1911, Newton at unknown location (10,410); 1912, unknown loggers on Penobscot Brook (411), unknown logger at Pittston Farm area (4,821), unknown logger and location (1,773).

By 1912 GNP was preparing to begin substantial logging in the drainages of both the South and North branches. About 1906 they agreed to take over the repairs of the Canada Falls dam (Gilbert dam) that was a half-mile below Bog Brook. Six years later the company, knowing that it needed more water to run the Millinocket mills, replaced the roll dam at the site of what became the concrete Canada Falls dam with a 26-foot head log crib dam that provided the needed water impoundment that flowed out the South Branch and Alder Brook channels and created the current flowage.

With the huge impoundment plus the Sandy Bay, Alder Brook, Hale Brook, and Jones dams built by Gilbert, beginning in 1888 the logging strategies on much of the South Branch changed. Accompanying the dam upgrade was a graveled road that connected it to Pittston Farm. The supply route for the river from about Penobscot Brook east now came via Kineo Station and Pittston instead of Jackman and Sandy Bay. At the dam crews loaded the supplies on boats and scows, and then distributed them to the camps on or near the impoundment. Soon GNP had a log storage house, two bunkhouses, and two boathouses at the dam in support of its operations. The other benefit GNP had was that above the dam its crews were the only ones cutting after c.1912.

GNP logging crews immediately cut thousands of boom logs for the driving crews making the booms with which they lined much of the impoundment to prevent logs from straying on their journey to the dam, a strat-

44 These numerals are cords. Long logs were scaled in board-feet of logs (bfl) before driving them. When the long logs reached the mill they were cut into cords and rescaled as cords. The numbers from 1899 to 1935 are from a GNP record book; available in Great Northern Paper Company Records at University of Maine Raymond Fogler Library Special Collections. Additionally from 1900–1905 I used a landing scalar’s log book at Millinocket Historical Society; in that I found the townships in which the logger cut.

45 *The Industrial Journal*, April 1905
they were still using in 1941 and through the end of the drives. Drivers also cut logs to create headworks to open and close trip booms on the river, at inlets of side streams and at the dam, and to tow the log booms at a quarter mile per hour across the 5.7-miles-long Canada Falls impoundment.

The greatly enlarged Canada Falls impoundment enabled GNP to vastly increase the amount of logs cut on the drainage of each stream flowing into the impoundment. With this new capacity GNP acquired the rights of the Penobscot Lake Dam Company in 1916. That summer multiple improvement projects commenced and the work continued through the winter into 1917. A crew built the 3,200-foot Penobscot Lake sluice that connected the lake to the head of Cheney Pond. When the crews completed that, they began, with the aid of four horse teams, to rebuild Penobscot Lake dam, where they worked through the winter living in tents. The dam had one gate, a sluice, and wings of roughly 45 feet each.

Crews also modified the dam at Cheney Pond that Frank Dority had rebuilt in 1914–15. The crew increased the head to nine feet, altered the two gates to 9.5 feet, created two run-around dams of roughly 90 feet each, and made a 9.5-foot gate in the south side run-around for the sluice. J.E. Sargent’s crews then built a 3,200-foot sluice connecting the Cheney Pond Dam to the upper end of a new downstream impoundment that his crew created by building a new dam (390 feet long with 19-foot head and two nine-foot gates and a seven-foot gate) 1.5 miles below Cheney Pond.

In some places the sluices for both dams were on trestles. The company moved in and set up a temporary saw mill to cut the building materials needed to build the leak-proof sluices, which the crew lined with hardwood.

During these preparations crews cutting for GNP began at the uppermost end of the South Branch in Sandy Bay and Blake Gore townships. They cut it hard for both softwood and hardwood saw logs. In 1915 crews cut in Blake Gore and landed the 11,478 cords of wood at the river. The following two years (1916–1917) Steve Ranney had several camps on the South Branch and in 1917–1918 William J. Elliott was working for Gilbert and Newton at Penobscot Lake.

The 1918 drive was the last of softwood saw logs from Sandy Bay.

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46 The recorded sluice lengths for Cheney and Penobscot ponds vary by 200–300 feet and those for the Lac du Portage sluice were all reasonably close to 8,000 feet.
48 This probably included the public lots for which McCrillis held the timber rights. John Hatch, the Moose River timber cruiser for McCrillis, noted the lots had a good deal of spruce that ought to be cut. William McCrillis Papers, University of Maine Raymond Fogler Library Special Collections
49 WWI draft registration record; available at ancestry.com
In this area between 1914 and 1926 GNP was not the only entity interested in harvesting wood in Sandy Bay and Bald Mountain townships. The Jackman Lumber Company, which milled spruce logs, also cut in this area. In 1914 the company’s Bald Mountain Railroad already ran five miles north of the mill along Heald Stream, and a crew was building the next eight miles. At the head of Heald Stream valley, Mud Pond, the track made a large “s” turn to the west and then north to reach the height-of-land west of Number Two Mountain and above the South Branch. Subsequent lengthening of the tracks took it due east to the east line of Sandy Bay township where it wove along or near the line to end at a camp on the South Branch a little west of the townline. The camp
here was a little over a mile downriver from the Sandy Bay dam.\footnote{190}

The Jackman Lumber Company was a huge operation and that reflected extensive cutting; logs from only the Moose River drives could not sustain it. The mill cut 127 million board-feet of lumber per day. The company’s 600 employees included those in the mill and in the woods. Operating on the standard gauge railway were three locomotives using 70 log cars. The mill burned in 1926, was not rebuilt, and the tracks removed a year later. Those loggers with pulpwood interests followed.

In the middle of this decade two other changes benefited the GNP operations. The 1915 drive marked the first time all logs cut in the West Branch watershed went to the GNP Millinocket mill. Now, instead of having to deliver the drive to Shad Pond by August 1 the company’s only timeline was for the logs to be in the Millinocket area Quakish and Ferguson impoundments before freeze up in late fall. Secondly the company transitioned to 4-foot wood, pulpwood, and by 1917 the drives included only this wood, which did not jam as easily as long logs and took less water. This change also meant the company crews no longer maintained the river’s two roll dams.\footnote{In the middle of this decade two other changes benefited the GNP operations. The 1915 drive marked the first time all logs cut in the West Branch watershed went to the GNP Millinocket mill. Now, instead of having to deliver the drive to Shad Pond by August 1 the company’s only timeline was for the logs to be in the Millinocket area Quakish and Ferguson impoundments before freeze up in late fall. Secondly the company transitioned to 4-foot wood, pulpwood, and by 1917 the drives included only this wood, which did not jam as easily as long logs and took less water. This change also meant the company crews no longer maintained the river’s two roll dams.}

What this allowed GNP to do was to concentrate more on small stream drives, and therefore reach greater distances from the South Branch. Some streams had small gated dams and others had temporary splash dams.

| Drives 1913–1919 | 1913, unknown logger (Pittston farm area, 3,559); 1914, Hammond (unknown logger, 2,806), Soldier (unknown logger, 3,356), GNP South Branch drive (2.5m bbl); 1915, Hammond & Soldier (unknown logger, 9,409), Pittston (unknown logger, 3,258); 1916, South Branch (unknown logger and location, 37,426); 1917, Soldier & Alder (unknown logger, 6,790), T4R5 (Blandin, 17,908); 1918, T4R5 (Blandin, 3,391), Dole (Gilbert & Newton on Penobscot Lake, 32,172); 1919, unknown locations and loggers, 22,524 |


51 The uppermost roll dam never appeared on any discovered maps. The lower roll dam was not on the GNP May 7, 1920 Pittston map; available at Maine State Archives.

52 Stephen Law, A Forest Environment, Tate Publishing Enterprises, Mustang, Oklahoma, 2010

53 Hempstead listed 8,000; Alfred G. Hempstead, The Penobscot Boom; Orono: University of Maine Press, 1931

54 Alfred G. Hempstead, The Penobscot Boom; Orono: University of Maine Press, 1931

GNP’s expansion of its infrastructure continued in the early 1920s and the loggers continued to advance east with their cutting. Beginning in the 1920s new gated dams appeared on Dority, Welman, and Cunningham brooks and crews continued to use those on Hale, Jones, Penobscot, and Alder streams.
1925 on the John Breakey Limited land around Lac du Portage in the Province of Quebec; no one ever used it again.

Breakey, a Quebec lumber merchant, built a dam at the Lac du Portage outlet that flows west. It raised the lake level by 10 feet and that necessitated dykes at its east end. One of those dykes was partially on the International boundary line between monuments No. 338 and No. 339, Charlie Gilbert and his crew cut a hole in the dyke near monument No. 338 and built a gate 18 feet down the sluice in Maine. In order to accommodate its length, which had reported ranges of 8,000 to 8,400 feet long, and its slope, a constant .54% grade, it ran east northeast down the north side of Deadwater Brook drainage into the water of the large cove on the west side of Penobscot Lake a little below its midpoint. The sluice was 10 feet wide and seven feet deep. With none other than Breakey’s approval, his fellow countryman, Ed Lacroix, who became king of lumbering in northern Maine on

Given this new sluice would carry extra water and logs, Sargent was back in 1922–1923 to increase Penobscot Lake dam’s head; he lengthened the wings to 200 feet and 240 feet. Eight years later the sluices below Penobscot Lake were still in excellent condition, but no wood was left to cut and sluice.

During this construction logging crews were working their way east down the South Branch. By the time the cutting ended in 1925 in the area of Penobscot Lake in Holden Gore and southwest Dole township nearly all the spruce and fir had been stripped as a result of the spruce budworm, suggesting loggers did not return to the area until after the war.

By 1925–1926 Sandy Bay’s eastern neighbor, Bald Mountain township, on the south side of the South Branch, had been cut hard, with operations including driving on Jones Brook with its dam; it would be at least another 20 years before the next merchantable trees were ready.

From Bald Mountain township the logging march down the South Branch’s south side continued into Alder Brook township with cutting on Hale Brook from 1925–1928.

On the north side of the river loggers were equally active in Blake Gore’s eastern neighbor, Prentiss township, with its parallel tine-like rake of streams all flowing to the South Branch. Loggers cut on Four Mile and South Branch brooks; whether or not they drove the logs was undiscovered, but the hauling distance to the river was in the four mile range. They also cut the Duncan Pond drainage and, with the help of a dam at the pond, drove the stream. In the Welman drainage the remains of a drive dam and its wings were still evident in June 2021 at the outlet of Welman Pond. Water from the impoundment,

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55 John Breakey was a Quebec lumber merchant and president of Quebec Bank.
56 Leonard W. Hutchins, “Edward ‘King’ LaCroix – Paul Bunyon of the North Woods,” Down East, March 1977. This source indicated LaCroix built the sluice, but John Mcleod in Great Northern Paper Company wrote that Charles Gilbert was in charge of the job and probably hired LaCroix to do the logging.
fed by Dubois and Clearwater ponds, would have flushed the logs landed on the five miles of stream to the river. The Dority drainage had a drive dam at the foot of the pond that was still holding two feet of head in August 1975.

To Bald Mountain’s east in Alder Brook township in 1929 the Sewall Company assessors found no dams on Alder Brook, but cuts to its east and those in the eastern half of Bald Mountain township within the past few years went into neighboring Hale Brook that had an operable two gate, nine-foot head dam a short distance below Hale Pond and about five miles from the Canada Falls impoundment.

For the drives of 1926, 1927, and 1928 Ed Lacroix crews returned to Sandy Bay and Blake Gore townships to strip it of its pulpwood. Whether Lacroix drove any of the cut on Threemile, McKain Brook, or Campbell brooks drainages, with or without dams, was undiscovered, but he might not have, given all teamster hauls might have been four miles or less and landed on the river or its banks.

Dam construction crews were back at Canada Falls dam in 1926–1927 to reconfigure the 1912 log crib dam so it included the two concrete wings (291 and 264 feet) constructed in 1922, 100 feet below the existing dam. The rebuilt crib dam did not influence the size of the impoundment. GNP did not wholly own the dam until about 1928.

By the end of the 1928 logging season on the South Branch GNP had finished methodically logging east through the South Branch drainage. No one conducted a drive on the South Branch in 1929.

**Drives 1920–1929:**
- **1920**, Pittston (Turgeon, 81), unknown logger and location (11,986);
- **1921**, Pittston (Brown, 18,873); Lac du Portage (est. 70,000);
- **1922**, Lac du Portage (est. 70,000);
- **1923**, Lac du Portage (est. 70,000); Penobscot Lake (unknown logger, 60,000);
- **1924**, Lac du Portage (est. 70,000);
- **1925**, Lac du Portage (70,000);
- **1926**, unknown location (LaCroix, 35,000), Bald Mtn twp cut hard in 1925–1926;
- **1927**, Sandy Bay (2,577), Blake Gore (7,802), Alder (NW 1/4 & Hale Pond and Brook) (28,569), Hammond (50), Bald Mtn (4,734) (all cuts of LaCroix);
- **1928**, Sandy Bay (3), Blake Gore (3,033), Alder (NW 1/4 & Hale Pond and Brook) (32,500), Hammond (41), Bald Mtn (24,587) (all cuts of LaCroix);
- **1929**, no drive

About 1930 GNP entered a new phase of building, one in which it would rely less and less on small stream drives and increasingly on tractor hauling to major water arteries. However, from 1929 through summer 1936 no logging, and consequently no driving, took place on the South Branch.

In 1929 GNP signaled its move away from small stream drives by listing its designated water storage dams. On the South Branch they included those at Penobscot Pond, Cheney Pond, and Canada Falls. The absence of the Sandy Bay dam was noteworthy in terms of it perhaps not being needed for some future drives. The distinction did not mean GNP abandoned the dam.

By the end of the 1920s many small stream dams were no longer functional. No usable dams were on Alder Brook. The dam below Cheney Pond dam was not useable. The Jones Pond stream could only be driven with small amounts of pulpwood, suggesting the dam was no longer present. The company had its final use of the drive dams it built on Cunningham (four-foot head), Welman, and Dority Ponds in the mid-1920s. Hale Brook only had one of two dams left.

In the late 1930s when GNP resumed cutting, a supporting network of haul roads ended on the shores of the Canada Falls impoundment. Crews used these roads in support of operations that drove logs until c.1940. From Pittston Farm a road went around the south side of the South Branch to a dead end in the upper reaches of Alder Stream. One of its forks went to the landing at the head of the impoundment on Alder Brook, a site just shy of the old dam. Another fork went southwest to a logging camp and landing in operation in 1938–1939 at about the midpoint of the Alder Brook portion of the impoundment. The road west from Pittston to Sandy Bay went north of the Canada Falls impoundment. Side roads led to the impoundment. One road, which crossed the South Branch near the head of the impoundment, served the Hale Pond drainage and ended at Little Fish Pond.

In the mid-1930s landings on Canada Falls impoundment to which teamsters once hauled logs to...
dump on the ice were now destinations for log haulers and mechanical vehicles of various types. They used the developing road network and came from beyond distances that horses once hauled. The loaded tractor trains moved at 1.5 miles per hour on a rough road and 2.5 miles per hour on a smooth road. A number of these landings had a stacker, a mechanical means to dump the logs in a pile on the ice.

Between 1935 and 1940 the only operations that took place on the South Branch were on the Canada Falls impoundment. Between 1934 and 1938 loggers probably used the lower end of Cunningham Brook to drive the spruce and fir pulpwood cut without the assistance of a dam. Larger operations involving 12 to 20 thousand cords per drive took place on the south side of the impoundment in the northern half of Soldiertown beginning in 1937. Crews landed their cuts on either the Canada Falls impoundment or on the river below it. In at least 1937–1938 a stacker operated at Camp #1 on the impoundment. About 1938 a stacker was in use at the landing below the Canada Falls dam. In 1939 other camps in the impoundment area were: Camp #1, 3.5 miles via tractor tote road from Pittston Farm; camp #2, 8.5 miles, and camp #3 was 11 miles. In fall 1939 8,971 cords came out of Hammond township to the impoundment.

In the post-1938 era, the war years, cutting was typically close to home and that probably precluded the upper end of the South Branch, if anything was left to cut. Men, fuel, and trucks were all scarce. The cutting of the late 1930s in Soldiertown was an example of short-distance hauling for both supplies and logs. In 1940 a crew drove 12,333 cords of pulpwood down Little Penobscot Brook to the impoundment, an example of a rare significant cut without mechanical means.69 From 1941 through 1949 the drives included cuts by McMahon or Dumas or both, and the cordage was twice that cut the preceding years in Soldiertown; 25 to 55 thousand cords per drive.

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66 James W. Sewall, Assessment of T.2 R.4 N.B.K.P. (Pittston Academy Grant), 1939
67 C. Max Hilton, Woodsmen, Horses, and Dynamite, Orono, ME, University of Maine Press, 2004
68 Log drive records cited herein for post-1935 are from a number of scattered sources with the greatest contribution contained in the Pittston Farm Weekly, but the totality of it did not have the same level of detail as the GNP 1899–1935 stumpage book, University of Maine Raymond Fogler Library Special Collections.
69 C. Max Hilton, Woodsmen, Horses, and Dynamite, Orono, ME, University of Maine Press, 2004
sand. In fall 1947 Alfred (Fred) Nadeau began building a cutting camp two miles above the Canada Falls Dam on the north side of the flowage. For the 1948 and 1949 seasons his teamsters hauled his wood to the impoundment. The other loggers in 1948 and 1949 cut on Alder Stream and Penobscot Brook, both having easy access to the impoundment and Pittston Farm. Penobscot Brook had the supporting dam at Penobscot Lake.

**Drives 1940–1949:** 1940, Soldiertown (unknown logger and portion of 17,011); 1941, unknown location (McMahon, 4,902), unknown location (unknown, 19,709); 1942, unknown (McMahon, 20,148), unknown (unknown, 15,100); 1943, unknown locations (McMahon, 22,029, Dumas 3,851, unknown, 30,100); 1944, unknown locations (Dumas 5,510, unknown 43,015); 1945, unknown locations (Dumas, 4,547, unknown 49,750); 1946, Prentiss (T4R4, 21,289), unknown locations (Dumas, 1,216, unknown, 48,670); 1947, unknown locations (Dumas, 774, unknown 30,450); 1948, Prentiss (T4R4, 6,789) Alder Brook and Penobscot Brook (unknown logger, 39,488); 1949, Alder Brook and Penobscot Brook (unknown logger, 39,755), unknown location (Alfred Nadeau 10,831)

Beginning in 1949 GNP replaced the wood crib works of the Canada Falls dam with a concrete dam linking the two concrete wings built in 1922. The new construction did not change the size of the impoundment.

After the war, trucking began to replace the tractor hauling to the major water arteries. GNP continued to use the well-established road system around the Canada Falls impoundment in 1950 and 1951. For each year from 1952 through 1957 crews cut and drove 14 to 30 thousand cords. Whether or not drives occurred for 1959 through 1962 remains undiscovered. The last drives, from 1963 through 1967, were those of Dumas or Dumas and Paquet. These two men cut the following year (1968), but it might have been on the North Branch. Canada Falls and Penobscot Lake dams continued to serve the mills and downriver drives with their stored water.

Absent in the preceding text is information about when loggers returned to log the lands west of the Canada Falls impoundment that had been methodically stripped by the late 1920s. At a minimum it would have taken at least 20 years for the rejuvenated forest to be ready for a next cutting cycle. By the late 1940s and early 1950s use of bulldozers in road construction resulted in trucks beginning to replace the log drive. GNP might have relied on trucks to haul to the river west of Penobscot Brook as opposed to using the small stream dams. The last drive discovered for Penobscot Brook was in 1951. In 1952 GNP used the Sandy Bay dam in some unknown manner in support of the drive, perhaps for the water to move logs landed on the river. Whether or not it was ever used again was undiscovered.

**Drives 1950–1971:** 1950, Penobscot Brook (unknown logger and portion of 16,744); 1951, Penobscot Brook (unknown 21,096); 1952, unknown locations (unknown 19,841, Dumas 9,216); 1953, unknown locations (unknown 26,087), unknown (Dumas 12,954); 1954, unknown (unknown 26,284, Dumas 14,067); 1955, unknown locations (unknown 8,292, Dumas 8,243); 1956, unknown locations (unknown 30,7690, Dumas 13,352); 1957, unknown locations (unknown 19,837, Dumas 9,524); 1958, drive conducted, but no locations, loggers or amounts; 1959, no information located; 1960, no information located; 1961, unknown location (unknown 166); 1962, Dumas (unknown cordage); 1963, unknown location (Dumas 8,056); 1964, unknown locations (unknown 11,700, Dumas 9,095); 1965, unknown locations (Dumas 7,559, Paquet 8,300); 1966, unknown locations and cordage (Dumas and Paquet); 1967, Dumas and Paquet cut but it was probably on the North Branch; 1968–1971, no mention of a drive.

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70 *Pittston Farm Weekly*, February 3, 1965
By the time the first river drivers were working on the South Branch, they had a well-developed set of general strategies and they applied them here. The timing of the drive varied based on ice, ice out, water content of winter snow, spring rain, wind, freezing weather, dam capacity(s), speed of water fluctuations, and the amount of water needed in relation to the amount of wood. All the drive bosses had an uncanny ability to manage all those variables and they successfully did it from 1843 to 1971.\(^7\)

\(^7\) Read Bill Geller’s *Within Katahdin’s Realm: Log Drives and*
The drive crew was ready to drive the minute the ice let go. The logs were either on the ice of the river or stream or on its banks where they could be rolled in once the ice broke up. The drive boss positioned individuals and groups of men at key spots along the river to break jams that might form and to keep the logs moving. The men strung trip booms across the river to stop the flow of logs when jams formed downriver.

Timing was critical, for the logs needed to be at the head of Chesuncook Lake in time for the main drive. Ice broke up in the rivers and streams before it did on the lake and that was a necessary advantage for the South Branch drive. The first dam that created an impoundment on the South Branch was the 1870 Prentiss dam. This small impoundment was probably empty during the winter so ice would not damage the dam; the river ran freely. When the spring melt began the gates closed and water management commenced.

The strategy began to change in 1879 when dynamite for blasting became available. Drivers could create channels on the still-frozen deadwaters. They typically blasted in front of any log landings that they knew would remain unfrozen once the river began to open; this allowed them to begin to push logs into the water in order to make paths between the stacks for more men to work once the ice was out of the river. Another usual blasting site was at the head of a deadwater or impoundment; this made room for the logs brought in by the river so they would not jam. Some crews also set boom bags in the impoundment during the winter so they would be in place once the river opened and it began to flood.

A collection of drive camp sites lined the river from Sandy Bay dam to the Fork. They were at Sandy Bay Dam, South Branch Camp a mile below the dam at the storage house on the north side of the river, the roll dam a little over six miles downriver, another not far below Penobscot Brook, near the oxbow before the dam flooded it out, the head of the Canada Falls impoundment, at Canada Falls dam (a boom house), and the field at Pittston Farm.

At the head of the Canada Falls impoundment a crew captured the logs in a boom bag. As soon as a bag was full a bateau crew towed another into place. The filled bag would either head down the impoundment or be towed off to the side and anchored to the shore. The drive crews used headworks to tow until 1918.

Once the Canada Falls impoundment expanded to its large size in 1912, the drive crews made some adjustments. Nearly the whole of the impoundment was lined with boom logs to create a channel to the dam’s sluice. If the wind was favorable it would push the logs up the channel or aid the towing apparatus.

In anticipation of the increased log volume GNP purchased the steamer Tethys II from the Capens on Moosehead Lake in 1916. A crew, directed by O.A. Harkness on his first GNP assignment, moved it on greased skids from North West Bay to the Seboomook impoundment, which it motored up to Pittston Farm. The drive crew used the boat on the Seboomook impoundment in 1917 and later that year, after some snow accumulation, a crew put it on a sled and a team of 16 horses four abreast hauled it overland to Canada Falls impoundment.72 73 The boat proved unsuccessful in towing booms and delivering supplies; it drew too much water to reach many places. A crew towed it back to Moosehead Lake with two Lombard tractors, where it worked until 1923 when a crew moved it to Chesuncook Lake.74 Thereafter, GNP never moved a large boat in to tow on the impoundment. Drivers used GNP motorboat No. 9; its low number indicated it was one of GNP’s first such boats that it began using c.1915. By 1964 steel boat No. 60, 19 feet long, was operating on Canada Falls impoundment.75 The boats towed had to be relatively small due to a number of narrows.

The Canada Falls dam was about 4.5 miles above the Fork. In some instances the drive boss collected the drive behind the Canada Falls dam before sluicing. One reason to hold was if a drive was passing below on the North Branch. Another reason could be the lack of water in the impoundment needed to flush the logs beyond.

At the dam the drive boss typically had six to eight men sluicing, a crew in a bateau keeping logs moving to those at the sluice, a group of 20–30 men on the ledges of Canada Falls, and another crew at the roll dam below

72  Pittston Farm Weekly, February 6, 1964
73  Stephen Law, A Forest Environment, Tate Publishing Enterprises, Mustang, Oklahoma, 2010
75  John McLeod, Great Northern Paper Company, 7 vols., self-published, 1978

Sporting Camps for details on West Branch river driving; available free on line through the Digital Commons at University of Maine Raymond Fogler Library.
Chapter 4: South Branch and its tributaries — logging activity

That. A crew would also be with the head of the drive on the Main Branch in the Seboomook impoundment. The crew that brought up the rear performed what drivers referred to as "picking the rear." They pulled logs stranded along the waterway back into the current.

Notes from the last drives on the South Branch: 1962–1966

The 1962 drive of Leo Dumas began about May 2 with the opening of a canal in the ice behind Canada Falls dam so motor boat No. 61 could operate between the dam and the head of the deadwater. The boat crew was Pat Begin, Wellie Begin, and Pat Nye. The drive was through the dam by June 6 and expected at Pittston Farm within the week. 76

In 1963 J.L. Dumas landed his fall 1962 cut on the South Branch below the dam; the ice cleared early and he had 1,000 cords of his 11,199 at King's High Landing below Pittston Farm on April 2. 77 On May 1 Wellie Begin in motor boat No. 60, 19 feet long and steel hulled, got a channel through the ice to the head of the flowage. He and Pat Begin were beginning to move Dumas wood collected at the head of the deadwater to the dam. All of the Paquet wood was through the dam and in Seboomook deadwater at Swan Farm awaiting the ice to clear Chesuncook Lake. His crew was creating booms of about 4,000 cords and would start towing a total of 35,000 cords to the Seboomook dam on May 15 as Chesuncook ice was no longer a factor. 78 Sluicing was still happening through May 21. As of May 22 some landings on the South Branch were beyond the reach of the current water level. At Canada Falls dam, 3,000 cords of the Dumas cut remained for sluicing. The rear of the drive was at the Forestry Camp on the deadwater and moving slowly on June 4. It passed Pittston Farm on June 8 thanks to good rain. The rear would be at the head of Chesuncook in four weeks.

In 1965 Phillip Paquet cut someplace on the South Branch and used one crane and eight tractors to move his wood. 81 Dumas also cut and drove on the South Branch. In the spring the Canada Falls gates opened May 7 and by May 10 only 500 cords were left to sluice. Water was low so the crews were moving the drive as quickly as possible to the head of Chesuncook Lake. Pat Begin and crew began picking the rear and got a timely assist from a southeast wind that they needed; the rear was through the dam on May 21. 82 The rear of the drive was in the Seboomook impoundment on May 29. About June 23 the rear was at Seboomook Dam. Following its release the dam gates and those at Canada Falls and Dole Pond opened to release all their water. 83

The 1966 water levels were low. By May 20 wood was flowing through Canada Falls dam on the South Branch. On May 30 the rear of the South Branch drive of Paquet and Dumas was through the Canada Falls dam and would take another week to get into the Seboomook II motored up Moosehead Lake to Seboomook Farm, was hauled to the Seboomook impoundment and horses pulled it to Canada Falls impoundment, which proved too shallow ...

... and a year later tractors towed it back. (courtesy, The Northern, February 1927)

The 1966 drive of Paquet and Dumas was through the Canada Falls dam on May 30 and by June 6 they were at Seboomook Dam. The drive would take another week to get into the Seboomook impoundment.

The 1966 drive on the Canada Falls impoundment used motorboat No. 55, which the crew stored in Green-ville for the winter. 78 Phillip Paquet cut and landed on the South Branch below the dam; the ice cleared early and he had 1,000 cords of his 11,199 at King's High Landing below Pittston Farm on April 2. 79 On May 1 Wellie Begin in motor boat No. 60, 19 feet long and steel hulled, got a channel through the ice to the head of the flowage. He and Pat Begin were beginning to move Dumas wood collected at the head of the deadwater to the dam. All of the Paquet wood was through the dam and in Seboomook deadwater at Swan Farm awaiting the ice to clear Chesuncook Lake. His crew was creating booms of about 4,000 cords and would start towing a total of 35,000 cords to the Seboomook dam on May 15 as Chesuncook ice was no longer a factor. 80 Sluicing was still happening through May 21. As of May 22 some landings on the South Branch were beyond the reach of the current water level. At Canada Falls dam, 3,000 cords of the Dumas cut remained for sluicing. The rear of the drive was at the Forestry Camp on the deadwater and moving slowly on June 4. It passed Pittston Farm on June 8 thanks to good rain. The rear would be at the head of Chesuncook in four weeks.

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76 Pittston Farm Weekly, June 6, 1963 and for the drives on the South Branch from 1962 through 1971 the sources of information are the GNP Executive Newsletter and the Pittston Farm Weekly.
77 Pittston Farm Weekly, March 7, 1963
78 Pittston Farm Weekly, March 12, 1964
79 Pittston Farm Weekly, March 12 and April 2, 1964
80 Pittston Farm Weekly, May 7, 14, 21, 28, June 4, 11, 1964
81 Pittston Farm Weekly, February 4, 1965
82 Pittston Farm Weekly, May 20, 27, and June 3, 1965
83 Pittston Farm Weekly, June 3, 1966
boomook impoundment.\textsuperscript{84} By June 17 the drive was in the Seboomook impoundment, and the rear cleared the dam about July 4. The main river drive was at the head of Chesuncook by August 1.

Between 1967 and 1970 the South Branch apparently had no cut with a drive; the last drive was in 1966.

In 1971 GNP conducted its last river drive upriver of the Millinocket mill. This was a drive to clean up the logs that had been left behind and were stuck along the waterways and shores of the lakes and impoundments.\textsuperscript{85} As of August 9 nearly all of the wood was through Ripogenus dam, with the crews picking the rear above the dam. The year such a cleanup took place on the South Branch remains undiscovered. The cleanup was thorough, given that when I walked the empty impoundment in fall 2020 old pulpwood sticks were notably absent in the landscape.

\textsuperscript{84} \textit{Pittston Farm Weekly}, June 3, 1966
\textsuperscript{85} \textit{Down East}, October 1970
Chapter 5: North Branch and its tributaries – logging activity

The North Branch log-driving history spans more than 100 years, with a number of notable elements. The river drivers did not use a water storage dam to drive the river until 1893, well after logging commenced on the river and the 1870 charters for other dams west of Chesuncook Lake. From 1893 to 1901 loggers for the Kennebec River mills cut and drove 8m bfl (million board feet of logs) per year from as far upriver as Big Bog; they moved them from the Seboomook impoundment on the Main Branch overland to Moosehead Lake at North West Carry. About 1900 GNP began its operations in the area and methodically built tote roads, enlarged water storage dams, and constructed sequences of small stream dams that allowed for drives in successive years to move into the headwaters of each drainage of the North Branch watershed. By the mid-1930s a basic network of Lombard, tractor, and truck haul roads enabled loggers to cut every corner of all the watershed’s townships, plus those in the uppermost reaches of the St. John watershed, and move logs to a substantial water body, thereby eliminating most small stream drives. The cutting in the St. John watershed between 1933 and 1955 became known as the “St. John operations.” In 1939 GNP crews cut a canal that enabled wood cut east of the North Branch in the St. John watershed to float west into the North Branch. By the 1960s trucks had replaced the canal and hauled from St. John drainages to the North Branch. Spring 1970 was the last drive of a winter cut on the North Branch; the following year a crew cleaned up the river and newly-cut wood went by truck over what became known as the Golden Road to the Millinocket mill.

Men and Women who left a Name on the North Branch Landscape

When Hubbard traveled through the North Branch watershed in the mid and late 1870s he recorded the men whose names loggers had already attached to the landscape. An introduction to these men and others since then is an introduction to the drainage’s early history.

From the Fork and Knights’ farm Hubbard passed the mouth of Big Lane Brook 1.5 miles up the west side of the North Branch. A possible Lane was woodsman Marshall J. Lane, who opened his shanty on Moosehead Lake’s North West Bay in the early 1840s and spent the rest of his life there. Another possible candidate was John Lane, who in 1854 was a Bangor lumber merchant and member of the newly-formed Penobscot Lumbering Association, a collective of lumbermen driving logs to the Penobscot Boom.

Another mile upriver and also on the west side Hubbard passed the mouth of Leadbetter Brook, a name that later changed to Foley Outlet. Lorenzo Leadbetter and his brother Horace, four years younger, are probable choices. They both grew up in Leeds and began as young teenagers working the logs and rafts in the Upper Androscoggin region. Horace was a big, powerful man interested in the cutting; Lorenzo was interested in the driving. They were young and wanted something more exciting and thought they would find it on the Penobscot by going farther north. They wanted the largest and best pine and to do that they knew they needed to be above the wave of loggers moving upriver. By 1840 an 18-year-old Lorenzo and Horace were living in Old Town and heading up drives. Over the previous four years Lorenzo had already proven his skills as a raftsman. In 1854 Lorenzo was a member of the newly-formed Penobscot Lumbering Association, but during that year he moved his family to Michigan in search of big timber. Horace continued to log in Maine.

In 1909 Edward J. Foley, for whom Foley Outlet was perhaps named, cut the road GNP surveyors laid out from Kineo Junction to Pittston Farm. Foley lived most of his life in Guilford as a sawmill worker holding different jobs. Since the mills often ran out of logs or water by
fall they closed until the spring drive. Foley might have lumbered during those times.

On the east bank another mile upriver Hubbard passed the mouth of what he referred to as **Little Lane Brook**, perhaps named for one of the men mentioned for the naming of Lane Brook.

Hubbard carried around **Leadbetter Falls**, perhaps named for the Leadbetter brothers, at nearly four miles from the Fork and mentioned that from this area he saw **Green Mountain**. A lumberman by the name of Green registered a log mark in Bangor in April 1867.

The next stream mouth Hubbard passed was on the east side at the six-mile mark and had no name, but would later become **Spencer Brook**. Hubbard noted that he passed Spencer’s logging camp a couple of miles above Leadbetter Falls. Edward T. Spencer (1842–1905), a married man with family and a permanent home in Bradley, was an Old Town lumberman and as such logged on the North Branch in the 1870s. In 1886 he had a crew cutting on nearby Russell Stream. He died in Old Town in November 1905, still working as a lumberman.

At **Dole Brook** 12 miles from the Fork Hubbard decided to follow the brook, which had more water than the North Branch. In 1842 C.E. Dole of Bangor was a lumberman whose cut was a part of the drive on the Penobscot watershed. Twelve years later (1854) Dole was a member of the newly-formed Penobscot Lumbering Association. He was still active in 1879 and well into the late 1880s on Nesowadnehunk Stream.

On Dole Brook Hubbard encountered Hurricane Stream at 5.4 miles, Dole Pond at 6.7 miles, and **Frost Pond** at 10.7 miles. Jewett O. Frost was one of about 20 Bangor lumbermen who petitioned against the Seboomook sluice of 1839. In 1842 Frost was a lumberman whose cut was a part of the drive on the Penobscot watershed. A John Frost registered a log mark in Bangor in March 1863.

Hubbard also mentioned **Roberts Brook** flowing into Dole Pond. Amos M. Roberts was one of about 20 Bangor lumbermen who petitioned against the Seboomook sluice of 1839. He was also one of 18 men who formed the first Penobscot Boom Corporation in 1825. In March 1851 Roberts registered a log mark in Bangor and in 1854 was a member of the Penobscot Lumbering Association. A.M. Roberts and R.R. Hardy defaulted in 1867 on Dole Brook township timber rights that they had purchased in 1863.

After returning to the North Branch, low water caused Hubbard to use the tote roads to continue north, but he did return on the river. A mile above the mouth of Dole Brook Hubbard passed Truesdell’s1 landing near a tiny unnamed stream on the east side. About a mile above that he passed the outlet stream of **Truesdell Pond**. George N. Truesdell was born in Canada in 1844, remained a single man, who census takers found north of Moosehead Lake in 1880 in Pittston township and boarding in Greenville; he gave his occupation as a hunter. He died in 1886 and the probate court in Greenville handled his estate. His whereabouts in the 1860s and 1870s were undiscovered.

At 13.9 miles Hubbard was at the mouth of **Norris Brook**.2 Joseph C. Norris Sr. and his son, Joseph Jr., were a surveying team sent by the Massachusetts and Maine land commissioners to survey 30 townships within the upper and eastern waters of the Penobscot River in October 1826. Their assignment did not include T4R18 which abuts their northmost line and in which Norris Brook flows in part. In 1849 James J. Norris was chosen as a Bangor “surveyor of lumber,”3 in 1854 he was a member of the newly-formed Penobscot Lumbering Association, and in 1860 he gave his occupation as lumberman. By 1874 he was the Surveyor General, with the responsibility for the yearly report on the general Bangor area mill’s sawn lumber from the Penobscot log drive. The position was first created in 1832.4 He died in 1883.

About nine more miles upriver Hubbard passed into Alder Ground and within this bog at 21.3 miles Hubbard passed the mouth of a brook that would later be known as **Ranney Brook**. In 1854 Thomas S. Ranney (1812–1868) of Winn was a member of the newly-formed Penobscot Lumbering Association. He registered a log mark in Bangor in April 1857 and June 1867. His son George S. Ranney (1840–1915) was also a Penobscot logger who logged in 1899–1900 in the Big Bog area. George had five sons; four of them, Thomas S., George S., John T., and Stephen A., all worked in lumbering; and of them Thomas S. and Stephen A. worked for GNP west of Chesuncook Lake as had their father and grandfather.

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1 This spelling of Truesdell matches that used by Hubbard; as opposed to Truesdale used in DeLorme’s *The Maine Atlas and Gazetter of 2009*.
2 I could not determine whether or not the following Norris’ were of the same family.
3 Bangor Daily Whig and Courier, April 17, 1849
4 Bangor Daily Whig and Courier, October 16, 1875
A half-mile beyond was another unnamed brook that became **McDonald Brook**. John McDonald registered a log mark in Bangor in January 1852. McDonald and Hunting did the same in April 1867. Timothy McDonald bought timber and grass rights in 1874 from the Maine state land agent in T6R18 through which the brook flows, and in T6R17 and T6R19, and in 1874, 1877, and 1880 registered his log marks.

At about mile 27 Hubbard reached **Abacotnetic Lake**; a body of water about a mile long with boggy shores where travelers could carry to an as yet unnamed brook, now known as **Sweeney Brook**, to reach Baker Pond (now Lake) and continue on down the St. John watershed. Abacotnetic was an Abenaki word meaning “stream opening out from between mountains.”5 Sweeney, not a landowner or surveyor, probably cut in the area.

Hubbard’s journey on the North Branch ended at Abacotnetic Bog short of the river’s headwaters near the height-of-land separating it from **Brailey Brook**, another tributary of the St. John River watershed. He included the Brailey label on his 1879 map. Samuel Brailey, born 1811 and died 1869, spent his lifetime as an Old Town lumberman. By 1840 he either had a boarding house or ran a mill that had a boarding house for he had 25 men between the ages of 30–40 living at his abode. In 1852 his lumbermen contemporaries selected him to head the West Branch drive to Bangor; this suggests he was a lumberman operating on the West Branch near Chesuncook Lake where the main drive started. Even though Brailey

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5 William Bright, *Native American Place Names of the United States*, 2004
on the floor of the stream and at both edges. Alders block the once open view into Big Bog.

Within the first few miles of the Fork three streams carried logs into the river. At mile 1.9 Lane Brook enters the river from the west. Loggers drove it with dams at Little Lane Pond 7.21 miles from the river and Lane Pond about eight miles from the river. Whether or not drivers used any splash dams downstream at the head of two prominent bog areas was undiscovered. An inspection of the stream in October 2020 at the North Road crossing area revealed a width of 10 feet in a defined streambed with a floor of small un-impeding rocks. The drive crew used dams in 1921 and that might have been one of the last years of driving on the stream given the major tote road that went up Lane Stream valley from Pittston Farm. The road was probably graveled in the 1920s and soon became part of a haul road network for logs being hauled to the North Branch or the Seboomook impoundment.

Foley Stream, less than 10 feet wide and 3.06 miles long, enters the river at mile 2.64, and apparently did not have a dam at or near the foot of Foley Pond; it was still drivable in 1931. A well-defined line across both the pond’s south end and the bog immediately below it seemed to imply a dam when viewed on Google Earth. An inspection of the area in October 2020 yielded no dam evidence at either the foot of the pond or the bog.

Little Lane Brook, at mile 3.62, flowed south 5.66 miles in a narrow valley from Truesdell Mountain; loggers drove some unknown portion of it from 1937–1940. If they used a dam or dams, then given the landscape they were small splash dams that have remained undocumented.

At 11.81 miles from the Fork the North Branch forms a “Y” with Dole Brook, a major tributary, extending northwest to the Quebec border and the river shifting to the northeast. At 4.52 miles Dole Brook forked and shifted to a due west course and Hurricane Brook continued up the valley running 12.22 miles northwest to the Quebec border just south of the St. Zacharie crossing. No
bodies of water drained into Hurricane Brook so in order to have sufficient water for drives, a crew constructed at the 10.12 mile mark a dam that created the Hurricane impoundment in 1917. A crew repaired the dam in 1935 and drivers used it through 1961. A crew also built a 250-foot-long earth and rock crib pier half-way down the east side of the impoundment for a conveyor that dumped logs into the impoundment. In October 2020 the Hurricane campsite was on the west side of the Golden Road at the east end of the dam, which held no water. The visible finger of trees sticking into the dry impoundment from the east was the old conveyor pier.

When Hubbard explored Dole Brook in 1878 he found a dam at the outlet of Dole Pond. Over the ensuing years crews built dams at three different unknown locations on the brook. GNP rebuilt the pond’s dam in 1919, perhaps again in 1922, and replaced it with a concrete dam in 1930, and it served log drivers through 1958. An October 2020 visual inspection of the site at low water revealed two former dam sites between the current dam and the pond. The January 1922 drawings for the earthen crib dam showed it as being 580 feet long, at least nine feet high, and having three gates; two were seven feet wide and one was 12 feet.
Dole Pond Dam


Present dam built in 1919 and rebuilt in 1930. Timber portion in fair condition. Some holes coming in roadway to the boundary, which runs the length of this dam.

Water Shed 41 square miles, and storage 234 million cubic feet.

Frost Pond, Long Pond and Dole Pond discharge through Dole Brook into the North Branch.

Three views of Dole Pond dam in 1936 (E.W. Prouty, 1936 Water Commission GNP report, courtesy Millinocket Historical Society)
Dole Pond was an important water source in helping to sustain drives on both Dole Brook and the North Branch. The pond collected water from the south, north, and west. Flowing into the pond from the southeast was the 1.5-mile outlet stream of Long Pond, a 3.25-mile-long body of water. Someone built its dam before 1912; a GNP crew rebuilt it in 1918 and replaced the gates in the early 1930s. The current concrete dam has one gate. Robert’s Stream, which enters Dole Pond at the foot of a 4.71-mile-long valley from the north, had two dams. The uppermost dam was at the foot of Roberts Pond and the other was on the stream’s southernmost bog about 2.5 miles up the valley. Both dams were in place c.1915 and used through 1938. The Dole impoundment extended 2.47 miles west and .3 miles beyond it was the dam at the foot of Frost Pond Flowage, probably at the site of the current bridge crossing. Its 1.18-mile flowage reached to within .1 mile of Frost Pond. The dam was in place in 1916, partially rebuilt in 1934–35 and last used about 1938.

Within the first two miles above Dole Brook on the North Branch Truesdell and Norris brooks, each with dams, entered the river. The Truesdell outlet stream flowed west 1.18 miles from the c.1877 dam at the foot of Truesdell Pond to the river. Norris brook with three branches that joined together 2.39 miles above the river drained a 30+ square mile area above that point. Middle Norris Brook had two dams. The lower dam, built about 1908 and used through at least 1930, was in the central part of T5R19. In 1924 another crew built the upper dam in the northwest corner of T5R19; it was in use for at least five years. East Norris Brook also had two dams. The lower dam was perhaps in place in the 1890s and in use through 1930; based on an interpretation of a USGS map it was about six miles from the North Branch or 1.95 miles above the mouth of Middle Norris Brook. The upper dam built in 1925 and used through 1930 was just below Big Six south town line at the foot of the bog. The last drive on Norris was in 1952, but which branches and what dams, if any, the drive crew used, remain undiscovered.

Big Bog, created by the 1893 North Branch dam has two tributaries. McDonald Brook and Ranney Brook both flowed into the west side of the bog and had dams. Loggers drove saw logs on McDonald Brook in 1902 and 1912, and pulpwood thereafter with the last year being 1956. The remains of the dam were still evident in June 2021 at mile 3.6 on the 5.3-miles-long stream. The dam’s impoundment made it possible to drive the stream. The dam was about 200 feet long, five to six feet high, and had a gate at its east end and perhaps a second next to it. The dam also once served as a bridge across the brook.

Like many dams, the McDonald Brook earthen dam served as a bridge crossing. (Bill Geller photos)
Without the Big Bog impoundment the North Branch twisted another 5.16 miles to the mouth of the St. John canal, dug in 1939 and used through 1955. The canal had a dam on Fifth St. John Pond that controlled the flow of water and logs; evidence of that dam still rested in the landscape beyond the reach of the current body of water. In October 2020 the only evidence of the canal was at a road crossing at its midpoint; water continued to flow in it, a result of beaver using it. Marking it was a straight channel of alders lined by large softwood trees.

In support of the canal GNP crews either built or rebuilt and used dams at the foot of each of the succession of St. John ponds number 2 through 5. Fifth's dam raised the pond another 10 feet so that extra water could drain through the canal dam. The other dams stored water for Fifth and helped move the logs from one pond to another. Fifth dam had gates in support of drives that went down the St. John River corridor. In October 2020 the dam site was still readily visible on both sides of the stream and on its floor. The dam site was .15 miles below the current open body of the pond, which could not be seen from the dam. A deeply rutted alder-lined road led to the site in October 2020. The survey for the dam site indicated that it could accommodate a dam 15 feet high that would be 927 feet long.7

Another .16 miles up the North Branch above the canal was the St. John Landing dam; its date of construction was thought to be c.1895. One travel option was to carry east from here to Fifth St. John Pond.

About another 1.5 miles upriver at 6.91 miles was the foot of Abacotnetic Bog (Little Bog). Other travelers exited Abacotnetic Bog on a portage trail to Sweeney Brook, which led to Baker Lake and the St. John River. A Bradberry logging crew built the Abacotnetic dam in 1895, GNP rebuilt it in 1934–35, and used it through c.1966. Loggers also used the earthen dam's 12–15-foot width as a roadway to cross the river. The dam's east wing was about 400 feet long and its west wing about 100 feet. In 2021 the milled plank floor of the dam's 8–10-foot-wide sluice was still present under about a foot of water. The dam's head was perhaps six feet.

The uppermost dam on the river was at the foot of Upper Little Bog, which a crew built c.1915 and drivers used through 1966. This dam was .75 stream-miles west of T6R18 east town line or three miles above the Abacotnetic Bog dam. In 2021 a barricaded road south from the Brailey Brook Road reached the river 200 feet below the earthen dam. The dam was 15 feet high with wings of 100 feet on the south side and 250 on the north and one, or no more than two, gates. The slope on the north side of the dam oozes in water. To deal with that the crew built a berm parallel to the north wing to keep the water seep away from the wing. Between the berm and the wing the crew set cross logs and floored them with logs to create a road and culvert between the berms.

7 Marc Johnson Collection, University of Maine Raymond Fogler Library Special Collections
The crew that built Abacotnetic dam had no rocks with which to work. To compensate for that the earth-filled cribwork had a much broader base than those with rock-filled cribs. The lack of rock also meant no crib “islands” to support multiple gates. The crew compensated for it with a gate that was double the typical gate width.

The right berm is the earthen Upper Little Bog dam and the left berm kept the hillside drainage away from the base of the dam. This “ditch” held cross logs that were topped with logs that provided the roadway to the river crossing at the foot of the dam. Any water in the ditch flowed under the log structure. (All photos by Bill Geller)

The Norris Brook earthen dam had two gate openings. The crew hoarded enough rock, a little of which shows in one picture, to construct the island between the gates.
forded the river and continued through a cut on the opposite side. The 1954 USGS Norris Brook quadrangle shows three major roads coming together on the north side at the foot of the bog, and five structures. The road from the south crossed the river, probably on the dam, to join the other two.

**Drive strategies of North Branch**

Unfortunately, searches to find a river driver’s or a clerk’s journal for the North Branch were unsuccessful. However, dam construction and known drive strategies on the Main and South branches offer clues that, coupled with deductive reasoning, provided possible insights on how the river drivers operated.

During the 1890s the Gilbert notes indicated that ice was out between the last week in April and the end of the first week in May and that still held true in the 1960s.

The number of men needed to conduct a long-log drive varied and the number dropped about 1917 when four-foot pulp-length logs replaced the long logs. Gilbert noted that the 1895 drive included 68 men. In 1939 the drive crew for 10,866 cords included 26 men: a foreman, one cook, one cookee, two boat crews (four men each), and 15 drivers. In 1960 the drive team included 47 men for what might have been 30,000 or more cords given the cut the previous year and those following. How the size of the drive crew might have varied with the volume of wood and water available remained undiscovered.

Like the South Branch, the drive boss used the water supply carefully. In the post-1893 era the Big Bog impoundment was critical in moving a large volume of logs to the Fork, a distance of 21 miles that typically took about 35 days. All dams above that were a source for pushing logs into Big Bog and refilling the impoundment. The other water storage was the Dole, Frost, and Long ponds dams’ complex. It flushed logs down Dole Pond Stream and when not needed for that was a water supply for logs coming into the brook from Hurricane impoundment and those driven on the lower half of the North Branch. Hurricane impoundment, which was never a natural pond, had a tiny catchment basin and all its water went to push the logs from the impoundment down Hurricane Brook. Over time the once 15-foot-wide brook was double to nearly triple that in places. To drive it in 1941 a crew would have had to remove sandbars.

The North Branch was a relatively “clean river.” It only had one small ledge drop, Leadbetter Falls, and was devoid of large rocks, a common naturally-occurring factor in this watershed. However, the course of the North Branch changed from year to year with shifting sand bars. “S” turns developed and crews removed them by cutting as straight a channel as possible across them. By 1939 crews had strung four to five miles of heavy wire fencing to keep the logs from washing into the woods.

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9 *Pittston Farm Weekly*, May 9 & 16, 1963; it did not include cordage amounts.


11 C. Max Hilton, *Woodsmen, Horses, and Dynamite*, Orono, ME,
Chapter 5: North Branch and its tributaries – logging activity

Headworks and bateau were part of the drive from the earliest of times. Bateau could negotiate the river in high water and help the crews move supplies and men. To move the logs teamsters hauled to and dumped on an impoundment’s ice, drive crews initially employed a headworks. At any dam drivers used a headworks to open and close a trip boom to keep logs close to the sluice. Headworks, later motorized boats, handled log movement on Big Bog, and Dole and Long ponds. In 1914 a GNP crew built the tow boat Owl at Dole Pond; a crew rebuilt it in 1918 and it was still in use on the pond in 1920.

When the first motorized boat worked on Big Bog was undiscovered. Motor boat No. 57 operated on the bog towing about 2,500 cords per trip from at least 1960 through the 1965 season and perhaps later. At this time GNP stored and overhauled the boats in Greenville during the winter.

The number of days loggers took to drive the North Branch varied with the starting point, ice, log volume, wind, and water level. In 1964 the drive started from Upper Little Bog about April 25 and the rear of the drive reached the Fork June 14. The following year the rear reached the Fork on June 4th.

Generally the drive camp moved with the drive downstream. The only drive camps seemed to be those at Big Bog dam, Dole dam, Hurricane dam, Dole House on the lower end of Dole Brook and Pittston Farm. Other likely spots might have been near the mouth of Norris Brook and Leadbetter Falls, at the dams above Big Bog, and any landing in operation in a given year. Generally the distance between camps was six miles or less; beyond that made it hard to deliver meals to the men on the river. Cookees made as much as a six-mile round trip to deliver food twice a day.

Logging activity 1830–1886

The earliest account that recorded logging on the river was that of Lucius Hubbard, who traveled through the area about 1877 in preparation for his first Moosehead area guidebook that he published in 1879. The place names he used provided another clue as to who had or was logging along this river. A third clue to when and who was present are the land sales that began with a state land agent, who sold the last of the lands in 1868. Beginning in the late 1880s logging information began to appear in the print medium.

Early loggers associated with a place name

Place names along the North Branch and its tributaries identify some of those loggers operating prior to c.1868. Bangor lumberman Jewett Frost had interests in the drainage in 1839. The Leadbetter brothers seemingly drove logs over Leadbetter Falls sometime between 1840 and 1854. C.E. Dole was farther up the drainage on Dole Brook and Dole Pond c.1842 into the 1850s. In 1854 John Lane, the Bangor lumber merchant, was probably among the loggers on the lower ends of the southernmost tributaries, Lane and Little Lane brooks. Other Bangor men of the 1850s included John J. Norris, Thomas Ranney, Samuel Brailey, and John McDonald. A lumberman by the name of Green, for whom Green Mountain might be named, registered a log mark in Bangor in April 1867. Amos M. Roberts, for whom Robert’s Pond was named, probably cut that area between 1863 and 1866. Andrew Jackson Comstock, for whom the township might have been named, perhaps logged in the area in the 1860s.

Hubbard recorded some logging activity as he traveled up the North Branch about 1877. Ed Spencer was logging on the east side of the river below Leadbetter Falls. He passed Truesdell’s and Hildreth’s landing on the river just below the mouth of Truesdell Pond outlet stream. Truesdell also had a landing about two miles above the mouth of Dole Brook. The L.C. Moore clearing was a little over three miles above the mouth of Norris

University of Maine Press, 2004
12 Pittston Farm Weekly, May 9 & 16, 1963

The North Branch above the mouth of Dole Brook is broad and devoid of obstructions, a river driver’s delight. (Bill Geller photo)
West of Chesuncook & North of Moosehead

Brook. At the mouth of Dole Brook the loggers apparently observed another easily-driven stream and Hubbard worked up its edges to Dole Pond and noted a dam and a farm halfway down the north side of the pond.

Hubbard used a road to by-pass the North Branch above Dole Brook. The road ended at Ed Spencer’s logging camp, which was a quarter mile from the river and at the west end of the portage to Fifth St. John Pond.

Some of the probable loggers based on land ownership

Before reading through a succession of landowners, consideration of what the possible intentions of a landowner might have been helped interpret the sales. For those landowners who were known loggers, a logical assumption was that they bought the land intending to log it. Some landowners, like the Stetson and Pingree families, were owners who bought land and sold stumpage rights, not to clearcut the land, rather to sustain cutting over many years. A few landowners held their land for 10 or more years and it seems probable that they sold stumpage or logged during some of those years. The same assumption could be applied to well-to-do farmers, who bought land for use to support their livelihood. Other landowners were lumber dealers and mill operators who bought land probably with the intention of having it logged. The intentions of landowners who were lawyers, merchants of items other than lumber, and those not directly affiliated with logging were undiscerned. The landowners, who resold land within one to three years, might have cared most about turning a profit on the land sale as opposed to the logs harvested.

The above represents the thinking I used in the following paragraphs where the information is organized by decade and location on the river.

1840s Most of the land had not yet been sold and the land sales did not include the names of any known loggers. Other than the Leadbetter brothers, who perhaps cut the big pine on the North Branch in the 1840s and for whom Leadbetter Falls was probably named, I found no other possibilities.

1850s In 1852 Ephriam Paulk, a Bangor lumber dealer, bought land in Pittston on the lower end of the North Branch. Loggers and landowners Eliphas Gulliver, Orlando Gilman, and Dudley Leavitt, cut along the river in T4R18 where Asa Pingree, a Massachusetts land investor, also bought land.

1860s Asa Pingree continued his work, now joined by his brother David. Ebenezer S. Coe, a Bangor lumberman, replaced loggers Gulliver, Gilman, and Leavitt. In Pittston replacing Paulk were David P. Stockwell, a lumber dealer, and Frank R. Webber, a St. Albans lumber dealer. Joining these men farther upriver on Dole Brook in the so-named township were Amos Roberts and Son, Charles Dole, and Gilbert Soule. All of them were logging and lumber dealers of the Bangor area. In T6R17, the third township above Pittston, Ebenezer Coe cut on the river and Waterville College (now Colby College) sold stumpage to unknown loggers to raise funds.

1870s Frank Webber expanded his operations in Pittston and George and Isaiah Stetson, Bangor timberlands investors who sold stumpage, became a presence. In the next township upriver Milton Shaw, a Greenville lumberman, Elisha Shaw, a Newport farmer, and George B. Leavitt, a Plymouth farmer, began cutting. Truesdell and Spencer had stumpage contracts. On Dole Brook the previous loggers gave way to Fred and George Dillingham and John P. Webber, all lumber dealers. Farther west on Dole Brook, George Foster, a Portland lumber dealer, James E. Hutchins, a Lowell farmer, and Edmund Phinney and Issac Jackson, cooperage dealers of Portland, commenced operations. Probably hauling logs to the Dole Brook drainage from T5R19 were Milton Shaw, William Engel, Bangor lumberman, Elisha Shaw, George B. Leavitt, William K. Lancy, Augusta lumber dealer, and John P. Webber.

Above the junction of Dole Brook and the North Branch in T5R18, Coe and the Pingrees continued their operations. A short section of the river passes through the northwest corner of T5R17 where the first operations commenced with Joseph W. and Thomas W. Porter, Burlington timberlands dealers, Charles Woodman, Bangor lumber dealer, and John Morison, a Corinth lumberman.

In T6R17, the next township upriver, Coe along with Colby College also continued their logging and joining them were William Goodman and Thomas Trickey, both Bangor lumbermen, and Timothy McDonald and Henry Dexter, both Corinth farmers. McDonald and Dexter also operated in the next township upriver (T6R18).
They were also in the next township west (T6R19) and joined by Goodwin and Trickey.

1880s The previous logging operations in Pittston were now those of Caleb and Franklin Holyoke, Bangor lumbermen, and would remain so through the end of the century. Their neighbors to the north in T4R18 continued to be the Shaws and Leavitt. In Dole the operators were now Charles G. Stern, Benjamin Thatcher, Bangor lumber merchant, Webster Paper Company, and lumber dealers Isaiah Bodwell of Old Town and William Maling of Brewer. The operators on the west end of Dole Brook in T4R5 remained the same. On the river above the mouth of Dole Brook the Coe and Pingree operations continued in T5R18. In T6R17 Davis R. Stockwell and Francis Garland, both Bangor merchants, replaced Coe and the others remained the same. In T6R18 all of those logging previously were no longer doing so in 1882; the new loggers were Charles Davis and Henry Hastings, both lumber dealers in Ellsworth. In T6R19 stumperg control went to new owners Jonathan G. Clark, a wholesale clothier, and William B. Rice, a Boston merchant.

1890s In Pittston the Holyokes maintained their ownership. Upriver in T4R18, joining the Shaws and Leavitt were Lester Dwinel, and Charles and Nathaniel Lord, all lumber dealers. With the exception of the Sterns in Dole the others sold to the Penobscot and Kennebec Land Company, which sold stumperg. On the west end of Dole Brook (T4R5) the same loggers were still working. On the river above Dole Brook in T5R18, T5R19, T5R20 the Penobscot and Kennebec Land Company took over logging operations. In T5R17, with its northwest corner on the North Branch, the land company and Adeline Stetson of the Bangor Stetson family timberland owners were the stumperg sellers. In T6R17 Coe sold to the Penobscot and Kennebec Land Company, but the others of the previous decade continued. In T6R19 Clark and Rice retained control of the logging.

The major landowners

The North Branch and its tributaries carried the logs cut in eleven townships to the Main Branch in Pittston township. Above Pittston the townships were in three tiers with their west edges being the Quebec border. Tier 1 was T4R18 N.B.K.P. (Comstock), T3R5 N.B.K.P. (Dole Brook), and T4R5 N.B.K.P. (Holden). Tier 2 was T5R17, 18, 19, 20 W.E.L.S., and tier 3 included T6R17, 18, 19 (Big Six) W.E.L.S.

The complexity related to and the names involved with the sales in Pittston township reflected those involved elsewhere on the Main Branch below Pittston Farm, but within the tiers owners were generally different from those on the Main Branch. The exceptions were in those townships through which the North Branch or Dole Brook ran below Big Bog and Dole Pond, but defaults through the 1860s appeared more common than on the Main Branch. The only consistently-appearing name from the Main Branch was Samuel Blake, a Bangor lawyer. A new first-time owner, who would become an owner in seven of the eleven townships, was the European and North American Railway Company. A second new owner group c.1890 was from Ellsworth and formed the Penobscot and Kennebec Land Company that at one time or another owned a major part of nearly all the eleven townships connected to the North Branch.

The European and North American Railway Company received a legislative charter in 1868 for building a railway that linked Bangor to Vanceboro under the guise that it would help defend the Maine frontier. In order for the company to raise the needed capital the Maine governor accepted one dollar from the company for what was thought to be one million acres, but turned out to be 2.7 million acres, of unsold timber and lands belonging to the state on the waters of the Penobscot and St. John rivers. The company built 12 miles of track. This transaction became known as the “State Steal.” Given the company’s intent was to finance the building of a railway its sales not only included land, but perhaps stumperg and that might have brought more loggers into the North Branch drainage.

Within these three tiers and between the early 1890s and c.1905 the Penobscot and Kennebec Land Company sold its properties to either the men who formed GNP or GNP. Beginning in 1900 GNP began amassing the land in these 11 townships.


The rail line opened in 1871, was not successful, and eventually Central Maine Rail Road leased it. Some of the land granted by the governor had already been sold, so the railroad could not sell it. Some of the company’s land was disposed of at auctions in 1874 and 1875. The company held some remaining property for 20 years.

14 “Mount Katahdin State Park,” an Address Given by the Honorable Percival P. Baxter of Portland, https://babel.hathitrust.org/cgi/pt?id=yale.39002088371399;view=1up;seq=1
Landowners of the North Branch drainage by township

T2R4 N.B.K.P. (Pittston Academy Grant): The junction of the North and South branch, the Fork, was at the midpoint of the western edge of the eastern third of the township, which the state originally deeded to Pittston Academy. The northern third of the township drained to the North Branch. The town of Pittston divided what became known as the Pittston Tract into one-third sections stacked south to north and sold to the Cooper family of Pittston and John S. Drake of Pittsfield, New Hampshire. All parties sold to Samuel Vezie, president of Vezie Bank in Bangor, in 1848. To help finance his purchase Asa Tufts of Dover, New Hampshire took a three-fourths undivided share of the tract as collateral for his loan. By June 1851 Vezie needed financial assistance from two sources. Samuel Larabee, a Bangor merchant and future president of the Mercantile Bank of Bangor, took a five-eighths share as collateral for a loan and Nathan Weston, an Augusta lawyer, took a three-eighths share. By the time Vezie sold he had amassed the tract’s land that had been divided among 17 people. Samuel Larabee followed Vezie and in 1853 began selling. George M. Weston, a Bangor lawyer who eventually partnered with Dudley Leavitt as land dealers, having previously bought a one-fourth share from his father Nathan Weston, bought another undivided eighth in November 1852. Weston sold a half share to Dudley F. Leavitt in November 1852 and he immediately sold a half share to Ephriam Paulk, a Connecticut man who moved to Bangor c.1848 and immediately became a lumber dealer.

For the next 14 years Ruben Prescott, a Bangor commission merchant, auctioneer, and real estate broker, amassed land both within the Pittston grant and the greater township. George Weston sold a half share to Prescott in May 1853. Prescott bought an undivided half in February 1854 from Samuel Larabee. In 1856 the Maine state land agent gave Prescott a tax deed for a one-third share of the whole township.

The township’s western section, which was not in the Pittston tract, had land transactions during this same time period and some men had transactions in both sections. Beginning in the early 1860s the land sales began to blur the lines between two sections. Prescott owned an undivided half share of the township when he sold it in November 1866 to Samuel H. Blake, a Bangor lawyer, with Davis R. Stockwell, a Bangor lumber dealer, holding the mortgage. Blake sold to Bangor lumber merchant Carlton S. Bragg in August 1868 and Bragg assigned the deed to Franklin R. Webber, a St. Albans lumber dealer who moved to Bangor; he paid it off in December 1871. Bragg and Moor also sold Webber a quarter share in November 1868. Webber acquired a quarter share in May 1873 and an eighth share in May 1876 from John M. Skinner, a St. Albans farmer. In 1877 Webber sold an undivided three-fourths share in the township and a three-fourths share in the public lots (grass and stumpage) to George and Isaiah Stetson, land owners who sold stumpage, and they sold the shares to a Bangor father and son Caleb and Franklin H. Holyoke in June 1880. They worked in ship’s spars and lumber and Frank’s son in ship’s knees and timber. The Holyokes owned the land into the 1890s.

Tier 1, T4R18 W.E.L.S. (Comstock): Pittston’s northern neighbor was T4R18, all of which drained into the North Branch.

In May of 1868 the Maine governor, Joshua Chamberlain, deeded the Somerset County unsold lands of the Penobscot and St. John watersheds to the European and North American Railway Company of Bangor and that parcel apparently included a four-fifths undivided share of this township. The company sold the tract June 1893 to Lester Dwinel, and Charles V. and Nathaniel Lord, all of Bangor and timberland dealers. They sold to the visionaries for Great Northern Paper Company (GNP): Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier, in September 1898 and they amassed the whole township and sold the following March to GNP.

The first recorded land transactions by the Maine state land agent were in October 1875, but by implication he made others prior to that date. Milton G. Shaw, a lumberman of Greenville, bought a timber deed for a one-fifth undivided share and retained that until selling in 1892. The other sales were for timber and grass rights on the public lots; a one-fifth undivided share to Elisha W. Shaw, a Newport farmer and lumberman, and a two-fifths share to Bryon Porter, a Newport physician. The agent also issued two tax deeds, each for an undivided fifth share for grass and timber rights on the public lots to George B. Leavitt, a prosperous Plymouth farmer;
when the rights were originally sold was undiscovered. These men did not sell their rights until 1892 and 1893.

**Tier1, T3R5 N.B.K.P. (Dole Brook):** The northern third of Dole Brook township, Comstock's western neighbor, drained east to the North Branch through Dole Brook.

The initial sale by the state of Maine land agent was for timber-cutting rights to Amos M. Roberts and Son, Bangor lumber dealers and sawmill owners, and R.R. Hardy, a Bangor druggist, in 1863, but they defaulted. The subsequent sale was to Charles E. Dole, a Bangor lumber dealer and Gilbert Soule, a Brewer lumberman, in 1867. Two years later they sold the remaining eight years of timber rights to Frederick Dillingham of Bangor and George Dillingham of Old Town, both lumber dealers and timberland landowners. The Dillinghams apparently did not pay their taxes because the state land agent issued a land tax deed in September 1874 to the European and North American Railway Company and the grass and timber rights of the public lots to John P. Webber, a Bangor lumber dealer and Llewellyn Powers, a Houlton lawyer, in October 1875.

The railway company sold the whole township to Samuel H. Blake, a Bangor lawyer, in June 1884 and at the same time Charles G. Sterns, owner of Bangor C.G. Sterns Company (lumber), bought an undivided half share from him. Sterns sold to Benjamin B. Thatcher, a Bangor lumber merchant, who sold a sixth and twelfth shares to J. Fred (Bangor) and Eben C. Webster (Orono), owners of Webster Paper Company in Orono, in August 1887. Five years later in October 1892 Thatcher sold the balance of his holdings to Eugene Hale (Ellsworth lawyer), Clarence Hale (Portland lawyer), Maria A. Gilman (Bangor, wife of Frank Gilman), Lewis C. Moore (Bangor lumber dealer), Fred L. Bradstreet (Gardiner lumberman), and Annie L. Bradstreet (Gardiner, wife of Joseph Bradstreet, lumberman). Blake sold the other half share in November 1886 to Joseph R. Bodwell, president of Hallowell Granite Company, Isiah Bodwell (Old Town), and William H. Maling, a Bangor lumber dealer living in Brewer.

The grass and timber rights and land sales of Webber and Powers involved the same men purchasing the land. Llewellyn Powers sold his undivided half to Joseph R. Bodwell, and William H. Maling, Webber sold his rights in May 1885 to C.G. Sterns, who sold to Benja-

**Tier 1, T4R5 N.B.K.P. (Holden):** The northern third of Holden drained from the Quebec border east through Frost Pond into Dole Pond.

The state of Maine land agent apparently made land or timber rights sales at some unknown year before 1874, but the owner or owners defaulted, for the agent registered no deeds. In March 1874 the agent gave Noah Wood, Superintendent of the European and North American Railway Company, a tax deed. The agent sold the land and the grass and timber rights of the public lots to George F. Foster, a Portland lumber dealer and James E. Hutchins, a prosperous Lovell farmer, in September 1874, and issued another tax deed to Wood in September 1876. In November 1876 Foster sold shares in his undivided halves to Portland men Edmund Phinney and Isaac Jackson, partners and dealers of cooperage stock. These three men held the half share in common. Wood sold his tax deed interests in October 1877 to Foster and Hutchins. Two years later in February 1879 Foster sold a quarter of his one-third share of a half share to Hutchins. In September 1884 Phinney, under the terms of the Isaac Jackson will, sold to Almond A. Strout, a Portland lawyer, et al.. James Hutchins or his son Edwin S. Hutchins, a prosperous farmer of Fryburg, accumulated more land and in 1906 sold a three-quarter undivided share in land and grass and timber rights to Charles Holden Jr., a farmer living in Rutland, Vermont.

**Tier 2, T5R18 W.E.L.S.:** North of T4R18 (Comstock) the North Branch flows southwest across T5R18 from Big Bog and its tributary Ranney Brook. The Maine state land agent’s first sale was an undivided half to Bangor lumbermen and partners Eliphas Gulliver and Orlando Gilman in January 1853. They bought the other half from the agent in October 1854. For un-

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15 I attempted to trace Holden to determine whether or not he was a descendant of any of the Holden families of Jackman and Moose River, but could not determine whether he was or was not.
known reasons these men also began selling in October 1854. The individual purchasers included Isaac Clark, a Bangor land investor, E.G. Rawson, a Bangor lawyer, David F. Leavitt, a principal of Weston & Leavitt, land dealers in Bangor, George W. Pickering, president of Bangor’s Kenduskeag Bank, and Dudley F. Leavitt, a Bangor lumberman. By April 1858 Asa Pingree, an Essex, Massachusetts, land investor, acquired one of the undivided half shares and in August 1860 Ebenezer Coe, a Bangor lumberman, acquired the other half share. Asa Pingree passed his share to David Pingree in October 1865 and he held it until selling in October 1890 to Eugene Hale of Ellsworth, Clarence Hale of Portland, and Daniel F. Davis, Frank Gilman, and L.C. Moore, all of Bangor; they constituted the Penobscot and Kennebec Land Company. Coe also sold to the same men in October 1890. These men sold to the visionaries for Great Northern Paper Company: Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier; they sold to GNP March 15, 1899.

**Tier 2, T5R19 W.E.L.S.:** The Norris Brook tributaries of the North Branch flow from the west through T5R19 to reach the river in T5R18. The Maine land agent’s first sales in 1874, 1875, and 1878 were for timber and grass rights on either the public lots or the township. The public lot purchasers were Milton G. Shaw, a Greenville lumberman, one fifth share; William Engle, a Bangor lumberman, timberlands owner, and lumber manufacturer, one fifth share; Elisha W. Shaw, a Newport farmer and lumberman, one fifth share; George B. Leavitt, a prosperous Plymouth farmer, one fifth share; and Byron Porter, a Newport physician, a two-fifths share. William K. Lancey, an Augusta lumber dealer and manufacturer, bought the timber rights for the whole township in September 1874. He seems to have defaulted, for the agent issued two timber deeds for the whole of the township in November 1878; a fifth share to John P. Webber, a Bangor lumber dealer; and the same to James C. Madi- gan, a Houlton lawyer.

The European and North American Railway Company bought the unobligated portions of the township in May 1868 and the company sold the land to Samuel Blake of Bangor in September 1882. He sold in October 1892 to Eugene Hale of Ellsworth, Clarence Hale of Portland, Daniel Davis, Maria Gilman, and Lewis C. Moore of Bangor; and Fred G. and Annie L. Bradstreet of Gardiner, members of the Penobscot and Kennebec Land Company, which sold in March 1899 to the visionaries for Great Northern Paper Company: Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier.
Chapter 5: North Branch and its tributaries – logging activity

Tier 2, T5R17 W.E.L.S.: The North Branch passes through Big Bog at the extreme northwest corner of the township and most of the township drainage is in the St. John River watershed. However, using various strategies, loggers sent their logs cut in this township down the North Branch.

The first recorded deeds of sale by the state land agent occurred in 1874 and 1875. Joseph W. and Thomas W. Porter, Burlington timberland dealers, bought an undivided sixth share timber deed and a sixth share in grass and timber rights on the public lots. Thomas B. Reed, a Portland lawyer, bought a sixth share timber deed. Charles Woodman, a Bangor lumber dealer, bought an undivided fourth share and a like share in the grass and timber rights of the public lots. John Morison, a Corinth lumberman, bought an undivided fourth share of grass and timber rights of the public lots and Houlton’s Albert A. Burleigh, who would become president of the Bangor and Aroostook Rail Road, bought an undivided one sixth of the same.

These same men also made land purchases in 1880 and 1882 from the European and North American Railway Company, which had been deeded the property by the governor in May 1868. Burleigh, Reed, and Porter each bought a sixth share. Woodman bought an eighth share and Morison a quarter share. In 1886 Morison bought Woodman’s shares and half of Porter’s. Morison sold all his holdings in August 1891 to Bangor’s Adeline H. Stetson, whose husband was banker George Stetson and member of the family with large timberland holdings. The remaining pieces that eventually reached 17/24ths were amassed between c.1890 and 1893 by Eugene Hale of Ellsworth, Clarence Hale of Portland, Daniel Davis, Maria Gilman, and Lewis C. Moore of Bangor; and Fred G. and Annie L. Bradstreet of Gardiner; they constituted the Penobscot and Kennebec Land Company which sold in March 1893 to the visionaries for Great Northern Paper Company: Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier.

The Maine land agent deeded the north half of the township and the grass and timber rights on the public lots to the trustees of Waterville College in December 1862. The college (now Colby College) sold in November 1874 three undivided fifth shares to Daniel L. Davis, a Bangor lawyer and Maine’s 37th governor (1880–1881), William Goodwin, an Old Town lumberman, and Thomas Trickey, a Bangor lumberman, and two one-fifth shares to Timothy McDonald, a Corinth farmer, and Henry Dexter, a prosperous Corinth farmer. Colby held the mortgages that were paid off in 1881 and 1882. These parties retained ownership through c.1890.

Tier 3, T6R18 W.E.L.S.: The river continues west from T5R18 into T6R18 to reach its end point short of its western border’s midpoint. By legislative act the governor sold the whole township to the European and North American Railway Company in May 1868. The Maine land agent sold timber and grass rights in September 1874: an undivided two-fifths share to Timothy M. McDonald, a Corinth farmer, and Henry Dexter, a prosperous Corinth farmer, and an undivided three-fifths and found no logging had yet taken place in these townships.

Tier 3, T6R17 W.E.L.S.: North of Big Bog and T5R17 the North Branch makes a sweeping arc westerly

16 T6R16 W.E.L.S. (St. John township) is not included in this tier because its drainage is north and east, not to the North Branch. In 1862 Daniel Barker returned to survey T6R16 and T6R17 W.E.L.S., found no logging had yet taken place in these townships.

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share to Daniel F. Davis, Bangor lawyer and Maine’s 37th governor (1880–1881), William Goodwin, an Old Town lumberman, and Thomas Trickey, a Bangor lumberman. The agreement was for 10 years. A year later these same men bought the same number of undivided shares for the public lots.

Davis et al. sold their timber rights in December 1881 to Bangor lawyer Samuel Blake who sold them in November 1882 Frederick M. Laughton, a Bangor lawyer, who quickly amassed the total township. Laughton immediately sold four undivided quarter shares to four different entities: Colin McKenzie, an Ellsworth farmer; Gideon Joy, a Hancock farmer; Charles Davis and Henry Hastings, both Ellsworth lumber dealers; Hartshorne and Ellis, both Ellsworth lumber manufacturers. Hartshorn sold in 1886 to John F. Whitcomb (merchant), Charles Haynes, and John Whitney (lumber and goods merchant), all of Ellsworth, and they sold in 1897 to Alexander C. Hagerthy, an Ellsworth physician. McKenzie retained ownership into the early 1890s. Joy did not sell until 1898; the purchasers were the visionaries for Great Northern Paper Company: Charles Mullen, an Old Town lumberman, Garret Schenck, a Weston, Massachusetts, financier, and Edward Haskell, a Newton, Massachusetts, financier.

Tier 3, T6R19 W.E.L.S. (Big Six): Even though nearly all the T6R19 drainage flowed north to the St. John, Penobscot loggers cut and hauled to the Hurricane drainage in T5R20 or Middle Norris Brook in T5R19 or the West Branch of Ranney Brook in T5 or T6R18. By legislative act the governor sold the whole township to the European and North American Railway Company in May 1868. The Maine land agent sold timber and grass rights in September 1874: an undivided two-fifths share to Timothy M. McDonald, a Corinth farmer, and Henry Dexter, a prosperous Corinth farmer, and an undivided three-fifths share to Daniel F. Davis, Bangor lawyer and Maine’s 37th governor (1880–1881), William Goodwin, an Old Town lumberman, and Thomas Trickey, a Bangor lumberman. The agreement was for 10 years. A year later these same men bought the same number of undivided shares for the public lots.

In August 1882 to Jonathan G. Clark, a Bangor wholesale clothier, and the remaining half to William B. Rice, a Boston merchant, in September 1885. Both Clark and Rice retained ownership through at least 1899.

An integrated chronology of cutting, river improvements, dam building, and driving: 1886–1971

The first consistently printed information related to North Branch logging activity began to appear in the Industrial Journal in 1886. Beginning in 1900 GNP records had some details of the logging and the drives.

1886–1893 In 1886 on either the North or the South Branch F.M. Cunningham and John Mayo, with 30 horses and about 90 men, cut 2m bfl (million board-feet of logs); Moses Stubbs cut .81m bfl using six horses and 18 men; and Atwell & McLeod had 12 horses and about 36 men who cut 1.2m bfl.17 The following year someone probably cut on the North branch given 16 firms using 250 horses and c.750 men were cutting 25m bfl at undisclosed locations above Chesuncook dam.18

By 1887 loggers were cutting beyond the immediacy of the North Branch, but the discovered drive information did not break down the drives to specific streams. The first issue of a charter for stream improvements was in 1887 to lumbermen of the Bangor and Old Town area, William H. Maling and Josiah W. Bodwell19 for the Dole Brook drainage that included Long Pond.20 Given the names of prior landowners like George and Fred Dillingham, John Webber, Charles Sterns, and Eben Webster, logging crews probably were working in the area. Maling was a lumberman by at least 1867. He and Bodwell built the first dam at the outlet of Long Pond, and probably rebuilt the dam at the outlet of Dole Pond. The company built two other dams on Dole Stream, but their locations were undiscovered.

For the drive of 1888 at least one of six operations cut on the North Branch. F.M. Cunningham cut from three camps with 60–70 men, 18 horses, and four oxen. John

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17 The Industrial Journal, February 12, 1886
18 The Industrial Journal, February 18, 1887
19 William H. Maling II was born in Nova Scotia in 1826 and lived most of the rest of his life in the Bangor-Brewer area. Josiah W. Bodwell married Martha J. Merrill in 1857 in Pelham, NH. His whereabouts were elusive: he had a residence in Methuen, MA in 1880 listing himself as a lumberman; his wife died in Old Town in 1892.
20 Their charter also included Penobscot Brook drainage to the South Branch.
Chapter 5: North Branch and its tributaries – logging activity

Long Pond Dam


Present dam built in 1918, and gate section replaced within last three years. No good for at least five years.

Lake area 1-1/2 square miles.

Water Shed 13 square miles and storage 160 million cubic feet.

This lake and Frost Pond are tributary to Dole Pond.

Over the years Long Pond Dam, pictured here in 1936, served as both a log driving and a water storage dam. (E.W. Prouty, 1936 Water Commission GNP report, courtesy Millinocket Historical Society)
Mayo’s crew included 30–40 men and 13 horses. John Ross had three camps, 80 men, and 26 horses. Roderick Sutherland used 50 men and 16 horses. G.H. Davis employed 34 men, eight horses and four oxen. The Atwell and McLeod crew was 30 men and 10 horses. The drive from the North Branch was still hung up at Seboomook Falls on June 11 and might not have been released until the following year.

The next year John Morrison and Son operated with eight horses and 30 men who cut 1.5m bfl. F.M. Cunningham cut on both the North Branch and South Branch with 22 horses and 75 men who delivered 3m bfl

In 1890 logging operations were at 14 undisclosed sites above Chesuncook dam. One of the operations was that of F.M. Cunningham whose 34 horses and 100 men cut 3.75m bfl on either the North and South Branch or both.

No drive information was found for 1891, however, given the Maine legislature approved a toll increase in March 1891 for logs driven through the Dole and Long Pond dams, drives probably took place within that drainage. In 1892 Davis, the Hale brothers, and L.C. Moore drove on the North Branch.

1893–1901 The first dams on the North Branch began to appear c.1893; a time when both Kennebec and Penobscot loggers were cutting on the North Branch. They all knew that the number of loggers and volume of logs cut would exceed what could be driven without dams. Eugene Hale, Daniel F. Davis, J.S. and E.T. Bradstreet, Clarence Hale, and Lewis C. Moore formed the North Branch Dam Company in 1893 with dam and stream and improvement rights for the townships with drainage on the North Branch above the mouth of Norris Brook; these included T5R19, 18, and 17, and T6R17. The charter also contained the right to use carriers or a sluice within T6R17 from St. John Stream to the North Branch as long as it did not reduce the natural flow of water in St. John Stream. The Bradstreets, Kennebec lumbermen, operated in this area for the next eight years and built dams, but neither they nor their Penobscot partners built a carrier or sluice at Fifth St. John Pond. They did remove their logs with a conveyor from the river above Seboomook Falls beginning in 1893.

The company eventually had four dams on the North branch. One was Bog Dam in T5R18; it created what became known as Big Bog. The flowage of the next upriver dam, St. John’s Landing dam in T6R17, extended into Abacotnetic Bog, the foot of which had a dam. The water from the impoundments of these two dams helped push the logs into Big Bog.

Since the Bradstreets logged in the Norris Brook drainage and specifically listed the brook as one of those on which they would operate, it was likely they constructed the first dam on the lower end of Norris Brook in the central part of T5R19.

Also logging on the North Branch during this time period were Stetson and Gilbert (1894–1895) when their crew of 68 men started the drive on May 5. In 1899 Charles Mullen and George Ranney crews cut east of and hauled to Big Bog.

In 1899 GNP acquired a great deal of the drainage included in the North Branch Dam Company Charter. The lands included: 16,106 acres in T5R17, all of T5R18, 16,916 acres in T5R19, all of T5R20, 6,859 acres in T6R17, and 5,923 acres in T6R18. The company needed the existing dams and more when logging in these drainages.

24 Others joining the Bradstreets in the formation of this company were: Eugene Hale, Daniel F. Davis, Clarence Hale, and Lewis C. Moore.
25 "A partial list of driving dams owned by various subsidiary companies on the west branch of the Penobscot river and its tributaries," Great Northern Paper Company Records, University of Maine Raymond Fogler Library Special Collections
26 Fred Gilbert Papers, 1895 Day book, University of Maine Raymond Fogler Library Special Collections
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1901–1910 The Bradstreets ceased their logging operation c.1901 and the North Branch Dam Company became a subsidiary of GNP with the Bradstreets retaining part ownership; in 1953 GNP was the sole owner. GNP quickly moved into land on the west side of Big Bog and in 1902 James W. McNulty had a GNP cutting contract for 2m bfl cut in the McDonald Brook area of T6 R18 and delivered to the North Branch. 27 Several years later in 1907 GNP sought and received an amended dam charter that included the Dole Pond and Stream drainages: T4R18, T3R5, T4R5. The company now controlled all the waterways on which they were operating in the North Branch drainage.

GNP’s interest in the whole area was in pulpwood, not saw logs, which had been the interest of every preceding logger. Even though some areas had already been cut for saw logs, many trees neither large enough nor of sufficient quality for saw logs remained, so loggers had plenty to cut, and an existing dam network for driving. A few saw-log crews remained, but they soon stopped. The first trees loggers cut for pulpwood for GNP were left whole, not cut into short four-foot sticks. A full switch-over to short wood was completed by 1917 and when that happened some small dams were no longer needed.

In 1908 GNP had Frank Thatcher crews rebuild what the company labeled as Middle and Upper dams; this terminology might translate as Middle being the St. John dam site and Upper being the Abacotnetic dam site. The Upper Dam included wings of 255 feet and 152 feet, three gates ranging from 8 feet 7 inches to 6 feet 6 inches and a head of 7 feet 8 inches. The Middle Dam had wings of about 250 feet each, one gate and an unknown head. 28

1900–1910 drives (cords):

1900: McLeod and Dudley (13,818) cut on and driven from Foley Pond 29

1901: A.V. (Al) MacNeill, C.J. McLeod (12,313), Dudley and McLeod in T3R5, T4R18; McNulty in Pittston (3,390). 30

1902: C.J. McLeod in T4R18 (14,062); Hughes (9,207), D.A. McLeod in T6R18 and R17, T5R18; Robert Hughes in T5 and 6 R18; A.A. McLeod in T6R17 and 18 and T5R18; Prouty and Giberson in north half T6R17; Dickam south half and north half T6R17

1903: A.A. McLeod in T5 and 6R17 and T5 and 6R18 (16,989); unknown logger (12,206); Robert. J. Hughes in T5 and 6R18 (1,964); E.J. Smart in T4R12; E. Carter in T5R18; Morisette and Roberge in T5R18; Louis Roberge and Peters in T5R18; Gilbert brothers in T6R18; Catheart Brothers in T6R17; Colmello Camp in T6R18; Giles in T6R18; depot camp in T6R18; Percey Johnson in T5R18; George Plasure in T5R18; Joe LaChance in T5R18; C.J. McLeod in T4R18 and Pittston

1904: C.J. McLeod in Norris Brook, Dole Brook, T4 and 5R18, and Pittston (12,280); Johnson in T5 and 6R18 (3,006); Belanger in T5 and 6R18, T5R17 (7,623); Louis Roberge in T5 and 6R18, T6R17 (5,088); Hughes (2,970), Catheart Brothers,(5,557) in T6R17

1905: GNP crews, 6m bfl (million board feet of logs); 31 Abram Newton in T4R18 (5.5m bfl); 32 Louis Roberge in T5R18 (2,147); Carter (1,613), Catheart Brothers (2,944) in T6R18; Henry Pooler in T5R18; Rancourt et al. in T5R18 (173); W.L. Johnson in T5 and 6R18 (2,324); Hughes (2,218), and Morton, Mercier and Pa-geut (amounts and locations unknown); 33 Charles Jackson cut and drove with 250 men for seven days 20,000 bfl 18 miles on low water on Norris Brook 34

1906: Sutherland and Hodge, Frank Morrison, John Cassidy and Son, Largay and Son, Josh Smith, Charles W. Mullen, Henry Priest and Son; 35 Rancourt (2,874), Roberge (6,132), Johnson (4,408), Catheart (2,944), Carter (1,613), Durappe (1,345), Newton in T4R18 (7,452)

1907: Roberge (4,155), Catheart (1,902), Gilbert (2,442), Bailey (981), Derappe (1,027), unknown logger (4,425), and Morton, Mercier and Pageau (amounts unknown); total cut of 1907 was 8m bfl

1908: Gilbert Brothers (7,997), Roberge (2,166), Morrin (2,645), Graves (2,312), Newton (6,981), Rancourt (4,297), Mercier (917), Catheart (2,872), Pashou (1,587), Thatcher (2,579), Price (1,007)

27 Pittston Farm Weekly, July 16, 1964
28 Dam specifications are from Great Northern Paper Company Records, North Branch Dam Company file, University of Maine Raymond Fogler Library Special Collections
29 Portland Daily Press, October 3, 1900; before the cutting got underway Harry Harper and James Crawford drowned in the pond as a result of a canoeing accident.
30 The cordage source is the Pittston Farm Weekly, July 11, 1963. Since long logs were most often driven through c.1914 the clerk might have turned board footage into the equivalent cords.
31 The Industrial Journal, April 1905
32 The Industrial Journal, April 1905
33 From 1900–1905 I used a landing scalars’ log book at Millinocket Historical Society; in that I found the townships in which the logger cut.
34 Daily Kennebec Journal, April 27, 1905
35 The Industrial Journal, April 1906
1909: Gilbert (2,395), Morin (2,329), Pageau (7,230), Price (1,854), Thatcher (5,650), Roberge (3,179), Webber (3,963), Belanger (6,667), Rancourt (6,881), Catheart (4,174)

1910: Rancourt (2,983), Gilbert brothers (5,151), Belanger (1,492), Roberge (4,108), Webber (2,770), Morin (941), unknown logger in T6R18 (2,977)

1911–1919 drives Beginning in 1911 all cutting done on the North Branch was for the GNP Millinocket mill.

Between 1910 and 1920 GNP’s waterway work focused on two matters, rebuilding existing dams and building a new tier of dams so the crews could cut farther into a drainage. Its other major primary construction effort involved a second north-south supply artery from Pittston northwest through the townships west of the North Branch and east of the Quebec border. The supply route up the North Branch valley had been previously established by 1870 and lumbermen who focused on cutting on the east side of the North Branch continued to use this tote road. The route changed over time, but one continued to serve the east side of the valley.

The new route went up the long Lane Brook valley and over the height-of-land into Dole Brook township to pass just east of Long Pond and cross Dole Stream at the outlet of Dole Pond and intersect the Dole Pond Road, which came up the Dole Brook valley from the major artery on the east side of the North Branch.

In the Dole Brook drainage a crew built dams above Dole Pond. One was at the foot of deadwater below Frost Pond (1916–1917) and the other was in the headwaters of Hurricane Brook, a Dole Brook tributary; it created Hurricane impoundment (1917–1918). In that same year a company crew built the steamer Owl on Dole Pond. Prior to that, lumbermen moved logs across Dole Pond with a headworks as they did on Long Pond, Frost Pond, Penobsot Lake, Big Bog, and Abaconetic Bog. The rebuilding included the Long Pond dam (1917–1918) and the Dole Pond dam (1919).

At some point after the 1907 amendment of the North Branch Dam Company charter to include the Dole Brook watershed, GNP had a crew build two dams on T5R20’s Roberts Brook, one at the foot of the ponds and the other at the foot of the southernmost bog on the stream in the township.

The Long Pond, Dole Pond, Frost Pond, and Hurricane impoundment dams supported not only drives within their drainages, but also provided water storage in support of drives on the North Branch. The drivers relied on these through the 1940s.

Norris Brook was another major tributary of the North Branch that loggers continued to cut. The East Norris Brook lower dam that Bradstreet built was necessary for long logs, but with the four-foot wood of the post-c.1915 era GNP probably let that one disintegrate. Other dam construction on East and Middle Norris brooks apparently took place in later years. The lower dam on Middle Norris might have been c.1914 given the recorded drives from the township beginning in 1915. The dam at the upper end of Middle Norris in the northwest quadrant of T5R19 was still in good repair in 1924 according to a Sewall township assessment. The condition of the dam and the number of drives through 1919 suggested someone built it before 1920.

On the North Branch in 1915 a GNP crew built what would be the northernmost dam on the river at the foot of Upper Little Bog, which was three miles above the Abaconetic dam. Drivers used the dam through 1966.

To the east of Big Bog and the North Branch was the St. John River’s north-flowing watershed with its headwaters, including the string of five St. John ponds. In the 1890s Bradstreet cut in the Fifth St. John Pond area and hauled to Big Bog. By 1910 GNP had at least one camp in the St. John Pond area and crews were hauling with steam-driven Lombards. Whether they hauled west to Big Bog or east to Loon Lake was undiscovered.

1911–1919 drives:

1911: Roberge (4,243), Allen (885), unknown depot camp (3,578), Belanger (11,578), Morin (11,670), Pooler (3,320)
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1912: Belanger and Paquet (11,032 includes cords from McDonald Brook)

1913: Belanger in T6R18 (10,457), unknown logger in T6R18 (3,238)

1914: unknown logger in T6R18 (17,771), GNP drive included 8m bfl

1915: unknown loggers in Hammond, Dole Town, Pittston, T5R17, T5R19, T5R20, St. John's twp (T6R16)

1916: unknown logger in T6R18 and T5R19 (21,944), Blandin in T4R5 (5,046)

1917: unknown logger in T5R19 and 20 and Dole (20,914), Lafe Rogers below Dole Brook

1918: Morin in Dole (3,947), Paquet, in Dole (12,112), Roberge in T5R19 and 20 (6,421), Belanger in T5R20 (9,233),

1919: Belanger in T5R20 (9,981), Morin in Dole (7,235), T5R19 and 20 (Roberge (6,651), Derappe in Dole (5,750), Gilbert and Newton in Dole and T4R5 (57,715)

1920–1928 In the 1920s GNP kept most of the dams in repair and built dams at the upper ends of the drainages where crews had not yet cut. The company’s major building efforts involved improved and new roads, primarily for toting supplies. The drives were in excess of 50,000 cords, cut by Gilbert’s crews from 1920 through 1922, followed by Ed LaCroix from 1924 through 1928.

Contributing to the extensive cutting of nearly all the spruce and fir in Dole Brook and Holden Gore townships before 1923 was the spruce budworm infestation. In this area Frost Pond drained the north portion; Grenier and Dingley ponds and streams, and Penobscot Lake, drained the central portion. The Sewall assessment of the Frost Pond dam in 1923 labeled it as small and in poor condition. A crew rebuilt it.

Beginning in 1924 GNP’s major focus was turning to the northernmost townships of the North Branch drainage: in T5 R18, 19, and 20 and their northern neighbors T6 R17, 18, 19 (Big Six). The company hired the James Sewall Company of Old Town to do assessments; surveyors and cruisers completed four assessments in 1924 and 1926, one in 1929, and two in 1931.

The Sewall 1924 assessment of T5R19 included four brooks: Norris, Middle Norris, East Norris, and Hurricane. The report indicated crews could drive Middle Norris Brook for short and long logs from the dam (seven-foot head, eight-foot gate, good condition) in the northwest quadrant. The cruisers found the dam on the main part of Norris Brook in the central part of the township in poor condition. The lower two miles of Middle Norris Brook were drivable for long logs, and with improvements and a dam the lower four miles could handle pulpwood. A crew built a lower dam on Middle Norris Brook c.1925; it was 700 feet long with 12 feet of head. This might have been a rebuilding of the earlier dam reported as being at about the middle of the township. The lower three miles of the East Norris Brook could be driven, if it was cleaned out and a dam built. The authors noted that if this action happened, then the cut from the north in Big Six could come down this stream. The notations for Hurricane Brook were that it was in good condition for driving short or long logs.

The 1924 Sewall report for T5R20, T5R19’s western neighbor, addressed Hurricane and Roberts brooks. The dam at the foot of Hurricane impoundment was in good condition. A good stand of logs and pulp were in the western part of the township, and in the southwest portion of Roberts Brook and Fish Pond Stream the spruce had matured and needed to be cut. The lower two miles of Roberts Brook was drivable for short and long logs, but to do so required new dams in place of the old ones.

To the north of these T5s in T6R19 (Big Six) the 1924 assessment summary concluded that even though the western and northern parts of the township drain to the

36 Stephen Law, A Forest Environment, Tate Publishing Enterprises, Mustang, Oklahoma, 2010
37 The James W. Sewall assessments for townships in this area are available at the Maine State Archives.
38 The Sewall document uses the name West Branch of Norris Book.
West of Chesuncook & North of Moosehead

St. John River, the whole township could be logged and driven through the North Branch drainage with the use of log haulers; no dams would be needed. As the survey crew was doing the assessment GNP crews were either working on or had just completed a number of haul roads, which in most cases meant straightening and graveling a tote road. One such road ran southerly along the Boundary Branch of the St. John River in the southwest quadrant and ended at Hurricane impoundment. In the south central part of the township another log hauler road served East Norris Brook.

In T6R19's southeast quadrant, the headwaters of East Norris Brook, loggers were present in 1924. A storehouse and camp was in the township's southeastmost corner on the East Norris Brook. An active logging camp was three-quarters of a mile north of the south town line, another was three-quarters of a mile above that, and a third was next to T6R19's north border; all were in the St. John River drainage. A logging camp under construction was in the center of the township. The supplies for these operations came in 23 miles from the Morissette Station of the Quebec Central Railroad in Saint Joseph de Beauce to the LaCroix storehouse at Norris Brook. A crew built the uppermost dam on East Norris Brook just south of the town line in T6R19 c.1924 at 500 feet long with a seven-foot head; it probably supported the drives related to logging in the southeast quadrant of T6R19 and provided a log-landing site.

A Sewall crew was back again in 1929 and found the western half of T6R19 stripped of its merchantable wood, and the dam on East Norris Brook a short distance below the south town line in fair condition. Some uncut land remained in the southwestern portion of the township's eastern half; this area had access to the Norris Brook road network.

To the east of T6R19 in T6R18 the North Branch, also called Abacotnetic Stream above Big Bog and Little Bog (Abacotnetic Bog), swings west across the T6R18 east town line a little over two miles south of its northeast corner. The township had no major streams and the drainage was to the North Branch with the exception of the northeast corner as drained by Brailey Brook, a tributary of the St. John River. What became known as the Little Upper Bog dam on the North Branch a half-mile west of the east town line enabled driving from the headwaters of the North Branch; GNP probably built it c.1915 given the information of that time in other Sewall assessments of nearby townships. The dam, rotted and beyond repair, was still evident in 1931.

The Sewall 1931 T6R18 assessment indicated that loggers had driven pulpwood on the lower end of Ranney Brook in the southwest portion of the township; the assessors indicated there might have been a dam, but they did not encounter it. Brailey and McDonald brooks could handle pulpwood if they were improved. The Brailey drainage was the only area that had not yet been cut over for pulp; it was last cut before WWI for saw logs. Along the North Branch the spruce were seven to eight inches in diameter; they were much larger to the east with a cant to the St. John.

Also assessed in 1931 was T6R18's southern neighbor T5R18. The Sewall survey reported that crews improved East Norris Brook for driving. The work included the c.1925 rebuilding of the lower dam, which was 380 feet long with an eight-foot head. Ranney Brook, which drained most of the northern third of T5R18 to Big Bog, was only drivable in T5R18 for short wood, which crews boomed in Big Bog at the mouth of the brook.

In support of the future operations suggested by the involvement of Sewall Company and reflected in their findings, GNP plans focused on supply routes and log hauler routes. The company completed the north-south western supply artery from the Dole Pond Road intersection over the height of land into and up the Hurri-

39  Kineo Station was 45 miles via Seboomook dam.
cane Brook valley to Hurricane impoundment dam and on into Quebec to Zacharie in 1924.

The Hurricane impoundment area was a nexus of GNP operations. A cluster of buildings, Hurricane Depot, also known as LaCroix Depot, which were on either side of the St. Zacharie Road with a large field on the west side, were a short half-mile above the northmost corner of the impoundment. Two other key roads, one from the north and the other from the northeast, met here by 1924. A log-hauler road went north from the upper end of the Hurricane impoundment through the depot complex, passed the west side of Little St. John Pond and quickly crossed back into Maine to follow the Southwest Branch of the St. John River; by 1929 it had reached the north line of T6R19 (Big Six). The northeast-running road exited T5R20 at its northeast corner where it arced east through T6R19 into T6R18, where it drifted east-southeast to a junction just over the south town line near McDonald Brook. A half-mile south of the junction was Big Bog. Beyond McDonald Brook the road arced north and east to cross the North Branch above Big Bog and continued to the westmost bay of Fifth St. John Pond and followed the pond’s edge to the outlet. The west and east ends of this road were functional in the mid-1920s, and the whole of it no later than 1931. In 1926 crews connected this road at Fifth St. John Pond to the north-south road connecting Seboomook dam to the east side of Fifth St. John Pond.

Another road in place by 1924 left the Dole Pond Road about a mile west of its crossing of Dole Brook’s east town line and went northerly through the corner of

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40 James W. Sewall townships maps dated 1924, 1926, 1929, and 1931 provided the routes.
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T4R18 (Comstock) and up the west town line of T5R19 and ended about a long mile up the T6R19 west town line. At its crossing of Middle Norris Brook on T5R19 east town line a road arced east to the north town line of T5R18, crossed the West Branch of Ranney Brook and then turned southeast to Big Bog dam. The west end of this road was in place in 1924 and its eastern end was on Sewall maps of 1929 and 1931.41

Other major construction projects of the 1920s involved dams. To the south, dam-building crews worked on Lane Brook, which drains into the North Branch from the west above Pittston Farm. In 1921 they built the first dam at the outlet of Lane Pond. The dam was over six miles from the North Branch, suggesting that loggers drove at least the lower portion of the river prior to the dam.42 In 2021 the remains of the 500-foot-long earthen dam still spanned the complete south end of the pond. The current height of the dam varied from about 10 feet at either end to four to five feet in its midsection area. The dam’s two four-foot-wide gates were at its center. The gates’ sluices ran between rock-filled cribs with log flooring; they extended from the earthen part of the dam downstream another eight feet, the long length perhaps being needed to help hold the gate-sluice structure in place.

A dam was also present on the Little Lane Pond (T4R18).43 No visible remains of this dam were present in June 2021 and it was hard to image a dam was here. The outlet brook had no visible thread. The dam at this site was probably 150 feet below the open body of the pond and 10 feet to the north side of the 2021 Old Boundary Road location. In this spot both ends of a 100-foot dam could have abutted against the banks bor-

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41 In the 1920s and 1930s the James W. Sewall Company assessed most of these townships; a part of that included roads.

42 In searching for dams among other sources I consulted the Maine Department Inland Fisheries and Wildlife assessment studies for all the ponds they listed in these drainages. Any pond the report included with mention of an old dam was included in this text.

43 “A partial list of driving dams owned by various subsidiary companies on the west branch of the Penobscot river and its tributaries,” Great Northern Paper Company Records, University of Maine Raymond Fogler Library Special Collections.
dering the swampy drainage. The dam might have been a simple splash dam three to four feet high. Such dams had a few long logs with tarpaper covered with debris and were typically blasted apart at the start of the drive.

In the Dole Stream drainage a crew made unknown stream improvements and rebuilt the Frost Pond Dam about 1925; they continued to use it until about 1930. The two dams in T5R20 on Roberts Stream, which flows into Dole Pond, were rebuilt 1924–1925 in support of pulp drives between 1924 and 1938. The uppermost dam was at the foot of the Roberts ponds and the other was at the foot of the lowest bog on the brook in the township. Hurricane Brook activity was nearly constant since the building of the dam in 1917–1918. The dam was still in good condition in 1924, maintained after that, and last used in 1960–61.

On the Norris Stream drainage crews built new dams and did considerable waterway improvement work during the mid-1920s. In 1925–1926 a crew built the upper dam (500 feet long, seven-foot head) on East Norris Brook for first time (just below Big Six south town line), and rebuilt the lower dam (380 feet long, eight-foot head). On Middle Norris Brook the dam (seven-foot head, eight-foot gate) in the northwest corner of T5R19 was still functional and a crew rebuilt the dam (700 feet long, 12-foot head) in the central part of T5R19 in 1925–1926. The only Middle Norris Brook dam appearing on a 1931 Sewall map was one in the northwest corner on lot 9.

In 1925–1926 a crew built the first dam (335 feet long, 12-foot head) on Ranney Brook, which flows into the southwest side of Big Bog.

Work on the North Branch as the main artery also continued. A crew rebuilt the critical Big Bog dam in 1925 (600 feet long, 8.5-foot head). A few years later they repaired the Abacotnetic Bog dam. The St. John landing dam a half-mile above the head of Big Bog was apparently not repaired given the 1931 assessment. Since they did not repair it following the 1926 assessment, pulpwood drives were probably not dependent upon it.

### 1920–1928 drives:

1920: — Gilbert in T5R19 and 20 (53,438)
1921: — Gilbert in T5R20 and Dole (69,571)
1922: — Belanger in Hurricane Brook (unknown cords) D.A. McLeod (unknown location and cords), Gilbert in T5R19 and Dole (90,905)
1923: — no records discovered
1924: — Ed LaCroix in Dole on Hurricane Brook (127,000)
1925: — Ed LaCroix in T6R19 (30,000)
1926: — Ed LaCroix on Hurricane impoundment and Brook (35,069), Ed LaCroix on Middle Norris Brook (1,594), Ed LaCroix on East Norris Brook (743), Ed LaCroix on Ranney Brook (9,902), Ed LaCroix on Frost Pond (22,460)
1927: — Ed LaCroix in T6R19 & T5R20 and on Hurricane Brook (34,034), Ed LaCroix on Norris Brook (12,401)
1928: — Ed LaCroix on Hurricane Brook (42,880)

### 1929–1934: No one conducted drives on the North Branch beginning in 1929; drives resumed in 1935. By 1930 most of the small stream drives had ended and GNP crews began hauling to major landings on significant bodies of water. Consequently, crews continued to maintain the major dams. The Long Pond Dam underwent repairs in 1929. In 1931 the Frost, Dole, Long, and Hurricane dams were all on the Small Pond Water Storage Commission List and maintained through at least 1938. Logging activity also resumed on Long Pond and Dole Brook between 1935 and 1940.

In 1934 GNP constructed the estimated 200-foot pier and an atypical pulpwood conveyor on the north shore at the middle of Hurricane impoundment. The road to it left the St. Zacharie Road at the foot of the north side of Turgeon Hill just south of the depot camp. The conveyor design was a matter of speculation. GNP engineers designed the site to serve loaded trucks, a first use...
of them for such a purpose in this area. The design was not compatible with anything pulling loaded sleds; no large turnaround radius was present. The first 100 feet of

At about the mid-point on the east side of the Hurricane impoundment was a long man-made pier that supported a conveyor that dumped logs into the surrounding water. (photos by Bill Geller)

The pier was wide enough for two trucks to drive to the beginning of the conveyor at about the midpoint of the pier.

The beginning of the conveyor began at this iron and trucks parked on either side of the trench to unload. The conveyor carried the logs down through the sloping trench to the pier’s lower level.

A structure at the lower level housed the engine and operator. Here the logs came off the conveyor into that portion of the pier’s ditch filled with water from the impoundment.

Hurricane dam impoundment as seen from the conveyor looking south to the dam
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The design, including the length of the pier, took into account that the depth of the impoundment in this vicinity was no more than about six feet deep. The conveyor’s dependence on open water precluded the use of conveyors like those GNP used at North Twin dam, Dolby Flowage, and Upper Jo-Mary Lake. Those conveyors moved the logs through a trough that rose to the top of a pole tower, from which they fell into stacks.

At Hurricane trucks pulled up along either side of the end of the conveyor and men cast the logs on the conveyor that carried them down the slope into the flooded channel. The pressure of the logs that followed pushed the others into the impoundment and a boom bag, so the wind did not scatter them all over the impoundment. Probably a man or two with pick poles kept the logs from jamming in the water-filled channel much like they did when sluicing at a dam. Crews used headworks to move them in boom bags into position to sluice at the outlet dam.50

By the mid-1930s GNP was relying more on a web of good roads for moving pulpwood than improved small waterways. Over time old tote roads that served loggers on the major drainages became shorter by running in a more direct line, travelable in non-winter months, and, key ones, graveled in the 1920s. The web of graveled roads were at first necessary for tractor toting, but by about 1931 tractors were improved enough to haul a train of log sleds. This made it possible to log nearly any place where logs could be yarded along either a roadway or a drivable waterway. The tractor train haul was then either east to Big Bog or west to Hurricane impoundment where they unloaded.

Two Sewall 1931 assessments suggested GNP’s future interests. The survey of 1931 indicated Foley Pond Brook was still drivable for short wood below Foley Pond. Another 1931 assessment indicated that loggers cut over T6R18 before WWI and the only spot for a reasonable logging operation was along the North Branch.

1935–1949: In 1934 GNP began a massive, many year operation, known as the St. John operation in the Fifth St. John Pond region (T6R16 and 17); GNP maintained the dam at Fifth St. John Pond until 1963. The harvested logs were nearly all within the St. John River watershed, but crews drove all the logs on the North Branch from 1935 through 1938, and 1942 into the 1950s. In preparation for this operation GNP rebuilt the dam at Abacotnetic Bog in 1934–1935; the company used the dam to support driving on the North Branch as opposed to water storage for mill purposes.

Logging continued elsewhere in the North Branch drainage. Given the 1939 Sewall survey of T5R20 drivers continued to use Hurricane Brook annually for pulpwood drives and did so nearly yearly through 1955–56, and again in 1960–61, but not all of this wood came from cuts in T5R20. For each of those years Leo Dumas had a crew landing a cut on it; total cords cut, 187,001 or 8,500 per year cut.51

The 1939 survey noted that loggers had stripped T5R20 of its pulpwood; hence, loggers were hauling from outside the township and would probably not return to cut in the township for at least another 20 years. Loggers probably cut some of the wood in T5R19 based on the Sewall 1924 assessment indicating its western half was within hauling distance of the Hurricane impoundment and had been cut hard for both long logs and pulpwood, suggesting no cutting until the mid-1940s.

Sewall’s 1929 assessment of Big Six indicated no pulpwood was available in its southwest quadrant for hauling to Hurricane impoundment.

At the lower end of the North Branch in Pittston township loggers cut the area clean for spruce and fir between 1934–1938. The Sewall 1931 survey indicated loggers could drive Foley Stream from below Foley Pond. The 1939 Sewall assessment made no mention of any dams on either Lane or Foley brooks nor did it provide an assessment for driving the brooks. The absence of this information suggested no future drives of the streams were anticipated.

From 1937 through 1940 crews cut and drove on Little Lane Brook that empties into the North Branch just above the Fork on the east side. Henry McMahon’s drive in 1937 included 15,000 cords that came down the brook. In 1938 his crew drove 6,146 cords from camp #4, a 3.5-mile drive to the North Branch. The drive took 11 days and 43 men. Crews had landed the wood on the stream in the standard eight-foot high piles. When the ice broke the men concentrated on clearing the stream path through the piled wood, then they began tossing in the logs from the piles that remained on the banks. Given the piles were often frozen, the drivers used dy-


51 Pittston Farm Weekly, October 22, 1964
namite to break apart the stacks. The 1940 drive was the
stream’s last one during the log-driving era; loggers cut
the area clean.52

Beginning in 1938 the number of cords cut on the
North Branch began to drop dramatically. A 1939 Sewall
assessment in T5R20 indicated it had been clear-cut for
pulp so nothing was left for several decades. The num-
ber of cords reached a low of 2,421 in 1942, no records
for 1943, and 6,593 in 1944. These counts were in con-
trast to those coming from Fifth St. John Pond, 20,000
to 50,000 cords. The difference might have been attrib-
utable to the impact of the war economy. Men for drives
were scarce, as was gas and vehicles; consequently GNP
tried to shorten the lengths of the log hauls and limit
the sites from which drives originated.53 Beginning in
1947 cordage driven on the North Branch bounced up
to 39,552 and continued into the 1950s in the 40–50,000
cord range.

1935–1949 drives

1935: — Roberts on Hurricane and Dole brooks and
in T5R19 and R20 and Dole hauling to Hurricane
impoundment (25,179), Dumas hauling to Hurricane
impoundment (2,019), N. Gilbert hauling to
Hurricane & Long ponds (18,964), unknown loggers
in Pittston (23,769), St. John operation (33,603)
1936–1938: — (St. John operation / all others): 1936
- (23,538 / 30,384);54 1937 - (15,640 / 29,657); 1938 -
(19,380 / 21,522)55
1939–1941: — (year - total cords): 1939 - 10,866;
1940 - 20,979; 1941 - 17,361
1942–1946: — (St. John operation / all other): 1942
- (57,923 / 2,421); 1943 - (40,430 / 0); 1944 - (21,422 /
6,593); 1945 - (21,240 / 13,022); 1946 - (25,009 /
15,822), Norris Brook (13,479), Hurricane Brook
(7,510)

1947: — St. John operation 22,454; all other 17,068
total; drive started at Big Bog, picked up drives from
Norris, Spencer (2,404) and Hurricane streams
1948: — St. John operation 27,645, all other 20,128 of
which 7,064 were from Alfred Nadeau
1949: — St. John operation, 43,495, all other 23,884 of
which Wellie Nelson cut 18,925 on the river
1950–1959: — GNP cutting in the 1950s continued
in the uppermost drainages of the North Branch,
primarily in T6R18 and in its north neighbor T7R18
that is drained by Brailey Brook to the St. John River.
Small stream dam-building and horse hauling were
still not quite over even with the increasing use
of trucks to haul to the landings on major bodies
of water. The Sewall assessment of T6R18 in 1950
identified a new dam on the West Branch of Ranney
Brook at southwest corner of T6R18 just downstream
of its west town line.56 Whether the word “new”
refers to a rebuilt dam or literally a new dam was
undiscovered. The GNP drive report of 1952 listed a
drive on the East Branch of Norris Brook.

The landing on Ranney Brook supported the hauls of
teamsters. Alfred (Fred) Nadeau cut from 1950 through
1953. In 1950–51 he cut 19,178 cords and landed them
on the brook with horses. The following year, cutting
from another camp four miles away from the one of
the previous year, his crew cut 18,756 cords and the fol-
lowing year 22,767 cords, for which he used tractors to
land the cut on Ranney Brook. He was in charge of
the brook’s drive each of those years.57

Big Bog continued to be an active area. For the cut-
ing years 1952–53 through 1955–56 Wellie Caouette’s
crews cut 55,638 cords on the McDonald Brook drain-
age; whether driven or hauled to Big Bog was undiscover-
ered.58 Crews, like Adelard Gilbert’s in 1954 and 1955,
used horses for short hauls; 12,115 cords in 1954, and
10,053 cords in 1955 to Big Bog.59

Above Big Bog at Abacotnetic Bog was Luciene
Gosselin for the seasons 1954–55 through 1956–57,

52 Hilton C. Max Hilton, Woodsmen, Horses, and Dynamite,
Orono, ME, University of Maine Press, 2004
53 Drives from Fifth St. John pond came down the North Branch.
54 A Great Northern stumpage record book 1899–1935 pro-
vided this information (Great Northern Paper Company Records,
University of Maine Raymond Fogler Library Special Collections).
Other sources, particularly the Pittston Farm Weekly, had data on the
remaining years, but the totality of it did not have the same level of
detail as the stumpage book.
55 Pittston Farm Weekly, April 25, 1963
56 Current maps have Ranney spelled as Rainey. I assume the
brook was named for George Ranney and Ranney matches the
spelling on old maps. James W. Sewall, “Township 6 R.18, W.E.L.S.,
Somerset County, Maine as explored in 1950,” April 2, 1951
57 Pittston Farm Weekly, February 3, 1966
58 Pittston Farm Weekly, July 24, 1964
59 Pittston Farm Weekly, December 23, 1965
Alfred Nadeau in 1954–56, and Wellie Caouette cut in 1956–57.60

Wellie Caouette directed logging operations on Norris Brook, the next drainage west of Ranney, in 1950–51 (20,727 cords) and 1951–52 (21,275). The exact locations were undiscovered,61 as was whether or not he drove any of the Norris brook branches; log haulers had once used one of the Norris Brook landings and that would have required a sizable impoundment for unloading. He might have hauled the cut to a landing on the North Branch.

In the St. John Pond area GNP crews continued to land wood on Second, Third, Fourth, and Fifth St. John ponds and drove it into the North Branch via the St. John Canal between 1950 and 1956. The cordage by year was as follows: 1950 – 50,168, 1951 – 38,833, 1952 – 41,029, 1953 – 35,284, 1956 – 52,644; total 477,576 cords.62 Adelard Gilbert’s crews cut and drove from Fifth St. John Pond in 1952 (24,730), 1953 (21,237), and 1956 (43,849).63

In T7R18 beginning in 1953 Alfred (Fred) Nadeau cut from camps a couple of miles south of the International Paper Company Road. His tractors hauled to Abacotnetic Stream, the North Branch above Abacotnetic Bog, the first two years (11,115 and 12,105 cords) and his trucks hauled the third year to dump 15,985 cords on Abacotnetic Bog. In 1957 he moved north on the Brailey drainage 1.5 miles from the International Paper Road and hauled 10,340 cords by tractor to Abacotnetic Stream.

1950–1959 drives (year - total cords): Of the available cord records for 1950–1959 what years included the St. John cut was undiscovered. The totals in the above paragraphs were inconsistent with what follows. What, if any, connection any of the above named loggers had to the St. John operation was undiscovered; they were apparently the only ones operating on the North Branch drainage.

1950 - 36,691; 1952 - 42,583; 1953 - 51,968; 1954 - 45,021; 1955 - 51,678; 1956 - 62,264; 1957 - 32,229; 1958 - records indicate a drive but no cord count was found; 1959 - no drive information found

1960–1971 During this decade the North Branch cutting operations were with one exception in the northern half of T6R17 and 18 and the southern half of T7R17 and 18 in the St. John River drainage. These last drives used nearly everything that had been used for the past 100 years, small streams, dams, horses, tractors, trucks, farm tractors, and mechanical loaders. The records imply that GNP rebuilt its last driving dam in 1960 at the foot of Upper Little Bog. The 1969–1970 season was the last with a cut followed by a drive; in spring 1971 the drive team simply picked the rear beginning at Big Bog and trucks hauled the season’s cut over the new Golden Road to the Millinocket mill.

For the seasons 1960–61 through 1962–63 Wellie Caouette and Luciene Gosselin cut in the Abacotnetic Stream valley of T6R18.64 In 1962 Caouette cut 14,168 cords from a camp on Abacotnetic Stream at the dam. His crew used both horses (32) and 10 farm tractors to begin hauling January 3, 1963 to Abacotnetic Steam and Little Bog (Abacotnetic Bog).

To the north in the southern half of T7R18 in 1960–61 Alfred Nadeau resumed cutting and trucked the cut of 13,653 cords to the landing at the impoundment of Upper Little Bog dam, which was a half-mile upstream from the T6R18 east town line. For the next four years, 1961–1962 through 1964–1965, his camp was on the International Paper Road. For his 15-mile haul (10,155; 14,185; 16,054; 12,898 cords) to Upper Little Bog,65 he used 14 trucks loaded by four cranes.

In the 1963–1964 season Alfred Nadeau also moved downstream to join Wellie Caouette in landing their cuts (Nadeau 15,441 cords) on Big Bog.66 Lucien Gosselin had a camp a half-mile south of Baker Lake on T7 R17; his crew hauled his cut of 13,646 cords with 28 horses and six tractors nine miles to Upper Little Bog. These camps had all completed their hauling and closed by March 7.

In 1964–1965 three cutting camps landed wood on Big Bog. Alfred Nadeau had 17 trucks and four loaders operating; Lucien Gosselin had 15 trucks and four loaders; Wellie Caouette had 12 trucks and four loaders.67 By March 12 their crews had 48,859 cords landed.

60 Pittston Farm Weekly, July 24, 1964
61 Pittston Farm Weekly, July 24, 1964
62 Pittston Farm Weekly, April 25, 1963
63 Pittston Farm Weekly, February 4, 1965 and December 23, 1965
64 Pittston Farm Weekly, July 24, 1964
65 Pittston Farm Weekly, February 3, 1966
66 Pittston Farm Weekly, July 24, 1964
67 Pittston Farm Weekly, January 16, 1964
In 1965–1966 Lucien Gosselin was cutting and driving on the North Branch from an unknown place above Big Bog. He was using three cranes and 12 trucks.  

The 1966–1967 North Branch drive included the cuts of Caouette and Gosselin from some unknown place above Big Bog.

The 1968–1969 was the last cutting season above Big Bog; Marcoux, Gosselin and Paquet did the cutting. Who cut for the drive of the 1969–1970 season was undiscovered.

1960–1971 drives:  
1960: — total cords, no information found
1961: — total cords 38,220
1962: — The North Branch drive of 30,727 cords started May 7 from Upper Little Bog and the rear was through Big Bog in early June. Low water due to little snow made driving slow in June. By July the North Branch and the Main Branch were clear of pulpwood, but it was still on the landings at Chesuncook and Pemadumcook Lakes some distance from the water.
1963: — The North Branch drive with 42,546 cords started May 1 from Abacotnetic Bog. The number of cords landed along the North Branch was 50,701. By mid-July the rear of the main drive was at the head of Chesuncook Lake.
1964: — The North Branch drive of 48,859 cords got underway on May 11; water was low. The rear of the drive passed Pittston Farm on June 8 thanks to good rain; it would be at the head of Chesuncook in four weeks.
1965: — The gates on Big Bog dam opened on May 6 to begin the drive of 39,062 cords. Water was low so the crews were moving the drive as quickly as possible to the head of Chesuncook Lake. About June 23 the rear was at Seboomook Dam. Following its release the dam gates and those of Canada Falls and Dole Pond opened to release all their water.
1966: — Water levels were low. By May 20 wood was flowing through the Big Bog dam on the North Branch. On June 3 the rear of the North Branch drive of Caouette and Gosselin was through Big Bog Dam and by June 17 the drive was in the Seboomook impoundment, and the rear cleared the dam about July 4. The main river drive was at the head of Chesuncook by August 1.
1967: — The North Branch had in excess of 30,000 cords that included the landing above Big Bog dam and the cuts of Dumas and Paquet camps along the river. Sluicing at Seboomook started about June 1. The rear of the main drive was out of Seboomook impoundment by the end of June.
1968: — Water levels were excellent this year. The North Branch drive, which started above Big Bog dam, cleared the dam during the third week of May and cleared the Seboomook dam on June 20, and was into Chesuncook by July 5.
1969: — The drive, which included the last cuts above Big Bog, got underway, but was then suspended for two weeks due to high water. The North Branch drive was behind the Seboomook dam on June 29 and crews were sweeping the shoreline of the impoundment.
1970: — Heavy rain washed out a wing of the Penobscot Lake dam, but by July a crew was working on the repairs and a new gate. The North Branch drive began in mid-May with high water. This was the last drive of wood cut specifically for the drive.
1971: — GNP’s last river drive upriver of the Millinocket mill. The sole purpose of this drive was to clean up the prior drives’ logs that had been left behind and were stuck along the waterways and shores of the lakes and impoundments. The operation started at Big Bog. As of August 9 ninety-percent of the wood was through Ripogenus dam with the crews picking the rear above the dam.

St. John operations of 1934–1955

In 1934 GNP began its cutting operations in a contiguous region defined by T5R17, the northeast quadrant of T5R16 (Russell Pond township), the western two-thirds of T6R16, and eastern two-thirds of T6R17; this area was

68  Pittston Farm Weekly, February 4, 1965
69  The sources of information are the “GNP Executive Newsletter” and the Pittston Farm Weekly:
70  Pittston Farm Weekly, April 11, 1963
71  Pittston Farm Weekly, June 3, 1966
72  Dumas used the buildings at 40-mile for his camp.
73  Down East, October, 1970
74  Down East, October, 1970
in the St. John River watershed and its logging became known as the St. John operation.

GNP had the same interest the Bradstreets had in 1893; cut in the St. John watershed and drive the cut on either the North or Main branch. The first evidence of the GNP interest was its 1910 plans to build an 18-mile railroad due north from east of the mouth of Logan Brook on the Seboomook impoundment to a mile east of Fifth St. John Pond on the T5 north town line. The northern third of T4R17, the township immediately north of the Seboomook dam impoundment, contained the succession of St. John Ponds that flowed north to Fifth St. John Pond. Work on the line was sporadic once construction began c.1920, but up until 1928 GNP plans called for the harvest to go south by railway to the Seboomook impoundment. The Sewall 1928 assessment of St. John township (T6R16) and of T4R17, and the 1926 assessment of T5R17 included the impending use of the railway. With a change in company leadership in 1928 came its cancelation, before it ever supported a logging operation.75

GNP and perhaps its predecessors cut in the St. John Ponds areas at unknown times and hauled to the North Branch. The 1926 Sewall township assessment of T5R17, northern neighbor of T4R17, noted previous logging activity. Apparently after the rail line was cut in the early 1920s supplies for logging operations used it. A haul road followed the new railroad and one branch road went west to Third St. John Pond and a second went west to Big Bog Dam on the North Branch. These roads and a few others existed, but had not been used for some time.

To achieve the same desired outcome as the railway, but at a lower cost, the company developed a set of east-west tractor hauling roads to support logging that started in 1934. Four years later GNP work crews also linked the St. John watershed to the North Branch with a canal.

Beginning in June 1934 Paul Higgins Sr., who had just graduated from high school and secured a job as a cook within the operation, left Bangor in a company touring car for the long one-day drive to the depot camp where he worked. Their trip went through Abbot across to Bingham, up to Jackman, over to Rockwood, north to Pittston Farm, east to Seboomook dam, and northerly to the camp. A road from Greenville to Rockwood would not be completed for another year.

After a couple weeks of cooking at the depot camp, Lloyd Houghton, the St. John operation boss in 1934 and 1935, decided Higgins would be a good camp clerk and had him join his camp to learn the clerk’s job. Once trained, he went back to the depot camp, where he lived in a small camp with four bunks, a ram-down stove, and a desk and carry phone. The initial depot camp was at Loon Stream and Loon Stream Deadwater, nearly six miles due east of the north end and outlet of Fifth St. John Pond. Once Houghton’s crew finished the road to Fifth St. John Pond he had the depot moved to within a half-mile of the pond.

A main storehouse remained at Loon Stream and Paul Higgins was in charge there in 1935. Supplies for the operation came from Rockwood via boat to Seboomook Farm and then via the road to Caucongomac. Near the end of a winter a storehouse such as this might be empty enough to hold the next year’s supply of non-perishable foods and materials. Toting in winter took far fewer loads than toting with wagon-wheeled carriages. A clerk at a storehouse or at a depot camp storage facility was responsible for checking in supplies as they arrived and logging their disbursement.

Teamsters loading up were generally attentive to their loads. To arrive at a camp without an ordered item was one way for a teamster to lose his job. In fact, if a clerk could not find an item on his shelf, the teamster would often stop at other camps to see if he could get the item from that cook.

The St. John depot camp eventually served five or more camps. Camp 5 was at the head of Big Bog with foreman Jim Wood in 1934 and 1935; the landing for 30,000 cords of pulpwood in 1934 and 32,000 in 1935. The camp housed both the landing crew and the men who cut boom logs needed on the impoundment. Camp 1 location and leadership remain undiscovered. Camp 2 was in the northeast shadow of Russell Mountain near Lost Pond with a young 31-year-old Don Hamilton as foreman in 1935. Camp 3 (location unknown) foreman was Guy Frost (1934 and 1935). Camp 4 (location unknown) had Albert Grass as foreman in 1934. In total about 450 men and 100–150 horses were engaged in this operation.76

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75 Details appear in chapter 2

76 Henry Milliken, “Gossip of the Logging Camps,” a clipping appearing in Paul Higgins’ photo album, assumed to be from the Lewiston Evening Journal, for which he wrote other logging articles. Milliken was a clerk in this operation in 1935. The February 5, 1977 issue of the Lewiston Evening Journal Magazine printed his story about this area and logging of the time in “Toters and Tote Teams Long Gone from Maine Woods.”
St. John Operation 1935

the Depot Camp compound with main camp, two horse hovels, storehouse, tractor house, blacksmith shop, filer’s shack, scaler’s shack, main office

(Paul Higgins Sr. photos, courtesy of the Higgins family)
The depot camp was large with many buildings, a number of which served functions needed by all the camps. The structures included: the main camp; a cooking, eating, and sleeping structure with a dingle\[77\] on the end; a large warehouse; main office; scalar’s shack; filer’s shack; a blacksmith shop with two smiths, one for working iron and the other to shoe horses; tractor house; and two hovels for 60 horses. Trucks brought in the needed food supplies and hardware. Four-horse teams distributed the supplies as needed by each of the camps except Camp 2, which the trucks stopped at on their way to the depot. It was an all-day trip from the depot to Camp 1.

The quality and temperament of horses were critical in the assignment of their tasks; teamsters knew what each of the over 150 horses could do. There were two main categories of horses: inexperienced and experienced. Those that had never experienced New England farm or woods work or were young came from the mid-West. For these young and inexperienced horses the noise of a falling tree or a tractor bothered them. On a steep downhill they could lose their heads. It was hard to keep them walking in a slow, steady pace. With an experienced team a driver could get off and walk to get warm. Consequently, teamsters used these new horses for toting and left the experienced ones for hauling.

In 1935 horses were still important to a successful logging operation. They hauled the downed trees to a cutting yard. Here sawyers cut them to pulp length and stacked them. Another crew loaded them on sleds that horses hauled to the main tractor roads, where they moved the load by hand to a sled that a tractor could pull to the landing at Big Bog or elsewhere. Horses hauled to the Bog when the distance was short.

To haul logs with a Lombard or tractor required a well-manicured road. Before the winter season the tractor-hauling roadbeds were prepared and graveled. When it started to snow the surface remained unplowed, but got packed down through use. With substantial snow cover a team of horses, pulling a 500-gallon bucket sprinkler at night, soaked the road to turn it to solid ice. They followed with another team of four horses pulling a scraper to smooth the ice and at the same time a steel cutting edge made the parallel groves in the ice for the log-sled runners. After the tracks were set and it snowed, the teams pulled plows scraping the snow from the ice.

\[77\] A dingle was a dry storage structure often attached to the end of the cooking building.
West of Chesuncook & North of Moosehead

In charge of each road was a “road monkey,” generally an older man with substantial experience pertaining to such roads. He determined when roads needed to be re-iced. He also traveled the roads with a team and spread hay, sometimes needed on the downhill slopes to help slow the sleds. On slight declines he might hay just one of the two tracks. Beginning in 1935 in this area the road monkey had mechanical means, tractors instead of horses, to pull water tanks and plows.

The crew at the landing camp at the head of Big Bog performed three key tasks; cutting and preparing boom logs for the drive, manipulating the bog’s water flow to create thick ice, and unloading the log racks hauled onto the bog. Just before it was cold enough for ice to form they lowered the water level with the dam’s gates. As soon as it froze they adjusted the gate to hold another inch or two of water. When this was frozen solid to the ice beneath they again adjusted the gates to increase the water another couple of inches. They kept repeating

St. John operation 1935: A crew loaded a teamster’s sled deep in the woods and he hauled it to a tractor landing were a crew unloaded it for loading a string of tractor sleds that moved it to a landing on either Big or Abacotnetic bog. Horses could not pull a tractor sled and a tractor could not pull a horse sled. (Paul Higgins Sr. photos, courtesy of the Higgins family)
this sequence until they had a solid ice surface two feet thick; enough to support the log hauler and the horse-
drawn racks of pulpwood that would travel out on it.

During the hauling season the camp ran 24 hours per day. No matter what time a horse team or tractor showed up with a load, the camp’s unloading crew, one man per sled, climbed to the top of the never-stopping loaded sled as it continued out onto the ice in an arc. At the designated starting point the men started throwing the logs off the racks as it moved along; all to the same side. When the unloading was complete both crews ate. After eating the unloading crew slept and the teamster crew headed back to a loading area. The timing was such that the unloaded sleds reached a pull-over spot in time to let a loaded sled go by without stopping; tractors that hauled to the landing were on a schedule. Horse teams did hauls of six cords for distances as short as a half-mile and tractors hauled up to 95 cords for as many as seven miles. By March 11, 1937 one four-man unloading team, using only hand pulp hooks, had unloaded 15,000 cords in a fifty-day period.

By the end of the hauling Big Bog was covered in concentric arcs of pulp-length logs tossed from sleds. Each subsequent sled train paralleled the previous arc and dumped its logs toward the existing arc, creating arced rows of scrambled logs. The arc was part of the turnaround process of the sled train and a reflection that the train would not stop until fully unloaded. A Lombard could not begin to pull multiple sleds of logs all at once and to unload a stationary sled in one spot involved too much manpower and time.

The key to getting a Lombard or tractor train started was momentum. Chains connected one sled to another and the loaded sleds were lined up one behind the other with as little space between racks as possible and plenty of chain slack. Once the Lombard started moving forward it eliminated the chain slack and jerked the first sled into motion. It joined the forward momentum and when its chain became taut it jerked the second sled into motion. The sequence continued through the last sled.

Sundays were an off day. Crews relaxed, some by playing pick-up sticks. Small voluntary crews set out on the haul roads to pick up the logs that had fallen off a rack. The four-foot logs were often snowy and icy and a jostling sled caused some of those on top to slide off.

78 By 1937 some trucks were fitted for hauling racks. Before they reached the lake a bulldozer cleared a path to the lake’s ice surface.
79 Daily Kennebec Journal, March 15, 1937
During the week they were simply nudged aside, as opposed to stopping to reload them.

The cordage hauled by tractors and trucks between 1935 and 1940 was: 33,603 in 1935, 30,384 in 1936, 29,657 in 1937, 21,522 in 1938. During the 1939–1940 season trucks participated in the hauling.

Operating under the terms of the North Branch Dam Company Charter of 1893, which allowed for a canal that no one previously built, a 1938 GNP crew began to dig the two-mile-long canal from the northwest cove of Fifth St. John Pond due west to the North Branch between Big and Abacotnetic bogs. Remarkably, the construction crews encountered no ledge and the deepest point in the excavation was 15 feet 9 inches. The channel incorporated a small stream that drained west to Big Bog. The gated dam at the head of the canal insured that GNP enforced the charter’s proviso to maintain normal water levels in St. John Stream. In order to provide the water GNP needed for the canal, its crews rebuilt the dam at the outlet of Fifth St. John Pond that raised the water 10 feet above normal. Based on driving information, the canal and dam complex was completed in time for at least the 1940–1941 logging season.

GNP planned for an orderly sequential progression of cutting through the St. John ponds drainage. The first cut was within hauling distance to Fifth St. John Pond. Once the crews finished there, they moved to Fourth Lake area, where they built a dam and landed wood on the pond for driving. The GNP crews repeated the same steps on Third and Second ponds and hauled from the First Pond area to Second.
Between 1941 and 1956 GNP crews continued cutting in that part of the St. John watershed within hauling distance of Fifth St. John Pond and sent the wood through the canal. Crews cut the northern half of T5R17 and landed wood on Second, Third, Fourth and Fifth St. John ponds and drove it into the North Branch via the St. John Canal. Wood from the northeast quadrant of T5R16 (Russell Pond township) and the western two-thirds of T6R16 went to Fifth St. John Pond. The cuts remaining in the eastern two-thirds of T6R17 draining to the St. John went directly to the North Branch.

The cordage by year was as follows: 1942 - 57,923; 1943 - 40,430; 1944 - 21,422; 1945 - 21,240; 1946 - 25,009; 1947 - 22,454; 1948 - 27,645; 1949 - 43,495; 1950 - 50,168; 1951 - 38,833; 1952 - 41,029; 1953 - 35,284; 1956 - 52,644; Total 477,576 cords.84 85

By 1963 GNP abandoned the Fifth St. John Pond outlet and canal dams, and did not return to this area during the log-driving era.

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84 Pittston Farm Weekly, April 25, 1963
85 Pittston Farm Weekly, February 4, 1965 and December 23, 1965

Adelard Gilbert cut and drove from Fifth St. John Pond in 1951–52 (24,730 cords), 1952–53 (21,237 cords), and 1955–56 (43,849). In 1951 and 1952 he tractor-hauled from Baker Brook country to Fifth St. John Pond. In 1955 he had three camps and all hauled by truck to Fifth St. John Pond.
Sugar Camp Locations in Northern Somerset County
c. 1924—1950

- Road to St. Cyprien
- Road to St. Rose
- Road to St. Aurelie
- Roads to St. Zacharie
- Hurricane Impoundment
- Big Bog
- Dole Pond

QUEBEC

West of Chesuncook & North of Moosehead
Chapter 6: Sugar Camps, Sporting Camps, and Other Abodes

Sugar camps

Quebec farmers and woodcutters from at least the St. Zacharie de Metgermette municipality ran the early sugaring operations that dotted the landscape in the northern Somerset County townships close to the Quebec border. One of the entry points to the southern and central sugar camp operations was from the St. Zacharie village. Settlers arrived in the canton as early as 1873. The Quebec Central Railroad reached Saint Joseph de Beauce in the Chaudiere River basin not far from St. Zacharie in 1876. Zacharie Lacasse, a missionary, brought more settlers into the area in 1881; the canton was named for him. By 1901 the community numbered 1,066 people whose livelihood came from the fields and forests.

The Quebec forest in the St. Zacharie area had maple trees that farmers tapped primarily for sugar.¹ The demand was high and the farmers knew of the wealth in the trees over the border. They wanted to expand production and the only direction to move was across the border. One of the St. Zacharie families in 1891 was Napoleon (b.1866) and Exilia (b.1865) Lariviere and their two young children, a farming family. The couple grew up in their respective family communities on the St. Lawrence River before moving here perhaps some time in the late 1880s. Before 1915 Napoleon also either owned or leased a sugaring operation across the border in Maine’s T6R19 (Big Six) township. Whether he led the way for such operations or joined the practice after it got started was undiscovered. In 1915 Napoleon sold his operation to his cousin Napoleon Lariviere, and his family under Martin Lariviere in 2020 was still operating the business that leases 553 acres and 76,000 taps on sugar maples in Big Six.

Napoleon’s sugar camp probably included a cook and sleeping camp, a shelter for boiling down sap, and a great deal of firewood. Snow was likely still deep when the temperature was right for sap flow so he and his family used a horse team or pair of oxen to pull the sled they rode 10 km or so to the sugar camp. Oxen worked easier than horses in unplowed snow. The equipment at the time was wooden buckets and spiles (taps), a large sled-mounted wooden container for the sap from the buckets, a team to pull the sled, and a huge 40-gallon or more cast iron round pot hung by a heavy chain from a large log mounted on braces at both ends of the fire. In the 1890s evaporator trays and metal buckets and spiles were available. A team and sled was still necessary, but the large collection container could have been of metal too.

The Busque family was another of the Quebec families involved with the sugaring operation beginning soon after the turn of the century. They had a sugarhouse on their farm in Quebec and made both syrup and sugar, primarily for family use. Grandmother Busque used to tell her grandson, Joshua Dean Busque of Millinocket, stories of how families packed up a month or more of stores that included live chickens for eggs and a cow for milk. They hooked up the team, and headed into sugar camp just before the sap began to run. Sugaring took many hands, needed in part to shovel out the road in places for the teams and the cows.

Joshua’s father, who had grown up tapping trees, was a logger in the Hurricane Brook region of T5R20, moved to Maine in 1952, worked for GNP, and in 1982 took a lease on land abutting the Golden Road above Moosehead Lake. The lease had a considerable number of stipulations. The cost of the lease was based on the number of taps. The number of taps was a function of the number of trees on an acre, generally judged to be between 75 and 100, and tree size. In recent times the prices have skyrocketed.

In the early years many small operations, 2,000 to 3,000 taps, which a family could manage, dotted the

¹ Depending on conditions, 40 gallons of sap produced a gallon of syrup or five to six pounds of maple sugar.
lenscape. A few lots still had buckets hung on trees, but tubing soon replaced them. The evaporators were fired with 150 cords of downed hardwood collected from the lease lot. If that was not available on the lot then the lessee had to have it brought in. Wood gave way to oil-fired evaporators in the early 1990s; the sugar houses were now insulated, a necessity without the intense heat of the wood fire. With few exceptions, the Busque’s being one, most of the operations sold sap wholesale in barrels. The Bosque’s sold retail, including some sugar which Joshua’s father enjoyed making.

The sugaring operations generally stayed in the 2,000 to 3,000 tap range until the late 1990s when operators began to switch to a new boiling system that used reverse osmosis, the removal of much of the water in the sap before boiling. The number of tapped trees was previously related to the number of evaporators in the sugarhouse, so it was not a matter of just tapping more trees to increase your production. The new boiling system led to the loss of the once predominant small operations and resulted in a few huge ones. As of 2020 Joshua was still in the business, but about to sell.

During the log-driving era before the late 1940s loggers generally harvested trees that they could float to market and that precluded sugar maple. After WWII some hardwood cutting began, but not until the 1970s did loggers begin to cut hardwood for paper-making. Over time that has caused land owners to consider the financial return on cutting sugar maple for either saw logs or pulpwood versus leaving it for sugaring.

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**Sugaring operations and locations:**

**c.1920 through 1950**

The Sewall Company’s forest assessments of the 1920s and 1930s included the sugaring operations, which were on the ridges in eight Maine townships that hug the Quebec border and in which loggers cut drivable wood down the North Branch. A typical sugar camp included two structures, one of which was for storing equipment between seasons.

They were the townships north of Dole Pond. T5R20 and its northern neighbor T6R19 (Big Six), both are on the Quebec border; their eastern neighbors are T5R19, T5R18, and T6R18. Three other Somerset County border-hugging townships with sugar camps were part of the St. John River logging operations: T7R19, T7R18, and T8R19. These are all W.E.L.S. townships. In more recent times others have developed sugaring operations in the South Branch valley townships of Sandy Bay and Bald Mountain and within Passamaquoddy Indian Territory.

The Sewall township assessment maps of the 1920s and the following 30 years provide a census of the sugaring camps and their locations. In the 1920s the Sewall assessments accounted for 52 sugar camps. For the four townships, which have both a 1920s and 1950s count, the number of camps in three increased from three to 15 and dropped from 18 to 15 in another.

**T5R20:** The seven sugar camps in T5R20 in 1924 included two on lot 36, two on lot 27, and three on lot 24. They were all in good condition in 1924. By 1939 that number had doubled to 14: four camps were in the southeast corner, seven between the southeast corner and Hurricane Pond, and three immediately east of St. John Pond. These were generally log camps of varying conditions. Access to all the camps was the St. Zacharie Road through the Hurricane Brook drainage.

**T5R19:** In 1924 this township had nine sugar camps: the one at old “Burnt Dam” was in fair condition. Six were spread out along the road that ran north-south through the center of the township. A camp close to the western town line in the central part of the township probably had access from the north-south road, as did the one on the east line on the road up Norris Brook valley. The southern end of the north-south road intersected the St. Zacharie Road in Hurricane Brook drainage. The north
end connected to another road to St. Zacharie in T6R19. Access to the sugar camps in the northwest portion was through the roads in T6R19.

**T5R18:** The sole sugar camp in 1931 was in the township's northwest corner with access probably from the tractor road along the townships northern border.

**T6R19 (Big Six):** In 1924 T6R19 had a total of 22 camps. Five years later the Sewall assessment only noted numerous sugar camps on each of the hardwood ridges, but the accompanying map had a total of 16 camps: six less than in 1924; the camps were in the township's south central section. A 1950 Sewall map had 15 sugar camps: two in the southwest, two in the northeast, six in the north central, three in the central, one in south central, and one near the midpoint of the west town line.

The Sewall maps of 1924, 1929, and 1950 reveal three access points from Quebec. A road from St. Zacharie crossed the border and the Southwest Branch of the St. John River just below its westmost point, where it bends back to the northeast, and it led to all the camps except those along the northern town line. Those accessing the northern camps apparently came on the road that ran due east from Ste. Aurelie, Quebec; founded in 1906 by Victor Vanier. Another access point was via a road from St. Zacharie southeast across the border to Hurricane Pond and then north to the camps on a GNP tractor road that ran along Big Six’s south border.

**T6R18:** In 1931 an unknown number of sugar camps were on the ridges along its north edge. Sewall assessed the road from the Ste. Aurelie border as good, but the camps had no value. The 1950 township map had three camps: two camps on the ridges on the north town line and another in the northwest corner 20 chains east of the west line and 120 chains south of the north line; access was via the Ste. Aurelie border crossing.

**T7R19:** The township had 12 sugar camps in 1924: six were in the central and northern half of the township and six were spread along the south town line. By 1950 there were 11 camps operating: three in the northwest quadrant, two in the northeast quadrant, two in the west central area, and two in each of the southwest and southeast quadrants. Those in the north part of the township had access from St. Cyprien, a community known for its maple sugaring, and those in the south from St. Rose.

**T7R18:** In 1931 the township had three operating camps: two in the northwest corner and one on the north town line. They had road access to St. Cyprien. Quite a number of sugar camps of no apparent value were in the western and southern parts of the township.

The 1950 Sewall map included the camps of 1931 plus eight others: six in the southwest corner near the west line, one in the southeast quadrant’s central area, and three in the northeast quadrant. Access to these additional camps was from Ste. Aurelie on a road from southwest to northeast across the township.

**T8R19:** In 1928 seven sugar camps were on the hardwood ridge in the township's north central part with access from St. Cyprien, Quebec.

**T8R18:** The 1931 Sewall assessment included no sugar camps. However, a 1952 Sewall map places three camps in a southwest-northeast line in the southwest quadrant. These camps were all connected to the road through T7R19 to St. Cyprien.

**South Branch valley:** The first of the known sugar camps in the South Branch valley opened in 1995. These sugar camps were easily reached via the Kelley Dam Road, which ran east from Route 201 at the old Hilton Farm north of Jackman. At mile 2.5 east on the Kelley Dam Road one passed a sugar operation that opened in 1995 and tapped trees on the north side of the South Branch. Just short of mile five the gated Jones Pond...
West of Chesuncook & North of Moosehead

Road went south, winding up the sugar maple ridgeline; it opened in 2009. The plastic tubing was present in the beautiful manicured-looking forest on both sides for nearly the next five miles.

In 2021, at the next major junction on the Kelley Dam Road, the “South Branch Access Road,” also called the Duncan Pond Road, crossed the river and soon passed along the north edge of a Passamaquoddy sugaring operation. Back on the Kelley Dam Road and below Little Canada Falls were younger nice-looking manicured maple groves growing in previously logged areas. They were apparently awaiting piping.

**Sporting Camps – private and commercial**

The business of guiding and hosting sports was enough to influence John Way to publish his guidebook in 1874. However, neither Way nor Hubbard nor Farrar guidebooks from 1874 to c.1890, nor later books like Doucette’s fisherman’s guide (1951) mention sporting camps in the region. The Bangor and Aroostook Railway yearly publications, which ran through 1952, had one listing for Penobscot Lake Camps (1909) and an occasional listing for the accommodations at Moosehead Lake’s North West Bay carry. The first listing for camps in The Maine Register and State Yearbook (yearly c.1872 to present) appeared in the 1963–1964 issue, for Lobster Lake Camps under North East Carry. Occasionally an article that mentioned where sports stayed appeared in sportsman’s publications like The Maine Sportsman and Forest and Stream. A Great Northern Paper Company lease list for c.1919–1920 revealed the locations of who was on its land. The James W. Sewall township assessments and maps from the 1920s into the 1940s distinguished between commercial and private camps, generally listed an owner who held the lease, and cited the condition of any structures.

The only pre-1920 commercial sporting camps west of Chesuncook Lake were on Jones Pond, Penobscot Lake, the North Branch below the confluence of Dole Brook, Fifth St. John Pond, and an unknown location on Russell Stream. This number was in stark contrast to the large number that dotted the West Branch of the Penobscot River valley between Ripogenus Lake and Shad Pond at Millinocket.

The lack of such establishments west of Chesuncook might be a reflection of several factors. Once a guide and sport left the Main Branch, easily reached from Moosehead Lake with portage service, paddling its tributaries, including the North and South branches or their tributaries, in the fall at the time of the hunt was arduous due to low water. Even with a reasonable water level the South Branch was not a route to any place. The North Branch was a difficult route to the St. John River compared to the route from North East Carry through the Chesuncook, Chamberlain, and Allagash water system. The hotel at North East Carry made Lobster Lake readily accessible by both land and water travel. No other big bodies of water were present to serve as attractive destination sites. The small lakes and ponds were well scattered, which made for limited ability to reach various ponds from one site for a day trip. Moosehead Lake had all the amenities and for the few sports who wanted to visit more remote sites the guides had the means to accommodate their interest.

Some of the earliest guests at North West and North East carries were trappers and hunters who built tiny rustic shelters to the north to accommodate their individual needs. Probably after the Civil War these trappers and hunters began guiding a rugged sport or two to their tiny shelters from which they hunted. The Way, Hubbard, and Farrar guidebooks helped promote and expand the guiding business. The number of sports wanting a guide began to mushroom as soon as the railroad reached Greenville at the foot of Moosehead Lake in 1884. The editors of The Maine Sportsman October 1896 included what they claimed was the most thorough collection of Maine guide names and many were left out by virtue of the process. The number of guides receiving their mail at the Kineo post office was 91 and another 62 used the Greenville post office. By 1900 some of these Moosehead Lake area guides who might have ventured into the area west of Chesuncook Lake had built a trapper’s camp to which they first guided sports. Soon the tiny rustic shelters were no longer suitable. Some guides built a more substantial small camp to accommodate the changes, but they were soon not substantial enough to sustain a business. The guides continued to trap and became guides for either the Moosehead Lake hotels or the sporting camps established by a few of their colleagues like the Bigneys.

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2 William Jarvis of Jarvis Forest Management
3 John Way, Guide to Moosehead Lake and Northern Maine with Map, Boston: Bradford and Anthony, 1874
Chapter 6: Sugar Camps, Sporting Camps, and Other Abodes

The following camp vignettes were arranged by year within one of two typical access points to the Main Branch, North West Carry, and North East Carry.

**North West Carry**

The first abode to provide services at North West Carry was that of Marsh Lane c.1840. That service evolved over time into a grand hotel that served sports and other vacationers until 1945, when it burned and was thereafter abandoned.

One early group of sports passing over the carry to use either the river or the Old Canada Road to the Fork was headed to Camp Pocahontas a few miles up the Main Branch. Lucius Hubbard in 1877 recorded the presence of the camp; it was one of the earliest such camps, public or private, but was in ruins by 1893.

Once guides and sports reached the Fork they either continued west up the South Branch valley or north up the North Branch valley.

**Camps in South Branch valley**

From the Fork a guide using the waterway could paddle or pole his sports up the South Branch a couple of miles before carrying around Canada Falls on the Old Canada Falls Road. Paddling the river above Canada Falls as far as about Penobscot Brook was possible. Here he could pick up the Old Canada Road again, to follow Penobscot Stream north. No known commercial or private sporting camps were on this route until post-1912.

With the 1912 building of the Canada Falls dam at its current site the huge impoundment attracted non-commercial leaseholders. Both the 1919–1920 GNP lease list and the Sewall assessments of the late 1920s provided an early picture of activity on the impoundment. Several camps were on that part of the impoundment in Pittston township. The Davy Crockett Club of Portland leased a lot for a boathouse; the location was undiscovered. Charles P. Hatch and Russell N. Merrill, both of Portland, and Leon O. Tebbets of Waterville, had a camp lease within lot 33; the camp was on the east side of the impoundment just inside the head of the first narrows above the Gilbert-era Canada Falls dam site. Charles C. Mullen and L.P. Swett of Bangor had a private camp on lot 30 and Henry LeRoy Stanchfield of Pittston (Somer- set County) had a commercial lease on the same lot, but he died in 1921 and no one took it over. Given Stanchfield’s lease was for one dollar per year, he probably had not constructed the camp yet. A 1920 GNP survey map of Pittston township had only one camp on lot 30 and it was just east of the mouth of Cunningham Brook. The mouth of Mullen Brook, probably named for Charles Mullen, was less than a mile to the west.

Within that portion of the impoundment in Alder Brook township the 1929 Sewall assessment and map noted a number of camps, presumed to be private as opposed to commercial. A small camp was a quarter-mile south of the old dam on Alder Brook; from the dam to the open area of the impoundment was less than a half-mile. Farther up Alder Stream at the south end of Alder Pond was a camp that included two structures. A large two-structure compound was at the township’s northeast corner of the impoundment, a quarter-mile west of its east town line. These camps were all on John Cassidy land. In the northwest quadrant, McCrillis family land, was another old camp whose structures were either partially or totally dismantled; the location did not appear on the map.

The South Branch valley’s west end was accessible from the Canada Road from Jackman due north to Quebec. The Hilton farms at the road’s crossing of the South Branch provided accommodations for both sports and loggers. From c.1870 a road on one side or the other went east down the valley. Without the discovery of any hunting accounts in this area or knowledge of camps

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4 The history of this site appears in chapter 2 of this book.
6 More information on the Hilton farms is available in this book’s chapter 3.
in the area, how sports might have hunted the area was speculative. Their guides certainly made arrangements with the logging camp toters to tote their game out to the Jackman railroad station. They also used their own small trapper’s camps or abandoned logging camps, and some logging camps welcomed a hunter or two with a guide.

In some unknown year before 1898 some Jackman guide engaged in work at a camp at about the midpoint of the west side of Jones Pond. It was a horse-cart ride all the way from Jackman. The proprietor of the operation in 1899 was James A. Kennedy. He was born in the British Isles in 1850, arrived at Falmouth, Maine in 1866, married in 1873, worked and lived in Holeb in 1880, and moved to the Jackman-Moose River area and worked as a carpenter and guide by the late 1890s. Before 1910 he and his wife Nancy sold the Jones Pond operation to Allen J. and Lizzie A.W.H. Moore, but he continued as the manager. Moore was a lumbering-operations manager and guide, and active in the Jackman community in 1910. By 1910 the camp compound had four side-by-side sleeping cabins, each with a porch. James died in 1915, but Moore continued the operation. Moore died two years later; a casualty of WWI.

7 Bangor and Aroostook Railroad, In the Maine Woods, 1900; Maine State Register and Yearbooks had no listing between 1896 and 1899

8 as viewed on a c.1910 Jones Pond Sporting Camps post card
The camp operation continued, but under whose direction was a matter of speculation. The last entry of the camp in the Maine State Register and Legislative Handbook was in 1917. A year later a short note authored by Harry R. Wellman contained the phrase "the Jones Pond Camps organization."9 The members soon replaced the original cooking and sleeping camp, which was tiny. As membership grew so did the number of sleeping cabins. Predating some of the cabins were tent platforms. At some point in the later half of the 1920s the organization built what was called the Living Camp, an attractive structure with porches at the pond’s edge.

The 1938 James W. Sewall township assessment noted a cluster of seven camps as a privately-held lease under the name Jones Pond Club Camps. At this time the route to the pond was the Jones Pond Road that followed the old lumber rail-line north from Jackman Station; a 16-mile trip. The line passed just to the west of the pond. The 1953 USGS Penobscot Lake Quadrangle included the camps. The access route to the camps has changed over the years pending the available logging roads.

At some early time the organization also built two branch camps. The largest was at Duncan Pond and sat on a ledge on the pond’s northeast side. This compound included two log structures connected by a dingle and a guide’s camp and was still in use in 2021. At Dority Pond the members had a log lean-to.

Before the logging roads in the area began to multiply in the late 1940s and early 1950s, guides took members headed to either site down Jones Pond Stream to the South Branch and used it to reach a trail that went to the foot of the desired pond where they had a canoe stashed.

The members have always engaged a caretaker and when they came to camp they depended on the support of guides. One of those guides in the late 1950s was an 18-year-old Jackman lad, Warren Hall, who become the caretaker in the 1960s, later joined the membership, and in 2021 his son Stewart was the organization’s leader. In 2021 the membership included 20 families who own the 12 acres surrounding the camps and had a lease for the camp at Duncan Pond.

The 2021 owners were continuing the restoration of the camp’s structures. Six of the seven cabins mentioned in the Prentiss report were still standing with a number completely restored so as to maintain the traditional sporting camp presence. The living camp with the porches facing the pond rested invitingly restored at the water’s edge. Behind it, the replaced tiny cooking and sleeping camp was a well-maintained traditional large log structure with replaced sill logs, now the main camp with dining, and a separate new cooking structure linked to it by a porch.

Camps with North Branch access

Guides and sports headed north from the Fork probably used the road up the North Branch valley given the river was reasonably canoeable for only a short distance in low water as it would have been during the fall hunting season.

Perhaps the earliest sports headed north were those of the Menotomy Outing club. In 1895 George Albert Teel and five other men traveled to their Menotomy Club’s camp at a little below the center point on the east shore of Foley Pond for two weeks to hunt and fish. These men all lived in Arlington, Massachusetts.10 Teel (1854–1936) was born and raised in Arlington and lived most of his life there while working as a printer in Boston, specializing in photography, primarily half-tones and photogravures. He studied art as a young man and produced many landscapes of New England locations, mostly watercolors and drawings, but also etchings and wood engravings.

In 1896 the club sought and received a renewal of its five-year lease from land owners Lester Dwinel and Charles V. and Nathaniel Lord, both of Bangor, who purchased the land in 1882. The club’s signers of the new lease were Albert A. Tilden, President, and George W. Alley, Secretary.

9 Outing: Sport Adventure, Travel Fiction, vol. 71, p.162, 1918

10 This information accompanied the private sale of a document pertaining to this camp. "The centerpiece of the journals is a closely-written, richly-illustrated 88-page account of an 1895 camping, fishing, and hunting excursion to the Menotomy Club on the Penobscot River, north of Moosehead Lake, made by Teel and five other Arlington, Massachusetts, sportsmen: an incredibly-detailed narrative of a two-week trip, with the minutest of details concerning the group’s travels."
When the club stopped using the camp it was undiscovered. A GNP 1919–1920 lease list had P. [Percy] A. Smith, a life-long attorney of the Waterville-Fairfield area, as the lease holder for a private camp near Foley Pond on lot H, whose southwest corner surrounds the southeastmost end of the pond. It appears that the Menotomy Club’s camp and Smith’s camp were at the same location based on a 1931 Sewall map. Percy and his friends hunted from the camp in October 1923. A group, presumed to be associates of Percy because they came from the same community, was at the camp fishing in 1926. The Sewall 1931 assessment listed the single structure’s condition as poor. Percy died in 1939.

Bert Stanchfield, a trapper from Milo, passed the turn-off to Foley Pond in 1917 and continued up the valley to his camp a half-mile above Leadbetter Falls. Among other things he grew potatoes that he sold to the logging camps and the drive crews. When Bert first moved in and when he left was undiscovered, but his camp did not appear on either the 1919–1920 GNP lease list or the 1931 Comstock Sewall assessment and its related map.

Harmond Smith, a New York City doctor, began coming through the Fork and up the valley sometime after 1920. His family’s private sporting camp was on the North Branch at the south side of the mouth of Spencer Brook. The camp compound included five structures and it was at the end of the phone line from Pittston Farm. Four of the buildings were in a row along the edge of the North Branch. The Northern reported that Dr. Harmond Smith, a general practice physician of New York City, passed through Pittston Farm with his son (Harmon) by August 1925 for a two-month stay. They repeated the journey in 1927. Smith continued to retain ownership in 1931, but he died at 63 years of age in 1934 when his son was 13 years old. Given that the camps appeared on the 1956 USGS quadrangle map the family ownership continued or perhaps someone took over the lease. In the 1990s folks like Chuck Harris who knew the camp compound referred to it as Dodge Camps; the buildings were in poor shape, with one in use.

Fred M. Lowe had what might have been the earliest private sporting camp on the North Branch. The GNP 1919–1920 lease list included him and noted that he had given up his lease, perhaps in 1918, and no one had assumed it. Lowe was born in Kansas in 1859, moved east and attended New England schools and became a surgeon, starting his career in Boston before moving to West Newton, Massachusetts, where he became a prominent citizen and died in 1938. Whether or not he had the camps built or he obtained them by purchase was undiscovered.

The Sewall assessment in 1931 noted a compound of three structures was “of little value.” They were in a row at the river’s edge on the east side in the middle of the “S” turn below the mouth of Dole Brook. Typically the Sewall assessments listed the current camp owner’s name; no name accompanied this one. They did however still appear on the 1954 USGS quadrangle map for the area. No references to the camp or post-1920 ownership records were found.

Above Lowe’s compound commercial sporting camp owners Elliott and Sands followed the road that crossed the North Branch and headed up the Dole Brook valley on their way to Penobscot Lake. Penobscot Lake Camps, originally a logging camp, might have opened before 1909 on Penobscot Lake’s west side. Elliott and Sands, the first known proprietors, seem to have first advertised in 1909 and the ad implied that they were new proprietors. The 1922 ad in In the Maine Woods indicated that W. (William) J. Elliott of Jackman was the sole proprietor of “Penobscot Camps.” In 1923 the camps had 13 cabins, a main dining hall and cook structure. The route to the camps had probably not changed since they opened. The transportation route included: 37 boat-miles up Moosehead Lake, 32 miles by car, and five by buckboard. The buckboard road left the Dole Brook Road on the

11 Daily Kennebec Journal, October 24, 1923
12 Daily Kennebec Journal, July 28, 1926
13 Report on Township 4 Range 18, W.E.L.S. (Comstock Twp.) Somerset County, Maine, 1931, James W. Sewall Company, Old Town, Maine
14 Great Northern Paper Company Records, “GNP lease list 1919–1920,” available at University of Maine Raymond Fogler Library Special Collections; the T4R18 G.E. Clement lot map of 12-11-1914 is available at the Somerset County Registry of Deeds Skowhegan, Maine.
15 Stephen Law, A Forest Environment, Tate Publishing Enterprises, Mustang, Oklahoma, 2010
16 James W. Sewall, map, TWP.4R.18 W.E.L.S., Somerset County, Maine, 1931
17 Documents in ancestry.com have the spelling as Harmon.
18 The Sewall 1931 map of the township shows only three camp locations. The owners of the other two were known and the only lease in the township not attached to a particular camp is Lowe’s.
19 In the Maine Woods, Bangor, ME: Bangor and Aroostook Railroad Company, 1909
20 C.S. Humphreys & Sons, Madison, Maine, Report on Township 4 Range 5, N.B.K.P. (Holden Gore), Somerset County, Maine, 1923
By the west side of the Dole Brook township’s west border and went south, crossing over Dole Brook on the dam below Frost pond and generally crisscrossing the town line to its intersection with the east shore of Penobscot Lake. From here they took a boat to the camps on the west side.

Elliott (b.1883) emigrated from Quebec to Jackman with his parents in 1890. At an early age he went to work logging in the area, married Hessey Bartley of Jackman in 1903, was a scalar in 1910, and was working for loggers Gilbert and Newton at Penobscot Lake in 1918. In 1920 he listed his primary occupation as sporting camp proprietor and Hessey as the cook. The James W. Sewall 1929 assessment of the township noted the camp’s operation. They continued to operate the camp into the 1930s, but gave it up before 1940 when Elliott was working as a watchman in Jackman.

They perhaps sold to Henry L. Holden of Jackman. The Field and Stream issue of May 1934 carried an ad for the extensively-rebuilt camps with George Nash of Jackman as the contact. In 1930 Nash was a caretaker for the private estate of Henry L. Holden of Jackman and in 1940 was living in Bangor with his wife, Anna. Henry Holden was a Jackman native, a registered guide in 1899, manager of a sporting camp in 1910, a scalar for Jackman Lumber Company in 1920, Jackman’s postmaster in 1934, Jackman’s Newton House owner in 1940, and died in 1952.

The camps continued to operate commercially. One account c.1941 described how sports reached the camp. From Greenville they drove north through Pittston Farm to a landing on Long Pond that drains to Dole Brook. Here they met a guide who took them across by motorboat to a landing. A team then toted their gear to a landing on Penobscot Lake and the sports walked a trail for three miles to the same landing. A motor-powered craft carried them across the lake to the camp and towed a barge on which the horse rode.21

Beginning in 1949 Bert Quimby of South Windham was running the camps. At that time Penobscot Lake was one of the few Maine lakes with a known blue back trout population that was drawing attention.22 Some sleeping cabins were added in the 1950s. At some point GNP obtained ownership, but it sold in 1975 to Paul A. Fitchner, a Greenville physician and floatplane pilot who served the loggers by flying into the logging camps.23 He sold the lodge in the early 1980s to Cliff George who sold it back to Fitchner in 1985 and his son and wife Donna took over. Access was by floatplane or boat from a landing on the lake.

Beyond the Dole Pond Road turn-off an unknown trapper continued up the North Branch valley to Norris Brook, which he followed to his camp on its east side at its southernmost crossing of the T5R19 east town line.24 Its history remained a mystery.

Spinney and Rollins, two other trappers and guides, continued up the valley and someplace on the east side of Big Bog went east to a camp on the west side of Fifth St. John Pond in 1919.25 Given that Russell and Blanche Spinney were proprietors of and living at Tomhegan Camps with their two children in January 1920, this St. John site was perhaps a branch camp. When the camp first opened and when it ceased being used was not discovered. The 1926 Sewall assessment of T6R17 made no mention of a camp and the accompanying map had no camp marked on the west side of the pond. Spinney was still guiding in the Moosehead Lake area in 1930 and died in 1939 at 69 years of age. An undated GNP map of T6R17 and T6R18, which did not have the 1938 canal, places a forestry camp on the west side of the lake below the canal site, at about the halfway point between the mouth of the canal and the southern end of the lake. Perhaps this was the site of the Spinney camp.

J. Asa Larrabee was on the 1919 GNP lease list with a lease for three acres of land on lot B in Comstock township which is dissected by the North Branch. The exact site of the lot and whether or not he ever used or built on lot B is undiscovered. In 1921 he bought Camp Caribou at Ogontz on Moosehead Lake.26

21 Letter from T.C. Phelps dated November 24, 1941; available at Moosehead Historical Society
22 Portland Press Herald, May 7, 1949 and July 9, 1949
23 “Escape to Paradise at Penobscot Lake Lodge,” Up North, January/February 2007; printed text available at Moosehead Historical Society
24 Report on Township 5 Range 18, W.E.L.S., Somerset County, Maine, 1931, James W. Sewall Company, Old Town, Maine
25 Great Northern Paper Company records, GNP lease list 1919–1920; available at University of Maine Raymond Fogler Library Special Collections
Penobscot Lake Camps opened c.1909 and was a commercial sporting camp operation for over 100 years.

(courtesy Bangor and Aroostook Railroad Co., In the Maine Woods, 1910, 1915, 1924)
Chapter 6: Sugar Camps, Sporting Camps, and Other Abodes

North East Carry

North East Carry was the entry point for trappers, hunters, guides, and sports headed to camps east of Seboomook Falls; they were on the Main Branch, Russell Stream, and Lobster Lake.27

The Hinckley farm on the Main Branch at the north end of the carry from Moosehead Lake offered the earliest services beginning in 1848. By 1870 hotel accommodations were in place at the lake end of the carry and served the public for about the next 100 years.28

27 The GNP 1919 lease list includes S.W. Winslow, Jr. with a one-acre lease on the shore of Pine Stream for $50 per year. Whether or not Winslow actually built a camp was undiscovered. Winslow was an expert trap shooter and a wealthy Boston resident who worked at the corporate level; from banking to the United Shoe Machinery Repair Machine Company to mining to railroads to the Boston Herald Traveler and the Boston Publishing Co. His link to the area might have been through GNP buying paper for the presses of his publishing company. Equally possible was that his father, Sidney Wilmot Winslow Sr. born 1854, builder of shoe-manufacturing machinery and William W. Spaulding born 1847, a shoe manufacturer, were contemporaries and each in the greater Boston area.

28 The history of this site is in chapter 2 of this book.

Caribou Camp on Russell Stream: Perhaps as early as 1890 or 1891 Captain Samuel Cole, a Greenville guide, met Edward Jackson of New York City and John Arthur of Jersey City in Greenville.29 They came north across the lake on a ferry to North East Bay, went across the carry to the Main Branch and upriver to the mouth of Russell Stream. They did their hunting and fishing in the Russell Stream valley. Liking the experience, they hired Cole to build what they named, “Camp Caribou;” it was about 13 miles from Luce’s Penobscot Hotel at the North East Bay carry.30 William H. Hill, a writer for the Boston Sunday Globe, made an excursion to the camp in February 1893, probably guided by Cole. They traveled on the frozen waterways with no concern until they reached the head of Russell Pond [Cassidy Deadwater] six miles from the Main Branch. In continuing upstream the guide walked in front of the horse team, chopping holes in the ice to avoid thin spots. Based upon the estimated 13 miles, the camp was in the vicinity of what was in

30 E.E. Woodbury, "Jamestown Hunting and Fishing Club– Maine Trip of 1898," Forest & Stream vol. 51 (November 19, 1898)
2020 known as Caribou Bog. The camp included a one room 20 x 14-foot log camp with a wood-shingled roof, stove, and bare necessities; and a log storage house. Hill learned that Jackson and Arthur had once spent a winter here with two guides and a cook.

In fall 1898 the Jamestown [NY] Hunting and Fishing Club arranged to use the accommodations; a 16 x 20-foot cooking and sleeping abode and a 6 x 8-foot guides’ cabin. The group arrived in Greenville where they met Captain Samuel Cole who had made all the arrangements as their head guide. The group went up Moosehead Lake on the ferry to North East Bay where they met their other guides. The next day, with dunnage loaded in a bateau and canoes, they paddled up the Main Branch to Russell Stream where low water forced them to use only the canoes to move upstream a couple of miles to Mitchell Camp where logging clerk John Holmes resided. The following day, with the help of a horse to tote the dunnage, they reached Caribou Camp.

Captain Samuel Cole, born about 1840, was a lifelong Greenville guide who died in 1920. His “Captain” prefix was a result of his building a house on a large log raft that he could maneuver around Moosehead Lake and anchor wherever he thought the fishing best for his sports for a day or more.31 The sleeping rooms had double doors that opened to the lake.

No other history of the camp was discovered.

Seboomook Outing Club on the Main Branch:
The Seboomook Outing Club, an organization of Newark, New Jersey residents, had a camp compound, Seboomook Lodge, five miles upriver from the Northeast Carry. The compound had a two-story log main camp with a large small-stone fireplace and chimney. Next to it was a story-and-a-half log camp that probably provided additional sleeping quarters or served as a guides’ camp. A game pole in the yard suggested that its members were interested in hunting. Its riverside location with a nearly no-bank landing near the foot of the long succession of ledge drops in the river below Seboomook Falls and just above the mouth of Luther Brook was an indication of member’s fishing interests.32 The first account of the club’s use of the camp was 1894 and members used it through at least 1922.33

As with most such private camps of the time, the club probably hired a guide out of Kineo or Greenville to oversee the building of the camp. In this case Thomas Cressey, club president in the 1890s and a broadly-recognized architect of the time, might have designed the main camp. Once built, this guide probably served as the club’s caretaker, lead guide, and contact person for preparing for club members’ visits. Dave Muller, who was one of the guides for club members, built other camps in the general area.

Club members’ journey to the camp was a long one. They left Newark by train, arrived at Greenville where they probably met their lead guide, and spent the night at a hotel. The next day they took the ferry north to the Winnegarnock House wharf in North East Bay. Here the other guides met them and moved the dunnage across the carry to the Main Branch where their canoes were waiting. The guides paddled them upriver to the camp.

Early on, the club developed a relationship with George Luce, owner of the North East Carry business establishments. About 1900 Luce entered into an agreement with the club that included some degree of ownership in Luce’s Penobscot Hotel and Trading Company. Various company letterheads of the time included Thomas Cressey, President, and H. [Henry] F. Willard, Vice-President (club’s general manager). Cressey might

32 This location is based on the five-mile reference and an advertisement that the camp could be reached by either canoe or motorboat. I placed it on the north side of the river assuming that the club members would not build on the south edge with its river driver path.
33 Forest & Stream, vol. 60, 1903
have provided the artist’s rendition of a hotel Luce was apparently interested in building; it was far more luxurious-looking than the structure Luce actually built and did not reflect the existing Winnegarnock House. Even though Luce sold in 1907 and Cressey died in 1908, the club continued its relationship with the new owners, Arthur Crafts, a Greenville businessman, and his manager and future owners Thomas and Edith Snow. The Snows included Seboomook Lodge in their 1918 and 1922 advertisement in *In the Maine Woods*, a Bangor and Aroostook Railroad publication. Edith Snow and Crafts sold their interests in the North East Carry businesses in 1925 to GNP. What became of the Seboomook Lodge after this date was undiscovered.

**Penobscot Hotel and Trading Company Camps at Russell Stream:** Guides for George Luce also met their sports at the ferry. Luce owned the Penobscot Hotel and Trading Company Camps, which had a branch camp at an undiscovered location on Russell Stream c.1900. A picture of these camps appeared in the January 1, 1901 issue of *The Maine Sportsman*. According to an ad in the 1900–1901 issue of *In the Maine Woods*, George Luce formerly owned them. Who now owned the camp and what became of it remained a mystery.

**Russell Pond Camps**

The camp structures that formed the first sporting camp at what in 2021 was known as Russell Pond Camps were perhaps attributable to Henry White Cannon Jr., son of prominent New York City banker and investor Henry White Cannon. For unknown reasons the son, a dabbler in painting and a socialite, purchased small house lot 214 in Rockwood village in April 1925. Perhaps the prompt was prior fishing excursions to Moosehead Lake; in 1944 he obtained a patent for a fishing rod holder. Living next door to him on lot 213 was Oliver Bernard, with his wife and adopted daughter Dorothy. Oliver had begun guiding from Rockwood in 1918 with his father Louis, who continued to do so until he died.

In an account written about Dorothy years later she shared her experiences of the building of the camp in 1925.34

Dottie [b.1918] was seven the first time she went to Russell Pond, riding in the back of an open-sided truck in old canoe seats, canvas straps on the side of trucks to hold groceries—or for cover if it were raining.

34 document provided by Dorothy’s son Fred Trask
The horses hauled in timber and supplies to build the camps. During the construction, Dottie and the workers lived in tents on platforms. In the fall, she returned to town to haul firewood and get the ice in.

On the basis of Dottie’s experience Cannon probably hired her father and grandfather to build the camp. Perhaps he had used them as guides on prior trips to the area. Cannon apparently continued to employ them. Whether he actually ran a sporting camp or simply used it as a place to take his friends was undiscovered.

By 1925 the route into the Russell Stream valley had changed. In 1922 GNP completed a gravel road from Kineo Station north to Pittston Farm and then east to Seboomook dam. It crossed the dam and continued north to intersect the road coming up Russell Stream valley. The road up the valley passed the foot of Russell Pond at the dam. Those going to the camp took a boat or canoe from the dam.

Five years later in September 1930 Cannon purchased the Rockwood Friand farm of 73 acres, and all its structures and accessories for $25,000. The farm bordered the south side of Moose River and wrapped around the shore of Moosehead Lake. Thomas (b.1840) and Gladys Friand, who had both recently died, lived in Grand Rapids, Michigan, and perhaps bought the farm c.1917. Thomas was a well-to-do lumberman and river driver who perhaps knew Lorenzo Leadbetter, a well-known Penobscot River driver who moved to Grand Rapids in the 1850s. The Friands perhaps continued the farm operation and certainly entertained friends, family, and associates.

Cannon occupied the farm until July 1938 when he sold to the Crafts Company, presumed to be the Arthur Crafts Company of Greenville. For his eight years of ownership Cannon hired Dottie’s father, Oliver, to run his new estate that had a 32-room house, large yacht, fancy cars, and a considerable number of employees from the town. Cannon used the mansion for the stream of guests he entertained. Dottie worked as her father assigned her: waiting tables, cleaning rooms, doing dishes, and more. What prompted Cannon to sell was undiscovered, but it might have been financially related.

Cannon continued his ownership of his Rockwood village lot until he died in October 1966. Oliver sold his lot in 1947. Given Cannon’s fishing interests he might have continued to use the camps at Russell Pond. At some point he abandoned the lease and no one apparently took it over. His estate disposed of his Rockwood lot.

In the 1960s Folsom’s (air service) of Greenville, liking the remoteness of the camps, took a commercial lease; the site was not close to a drivable road; the only access was by floatplane. At the time the camp compound included four structures, a main camp, two sleeping cabins, and two other structures. The buildings, which had been abandoned for some period of time, needed some work that the Folsom’s good friend Walter Arnold, well-known Maine trapper of Indian Pond in the Katahdin Iron Works area, performed.
The sense of remoteness evaporated c.1981 when the 490 Road passed near the south end of the pond. Consequently, in 1982 the Folsoms sold their lease to a young Bob Lawrence of Rockwood looking to start a guiding service. Lawrence made site improvements over the next six years while he developed his hunting and guiding business. He started by improving the three small camps and outhouses he inherited and built three new cabins. His initial access was a boat ride from near the dam or a walk on a path around the edge of the pond. When GNP cut the Russell Mountain Road he made a 600-foot board walk from the road to the camp. Joe and Inga Cabrals, now of Idaho, bought the lease from Lawrence in 1988, and ran it from July first through the second week in November as a hunting camp specializing in bear hunts. The Cabralts built the current driveway. Bob Lawrence continued as an area guide in 2021.

Boulet Sporting Camps on Russell Stream: In the true spirit of the deep Maine woods, woodsmen let little go to waste. In 1962 Norman Boulet began this hunting camp operation using the structures of what had been a GNP logging camp. Boulet, a logger, ran the camps until he sold in the 1990s to fellow woodsman Donat Busque, whose family also logged in the area. As a citizen of Quebec Donat's father had worked for the extensive LaCroix logging operations of the 1920s at nearby Penobscot and Eagle lake areas. Donat immigrated to the area in 1955 and worked for GNP. His son Joshua and his nephew Michael Busque continued the traditions of the hunting camp operation in 2021.

McLeod camp on the Main Branch opposite the carry: guides and sports coming across the carry by at least 1918 probably wondered who lived across the river. Charles H. McLeod was born in 1887 and a resident in Chesuncook village by 1912 when he married Nellie M. Barnes. In 1917 his draft registration gave his home as North East Carry. In 1920 he resided in Chesuncook with his wife and two children, was the mail carrier, logged, and still retained the camp’s lease. Who, if anyone, might have occupied his carry abode before him was undiscov- ered, as was when he gave up the lease. The site continued to be occupied in 2021.

Camps on Lobster Lake

Most guides and sports coming across the carry from Moosehead Lake were headed downriver and many of them departed the river to paddle into Lobster Lake. The lake had excellent camping sites, private camps, but no advertised sporting camp until about the 1950s.

Spaulding family: In September 1895 William W. Spaulding, the largest shoe manufacturer in Haverhill, Massachusetts, and his son Harris rode the train north from their home in Haverhill, Massachusetts, to Greenville, probably met their guides at either Greenville or Kineo, and continued north to the carry at North East
Bay. From here they struck off in canoes for a fortnight into the Allagash. With 10 of those days having rain, on the way back to the carry William remarked to the guides that he had had enough of camping. The guides suggested he build a “shanty,” and William asked “where?” On October 10 the guides paddled into Lobster Lake to the point now known as Spaulding Point.

William loved what he saw, retreated to the Kineo House, immediately sought out the landowner, successfully negotiated a lease for one acre at the point with the right to cut firewood from around the lake’s edge, and construction soon began. Upon the recommendation of the head of the Kineo Hotel, William hired John Hildreth, a long-time guide, to build the camp. He and Hildreth returned to Lobster Lake and the point, and William drove the corner stakes for the 20 x 24-foot log camp. He returned to Kineo and went on to Bangor where he bought a cook stove and a good-size tent and then shipped them to North East Carry where Hildreth picked them up, floated them to the point, and set up camp. Meanwhile William stopped in Guilford, ordered the necessary building supplies like lumber, nails, windows, and shingles and had those shipped to North East Carry before the lake froze. Once freeze-up occurred Hildreth, with two assistants, Jim Finley and Orlando Barrows, also guides, moved into the tent at Lobster Lake and began cutting the logs. A teamster crew at the carry made two trips toting the Guilford-delivered materials to the point, and then twitched the cut logs to the site. The camp was complete when William returned in spring 1896.

William was pleasantly surprised by the presence of the camp and expanded the project to include an addition that was ready for fall 1896, when the whole family came for a visit. Once his grandchildren were older he wanted space for them too, so in spring of either 1901 or 1902 he remodeled and enlarged. At this time he had the only camp on the lake.

The land beyond the lake’s shores equally enamored William and the future owners of other camps on the lake had similar feelings and interests. To the east of the Spaulding camps the fishing and hunting were excellent in the Pine Stream drainage. With the help of his guides, who in 1902 were Hildreth, Barrows, James “Jimmy” Duff, and Alexander “Sandy” Johnson, they fixed up a 12–15-year-old “shanty” at what they called Middle Pine Pond, about three miles east via Little Lobster Lake.37

The Spauldings established two routes to Middle Pine Pond. People used these through the 1960s, when loggers began cutting and hauling on new roads that changed the landscape and obliterated these routes. To reach them from the camp the Spauldings paddled east along the shore to the east end of a deep cove, left the beached canoe, walked what became known as the “short carry” trail due north to the southernmost corner of Little Lobster Lake, where they used a stashed canoe. In time, stashed canoes were at each area pond so family members of those around the lake did not have to do any portaging. From the lake’s northeast corner the first trail went due east to the head of Middle Pine Pond on the north side of the inlet book. The second route left the lakeshore on an old tote road at its lake landing just beyond the short carry trail to Little Lobster Lake and wound east-northeast to the head of Middle Pine Pond on the south side of the inlet book. From the outlet end of Middle Pine Pond everyone used a short trail that ran west-northwest to the south end of Lower Pine Pond. A trail from the foot of the pond continued on to Salmon Pond.

35 Both men were Moosehead Lake guides. In 1881 Barrows was captaining for a charter sailboat firm on the lake (Forest & Stream vol. 16, p.510, 1881); he died in 1917. About 1920 Finley was guiding for Thomegan Camps and captained a good-size tourist steamer on the lake.

36 The Maine Sportsman of January 1899 had a picture of the camp.

37 The following information is taken from a John ”Jack” Phillips (Hyde family) hand-drawn Lobster Lake area map of the 1920s and William Spaulding’s “Spaulding Camps on Lobster Lake: A Reminis- cence;” both documents are privately held by the Leadbetter family.
Two other ponds east of the lake also had trail access. Both of these trails started at the Hyde camps on the point .41 miles due south of the trail to Little Lobster Lake. One went due east to Upper Pine Pond. The other went a little south of east to Cranberry Pond.

For over 100 years the lake residents have used their own nomenclature for these ponds and it was different than that on the associated USGS map. Middle Pine Pond quickly became Shack Pond, perhaps a reference to Spaulding’s branch camp there; the USGS name was Round Pond. The camp was at the end of the carry trail from Little Lobster. Their accounts referred to Lower Pine Pond as Little Pine Pond; the USGS name was Shack Pond. Upper Pine Pond was labeled as Big Pine Pond on USGS maps. Cranberry Pond never had another name.

Given the accounts of his presence at the camps William was typically there yearly with his family, using a routine that reflected what he used in 1895.38 He left a log of his 1902 trip.39 In 1902 they came north from Haverhill to Greenville by train, took the ferry up Moosehead Lake, a 90-minute ride, to a hotel at Mount Kineo, before they continued to North East Carry the following day. They crossed the carry in a spring-less cart to reach the river, where their guides waited with canvas-covered

38 During the fall of 1903 Spaulding and his wife hosted guests at the camp (Forest and Stream, November 7, 1903). In August 1905 he and his guests were present and his son Harris W. was there for deer hunting that fall (Home and Abroad, vol. 61, part 2, p.8, 1905 and Forest and Stream, vol. 61, November 7, 1905).
39 “Spaulding Camps on Lobster Lake: A Reminiscence;” a document privately held by the Leadbetter family
canoes. Since these were lengthy stays they had far more supplies than a group of single canoes could carry. To solve that problem they lashed three canoes together side-by-side with rope and poling poles to create a raft that could float a ton of material. The strategy worked well with smooth water and current to help move it until they reached the mouth of Lobster Stream, two miles from the camp. Here the guides took apart the raft and made several trips upstream to the lake and the camp.

The Spauldings had other canoes and necessities stored inside the camp structures. The guides removed the other canoes and a big tent, bed-springs, and mattresses. The tent was home for the guides while the Spauldings were in residence. At the close of the visit the guides paddled the family back to the carry and returned to the camp to close it up for winter. Sometime before 1931 Spaulding built the guides’ camp off the far west end of the beach and at another unknown time a crew built a nearby boathouse that had nearly collapsed by 1961. In 2021 the ranger’s cabin rests on the old boathouse site.

Three generations of Spaulding family enjoyed their stays at Lobster Lake. William Waldamar Spaulding married Evelyn (both b.1846) and she gave birth to their son Harris in 1871 and Marjorie in 1875. Harris married Marion E. Way in 1897 and their children Way (b.1898) and Evelyn (b.1900) were perhaps who William was thinking of when he made the first additions to the camp c.1901–1902. Majorie married soon after and bore two sons in 1903 and 1908.

Perhaps sometime in the 1920s William was no longer able to travel to the camps with his family for he died in 1929 at 82. No doubt he passed knowing how much his grandson Way loved the camp. Way, who as a 17-year-old served and was gravely wounded in WWI, continued to use the camp after the war, married in 1924, fathered one daughter, and directed the camp’s expansions of 1931. They included a sleeping camp with two bedrooms and a living room with a fireplace, two “2-man” camps, and an icehouse. Coming so soon after his grandfather’s death in 1929, perhaps an inheritance helped to fund the
improvements. Sometime in the mid-1930s he divorced, but continued to spend considerable time at the camps and began to do some guiding.40

On the basis of the Sewall 1943 township survey the Spaulding Point camp compound had seven structures and all were of log construction and in good to fair condition except a frame construction shed (16 x 28 feet). The main camp was 20 x 60 feet, three sleeping cabins were each about 12 x 16 feet, and the two others were probably larger sleeping cabins (16 x 20 feet and 24 x 24 feet). The camps were on a lease issued by Edward R. Godfrey and others of Bangor’s Prentiss family that owned much of the township; Edward’s mother was Abbie Rawson Prentiss Godfrey.

Way continued to spend summers and much of the winters at Spaulding Point after World War II. By about 1950, his sister Evelyn (Evie) joined him and she began to operate a sporting camp at Spaulding Point with the assistance of Carl Kennedy. Both Evie and Carl relocated from the Naples, N.Y. area. In 1949 Evie had moved to Newburyport, MA where her mother had inherited a home. Her father, Harris, joined them there in 1950 when he and Marion remarried.

Carl wintered in various places, sometimes working for GNP and other times going south to Boston or Florida. In the mid-1950s, Evie and Carl moved their business, Lobster Lake Sporting Camps, to the Phillips Camp. They continued to use the Spaulding Point camps when they needed extra space for sports. Carl often stayed at the former nearby Nice camp, now owned by the Leadbetter family, until it burned in the 1960s. At the Phillips Camp, Evie stayed in a small frame-constructed building that she called the Chicken Coop. After the former Nice camp burned, Carl stayed in the Phillips’ main camp’s dining room on a cot until he built a small camp near Evie’s camp, but closer to the lake.

In 1961 Way, with Evie’s consent and that of his only daughter, sold Spaulding Point camp to the Leadbetters. They continued to allow its use for overflow of Evie’s sporting camp operation. The Leadbetters knew the Spaulding family well, having owned the former Nice and the Rode camps since 1950. Way Spaulding died in Boston in 1967 and Evelyn Spaulding Converse died in Canandaigua, New York in 1995.

(This history continues under the “Leadbetter family” after the “Nice family” and “Rode family” sections.)

**Nice family:**41 From c.1917 into the 1920s Lewis E. Nice had a trapper’s cabin at the north end of Lobster Lake just east of the outlet and inside the east town line of T3R15 (Northeast Carry township). Lewis and his wife Angie, a guide, lived on the Main Branch at the carry from North East Bay. He was also the area fire warden and notary for the community.

It appears that after the Nices moved to Rockwood from North East Carry in 1925 fellow guide Eugene Hayden (b.1882), who also lived at the carry, took over the camp. In July 1934 Hayden sold the camp and his GNP lease to Augustus Maxwell Rode and W.K. Howard.42 Perhaps two years prior they acquired a lease on land a quarter-mile to the east of the Nice camp and soon began building a much finer camp. The 1943 Sewall assessment of the 12 x 16-foot shingle-on-frame camp was that it was in good condition, but it was unclear how the family might have used it; perhaps as a guide’s camp. Rumors at the time indicated Rode might move it closer to his larger camp, but he never did. Rode maintained the Nice camp until he sold it September 1950 to the Leadbetters.

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40 His 1942 WWII enlistment record noted the divorce, North East Carry residence, and guiding occupation; available on ancestry.com.

41 Much of this camp’s information is from the Leadbetter family records, GNP lease file, ancestry.com, and a 1943 Sewall Company assessment of T3R14 (Lobster Twp.).

42 The Howard name does not appear on any other documents in the Leadbetter family records.
(The history of this camp continues under the “Leadbetter family” that follows the “Rode family” section.)

**Rode family:** Augustus Maxwell Rode was from Chicago, Illinois and an executive employee of International Harvester based at its headquarters in Brussels, Belgium. Rode (b.1882) married Edith Hewitt in 1913 and they had five children. The family traveled back and forth between Europe and the United States. How Rode first found his way to Lobster Lake and obtained a lease in 1932 or 1933 to build a camp east of the Nice camp was a matter of speculation. His company built heavy tractors, one being the TD-40, beginning in the 1930s, and at that time GNP was experimenting with how to best use such equipment. He might have visited the area as a guest of GNP in his work for International Harvester.

During 1933 and 1934 Rode hired Elmer John MacFadyen to build his new camp in T3R14 (Lobster Twp.) where he had a Godfrey lease. The camp was a 40 x 45-foot structure in the shape of a cross. It was a beautifully-constructed building with four bedrooms, a kitchen, and a space labeled “maid’s room” near the bathroom. The large living room had a massive stone fireplace and window seats under the windows in the front and sides. The Rode family with their five children used the camp multiple summers prior to World War II and enjoyed fishing, sailing (in a sponson canoe with a mast and attachable stabilizers), a cedar boat with oarlocks for rowing, and riding a surf-type board towed by their fast mahogany boat. The 1943 Sewall assessment of the camp was that it was nearly new; someone varnished the exterior logs.

The Rode camp builder, Elmer, who in 1930 listed his occupation as carpenter and house builder, was born and raised on Prince Edward Island, moved to Greenville in 1923 at age 22, and married Mary L. Thompson a year later. During the construction of the Rode camp, Elmer’s seven-year-old son Elmer (Bucky) sometimes accompanied him. When visiting with the Leadbetters in the mid-2000s Bucky remembered the Rode children and most of their names. During the construction his father might have used the Nice cabin, for he was the witness when Hayden signed it over to Rode.

Succeeding Rode in September 1950 was the Dr. Wyland and Lois Leadbetter family, who had stayed with their three children at the Phillips camp farther down the lakeshore in 1948–1950. They suspected the Rodes had not used either of their sites for a number of years given the abundant new tree growth around the camps. Others on the lake began to refer to the camp as “Dr. Leadbetter’s” and knew his wife Lois also liked it. Lois, who died in 1999, spent her summers here until the mid-1990s. Her family was able to purchase the land in 2002 and continued to hold and use it in 2021.

**Leadbetter family:** Wyland F. Leadbetter was born in Livermore Falls in 1907. His family moved to Auburn, where he graduated from Edward Little High School and Bates College. Thereafter he graduated from Johns Hopkins Medical School where he met Lois A. Billings, an operating room nurse from Grandview, Washington.
After completing his training as a urological surgeon, they moved to Boston. Although he climbed Mount Katahdin while at Bates College, he probably had never been to Lobster Lake or been aware of its existence. He retired at Massachusetts General Hospital in 1969 and moved to Millinocket to work at the hospital, where he died in August 1974.

The person responsible for introducing Wyland, Lois, and family to Lobster Lake was Robert A. Leadbetter of Bangor. Robert’s grandfather, Lucius Adelbert (born 1841) and Wyland’s father, Charles K. Leadbetter (born 1857) were brothers. Robert lived in Bangor, held a B.S. degree in forestry from the University of Maine School of Forestry and, throughout his professional life of 37 years, remained an employee of Great Northern Paper Company. After returning from World War II Wyland and Lois and Robert and Elizabeth got to know each other and became good friends.

The following family experiences were remembered and picturesquely captured by Wyland and Lois’ son Charles, who has loved this lake for 72 years and counting.

In 1948 and 1949, our two families [Wyland’s and Robert’s] spent a week at Pittston Farm where GNP had one or more riverfront summer cottages for (I believe) the use of middle-management employees. Robert, who had traveled all over Maine in the course of his forestry work, believed Lobster Lake to be one of the most beautiful and desirable lakes in Maine. The opportunity arose (no doubt through Robert’s contacts) for the combined families to spend the following week at the Phillips’ camps [on Lobster Lake], as well as in the summers of 1948, 1949, and possibly 1950.

Needless to say, while staying at Pittston Farm the six of us, four boys and two girls, had the run of the place. We, in particular, got to know Angus, the resident blacksmith, each of the barns, the main boom house where we frequented the kitchen (with its seemingly endless supply of doughnuts, pies, and cookies), and the river, where we had the use of a boat and motor. While there we were introduced to Felix Fernald, a good friend of Robert’s who, with his wife, Velma, actually came in to visit Robert and Elizabeth at the former Rode Camp soon after our families acquired it.

In those days, and for many years after, the route into Lobster was via the West Branch riverbank landing, just beyond the then Penobscot Farm. In the early years, we came in a single 22-foot canvas-covered river canoe made available, I believe, by Bill Lacrosse. That Old Town-built canoe was for GNP, and crews used it to transport supplies on the West Branch during World War II. Certainly by 1951, that canoe was traded by Bill LaCrosse to us in exchange for the fancy mahogany boat that came as part of the Rode camp inventory. We used it on the lake and the West Branch to get to Northeast Carry, Moosehorn (we sometimes stayed at the shack located there), and Raggmuff Stream. My sister, brother, and I fished at the Raggmuff. In those days almost no one was on the river fishing.

Following the purchase of the Rode camp in September, 1950 we began spending part and then all of our summers at Lobster. My Dad always joined us for the month of August. In the beginning there was a lot of work to do since the camp appeared not to have been occupied since World War II began and possibly before. Among other things, trees had grown in around the camp and outbuildings and the beach had eroded badly. Robert taught us to canoe—how to stand on the gunnels, use a pick pole, and to always get your feet wet first thing in the morning! Although Robert and his family later bought their own camp at Hatcase Pond in Eddington, closer to Bangor, he and Elizabeth always joined my parents at Lobster for hunting each November.

46 He worked as a forester, surveyor, timber cruiser, woods operations inspector, superintendent of woods operations, pulpwood buyer, and general manager of wood purchasing.
47 Richard, Ted, Emily, myself, Wyland, Jr., and Robin.

48 Old Town replaced the canvas with fiberglass for us a few years later. We still have and use that canoe.
Perhaps the most important person to enter our lives at Lobster was Carl E. Kennedy (who we kids called “Earl”). He became a father figure to us. Although I don’t remember meeting him during the years we were at Pittston Farm and Phillips camp, he was clearly there on the lake when we began living at the Rode camp in 1951. Carl was born in Jerusalem, New York in 1910 and lived in the Naples, New York area. His father died in 1950 and his obituary mentions that Carl was living in New York that year.

When we met him, he and Evelyn Spaulding Converse, who had also lived in the Naples, New York area until 1949 when she moved to Newburyport, Massachusetts, were running a sporting camp at the Spaulding Point camp during the summer and fall. Carl had worked as a logger and as a young man had been a professional wrestler. He was a man with great physical strength. During the winter, he sometimes worked in the woods for GNP, but also in other places, as far away as Florida, as a short order cook and also as a carpenter. 49 He even spent a winter with us in Boston as a building custodian. He did much of the cooking for the sports and he and Evelyn both guided sports on fishing and hunting trips.

Almost immediately, my mother made an arrangement with him to help her. He would pump water to fill the big elevated water tank, keep her in firewood, and do other tasks. Early on my parents offered him the use of the trappers’ cabin (formerly the Nice cabin) beyond the Rode’s main camp. He added a bedroom to the cabin and resided there until it burned in the 1960s. He spent nights there after work at the Spaulding Point camp and later the Phillips camp.

Later in the 1950s, my mother would bring the three of us to Lobster in June, get us settled, and sometimes leave us under Carl’s care until August, when she and my father would come for the month. When that was the case he would stay in our camp with us at night.

Carl Kennedy was critical to life on Lobster Lake from 1950 until his death in 1973. He helped everyone on the lake—in particular, my parents, Ann Morrill, and Evelyn Converse. He had the key to the Donohue camp, served as the fire warden for Lobster, and kept unruly campers in order.

From the beginning my brother and I were his constant companions. We went everywhere with him—on the lake, downriver, Shack Pond, North East Carry, and Greenville. We went with him to Ann Morrill’s, made repairs at the Phillips camp, and rafted the horse, Duke, up the lake. 50 My brother, sister, and I spent a lot of time at the Spaulding camp and helped Carl and Evelyn, whom we called “Evie,” with the sports; sweeping, changing beds, and occasionally even guiding some of the sports. When Carl and Evelyn moved their business to the Phillips camp we were often there, sometimes for the night.

Evelyn became an important mentor for my sister. She was an elegant woman who had traveled widely but could hunt, fish, and hike like any experienced woods-woman. We stayed more than once at Shack Pond and she always brought along a pressed pillowcase for herself. Once the business was moved to the Phillips camp, Evelyn stayed in a small building that we called the “Chicken Coop.” It was never rented to sports. After the former Nice camp burned, Carl bunked in the dining room at Phillips until he built a cabin for himself near the shore.

Way Spaulding, who we knew as “Spud,” stayed in the former guides’ camp located at the far end of the beach, away from the main cabin and sleeping cabins at Spaulding Point. He was not involved with the sporting camp business. Although Spud and Evie’s parents had been divorced, at the time we came on the scene

49 Carl utilized his carpentry skills to, among other things: add a bedroom to the former Nice cabin, rebuild the shack at Shack Pond (Middle Pine Pond), add a bedroom to the Moosehorn shack by Moosehorn Stream, and build an additional sleeping camp for himself at the Phillips camp.

50 Roscoe McDonald, who lived at Chesuncook Village, owned Duke. Carl walked over to Chesuncook in early summer and walked Duke back to Lobster by way of an old tote road. Duke spent the summer on Lobster hauling wood for everyone on the lake. Earl then walked him back to Chesuncook Village before hunting season began.
there had been reconciliation. Harris (who we knew as “Harry”) and Marion would come at some point in the summer, staying in a special cabin, Pon-a-Rock, which was never rented to the sports. Emily remembers them dressing for cocktails and having deviled ham on Ritz crackers along with their martinis. Lobster Lake was a lively place then. My parents had cocktail and dinner parties and everyone on the lake would come—Carl, Evie, Ann Morrell, Jack Phillips, if he was in residence, with his wife, and George and Mary Gibbs, whose camp was at the end of the Big Claw about 200 yards inland.

In 1961 when Way Spaulding sold the family’s Spaulding Point camp, Lois A.B. Leadbetter was the signee for the lease. The Leadbetters purchased the Spaulding compound knowing the upkeep on the structures had not been addressed since the 1930s and they needed considerable attention in order to preserve them. Their children were about to enter college and had not yet begun their post-college adult lives. The work commenced, and has taken years of persistence and dedication.

The buildings in existence at the time of the purchase included the main camp containing a kitchen, dining room, small bedroom, and living room, three small sleeping cabins, two larger ones (all of log construction), four frame-construction structures—namely a shed (16 x 28 feet) and three separate outhouses. They tore down the shed immediately; it was beyond repair. The three separate outhouses were physically buried, along with bottles, cans, and other on-site trash that had accumulated since 1896. They eventually built two new frame-construction outhouses to replace the three. In 1966 a large boathouse of frame construction (40 x 30 feet) went up. Beginning in 1980 and continuing, all of the log-construction buildings have been repaired and preserved. Two of them, the former guide’s camp located...
at the extreme northerly end of the beach (date of construction unknown, but certainly before 1931) and the icehouse (built in 1931, but sometime later converted into a sleeping cabin), were in terrible disrepair. They preserved the walls of each but had to replace their entire roofs (shingles, boards, and roof poles), and the entire foundations and floors. Their porches and a backroom on the old guides’ camp were additions. The remaining two small sleeping cabins required new foundations, re-roofing, and new porches, and the largest sleeping cabin, “Pon-A-Rock” (so called), necessitated the removal of a large stone fireplace (that did not work) and the rotting logs that were proximate to it. The main camp required re-roofing, replacement of the back porch floor, and the replacement of 10 logs; one on the beach side of the kitchen, and nine logs on the Marion Island side of the kitchen, and the sill logs on the original 1896 structure (now the living room).

The Leadbetter’s route to the camps remained via North East Carry until c.1974. With the Golden Road between St. Zacharie and Millinocket passing north of the lake, GNP immediately constructed feeder roads around Lobster Lake and Great Northern crews harvested fir and spruce for pulpwood. It was not long before

Three generations of Leadbetters have experienced cutting, towing, debarking, and replacing logs in order to preserve their structures. (courtesy Leadbetter family)
the family arranged for a driveway directly to Spaulding Point utilizing one of the feeder roads. Primary access became via vehicle.

In 2021 the Spaulding Point camp and the former Rode camp and the land on which they rest (purchased in 2002) were still owned and loved by the many members of the Leadbetter family.51 The three Leadbetter children who were with their parents on the lake beginning c.1950 and so enjoyed the activities of swimming, fishing, hunting, boating, hiking, and canoeing had their own families with nine children who in turn have produced in total 21 grandchildren ranging in age from four to 16 and reside in Texas, Maryland, Connecticut, Florida, and Maine. All of them spent a good deal of time at Spaulding Point, primarily in the summer, enjoying what their parents and grandparents so loved. Some activities changed over time, such as blueberry picking in the old burn on the top of Lobster Mountain and hiking the network of trails that linked the ponds east of Lobster Lake; logging in the 1960s and 1970s obliterated them. An added activity continued to be looking for and finding the old pieces of metal, remains of the log-driving era. At one point GNP paid the children a bounty of 25 cents a boom chain. Family members have participated heavily in many of the camp’s preservation repairs as well as the construction of the boathouse. Such work continued in summer 2021 with the replacement of multiple logs on the beach side of the dining room of the main camp. They towed the replacement logs across the water from Leadbetter Island.

The Leadbetter family commitment to the preservation of the special nature of Lobster Lake continued with their 1966 purchase of the big island between the lake’s claws, now Leadbetter Island. The size of the trees throughout the island were huge and contained a substantial number of red pine, some of which might have been previously cut for the construction of the Rode camp. Other than cutting around the water’s edge, the lay of the land apparently did not attract past loggers. About 1968 Robert Leadbetter, a family member and GNP employee, developed cutting plans to eliminate the spruce and fir with budworm. The selective cut took a little over 2,000 cords and used two skidder roads that have disappeared in the subsequent growth. The crew trucked the cordwood out across the ice.

The family’s preservation work continued in 2012 when they gifted the island to the state to be part of the 1981 GNP West Branch Corridor Easement. This easement included a 500-foot corridor along the river, but did not include Lobster Lake. The family retained the right to cut replacement logs for their camp structures.

**Hyde family:** One can imagine that Thomas Worchester Hyde (b.1841), founder of Bath Ironworks, and his son John S. Hyde (b.1869) traveled with a guide at various times through the north Maine woods to fish and hunt. One of those trips probably included Lobster Lake. Struck by its beauty and remoteness, John, who had taken over the company when his father died in November 1899, decided he would like a hunting and fishing camp on the lake.52 Sometime before 1904 John had taken a lease on two miles of shoreline from Spaulding Point south to what was locally known as Cranberry Point near the mouth of Cranberry Brook.

The Hyde family lore indicated that the ship-building company had a lull in 1906, so John sent a crew north to build a single guide’s-type camp at Lobster Lake. This structure included a small living room with kitchen area, two bedrooms, a loft, and front porch.

John used the camp and determined that he would like to make it larger and more comfortable. In 1909 he began planning additional buildings with his veteran guide Davis Mullin53 who participated in the construction of a log house with living room, open fireplace, two bedrooms with a bath; a log house for dining and cooking; guides’ camp; ice house; boat house on the island; and a dock in the cove opposite the boat house. The camp had a sophisticated set of systems that included running hot water and a large elevated wooden water tank with a wood-burning steam-driven pump to keep it filled. John, president of Bath Iron Works at the time, assigned employee Everett Neal to live at the site for the summer and supervise the construction. By July 3 the foundation was ready to receive the already-peeled logs.54 The com-

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51 The Leadbetter family tree includes brothers Lorenzo and Horace Leadbetter, who were perhaps the first to log (early 1840s) on the North Branch and whose name appears on the only North Branch falls, Leadbetter Falls.

52 *Bath Independent*, December 09, 1911, p.11
53 In the 1890s Mullin was apparently the lead guide for the Seboomook Outing Club of New Jersey and built their two-story Seboomook Lodge five miles upriver from North East Carry; more information is in this chapter under “Seboomook Outing Club.”
54 *Bath Independent*, May 29, July 3, and November 13, 1952; the Bath Independent shorts of the 1950s listed herein are within a
pound was ready for occupancy in 1912 and Neal arrived back in Bath about November 13.\textsuperscript{55} He returned for the 1913 season as superintendent of the camp.\textsuperscript{56}

Joining Everett and Mullin on either this job or the initial camp structure was Edward A. Perry, a farmer, carpenter, and logger of Sherman. John met him at some point, perhaps using him as a guide, and liked him. In 1911 John prevailed upon him to move with his family to Bath, where he worked as a carpenter in the shipyard and helped build Elmhurst, the Hyde family home in Bath.\textsuperscript{57}

The Hydes referred to the camp as “Peskebegat,” the Penobscot Nation’s name for Lobster Lake.\textsuperscript{58} They were typically there for a period of time in the fall and made a yearly habit of it through 1916, the year before John died.\textsuperscript{59}

Upon John’s death in March 1917 the camp went to his sister Eleanor Hyde. Eleanor transferred the ownership to include her husband John C. Phillips (m.1908) and his brother William Phillips. John, an ornithologist and a leading conservationist of his time and an avid hunter and fisherman, and Eleanor and children, Madelyn, Nina, John, and Arthur, spent their summers at the camp. Madelyn, with instruction from family guide Charlie Smith, learned to shoot, fish, and paddle, as the others also developed a love for the area.\textsuperscript{60} Charlie also built the children an authentic birch bark teepee.

At an unknown time someone in the family negotiated a lease for a camp on the lake’s largest island. According to the Sewall 1943 township assessment the family had a single log camp (10 x 12 feet) on the island; it was in poor condition. Current family memories do not include this site. However, an undated map in the Leadbetter family files given to the family by Way Spaulding shows the location of a camp on the east side of the now Leadbetter Island on the spit of land just west of Tib’s Rock.\textsuperscript{61}

The journey to reach the main camp changed over time. In 1912 John S. Hyde ordered a second launch, a new 24-foot boat, and Everett Neal would be in charge of them both. Neal went out in August 1912 to bring back the launch, which he accompanied on the train from the coast to Greenville. The boat carried the Hydes and their

\textsuperscript{55} Bath Independent, June 1, 1912
\textsuperscript{56} Bath Independent, April 30, 1953
\textsuperscript{57} Bath Independent, February 9, 1961 (Perry obituary)
\textsuperscript{58} Bath Independent, September 4 and 15, 1915
\textsuperscript{59} Bath Independent, October 25, 1956
\textsuperscript{60} Madelyn Phillips O’Neil obituary, Greenwich Time, June 5, 2011
\textsuperscript{61} Courtesy of the Leadbetter family; Leadbetter Island was previously referred to as Big Island.
guests back and forth between Lobster Lake and North East Carry. The family arrived in Greenville or Rockwood and took a ferry up Moosehead Lake to North East Carry. Their guides met them there and a horse team carried the dunnage across the carry to the Main Branch and the boat. By about 1925 the GNP road from Rockwood reached North East Carry, where the guides met the entourage with canoes. At least one of them was a 24-footer that they paddled to camp. The camp’s boathouse then served as storage for the canoes.

John died in November 1938 and sometime after the war Eleanor was once again sole owner of the camp and she deeded it to her two sons, Arthur and John.

The families carefully preserved the original structures of the site. Using milled lumber, a crew enlarged the icehouse to provide for food and equipment storage, a workshop, and stacked wood. At some point the island’s boathouse was insufficient and a crew built a new boathouse with ways next to the guide’s camp. A structure was still standing on the island in the 1950s. The new boathouse had a fireplace and a long workbench along one wall. Woody Keene renovated it in the post-1985 era and it still provided boat storage in 2021. The island served a second important purpose in that it helped protect the wharf from winter ice damage.

Davis Mullin was probably the first guide and caretaker to work for the family. Charlie Smith, who served the family until about WWII, might have succeeded him. Carl Kennedy began serving perhaps in the mid-1950s. Russ and Mimi Whitten took over after Carl died in 1973. The Whittens moved about 1985 to Second Roach Pond to run the Medawisla Camps, and Sherwood “Woody” Keene took over. In the early years the men were in during a large part of the winter to cut ice for the icehouse and firewood for the coming season. They prepared the camps for the family visits and closed up at the end of each season.

Beginning about the mid-1950s the camps were open during much of the season as Lobster Lake Sporting Camps. Eleanor’s son John was on the camp beach one day when Carl Kennedy, who had never met John, paddled in and asked John and his brother Arthur for permission for Evelyn Spaulding Converse and him to use the Hyde camp as a sporting camp when the family was not present. They agreed to terms and for the next 40+ years the Hyde camp also served as a public sporting camp. If the sporting camp operation had an overflow of people, then Evie housed them at the camps on Spaulding Point as owned by either the Spauldings or Leadbetters.

At the time of the agreement Evelyn (Evie) and Carl were running the sporting camp operation at Evie’s family camp up the lake at Spaulding Point. Carl resided in the former Nice guide’s camp, owned by the Leadbetter’s at the head of the lake, until it burned; then he moved to the Phillips’ camp, sleeping on a cot in the dining room until building his own one-room cabin (“Carl’s Cabin”) with sleeping and cooking necessities on the Phillips’ lot. Evie continued to reside at the Spaulding Point camp, but after the sale in 1961 she moved to the Hyde’s site, where she always had her own little one-room stick-framed sleeping cabin with no cooking facilities. She never rented that camp, that she referred to as “The Chicken Coop.”

After Carl died in 1973 she ran the operation by herself for a while before she decided to retire. With the approval of the Phillips’ she sold her interest in the sporting camp operation to Russell and Mimi Whitten, who moved from their like business on Lake Winnipesaukee in New Hampshire. Russell Whitten also served as caretaker for the Phillips. In 1985 Sherwood [Woody] Keene, a magnificent carpenter living in Jefferson, took over the operation, terminated the sporting camp operation about 1995, and continued maintaining the property through 2015.

62 In the 1960s, Charles Leadbetter, his father, brother, and Carl disassembled buildings at the Bean logging camp at Little Lobster. Carl used some of these materials to build his camp.
The children of John and Arthur retained the ownership in 2021.

**Long family:** At some unknown time, perhaps in the early 1890s, William J. Long, then a young single Harvard student interested in nature and science, passed up Lobster Stream and into the lake. It was conceivable that on a visit to the lake he met John Hyde, because about 1904 he received John's approval for a lease on a small amount of land that was part of the Hyde lease and began building.

Long, born in 1867 in Scotland, was one of seven children of Dennis and Catharine Long and grew up in Attleboro, Massachusetts, where his father was a farm laborer. In 1887 he graduated from Bridgewater Normal School and entered Harvard University to graduate in 1892. It was probably during these years when his interest in nature and science developed; perhaps at that time he took a first trip into the Maine woods that included Lobster Lake; a trip down the West Branch via Greenville and North East Carry was well established by that time and the Cambridge, Massachusetts, community was a center for excursions for such trips. Long remained close to that community in 1892 when he began his divinity studies at Andover Theological Seminary.

What attracted Long to Lobster Lake was the remoteness and lack of people, a quiet place where he could observe animal and bird activity. That interest was present in his choice of a lakeside site. He passed by the attractive beaches and opted for land behind a rock ledge on the east side opposite the north end of the big island. Perhaps the rock provided a favorite viewing point.

Little was known about how the camp evolved. When Long graduated in 1895 he immediately left for Europe, where he lived and studied for the next three years. He first entered a doctorate program in Heidelberg, Germany, graduated two years later, and then studied at the Universities of Paris and Rome, doing work at the Vatican Library.

As soon as Long returned to the greater Boston area he took up the ministry and began returning to the Maine woods. At some point in 1899 he published his first book pertaining to nature and science, *Way of Woods Folks*. In November he was ordained and installed as pastor of the First Congregational Church of Stamford, Connecticut. The following year he published another nature book and married Frances Marsh Bancroft. Long met her when he was an Andover seminary student; her father was Cecil F.P. Bancroft, the popular and notable Principal of Phillips Academy which included the seminary during that time. It might have been Bancroft who helped Long pursue his studies and nature interests.

Long apparently continued to travel yearly to Lobster Lake. By 1903 Long's books had already captured a broad readership and the attention of prominent naturalists, including President Theodore Roosevelt, who criticized his work. His observations of nature were contrary to the generally-accepted ideas of the time; he had both admirers and detractors. The attention seemingly stimulated Long's time observing nature and writing. By the close of 1907 Long had published 10 popular science and nature books based on his observations made during his Maine woods visits.

Long apparently sought a lease from John Hyde so he could build about 1904. His desired lease was dependent upon the approval of the Hyde family, who already had a lease on the land that extended from Spaulding Point to Cranberry Point near the mouth of Cranberry Brook and included his desired location. An account that places him at the lake in 1907 indicated that he had been at the lake with his family during the past several seasons. The account writer also cited guides' admiration of his knowledge of animal and bird life; they knew him as no

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63 More information appears in the “Long camp” section of this chapter.

64 William J. Long and his books: a pamphlet consisting chiefly of typical letters and reviews in reply to Mr. Burroughs’ attack on Mr. Long, Ginn Publishing Company, 1903; available at Biodiversity Heritage Libraries and Smithsonian Libraries.

65 All of these books are available online at Hathi Trust; a word search using Lobster Lake produced zero results, an anticipated outcome.

Chapter 6: Sugar Camps, Sporting Camps, and Other Abodes

fake, a word used by his detractors. His family in 1907 included children Lois B. (b.1902) and Frances K. (b.1906); his third child, Brian B. was born in 1908. They spent at least the month of August at the site.67

Long and his family apparently continued traveling to Lobster Lake into the 1920s.68 In 1908 Long reprinted three of the woods books. The press again noted his camp at Lobster Lake in 1911.69 The last three books with a nature and science theme appeared in 1919, 1920, and 1923. At some point he worked on drafts of two others on the topic, but they did not appear in print until 1956. At some unknown point in the 1920s Long gave up the Lobster Lake camp due to too many people who interrupted his sense of wilderness.70 He began spending summers in Nova Scotia.

The Morrill family of Portland most likely acquired the camp and lease from the Long family. It became theirs when sold by a minister, presumably Long. The logs of the Long structures had never been peeled so Ralph and Ann Morrill peeled them in order to prevent rot, which forms under dead bark-covered logs. Ralph and Ann were not new to this region. In 1919–1920 Ralph, a Portland wholesale grain dealer and 10 years older than Ann, held a GNP lease for a camp on Canada Falls deadwater, a man-made lake of 1912; its water level fluctuated with the needs of the GNP operations. Conceivably they gave up that lease to take on the Long’s Prentiss lease. Both of them enjoyed hunting and fishing.

By 1943 the Morrills, which included son Robert S., had a camp compound that included five log structures (24 x 24 feet, 15 x 16 feet, 14 x 18 feet, 12 x 12 feet), two framed structures (17 x 23 feet, 11 x 16 feet), a floating boat house which housed mostly canoes, workshop, tool house, and a canvas shed and camp (10 x 12 feet).71

Ann continued to hold the lease and use the camps after Ralph died in 1942. The Morrills’s friends included three other Portland-area business-owning families, Soule, Pratt, and Lamb, who beginning in the 1930s were often guests at the camps. These families assisted Ann with such things as cutting ice and firewood, and helped retain the authentic presence of the camps.

The Lambs made their first visit in 1933 and continued to visit regularly thereafter. A trip to the camp involved leaving Portland about 5 a.m., driving to Rockwood to Pittston Farm to North East Carry Main Branch landing, where they loaded everything into two canoes to reach the camp about 7 p.m.

In 1946 Ann shot her yearly deer, dressed it out, and dragged it back to camp as was her custom, according to her neighbors. Her lake neighbors, the Leadbetters, knew her to spend her summers at the camp and go out in the fall. In the 1946 era it was with Spud (Way) Spaulding when he left, sometimes over the ice and other times by floatplane;72 in subsequent years it was with guide Carl Kennedy.73 She fished a great deal for sustenance, and hunted. She never hesitated to shoot a bear that was trying to walk off with her propane refrigerator that was on the front porch.

67 Daily Kennebec Journal, July 31, 1907
68 William J. Long - Wikipedia
69 Bath Independent, December 9, 1911, p.11
70 It seems likely that William J. Long knew his camp neighbor John Phillips, as both men were Harvard graduates and wrote voluminously about science and nature.

71 James W. Sewall Lobster township assessment 1943
72 Biddeford Daily Journal, October 6, 1946
73 information provided by Charles Leadbetter
In 1965, a year before Ann’s death, the three families bought her lease. By 2000 the Norton J. Lamb Jr. family was the sole owner of the camps and remains as such in 2021. They too have preserved the old rustic style of a Maine sporting camp. What they believe were the original five log camps still stand, as does an original stick-frame building. The old icehouse and cold cellar were gone and the camp’s blacksmith shop burned. A new boathouse built on land replaced the floating boathouse.

**Donohue family:** Given the guns he had at his camp at Lobster Lake, Lucius F. Donohue (b.1868) might have learned to hunt during his youth. He was born, grew up, and became a life-long practicing physician in Bayonne, New Jersey, a town resting on the water between the Statue of Liberty and Newark. A number of circumstances might have caused him to visit Lobster Lake. As a single man, hunter, and a physician with financial means, he might have visited the Bangor and Aroostook Railroad’s booth at the 1897 New York City Sportsman Show. The foot of Moosehead Lake was a train ride from New York City and guides were available to lead him north from there. On an initial trip he might have stayed at the Kineo House or the Winnegarnock Hotel on North East
Scenes of the Norton Lamb camp
(courtesy Norton H. Lamb Jr.)

The Norton Lamb family at Lobster Lake replace rotted logs in their cabin #3.
Bay. From this hotel Lobster Lake was a couple of miles walk on a path to a landing with boats. Another possibility was that a member the Seboomook Outing Club of Newark, New Jersey, perhaps Dr. James T. Wrightson, invited Donohue to join the club on a trip to their Seboomook Lodge on the Main Branch five miles upriver from North East Carry and on such a trip he had an introduction to Lobster Lake. Both men were members of the Medical Society of New Jersey; Wrightson was president of the Essex District and Donohue was third vice president of the organization.

Lobster Lake oral history included the story of Donohue camping at Lobster Lake about 1910. Elsewhere on the lake another party, a man and his young daughter, were also camping. The daughter became ill and the father sought Donohue’s help. He diagnosed the problem as an appendicitis attack. Knowing time was of the essence, he performed the necessary operation on the lake’s shore in the camp on Spaulding Point. The grateful father, who was well connected with the land owners, made it possible for Donohue to purchase the land where he would built his camp in 1911.

It seems likely that his wife and at least some of his stepchildren accompanied him on his visits.

WWI interrupted the Donohue family use of the camp. By 1916 Lucius and stepson Garret were both serving in England. That same year between mid-February and mid-August Frances went over to spend time in England and Ireland; she also visited her daughter Frances E., who had married in London in 1915. Frances’ daughter Marjorie accompanied her when she went back to England January 8, 1917 to do war work. Marjorie married in London in April of 1917 and her mother died of influenza in 1918 in England. Garret survived the war, returned to his wife and children in Maryland, and died there in 1932.

Once back from the war a number of indicators suggested Lucius and perhaps his stepson Frank continued to use the Lobster Lake site. He announced his August 1924 visit to the camp in the *Journal of the Medical Society of New Jersey*, August 1924. By this time he had probably built his magnificent boathouse and had his 28-foot Elco inboard motor launch delivered to the lake. The boathouse was a large and rather elaborate affair with marine rails for moving the Elco launch in and out of the water. Apparently he used this to ferry his guests and himself back and forth between North East Carry and his camp.

According to Lobster Lake oral history Donohue used his camp as part of a treatment process for addicts. The duration of the program and how he conducted it remained undiscovered. It was probably in support of this program that he built the three other stick frame buildings (10 x 20 feet, 20 x 36 feet, and 16 x 20 feet) that graced the property and were on a 1943 Sewall township assessment. One of the structures had a kitchen and large dining area and the others appeared to be for sleeping. Their design seemed to reflect the Sears and Roebuck home kits sold in the 1920s and 1930s.

When Lucius stopped using the camp was undiscovered; he died in 1951. With no apparent will the deed went to his sole surviving family member, his nephew, John A. Donohue, who signed it over to Lucius’s stepson Frank H. Winants in 1952. It seems likely that Frank had traveled to the camp before the war and afterwards with his stepfather. Frank finished at Princeton University.
and married Dorothy Rowland in 1914. By the time he registered for the WWI draft of 1917–1918 they had two children and were living on a farm in Baltimore County, Maryland. His registration indicated that he was in the lumber business, engaged with the American Lumber Company and the Coffee Products Company. In 1948 Frank bought a ranch in Cody, Wyoming and with his wife and children moved there. In the 1950s Frank hired Lobster Lake woodsman and guide Carl Kennedy as his contact person on the lake. Carl facilitated Frank’s periodic visits to the lake and picked him up and returned him to North East Carry. During Carl’s time Frank did not spend a night at the camp or on the lake.

Back in 1959, Burton Packard, owner of Packard’s at Willimantic on the west end of Sebec Lake, knew Lobster Lake to be the source of large togue taken in winter ice fishing, and began guiding clients to the lake. Dick Folsom flew the men in early in the day and picked them up late the same day. On the first trip (1959) no one had any idea where to fish and the plane set them down in front of “Just A Camp.” It was obvious to Packard that it had not been used in years and he soon sought out Winants and offered to buy the compound. Winants was only interested in leasing. Packard, not wanting to invest in major maintenance on a lease, negotiated for the use of the handyman’s camp, which in part was a storage site of camp materials, from blankets to pumps.

During that same era Carl Kennedy and Charlie Leadbetter, who were inside the camps during one of Frank’s visits, provided a description of what they contained. The main building had a kitchen, combination living room and dining room with a central fireplace and built-in sitting and storage benches along the walls. The furniture in the living room/dining room included solid oak chairs and a solid oak dining table that could comfortably seat 12–15 people. Guns and other valuable items stored in the built-in benches were stolen as a result of periodic break-ins. A number of the chairs had been broken up and burned in the fireplace. At least one prefabricated wooden building designed as sleeping quarters for multiple people was empty.

After Winant’s death in 1976 his estate immediately put out to bid the camp compound and the land. Burton Packard and his son Jerry, who were only interested in the camps and some land surrounding them, made the winning bid and immediately resold, but retained the camps, 48.5 acres of land, and a right-of-way.

The Packards were well aware of the extremely poor condition of what remained of a once-large well-appointed set of structures and immediately began to salvage what they could. The vandalism that had taken place, beginning perhaps after the war, was horrific. Everything that was in the handyman’s camp in 1959 was gone. The furnishings were either gone or smashed. Hardy a pane of glass remained (Packard replaced 127 panes.). Faucet handles, fixtures, and the like were all taken. People with chainsaws cut out whole doors and windows for use elsewhere. The Elco launch had nothing left on it and someone had tried to take an axe to it.77

Only one of the original compound’s three log camps was standing at the time of Packard’s purchase. The main camp was still present, but the roof had to be immediately and totally replaced. The boathouse with the vandalized Elco in it was still standing, with a badly leaking roof; Packard saved it, but remodeled it as a camp. With a small exception, he could not salvage and tore down a Sears and Roebuck-type portable building that had served as a dining area and accompanying kitchen; another one he reduced to a 12 x 12-foot sleeping cabin. His crew burned the icehouse, woodshed, and handyman’s camp. Packard’s son Jerry thought that perhaps only one of the three stick-frame buildings of the 1943 inventory was still present: the kitchen/dining building. The Packards took apart a log camp at their Sebec camp and reassembled it at this site.

The Packards saved the Elco and gave it a renewed life. A boat restorer from the south heard of the launch’s presence, contacted Packard, flew in to look at it, saw it was restorable, and bought it. Moving it turned out to be far simpler than anticipated. Packard’s crew slid it down the marine rails and towed it across the lake to the landing and an awaiting trailer. They were prepared for the launch to take on water, but the long-time-leaking roof of the boathouse had prevented the hull from drying out and they did not have to use their pumps.

Once the Packards rebuilt the compound they operated them as Packard’s Lobster Lake Outpost Camps, and flew in their guests from his base, Packard’s at Sebec Lake. They too experienced significant theft and vandal-
Camps: On South Shore of Little Claw of Lobster Lake.

Camp 20' by 36': part siding, board, and part board and clapboards: in good condition.

Camp, 16' by 20': siding board construction: good condition.

Main Camp: 28' by 28': log construction: good condition: stone and concrete foundation: porch and fireplace.

Camp, 10' by 20': clapboard construction.

The Donohue camps in winter 1943 (courtesy James W. Sewall Assessment of Lobster township 1943)
Camp (on right) 10' by 25': clapboard construction: built in sections: camp (on left) 10 by 35 ft. same construction.

Dr. Lucius F. Donohue

<table>
<thead>
<tr>
<th>Camp: (Picture 2-6)</th>
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<td>&quot; 2-4)</td>
<td>350.</td>
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<td>&quot; 2-5)</td>
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<td>&quot; 2-8-right</td>
<td>250.</td>
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<td>Boat house: Siding board: (not shown)</td>
<td>200.</td>
</tr>
<tr>
<td>Ice house: frame construction: (not shown)</td>
<td>100.</td>
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Total: $2,800.
Camp Piscataquis: The camp’s advertising from 1919 through 1925 included the following: Camp Piscataquis, P.O. Northeast Carry, a canoe camp on Lobster Lake; H.J. [Henry Johnson] Storer, 163 Belmont Street Belmont, Massachusetts, director; a camp for 30 boy campers aged 12–18; a 15-day canoe trip from Lobster Lake to Fort Kent and a train ride home; Maine guide Eugene Hayden has been guiding for this trip since 1906; accompanied by an additional staff of five; trip preparation begins at Lobster Lake.78

Camp director Storer (b.1860, m.1907, d.1935) was a well-regarded musician, teacher, composer, song and hymn writer, and music editor whose work included teaching for 30 years at the Boston Music School Settlement.79 How Storer came to found or take over this camp in perhaps 1906 was undiscovered. The camp’s advertising did not suggest this was a trip for the less privileged,

78 The Cosmopolitan (vol. 68, 1919, p.4) carried an advertisement in 1919 as did Harper’s Magazine in 1921. The camp also appeared in “A Handbook of Summer Camps: An Annual Survey,” Volume 1, 1924.

79 Storer’s name appears with biographical sketch in International Who’s Who in Music Musical Gazetteer, 1918, p.622; available on line.
but his connection to the Settlement School suggests he had an interest in such youth.

That the group took the train “home” from Fort Kent was the only clue to the logistics involved. Were there a written journal from the trip one might have read that the boys gathered with director Storer and the staff at Boston’s North Station and rode north to Greenville to the foot of Moosehead Lake where they met their guide, Eugene Hayden, and spent their first night at a boarding house. In the morning they took the steamer up Moosehead Lake to the North East Carry and spent a night at the Winnegarnock House. Many of the boys had never canoed, so that afternoon they all engaged in some practice at the river. Guide Hayden had secured the supplies and other materials and made them ready for canoe travel, so packing up the canoes the next morning was easy. Once on the water Hayden led the 18-canoe flotilla to their training site on Lobster Lake. Here they had their first experience of setting up camp with the tents that they would use on the trip.

The camp’s guide, Eugene Hayden, born in Montreal, Canada in 1882 and immigrated to the United States in 1891, boarded at and guided for the Winnegarnock House at Northeast Carry between at least 1910 and 1917. Based on the camp advertising, he was guiding in the Moosehead Lake area by 1906. His 1917 WWI draft registration listed his sister Alma Hayden (b.1889 in Montreal) of Brockton, Massachusetts. In June 1920 he was residing at a Boston boarding house and listed his occupation as a guide for hunters. Hayden continued to guide in the area through at least 1934.

No journal notes provide a hint of where the group had its training camp on Lobster Lake. Given the lack of the boys’ outdoor experience and the reasonable probability of winds on Lobster Lake, as Hayden exited Lobster Stream and entered the lake he might have immediately turned east to camp on the north shore. However, as logical as that might be, the visible beaches elsewhere on the lake might have been more attractive. The lake site might have also changed from year to year. Between at least 1917 and 1934 a small camp existed just east of the entry to Lobster Lake. Hayden’s friend and fellow guide Lewis Nice first owned it and Hayden took over the lease in the mid-1920s. Any camp was likely inconsequential for this group, given its purpose for spending a few days on the lake was to train for what they would experience with their tents on their river journey.

How Storer happened to select this lake for his camp and the years of its operation remained mysteries.

**Other Lobster Lake camps**

In the late 1960s when GNP no longer needed its stick-frame trip boom cabin at the confluence of Lobster Stream and the Main Branch the company gave it to the camp lease holders on Lobster Lake. Soon after, Buzz Lamb and Carl Kennedy, using Carl’s bulldozer, towed the camp upriver from its location on the high bank on the east side of the stream on the still-passable old road to the river end of the carry to Moosehead Lake. Here they positioned it adjacent to the Palmer camp. The cabin provided the lake’s camp owners a starting point and place to stay for a variety of reasons. At times pulpwood was in the river and sometimes the water was so high one could neither pass under nor over the bridge on Lobster Stream. For those arriving in the evening, it was a place to stay if they did not want to negotiate a pulpwood-filled river in the dark. Weather was also another reason to spend a night.

The GNP trip boom camp that was near the Main Branch on the outlet from Lobster Lake and since moved to a site on the river just below the carry from North East Carry. (Bill Geller photo)

In 1934 George Gibbs, a plumber from Sterling, Massachusetts, owned a camp 10 chains south of Lobster Lake in TX R14. Word-of-mouth history revealed that subsequent owners indicated that the camp might have been built about 1920. George and Mary Gibbs were

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80 What became of the canoes at Fort Kent for this or any other trip? Perhaps they went back to Greenville on the train.

81 James W. Sewall, Report, Exploration of TWP.X. R.14 W.E.L.S. Piscataquis County, Maine 1934; one surveyor’s chain is 66 feet.
present on the lake through the 1950s and 1960s. They were often dinner guests at the Leadbetter's. Lake camp residents recognized George as the man who landed the largest lake trout at 25 pounds. Gibbs apparently used the camp until the time of the Annis family purchase, the date of which is unknown. Reginald F. and Hazel Annis married in 1944 and moved to Harmony. They both enjoyed fishing and spent considerable time doing so on the lakes and ponds surrounding Moosehead Lake. Reginald earned a Maine guide's license in 1957 and they often had their children with them on their excursions. In winter 1972 he was trapping beaver and enjoying fishing for togue when outdoor columnist Gene Latourneau caught up with him. Their son Donald (b.1951) became a recognized Maine State Game Warden, retired from that service, and then began working as the host for Maine Audubon Society's Borestone Mountain operation.

Donald's son Glenn sold the camp in 2013 to Arlene and Bob Roy, who were interested in restoring the old camp. Earlier in their lives they bought Little Lyford Camps, restored those structures, operated the sporting camp, and then lead the way for the AMC land purchase in that area with the conservation easements that would help protect it. They completed the necessary work on the main part of the camp, including raising it a couple of feet in order to be above the lake's floodwater line, before they put it up for sale in 2021.

Tom Henderson had a trapper's camp at the southeast corner of the confluence of Lobster Stream and the Maine Branch in 1943; a Sewall report indicated it was in poor condition and had no value. He also had a hunting camp on the Main Branch's Big Island (T4R14) in 1942.

**The Half Way House — Main Branch below Lobster Steam**

The Half Way House, which was at the site of the first farm between the carry and Chesuncook, was last owned and run by Joseph Smith, who was born and lived his life at Chesuncook. GNP took over the site once Smith gave up his lease c.1916, but the company abandoned it shortly before 1920 when a new barn burned. No other early commercial camps were below it on the river. (More information about this site appears in chapter 2 of this book.)

**Other abodes — game wardens, fire wardens, and others**

**Maine Warden Services (Maine Department of Inland Fisheries and Wildlife)**

Maine's first game wardens began their work in the 1880s. By 1890 the warden service was well aware that the lumber camps in this and other areas of northern

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82 Newspaperarchive.com obituary for Hazel Annis; Bangor Daily News obituary for Reginald Annis
83 Kennebec Journal, February 2, 1972
Maine had men who shot game as a supply of meat. They began to control that, as they did other hunting, trapping, and fishing activity, in an effort to protect such resources that were being depleted. At some point in the early 1900s the service began to have cabins spread over the areas the wardens had to cover, often on foot due to lack of vehicles, drivable roads, or no roads. In winter the mode of transportation was snowshoes, given GNP plowed only those roads needed for the winter logging operations. It would not be until the 1960s that wardens had snowmobiles and trucks, and that resulted in some camps being discontinued.

The small number of camps were strategically scattered throughout this region. By 1926 one such camp was in T5R17 at the head of Big Bog on the west side just below the north town line. Due west in T5R20 another camp was in place by 1924; it was a short distance to the northeast of the Hurricane impoundment dam and on the north side of the road to St. Zacharie and was still in use in 1939.

As roads improved and snow machines became a means of transportation the number of these camps declined, and by 2010 warden’s camps in this geographic area were at Baker Lake, Hurricane impoundment, and Pittston Farm gate.

**Forest service personnel (Maine Department of Agriculture, Conservation, and Forestry)**

Another group of men and families that began living in the region about 1909 were the forest service personnel of the newly-formed fire warden service. Some served as fire wardens and others manned the watch-towers on Bald, Green, Nulhedus, Mucalsea, and Little Russell mountains. Each of the towers also had an accompanying cabin in which the watchman resided.

Access to Boundary Bald was from the south side, but it overlooked the South Branch watershed. Its first tower was a wooden one erected in 1911 and its third and last, a steel tower, went up in 1937. The service used the tower nearly every year until 1968, when the service discontinued it due to new fire patrol flights. The tower collapsed in 1970.

North across the valley Green Mountain had two tower sites. In 1913 a crew erected the first tower, a wooden one, on the east peak. The service discontinued it in 1920, when a new steel tower opened on the west peak. The west peak was only two miles from the new Dole Brook Road. Green had staff nearly every year until the forest service discontinued it at the end of the 1990 fire season. A crew moved the watchman’s camp to the South Branch crossing at Pittston Farm. This tower still stands in 2021.

East of Green on Mucalsea a service crew built a wooden tower in 1913 and used it until 1920. The discontinuation was a result of the re-configuration of Green Mountain tower, the coverage of Nulhedus, and a new steel tower on Little Russell Mountain, which is immediately north of Mucalsea. The Nulhedus tower went up in 1914 and the watchman’s cabin was on the northeast corner of the east end of Summit Pond. Watchmen used the tower annually through 1929, after which watchmen used it only at times of high fire danger and in emergencies; the forest service abandoned it in 1950. The forest service used the Russell tower nearly yearly until 1968 when fire patrol flights eliminated its need. The Nelhudes and Russell towers still stand in 2021.

The Maine Forest Service took leases for the watch-towers and associated camps. Those men who were fire wardens leased or rented their abodes. Lewis Nice, who had been a resident at North East Carry for some time, was appointed a deputy fire warden for at least 1917; he

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86 created in 1903 with appointments being made in this area c.1909; *Report of the Forest Commissioner of the State of Maine, 1906; available online*


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This memorial stone was on the edge of the west side of the North Branch in the camping area at the foot of Big Bog. The Warden Service wanted to memorialize these two men; the Warden Class of 2020 carried out the assignment. The killers were never found. (October 2020; Bill Geller photo)
and his wife moved from their Carry home in 1925. Roscoe H. Emery, another deputy warden, had a lot lease for his small camp near the junction of the Seboomook and Kineo roads in 1919–1920. He was perhaps the first appointee in this area; the commissioner made the appointment in 1915. In 1918 a crew built a new warden’s camp at Seboomook dam. In the 1920s the service added linemen to the staff; they kept the phone lines in working order; they apparently had no state-provided accommodations.

The chief warden in the area in the early years was Harry D. Stewart. During the 1920s the chief warden’s camp was at Seboomook dam. By 1940 it was at the South Branch bridge crossing west of Pittston Farm and the patrolman used the camp at the Seboomook dam. In 1950 the chief warden was back at Seboomook dam and a year later the patrolman had a camp near Canada Falls dam. By 1969 the Seboomook district headquarters were back at the South Branch bridge in a cabin that in 2021 housed the Pittston Farm gate keeper. In 1980 the service discontinued the camp at the Canada Falls dam site, which was well below the dam at the sharp turn in the river where the road to the dam veers away from the river and in 2021 was a campground. In the late 1980s the service sold the Seboomook dam camp to a private party. The service retained a cabin on the north side of the road at the gate and still used it in 2021.

The terms “forestry camp” appeared on one old map and in a drive report of 1964. An undated map drawn without the 1938 St. John canal had such a label on a structure at about the midpoint of the west side of Fifth St. John Pond. The 1964 citing was for a structure on the south side of the Canada Falls impoundment east of Bog Brook; it still stands in a large open area. In 2021 this was not a possession of the Maine state services operating in the area.

How these “forestry camps” might have been used was a matter of speculation. “Forestry Camp” beginning c.1920 was a joint venture between the Forestry Department at the University of Maine at Orono and GNP. The college’s yearly Forestry Camp experience was not at a fixed location. Other colleges like Princeton University were conducting such camps in Maine in the 1960s. Students came to the camp to observe and engage with a GNP logging operation for two weeks.

88 A Ken Twitchell crew moved the dissembled old camp to Pittston Farm.

North Maine Woods and Bureau of Parks and Lands
(Maine Department of Agriculture, Conservation, and Forestry)

Prior to 1971 the Maine Forest Service held some responsibility for the recreational activity in this watershed in terms of fire safety. Joining the service in 1971 was the North Maine Woods organization, formed by the landowners to manage public access and recreation so they could focus on logging. Following the establishment of the 1981 GNP West Branch Corridor easement the State of Maine created the Bureau of Parks and Lands and it assumed responsibility for recreational use within the corridor. It designated campsites on Lobster Lake, added a ranger’s presence on the lake, and cut a new trail to the top of Lobster Mountain. Prior to the state’s presence all the Lobster Lake campsites were in the Ogden Point area and one on Little Claw above the Donohue camp. The old trail to Lobster Mountain left the lakeshore at the campsite on Little Claw and the new trail started at Jackson Cove. Previously the state had eliminated the campsite on Big Island at the request of its owners, the Leadbetter family. The ranger, who oversaw the lake, originally had living quarters in a camp that a crew moved to two different sites well away from the lake and not easily found. The third move was to its 2021 location on the lake just west of Spaulding Point.
Afterword

What happened once the logs from the west reached Chesuncook Lake? What was the history of other logs that came into Chesuncook Lake from the north, east, and south; from drainages such as Loon, Caucomgomuc, Umbazooksas, Harrington, Caribou, and Ragged lakes? With the building of the Chesuncook dam in 1840 Chesuncook Lake was the hub of West Branch logging; every bit as important as New York City became as a financial center. Without fail, every spring between the mid-1830s and c.1903 a confederation of West Branch loggers gathered at the lake to begin the drive to get Maine’s most important resource to market. Who were the men and women of these congregations? And in 1904 when GNP took over, what became of the logging and driving operations for the next 70 years?

I am curious about the answers to these questions, so my next writing project centers on Chesuncook Lake and the people involved, and comes last in my series of three West Branch history books; this book, and my previous book, *Within Katahdin’s Realm*, which is the story of log-driving east of Ripogenus dam on the West Branch. If you have or know of such information I would be happy to hear from you about it.
West of Chesuncook & North of Moosehead
Sources and Locations of Information

Information sources for this book vary by time period. For the years up through the late 1880s land surveys, maps, deed records, census reports, ancestry.com, newspaperarchives.com, GaleNewsVault.com, archived family papers of land owners and lumbermen, and Maine legislative acts and resolves provide the core of information. Beginning about 1886 the *Industrial Journal* began reporting on the yearly drive, the Gilbert family began its logging record keeping, and the early sources continued as key resources.

My focus on place names and land ownership developed as an important base of information when I discovered that the *Bangor Daily Whig and Courier* and other old newspapers carried only a few bites of information for the pre-1900 era. GNP record keeping commenced about 1900. The forest assessments and mapping of James W. Sewall Company was an important source post-1915 through the 1960s. During the 1920s the GNP monthly publication *The Northern* became another resource that shared pre-1900 information. John McLeod’s seven volume series provides some woods history from 1899 to 1971. The *Pittston Farm Weekly* as written by Felix Fernald captured history as well as the contemporary events of its publication years. The *GNP Executive Newsletter* had information pertinent to the 1960s.

Absent from this research are pre- and post-1900 news coverage in the Maine newspapers that were not available through Newspaperarchives.com. This source provided a tiny number of articles; perhaps a reflection of how distant the area was from Maine population centers.

This source list does not include all the sources cited in the footnotes. Those not included generally have either no title or a title that does not reflect what they connect to in this book.

Earliest explorations


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Moosehead area
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“North East Carry Tales – Lumberjack – River Driver Lives in Memory,” undated and unnamed newspaper clipping; available at Moosehead Historical Society.


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National Lumberman vol. 85 (1930), p.25
Prouty, E.W., “Report on Storage Dams, Particularly Small Ponds on West Branch Penobscot River, 1936;” available at Millinocket Historical Society

Schmidt, Frank P., “The Ox Railroad at Moosehead Lake, Northeast Carry, Maine;” available at Maine Historical Society

**Historical repositories**

Maine Historic Preservation Commission—The commission has an extensive photographic collection that is viewable online.

Maine Historical Society

Millinocket Historical Society: The society has a collection of old Great Northern Paper Company records that include maps, log books, inventories, pictures, and stumpage records.

Moosehead Historical Society

Ancestry.com

Google books Internet site

Hathi Trust, an Internet site for word-searchable historical documents

**Personal papers** (available at University of Maine Raymond Fogler Library Special Collections)

Coe Family 1836–1943

Fanny Hardy Eckstorm papers

Fred Gilbert papers

Marc Johnson Collection 1890–1994

William H. McCrillis papers

Pierce Family Papers

(includes the William B. Hayford Papers)

Henry E. Prentiss papers

Stetson Family Papers

Great Northern Paper Company Records

Special Collections at the University of Maine Raymond Fogler Library has the most extensive holdings that are indexed in detail.

**Print media** (these are alphabetical by publication title)

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Peavey, Elizabeth, “Holding Down the Fort,” *Down East* (September 2004): p.69

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[North East Carry], *Home Journal* vol. 58 (Saturday April 19, 1902): p.14

*In the Maine Woods,* Bangor, ME: Bangor and Aroostook Railroad Company; published from 1895 to 1901 with various titles, then consistently so titled through1952. The Maine State Library has a complete set.

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*Lewiston Evening Journal;* available on microfilm at Lewiston Public Library

Henry Milliken, “Gossip of the Logging Camps,” assumed to be from the *Lewiston Evening Journal* for which he wrote other logging articles. The February 5, 1977 issue of the *Lewiston Evening Journal Magazine* printed his story about this area and logging of the time in “Toters and Tote Teams Long Gone from Maine Woods.”

*The Maine Sportsman,* 1894–1907; published monthly

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*The Northern,* Alfred Hempstead, editor; published monthly September 1921–December 1927; available in GNP files at University of Maine Raymond Fogler Library Special Collections

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Pittston Farm Weekly, Felix Fernald, editor; published November 1962–June 1966; available in GNP files at University of Maine Raymond Fogler Library Special Collections

Unknown and available at Moosehead Historical Society

[North East Carry], two clippings from unknown newspaper, dated 1883 and 1884

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Guidebooks


Note: The following Farrar, Hubbard, Way, Winnegarnock pieces are available online at Hathi Trust.


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Other

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Government related

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Annual Report of Bureau of Taxation, Maine Bureau of Taxation, 1911, p.333; available online

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Piscataquis County Registry of Deeds, Dover-Foxcroft, Maine

Report of the Forest Commissioner of the State of Maine, _____[year]; available online at Hathi Trust
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Resolves of the General Court of the Commonwealth of Massachusetts Passed at their session of 1820
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Maps – broad areas of Maine

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Deane, John G., Map of the State of Maine, 1840; available online at Library of Congress
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Greenleaf, Moses, Map Exhibiting the Principal Original Grants and Sales of Lands, 1829; available online
Hubbard, Lucius L., Map of Moosehead Lake and Northern Maine, 1879, 1883, 1891, 1894; most of the Hubbard maps in this citing and the one following are available at the University of Maine Raymond Fogler Library Special Collections
Hubbard, Lucius L., Map of Northern Maine Specially for Sports and Lumbermen, 1879, 1883, 1897, 1899, 1900, 1906
Thomas Sedgewick Steele, Map of the Headwaters of the Aroostook, Penobscot, and St. John Rivers, 1881
Stuart’s Maps of the Timber Lands of Maine No. 6 (Moosehead Lake), Houlton, ME: George N. Colby, 1885
United States Postal Route delivery maps; all of Maine is on a single map; the maps changed frequently, even within the same year; they are online but check multiple sites for variations
Walling, Henry Francis, Map of Piscataquis County Maine, 1858; available online at Library of Congress

Township and USGS Maps, and Field Notes

The Maine State Archives’ map and survey collection had an index that was organized alphabetically by county by township. The years of the surveys were generally within distinct short blocks of time. The earliest block was 1811–1815; followed by one year blocks: 1827, 1833, 1840, 1850–51. A distinct map void followed for the next nearly 50 years. From in the late 1890s to nearly 1920 a notable number of landowners hired surveyors who created township maps. Beginning in 1926 the James W. Sewall Company, hired by Great Northern Paper Company, conducted a multitude of surveys through 1931, did more in 1938–1939, and again in the post-1950 era.

Board of State Assessors commissioned township surveys in 1827, 1833, 1841, and 1850–51; the written field notes, “plans” were all indexed and available on microfilm at Maine State Archives.

Great Northern Paper Company’s produced township maps were not generally present in the Maine State Archive’s collection. The largest single collection of these post-1900 maps was at the University of Maine Raymond Fogler Library Special Collections.


Current USGS quadrangle maps; available online at hillmap.com

Privately commissioned township assessments

Note: the assessments in Somerset County were grouped by range and in Piscataquis County by
township; these were all in the much larger index available at Maine State Archives.

Somerset County

Report on Township 2 Range 3, N.B.K.P. (Soldierstown Twp.), Somerset County, Maine, 1929, James W. Sewall Company, Old Town, Maine


Report on Township 4 Range 3, N.B.K.P. (Bald Mountain Twp.), Somerset County, Maine, 1938, James W. Sewall Company, Old Town, Maine

Report on Township 5 Range 3, N.B.K.P. (Sandy Bay Twp.), Somerset County, Maine, 1938, James W. Sewall Company, Old Town, Maine

Report on Seboomook, Range 4, N.B.K.P. (Seboomook Twp.), Somerset County, Maine, 1923, C.S. Humphreys & Son, Madison, Maine

Report on Township 1 Range 4, N.B.K.P. (Plymouth Twp.), Somerset County, Maine, 1926, James W. Sewall Company, Old Town, Maine

Report on Township 2 Range 4, N.B.K.P. (Pittston Academy Grant), Somerset County, Maine, 1939, James W. Sewall Company, Old Town, Maine

Report on Township 3 Range 4, N.B.K.P. (Hammond Twp.), Somerset County, Maine, 1929, James W. Sewall Company, Old Town, Maine

Report on Township 5 Range 4, N.B.K.P. (Blake Gore), Somerset County, Maine, 1938, James W. Sewall Company, Old Town, Maine

Report on Township 4 Range 5, N.B.K.P. (Holden Gore), Somerset County, Maine, 1923, C.S. Humphreys & Sons, Madison, Maine


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Report on Township 5 Range 18, W.E.L.S., Somerset County, Maine, 1931, James W. Sewall Company, Old Town, Maine

Report on Township 6 Range 18 W.E.L.S. (Big Six Twp.), Somerset County Maine, 1929, James W. Sewall Company, Old Town, Maine

Report on Township 6 Range 18, W.E.L.S. (Big Six Twp.), Somerset County, Maine, 1931, James W. Sewall Company, Old Town, Maine

Report on Township 7 Range 18, W.E.L.S., Somerset County, Maine, 1931, James W. Sewall Company, Old Town, Maine

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Report on Township 5 Range 19, W.E.L.S., Somerset County, Maine, 1924, James W. Sewall Company, Old Town, Maine

Report on Township 6 Range 19, W.E.L.S. (Big Six Twp.), Somerset County, Maine, 1924, James W. Sewall Company, Old Town, Maine

Report on Township 6 Range 19, W.E.L.S. (Big Six Twp.), Somerset County, Maine, 1929, James W. Sewall Company, Old Town, Maine

Report on Township 7 Range 19, W.E.L.S., Somerset County, Maine, 1924, James W. Sewall Company, Old Town, Maine

Report on Township 8 Range 19, W.E.L.S., Somerset County, Maine, 1928, James W. Sewall Company, Old Town, Maine

Report on Township 5 Range 20, W.E.L.S., Somerset County, Maine, 1924, James W. Sewall Company, Old Town, Maine

Report on Township 5 Range 20, W.E.L.S., Somerset County, Maine, 1939, James W. Sewall Company, Old Town, Maine
Piscataquis County


Report on Township 5 Range 14, W.E.L.S., Piscataquis County, Maine, 1942, James W. Sewall Company, Old Town, Maine


Report on East Middlesex Canal Grant, Piscataquis County, Maine, 1943, James W. Sewall Company, Old Town, Maine


James W. Sewall township survey and cruise maps:

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Bald Mountain - 1938
Blake Gore - 1938
Comstock - 1931
Hammond - 1929
Pittston Academy - 1939
Plymouth - 1926
Sandy Bay - 1938
Seboomook - nd
Soldiertown - 1939

T4R17 - 1928
T4R18 - 1931
T5R17 - 1926
T5R18 - 1931
T5R19 - 1924
T5R20 - 1924, 1939

T6R16 (St. John) - 1928, 1951
T6R17 - 1926, 1951
T6R18 - 1931, 1950
T6R19 (Big Six) - 1924, 1929

T7R18 - 1931, 1950
T7R19 - 1924, 1950

T8R18 - 1931, 1952
T8R19 - 1928