Rendezvous at Chesuncook: A Chronicle of Surveyors, Landowners, Loggers, Settlers, & Sports

William W. Geller
Rendezvous at Chesuncook
A Chronicle of Surveyors, Landowners, Loggers, Settlers, & Sports

Bill Geller
Looking south over once-forested land at the 2021 head of Chesuncook Lake with the water down by 22 feet, but still about seven feet higher than its original level. The old Chesuncook settlement on the lake’s west side was behind Graveyard Point (right). (Bill Geller photo 2021)

Front Cover: These 1903 Chesuncook dam rock crib remains covered those of all its precursors, including the first dam in 1840. Its north wing, barely evident in the landscape, extended another 429 feet to the north. A dam here served loggers from 1840 through 1916. (Bill Geller photo 2021)

Back Cover: Bill Geller on an October 2022 field exploration on Black Brook (T2R12) to see if the remains of a dam were at the foot of this bog. (Bob Pederson photo 2022)
Contents

Introduction ................................................................. 13
Acknowledgements ....................................................... 15

Chapter 1  Background Briefs. ........................................ 19
  The book’s text ............................................................. 19
  Land ownership ............................................................ 20
  Access ........................................................................... 20
  Farms and settlements .................................................. 20
  Infrastructure ............................................................... 21
  Loggers .......................................................................... 21
  Drives .......................................................................... 22
  Means and ways of the loggers ....................................... 22
  Dams ............................................................................ 23

Chapter 2 1827–1839 .................................................... 25
  Chart for 1830–1839 Biographical Sketches ...................... 26
  Biographical sketches for those active between 1827 and 1839 .................................................. 27
    Surveyors ....................................................................... 27
    Men with a vision .......................................................... 29
    Major landowners ........................................................ 30
    Landowners in a lumbering business .............................. 30
    Other landowners ......................................................... 30
    Settlers .......................................................................... 32
    Drive bosses ................................................................. 32
    Loggers (not landowners) .............................................. 32
  The terrain before the advent of logging ........................... 32
  Land ownership by township .......................................... 34
  Maps and accessibility ................................................... 38
  Farms and settlements .................................................. 39
    Ripogenus Lake farm ...................................................... 39
    Lily Bay farm ............................................................... 40
    Roach River farm ........................................................ 40
    Ragged Lake (Grant) farm .............................................. 41
    Deer Pond farm ............................................................ 41
    Chesuncook farm and settlement .................................. 41
  Logging operations and related activity ........................... 41
    1835 West Branch Boom Company .............................. 43
    Visions of a Chesuncook dam ...................................... 44
    Other dams .................................................................... 44
Chapter 3  1840–1849 ................................................................. 47
Chart for 1840–1849 Biographical Sketches ........................................ 48
Biographical sketches of those joining between 1840 and 1849 .......... 49
Surveyors ................................................................. 49
Landowners with a vision ........................................ 49
Major landowners .................................................... 53
Landowners in a lumbering business ............................ 55
Other landowners .................................................. 57
Drive bosses (not necessarily landowners) ...................... 58
Loggers (not landowners) ........................................ 59
The terrain as assessed by surveyors before the advent of logging .... 59
Land ownership by township ...................................... 61
Maps and accessibility ............................................. 65
Farms and settlements .............................................. 66
Ripogenus Lake farm ................................................. 66
Lily Bay farm ............................................................ 66
Roach River farm ..................................................... 67
Ragged Lake (Grant) farm ........................................... 67
Deer Pond farm ........................................................ 68
Chesuncook farm and settlement .................................... 68
Other farms ............................................................. 69
Logging and other activity ......................................... 69
1840 Chesuncook dam .............................................. 69
Other dams ............................................................. 73
Logging ................................................................. 73
1846 – Penobscot Log Driving Company (PLDC) ..................... 74
1847 – Umbazooksus carry ........................................... 76
1848 – Chesuncook Steam Navigation Company ..................... 76
1849 – Petition for a boom at the head of Chesuncook .................. 76
PLDC drive bosses and the drive .................................... 77

Chapter 4  1850–1859 ................................................................. 79
Chart for 1850–1859 biographical sketches ................................. 80
Biographical sketches of those joining between 1850 and 1859 ....... 81
Trappers who recorded their travel ........................................ 81
Landowners with a vision ........................................... 81
Major landowners .................................................... 81
Landowners in a lumbering business ............................ 83
Other landowners .................................................. 84
Drive bosses (not necessarily landowners) ...................... 85
Loggers (not landowners) ........................................ 86
Surveyors ............................................................. 86
Land ownership by township ...................................... 87
Maps and access ..................................................... 90
Farms and settlements .............................................. 91
Lily Bay farm ............................................................ 91
Roach River farm ..................................................... 91
Ragged Lake (Grant) farm ........................................... 91
Ripogenus farm ........................................................ 92
These chiseled letters, highlighted with baking soda, are symbolic of a major focus of this book. They, along with other artifacts found in the Chesuncook area landscape, stimulate questions as to who was here when and what were they doing and how were they doing it? These letters are at Pine Stream Falls just above Chesuncook Lake on the Main Branch (West Branch of the Penobscot River). (Brad Edwards photo)
Introduction

This Chesuncook Lake region history book is a decade-by-decade journey from 1827 through 1902; no other comprehensive history text and photo collection exists for this time period. Twenty years of this region’s 18 townships’ history preceded Henry David Thoreau’s first and often-noted visit in 1853 and another half-century of history followed before Great Northern Paper Company was born. The content focuses on who surveyed the land, who bought property, who logged and who settled, what their activities were, and how and with what they functioned.

The 170-plus pictures, all that I could find, are either pre-1903 or represent something as it was before 1903. For example, the 1830 decade has pictures of the substantial gorge between Chesuncook and Ripogenus lakes before a dam in 1917 rendered it invisible.

The 350-plus short biographical sketches of surveyors, landowners, loggers, settlers, and dam builders provide a sense of who they were, where they came from, and what they did. For me this filled a void I found in my previous 12 years of research on Maine’s West Branch and Piscataquis rivers’ log-driving era. I wanted to know something about the lives of men like Eliphas Gulliver, Henry Prentiss, Hosea Maynard, Jasper Johnston, John Ross, Thomas Gilbert, and William McCrillis.

Within the sketches are the 22 men who were West Branch drive bosses between 1848 and 1902. The last chapter, “Remembering the drive bosses,” has a text snapshot through which to remember them, as well as pictures of 13 of them. If your family tree included one of these drive bosses and no picture appears here, then I hope you can send me one that I can include in the sequel to this book.

My curiosity also included what the land looked like before anyone started logging. For that information I relied primarily upon the field notes of the surveyors who worked for the Maine and Massachusetts land agents. I was surprised by what I read in those reports.

I was also interested in the wilderness farms that served the area included in this book. They were at Lily Bay, Roach River, Ragged Lake, Ripogenus Lake, Deer Pond, and the head of Chesuncook Lake. How big were these farms, who worked them, and for how long did they endure?

The decade-by-decade organization forced me to think about how ways and means evolved. For example, crews rafted cut logs for the earliest drives from Chesuncook Lake; when and why did that change? Boom chains were available in 1833 in Maine, but the first record of them I found in the Chesuncook area was 1886; what preceded boom chains? Spiked or caulked (calked) boots were probably not the common footwear of river drivers until nearly 1900; why might that be so? The first crib piers on Chesuncook Lake were not built until 1856; how did they operate without them before that? River drivers used bateau, but Hosea Maynard did not perfect the driver’s bateau until the mid-1860s; what was present before that? Loggers used horses, but prior to the 1890s the predominant work animal was an ox; why was that?

Another reason for the emphasis on people was to provide a contextual element for Maine log driving. The men for whom I have sketches included the ones who orchestrated the drives. Such leaders were intelligent, ingenious, inventive, and industrious. With one exception, from 1848 through 1902 the drive bosses successfully drove the logs out of Chesuncook to reach the confluence of the East and West branches of the Penobscot River about August 1, the designated time, regardless of wind and weather, ruptured dams, and water level; too high was as problematic as too low. They were more than men of brawn, eaters of beans, swatters of bugs, and ballet dancers performing on logs. They were leaders, strategists, and logicians.

For me, maps tell a story of access; therefore each chapter has a map representative of each decade. When I first saw Moses Greenleaf’s maps of the 1820s I real-
ized how incomplete they were and how important the surveyors’, trappers’, and timber cruisers’ knowledge of the lay of the land and the relative positions of the lakes and streams in relation to one another was in order to move around. John Dean’s Maine map of 1840 included more detail. Walling’s of 1858 was still basic, with none of the known tote roads. Those did not begin to show on maps until the 1870s. The land commissioner survey maps were small scale; so small as to be of little use when in the woods.

The closing date of this book’s history is December 30, 1902 for one specific reason. It marks the end of an era. The Penobscot Log Driving Company members voted that beginning January 1, 1903 they would turn over their West Branch drive above Shad Pond at Millinocket to the new Great Northern Paper Company. The Maine State legislature passed the necessary legislation March 1903. My next book will focus on the GNP log drive era, 1903–1971, and continue with the history of these 18 townships with water flowing to Chesuncook Lake.

Deductive reasoning is a predominant element in each chapter. My fun in research and writing is either figuring out or postulating how the disparate information pieces fit together. My conclusions might not make sense to you. If that’s the case I feel invigorated because you too are thinking about the meaning or impact or link or what was or … I would enjoy receiving your thoughts.

Thank you for your interest in this history.

Bill Geller

P.S. If you are interested in the detail of how logging and driving operations were conducted on lakes and streams, then I encourage you to read “Part 1 – Logging” in my book Within Katahdin’s Realm: Log Drives and Sporting Camps. You can download each chapter at no cost by googling Raymond Fogler Library, clicking on the Digital Commons box, and typing Bill Geller into the search box.

Bill Geller
108 Orchard Street
Farmington, Maine 04938
geller@maine.edu
James Polk Armbrust, Amos L. Hinds, and James C. Stodder were 1860s and 1870s photographers who traveled through the Chesuncook area with their equipment and provided pictures portraying its history. Without their work readers could only use their imaginations for what the landscape looked like. Others have used some of their pictures, but only occasionally provided an attribution.

James Polk Armbrust (1844–1919) was born and grew up in Greensburg, Pennsylvania, where he learned the photography business from his father. About 1871 he came to Maine as a traveling photographer. His first work focused on railroad building and the granite quarries of coastal Maine. He also traveled to the Moosehead and Chesuncook lakes areas. The last of his stereo views were about 1877. He settled on Vinalhaven in 1874, where he ran a hotel and store until 1879 and followed that with restaurant ownership from 1880–1886. For the next 18 years he ran a drug store. By 1910 he retired to a farm on Vinalhaven where he died.1

Amos L. Hinds (1834–1908) was born, grew up, and resided with his family on a Benton farm for nearly his whole life. After graduating from Waterville Academy he entered Waterville College (Colby College) in 1855 and graduated in 1858. He married his wife Littice in 1859 and fathered a daughter in 1866. In addition to his farm work he was the Augusta town clerk in at least 1890 and also a clerk at the city’s pulp mill. He died in Benton. What stimulated his interest in photography between roughly 1865 and 1875 was undiscovered. He apparently worked for the Portland Daily Advertiser in the last half of the 1860s. In the 1870s he also carried his camera equipment up Mount Katahdin and took a large number of pictures.

James C. Stodder (1838–1917), the son of a prominent Boston jeweler, was born in New York City and moved to Boston with his family by age four, attended Lawrence Academy in Groton, Massachusetts, and was a student at Rensselear Polytechnic Institute in Albany, New York from 1856 through 1863. On the 1860 census of Rensselear he owned $40,000 worth of real estate and had a personal estate of $20,000. His brother George also attended the college about the same time and he completed his degree. By 1870 the brothers moved to Bangor and resided in the Bangor House. They might have been there as early as the mid-1860s given that in 1866 a James C. Stodder, a New York City resident, gave a special $500 gold watch to O.M. Shaw, the proprietor of Bangor’s Bangor House.2 In 1872 James bought 5 West Broadway, an elegant home, for $15,500. Two years later Frances L. Taylor became his wife. During the 1870s George, James, and Frances made photographing journeys that included the West Branch of the Penobscot River and Chesuncook Lake. On at least one journey Henry M. Prentiss and his wife and daughter Elsie were on a trip as friends.3

At some point Stodder and Frederick Church, the famous Hudson Valley landscape artist, became friends. Stodder, knowing Church’s interest in Katahdin, gave him pictures of the mountain he took in 1874. Stodder did not travel with Church in 1876 as his photographer.4

In 1880 the couple, James’ mother, and brother George lived together in the home. Frances died in 1881 and James eventually remarried Anne C.. At the time the newspaper noted: “he was a gentleman of wealth and refinement.” The Bangor Daily Whig and Courier entries between 1865 and 1900 were mostly from the social activity column, including their travel. James was a fine arts and community benefactor and very active socially with his second wife. He consistently made the list of Bangor’s

---

1 Earle Shettleworth, Jr., “Early Photos Tell the Story of Maine’s Granite Industry,” maineboats.com

2 Bangor Daily Whig and Courier, October 24, 1866

3 Elsie Prentiss Lord gave a collection of Stodder photographs to the Bangor Public Library and included this information.

4 This statement is contrary to the commonly held belief that he did. The Northern, August 1926, p.8. https://digitalcommons.library.umaine.edu/great_northern/36
highest-paying taxpayers. The papers included nothing about any work or his photographic interests or travel into the West Branch area or his camp at Moosehead Lake. He fathered no children and his brother lived with him until he died in Bangor. No census or Bangor directory ever listed an occupation for either of the brothers.

One of the joys for me in researching and writing history is the opportunity to engage with people and learn from them. Their knowledge, insight, and encouragement are contributions that enrich the text.


Thank you to the following individuals: Suzanne Auclair, Christine Black, Warren Bullock, Carol Dolan, Brad Edwards, Dave Fuller, Jim Geller, Brenda Glasgow, Chuck Harris, Jason Henry, Zip Kellogg, Russell Landry, Alice and Charles Leadbetter, Jake Metzger, Kirk Mohney, Michael Morin, Desire Butterfield-Nagy, Roy Douglass Nelson, Jerry Packard, Bob Pederson, Larry Philbrick, Steve Pinkham, Steve Poulin, Peter Pray, Shirley and Ed Raymond, Paul Smitherman, the Barron family heirs, Helen Tutwiller, and Thomas Varney.
The outlined area includes the 18 townships in this book’s history. Lucius Hubbard, Map of Moosehead Lake and Northern Maine, 1879
Chapter 1  Background Briefs

May 14, 1887 – 40 feet of the Chesuncook dam washed out
May 17, 1887 – The Bangor Daily Whig and Courier reported the
damage and that PLDC President Strickland had sent John
Ross north to assess.
May 18, 1887 – The Whig reported Strickland had Ross’s report
wanting 15 men to make repairs to preserve the drive.

Consider the miles and amazing speed of this five
days of May 1887 communication. The “West
Branch Express,” my fictitious name for messaging, was
the only vehicle available to anyone in the woods of this
book from 1827 to c.1883–1884, when the rail lines’ tele-
graph probably reached both Greenville and Katahdin
Iron Works; both about 50 miles from Chesuncook dam.
In mud season of 1887 someone carried the message out
50 miles. Ross took a horse or stage or train 60–80 miles
from Bangor to Greenville or KIW and then covered an-
other 50 miles, and then someone carried his report 50
miles back to the telegraph. Thirteen years later in July
1900 the Chesuncook settlement had a phone. For the
1901 log drive a phone line linked Chesuncook dam to
the Millinocket mill.

The book’s text

The organization of the content within each chapter,
each a decade, uses the same main headers. Thus, the full
history of Lily Bay farm is under the header “farms” and
sub-header “Lily Bay farm” within each decade.

A great deal of the text in this book is devoted to
biographical sketches of the surveyors, landowners, log-
gers who headed a cutting or log-driving crew, settlers,
and a few others. All but the settlers appear first in each
chapter so the reader can develop a sense of the variety
of the people involved and the wide variations in their
work and lives. The settlers have their biographical in-
f ormation built into the text pertaining to a farm or the
Chesuncook settlement. Each person’s sketch generally
appears in the decade in which the person’s name first
appears. Throughout the book a descriptor of a few
words, which includes where the person is from, appears
parenthetically with each name.

The words of the “few word descriptors” have a par-
ticular meaning and are used consistently. The commu-
nity in which a person resides is included; if a state is
not listed then it is a Maine community. For those in a
landowner section everyone is a landowner so I did not
use that word. A “timberland investor” is one who held
the land for 20 or more years and either managed it for
timber or hired someone to do so. If I could determine
that a person was a “sawmill owner” then I used the
term. A “lumberman” was a person who owned land for
short periods of time and logged it. A “lumber dealer”
was a middleman between a sawmill owner and a mer-
chant who sold milled lumber, a “lumber merchant.”
Some landowners earned money from stumpage sales,
but were not in the lumbering business; in these cases I
included their line of work; for example: lawyer, physi-
Rendezvous at Chesuncook

cian, druggist, iron foundry owner, grocer, trader in West India goods, wholesaler, clothier, retailer of an unknown commodity, and banker.

The land sales records are packaged together by township for each decade and follow the sketches. Think about who the buyers were, where they lived, and the number of transactions and who the people were that had multiple transactions over many years and how over time the list of landowners shrank. The large numbers of fractional transactions simply suggest how involved purchases and sales could be much of the time.

Some of the earliest white people in this book’s 18 townships were land surveyors who were sent by either the Maine or Massachusetts state land commissioners between 1827–1833 and in 1841 to firm up the townships’ boundary lines, assess the nature of the available timber and soil, and the drivability of the waterways. A township’s land sales commenced after these assessments. Any agent’s future commissioned survey was to resolve a problem.

**Land ownership**

1830 – The 30 different landowners were only in five of 18 townships; no owners in the other 13. Two owners were in a lumbering business and four were from the Penobscot River basin. These early owners were generally investors from Augusta, Portland, and out-of-state, as opposed to Penobscot men with lumbering interests.

1840 – 66 different landowners owned property in 15 of 18 townships; 13 owners were from the previous decade. Nearly all lived in the Penobscot River basin and had a connection to lumbering.

<table>
<thead>
<tr>
<th>Landowners: All 18 townships;</th>
<th>From previous decade;</th>
<th>New owners</th>
</tr>
</thead>
<tbody>
<tr>
<td>1850:</td>
<td>51</td>
<td>14</td>
</tr>
<tr>
<td>1860:</td>
<td>74</td>
<td>31</td>
</tr>
<tr>
<td>1870:</td>
<td>47</td>
<td>32</td>
</tr>
<tr>
<td>1880:</td>
<td>43</td>
<td>33</td>
</tr>
<tr>
<td>1890:</td>
<td>37</td>
<td>33</td>
</tr>
</tbody>
</table>

By 1900 the number of continuing landowners in these 18 townships shrank to 16. When reading, consider the biographies of these 16 people. Many of these names are men or heirs of men who were landowners for 40 or more years and continued well into the following century. They were successful businessmen. They invested in lands to generate a steady stream of income over time. As examples, the Stetsons and Henry Prentiss beginning in the 1860s used stumpage contracts that had cutting specifications, which included tree type, diameter at breast height, diameter of the top left in the woods; preservation of maturing trees; roads and hauling routes; and more. Also consider their investment and participation in and commitment to their home community’s development and that of the state. Their philanthropic interests were also notable. As I’ve thought about these men, I wondered if this pool of men included those for whom writers used the undefined term “lumber baron” without listing names. Consider whether or not any person from the biographical sketches in this book merited being labeled a “lumber baron” as defined in Wikipedia.

**Access**

Maps were available but they were crude, so waterways were the early guides and provided the access to logging sites for many years. Each chapter has a map or maps produced within that time period so the reader can view their evolution. In terms of place names, by 1879 nearly all geographic sites had a name that did not change thereafter.

The earliest loggers’ access point to Chesuncook Lake was the south end of Caribou Lake because the encompassing townships had the best pine assessments. In the 1830s winter tote roads began to develop from Lily Bay, Katahdin Iron Works, and Brownville. From the foot of Caribou Lake access to the head of Chesuncook Lake was via the water or ice. By the mid-1840s the Lily Bay route was known as the Chesuncook Tote Road, from KIW it was the Chamberlain Lake Tote Road, and from Brownville, the Caribou Lake Tote Road. By the late 1850s the Chesuncook Tote Road followed a land route from the foot of Caribou Lake to the head of Chesuncook Lake. As long as loggers needed them these remained the only major supply routes for the rest of the century; all other roads stemmed from them.

**Farms and settlements**

No known settlers were present until the 1840s.

---

1 I was curious when the phrase “lumber baron” first appeared in a Maine newspaper between January 1, 1830 and December 30, 1899. Its only appearances in the Bangor Daily Whig and Courier were March 31, and June 8, 1897 and in both cases a Maine person was not using the term in a Maine setting.
Teamsters tooted supplies on loaded sleds about 10 miles a day and at each of those 10-mile marks was a shanty, a farm that provided a place to sleep and eat, and care for the teams, oxen and later horses. Shanties developed by about 1840 at Lily Bay, Roach River, Ragged Lake, and the mid-1840s at Chesuncook settlement at the head of Chesuncook Lake. When the overland route of the late 1850s opened between Caribou Lake and Chesuncook settlement so did a shanty on the hill above Dear Pond, the midpoint. Each of these establishments was important to loggers through the rest of the century. The owners or lessees of these farms grew substantial quantities of crops to help meet the loggers’ demands. The farms expanded to be in excess of 100 cleared acres each.

Infrastructure

A few loggers began cutting in the Caribou Lake area in the mid-1830s and a crew built the Ripogenus Farm. They drove their logs down the West Branch watershed independently, generally rafting them given the crews were probably under 10 men. Those same men envisioned a dam at the foot of Chesuncook and the loggers finally got one built in 1840. Some envisioned working cooperatively and first organized in the mid-1830s and again in the 1840s when they began to drive together. The number of logging crews each cutting season increased. In 1856 a crew built the first booming piers at the head of Chesuncook Lake. By 1868 the side streams that drained the areas of the best pine all had driving dams. By the mid-1870s wings had been added to the Chesuncook dam and raised the lake elevation from 916 to 921, about 10 feet higher than its damless level. By the mid-1880s nearly every waterway had a dam to help push logs to the lake. The first work that suggested a community might form around Chesuncook dam occurred in 1889. In 1890 the PLDC launched the first steam-powered boom-towing boat on the lake. In 1900 Great Northern Paper Company (GNP) formed and had a logging crew or two driving from the lake as part of the PLDC drive. By 1901 the PLDC members started planning to expand Chesuncook dam again; this time to raise the lake another six feet to an elevation of 932 feet. Before the dam work started the PLDC membership voted for GNP to take over all the PLDC assets, including the Chesuncook and other dams, on January 1, 1903, with the guarantee that it could meet particular conditions.

Loggers

Loggers started cutting on the drivable waterways where the land assessors indicated the pines were plentiful. They worked independently, but beginning in the mid-1830s signs of cooperation began to surface: West Branch Boom Company (WBBC) in 1834; Chesuncook Company dam charters in 1834, 1836, and 1839.

By the late 1840s the Bangor sawmills were accepting spruce saw logs, because pine logs were no longer as plentiful. The surveys of the 1840s noted both pine and spruce locations. Loggers worked north from the south end of Caribou and Ripogenus lakes and by the 1850s were moving up the drivable streams that the assessors indicated had the desirable trees. In the winter of 1860 multiple crews cut on Loon Lake to the west of Caucomgomoc Lake that drains to the north end of Chesuncook. Sometime in the 1860s the loggers had dams on streams and ponds in those areas still heavy in pine. In the 1870s they were damming on those streams and ponds with available spruce. Landowners like Pingree, Coe, Prentiss, McCrillis, and Stetson managed their lands and their stumpage contracts specified the size and types of trees for harvest so loggers had something to cut in about 20-year cycles. No matter the decade all logs went to market via a waterway, and the haul to such was generally less than two miles. Some corners of these 18 townships were beyond the two-mile haul and remained uncut when a dam did not back up enough water to serve as a landing for the area.

The names of those who logged before the mid-1860s were largely unknown. Some landowners were known as loggers, but in the 1830s the vast majority were not and who actually sold stumpage was undiscovered. Landownership shifted in the 1840s to men associated with the lumber industry on the Penobscot River and they presumably either logged or sold stumpage or did both. Eighteen of these men engaged in activity reflecting a vision of their desires related to logging in these 18 townships, 11 others also owned a lumber-related business, and another five men remained in the timberland logging business for the next 50 years. The new loggers of the 1850s reflected those of the 1840s.

Beginning in the mid-1860s discovered records began to include the names of those who actually cut the timber. The reporting continued to improve during the following decades with the most complete reporting decade being the 1890s. The records for John Ross,
Gilman H. Davis, Samuel White, and James Thissell started about 1865 and ran through the 1890s and a few more long-term loggers in each of the following decades joined them. The records were the stumpage ledgers of Coe, Prentiss, Stetson, McCrillis, and Webber. The reporting in the Bangor Daily Whig and Courier and the Industrial Journal often included the number of men and oxen and horses involved. All sources typically included cutting locations.

<table>
<thead>
<tr>
<th>Year</th>
<th>New loggers in the decade</th>
<th>Continuing loggers of previous years</th>
</tr>
</thead>
<tbody>
<tr>
<td>1860</td>
<td>15</td>
<td>undiscovered</td>
</tr>
<tr>
<td>1870</td>
<td>31</td>
<td>6</td>
</tr>
<tr>
<td>1880</td>
<td>27</td>
<td>12</td>
</tr>
<tr>
<td>1890</td>
<td>48</td>
<td>19</td>
</tr>
</tbody>
</table>

note: a logger was a person who had a stumpage contract

Drives

The PLDC had a remarkable track record in terms of successful drives. Only in one year between the organization’s first drive and its last drive (1847–1902) did the Chesuncook dam get so badly washed out that it precluded a drive. In a number of years the drive boss, with extra help of the PLDC, was able to make a partial fix and miraculously get most of the drive through. The revered drive bosses were those who directed the operation for many years: Aaron Babb, John Ross, and James L. Smart. All the drive bosses were intelligent, ingenious, indefatigable, and industrious and surrounded themselves with similar men. The drive bosses varied from a famous bateau maker, to a self-taught emigrant, to a farmer, to a Harvard College graduate.

Means and ways of the loggers

My organization of this history stimulated me to think about how and with what the loggers did their work in each decade. Like any profession, tools developed, new materials became available, and means changed with experience. Here are a few things that changed over time.

Logging was a winter activity and would remain as such during this century. Most loggers were farmers who were free to log in the off-season. Logging commenced with the formation of ice in the late fall. By the close of the century a few members of a logging team went into the woods after the harvest to prepare for cutting that could begin in November.

Axes were what was available during the first decade to drop and limb a tree and that would remain the single tool well into the 1890s. The ax was the predominant means of felling a tree until the 1920s. The two-man crosscut saw got some use starting in 1900. The bucksaw and the one-man crosscut became available in the post-1910 era.

Spiked or caulked (calked) boots were not present on the river in the early years. In 1891 Fanny Eckstrom observed the following: “they wore low shoes buckled on or high boots with a strap at the top or boots with the top cut off.” She noted nothing of spikes, whereas she included details about their clothing (see lead quote for chapter 8). It was not until January 25, 1899 that spikes were prevalent enough for the Maine State Legislature to hold a hearing on preventing the wearing of spiked boots and shoes in public places (it became law). In September of 1891 George H. Hathorn of Chester moved his successful boot caulk manufacturing facility to Bangor. He had opened his business about 1884 and was shipping orders west to Detroit, Duluth, and Portland, Oregon. G.H. Bass began manufacturing specialty shoes with caulks for log drivers after he opened in 1876. The problem Bass solved was a sole that could withstand being constantly wet and hold a caulk. The first logger’s boot ads appeared in the 1850s in the Bangor Daily Whig and Courier, but with no mention of spikes or caulks. A search in the paper’s ads between 1835 and 1900 using spikes, caulks, and calk, found no use of these words in relation to footwear except the January 1899 hearing announcements. Many men might not have been able to afford them and that might not have been problematic in the early years given the length of logs with diameters of two to three feet and the accompanying bark texture. As log diameter decreased in size the caulks would have become increasingly helpful. When pulp-length wood was driven after the turn of the century they were probably necessary to keep a logger upright.

Boats and canoes were the means by which loggers negotiated the river and lake routes from the start. The boats might have been the French-designed bateau that was present on the Maine coast by 1833. Neither the canoe nor dory was designed to support the work of log drivers. One man, a boat builder and a drive boss, began experimenting with designs and by the mid-1860s his colleagues determined that he finally had a bateau that
met their needs and they used it unchanged for the rest of the century.

Oxen for both toting supplies and hauling logs were the first work animals in the woods for a number of specific reasons. As routes improved with increased use horses began to tote supplies at least part of the way. By the 1890s horses had become the common work animal.

Roads over land in the 1830s were only for winter use; the snow filled in among the rocks and stumps that were not removed. By the 1870s roads were still primarily winter roads, but some of the major supply routes were in use in early fall with swing dingles. In some places on these major arteries wagons could get so far and then horses and a swing dingle took over. When the first wheeled conveyance reached Chesuncook settlement on a road from Lily Bay was undiscovered, but it might not have been until the 1850s. It would not be until after the turn of the century that a graveled road was present.

Dams suggested water flow control, but for the first dams in this area that was not the case. Dam construction held back water and allowed water to flow over its top. A spillway was the break in the dam, the sluice that logs passed through. A dam’s design was such that it forced water into one concentrated spot to slow the flow from the lake. Dams with control gates that limited the amount of water to wash over the top appeared later in the century.

Blowing rocks to remove them as an obstacle in a waterway was done in the 1840s with black powder. It would not be until 1879 that teamsters were willing to transport dynamite for use in this area.

Wooden juniper pins were typically the means (“nails”) by which loggers held together the log cribs and spiling of the early dams. Use of iron ship’s spikes followed and blacksmiths on site began to cut iron bar to length.

Boom logs were present in the 1830s and connected by hand-hewn yellow birch shot pins and maple “cotter keys.” The first use of chain, boom chains, was not until the mid-1880s.

The headworks was already developed by the time loggers reached Chesuncook Lake. Drive crews would continue to use this manual means of towing boom bags full of logs down the lake until 1890 when a steamboat was available.

All the wood driven in the decades of this book was long logs as opposed to four-foot pulpwood.

Dams

When exploring the landscape for old dam sites, I was conscious of the fact that water courses changed with time and logging activity. Once-narrow streams widened due to persistent log-driving activity. Bodies of water broadened or lengthened with dams, which were often built downstream of the outlets. Whether or not loggers drove a stream cannot necessarily be determined by what the stream looks like in 2022.

Beginning with Chapter 5 1860–1869 the text includes a dam chart that is also present and updated in each of the following chapters (decades). Other than the Chesuncook dam, first built in 1840, no other discovered information included any other dams before the 1860s. Some dam locations were either on maps or had a description. For those that were not I used contour lines of USGS maps and GoogleEarth to determine the most likely spots for me to explore. This region is relatively flat and most waterways have substantial deadwaters, the feet of which were typical dam sites that created an impoundment to which loggers hauled their cut. Another typical site was at either the head or foot of rapids; flood out the obstacle or force logs through with water volume.

I inspected a number of potential dam sites, but many I did not. I drove a sedan, my mountain bike was not allowed inside the North Maine Woods, my boots can take me only so far in a day, and some sites are too great a challenge for me to reach.
Moses Greenleaf – Map of the Principle Rivers, Mountains, and Highland Ranges of the State of Maine 1828. This map came from David Rumsey Collection The area north of Chesuncook was not as well mapped as that from the lake south.
Chapter 2  1827–1839

August 24, 1826 – [Chesuncook] is the most beautiful sheet of water I have ever seen.

~ Zebulon Bradley, surveyor, Bangor Register
## Chart for 1830–1839 Biographical Sketches

*The biographical sketches for the men first engaged in these townships between 1827 and 1839*

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name</th>
<th>Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1840</td>
<td>Zebulon</td>
<td>Bradley</td>
<td>Charleston</td>
</tr>
<tr>
<td></td>
<td>James T.</td>
<td>Hodge</td>
<td>Massachusetts</td>
</tr>
<tr>
<td></td>
<td>Charles T.</td>
<td>Jackson</td>
<td>Massachusetts</td>
</tr>
<tr>
<td></td>
<td>Caleb</td>
<td>Leavitt</td>
<td>Bath</td>
</tr>
<tr>
<td></td>
<td>Joseph L.</td>
<td>Kelsey</td>
<td>Guilford</td>
</tr>
<tr>
<td></td>
<td>Edwin</td>
<td>Rose</td>
<td>Rockland</td>
</tr>
<tr>
<td></td>
<td>Joseph C.</td>
<td>Norris</td>
<td>East Livermore (perhaps)</td>
</tr>
<tr>
<td>1840</td>
<td>Robert</td>
<td>Boyd</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Stephen</td>
<td>Cummings</td>
<td>Portland doctor</td>
</tr>
<tr>
<td>1840</td>
<td>Robert</td>
<td>Gibson</td>
<td>Fryeburg farmer and logger</td>
</tr>
<tr>
<td>1840</td>
<td>James</td>
<td>Head</td>
<td>Portland merchant</td>
</tr>
<tr>
<td></td>
<td>Alpheus</td>
<td>Shaw</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Ellis</td>
<td>Usher</td>
<td>Buxton farmer and logger</td>
</tr>
<tr>
<td>1840</td>
<td>John</td>
<td>Fiske</td>
<td>Boston merchant</td>
</tr>
<tr>
<td>1870</td>
<td>George</td>
<td>Jewett</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1840</td>
<td>William R.</td>
<td>Miller</td>
<td>Howland sawmill operator</td>
</tr>
<tr>
<td>1840</td>
<td>Nicholas</td>
<td>Norcross</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>Joseph</td>
<td>Adams</td>
<td>Danvers, MA, trader</td>
</tr>
<tr>
<td></td>
<td>Icabod</td>
<td>Bartlett</td>
<td>Portsmouth, NH, counselor</td>
</tr>
<tr>
<td></td>
<td>Samuel A.</td>
<td>Bradley</td>
<td>Fryeburg lawyer</td>
</tr>
<tr>
<td></td>
<td>William S.</td>
<td>Bridge</td>
<td>Milford, MA, trader</td>
</tr>
<tr>
<td>1870</td>
<td>Joseph W.</td>
<td>Clark</td>
<td>Boston manufacturer</td>
</tr>
<tr>
<td>1870</td>
<td>Enoch W.</td>
<td>Clark</td>
<td>Boston banker</td>
</tr>
<tr>
<td>1870</td>
<td>Sumner</td>
<td>Cummings</td>
<td>Portland physician</td>
</tr>
<tr>
<td>1850</td>
<td>Charles W.</td>
<td>Cutter</td>
<td>Portland, NH counselor</td>
</tr>
<tr>
<td>1850</td>
<td>John C.</td>
<td>Dodge</td>
<td>Atleboro, MA, counselor</td>
</tr>
<tr>
<td>1840</td>
<td>Benjamin</td>
<td>Fiske</td>
<td>Lexington, MA, trader</td>
</tr>
<tr>
<td>1850</td>
<td>William</td>
<td>Frost</td>
<td>Boston merchant</td>
</tr>
<tr>
<td>1840</td>
<td>John T.</td>
<td>Goddard</td>
<td>Portsmouth, NH merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Cryus</td>
<td>Goss</td>
<td>Bangor merchant &amp; sawmill owner</td>
</tr>
<tr>
<td>1840</td>
<td>Nestor</td>
<td>Houghton</td>
<td>Boston commission merchant and financial broker</td>
</tr>
<tr>
<td>1840</td>
<td>John</td>
<td>Meserve</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Charles</td>
<td>Moody</td>
<td>Portland trader</td>
</tr>
<tr>
<td></td>
<td>Enoch</td>
<td>Moody</td>
<td>Portland trader</td>
</tr>
<tr>
<td>1840</td>
<td>Solomon</td>
<td>Mudge</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Enoch R.</td>
<td>Mudge</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Enoch</td>
<td>Paine</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Seth</td>
<td>Paine</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Edward</td>
<td>Rundlet</td>
<td>Portsmouth, NH, physician</td>
</tr>
<tr>
<td>1840</td>
<td>Matthias P.</td>
<td>Sawyer</td>
<td>Portland merchant</td>
</tr>
<tr>
<td></td>
<td>Phineas</td>
<td>Varnum</td>
<td>Portland merchant</td>
</tr>
<tr>
<td></td>
<td>John</td>
<td>Williams</td>
<td>Dover, NH, manufacturer</td>
</tr>
<tr>
<td>1840</td>
<td>Benjamin</td>
<td>Willis</td>
<td>Boston merchant</td>
</tr>
</tbody>
</table>

### Loggers who were not landowners

- George Willis*: Portland broker and auctioneer

* no biographical sketch
Biographical sketches for those active between 1827 and 1839

The number of different men engaged in land purchases during this decade was 30, with eight continuing into the 1840s, two into the 1850s, and two into the 1870s. Only two of these 30 landowners owned a lumbering business and four lived in the Penobscot River basin.

Surveyors

Zebulon Bradley (1801–1852) was born in Corinth and grew up in Charleston, before moving to Bangor for a while. His father died when he was 14 and that might have marked the beginning of his surveying skills development. By 1833 he worked for the Maine State Land Office and directed specific surveys and he continued with the land office into the late 1840s. His jobs included property boundary lines, forest assessments, investigations, taxation surveys, and the islands in the Penobscot River. In 1840 he served in the Maine House of Representatives. He apparently never married and died in Charleston.

James T. Hodge (1816–1871), who was a Harvard graduate and a classmate of Henry David Thoreau, served on Charles T. Jackson’s survey of the state of Maine (1837–1839), was an assistant geologist for the State of Massachusetts. Prior to this assignment he was an assistant geologist for a Pennsylvania survey. By 1850 he had developed a national reputation and worked for a number of mining companies. In 1869 he was the geologist for the State of New York.

This is the 1829 Norris survey “small scale” map of the lower tier of townships surrounding Chesuncook Lake. The level of detail is a step above the Greenleaf map. Of the old maps discovered, this had the greatest detail for this time period. (courtesy Maine State Archives)
Charles T. Jackson (1805–1880), a lifelong Massachusetts native, graduated from Harvard College with an M.D. in 1827, studied medicine and geology in Europe, returned to Massachusetts in 1832 and set up a medical practice that he closed in 1836 to become the state geologist for Maine, Rhode Island, and Massachusetts. When Great Britain claimed 10,000 square miles of Maine, Maine and Massachusetts joined together and hired Jackson, a descriptive geologist, to survey Maine’s public lands that each state owned and was selling. He filed voluminous Maine reports in 1837, 1838, and 1839. Beginning about 1846 his work focused on the Lake Superior area. He was controversial in that on a number of occasions he laid claim to discoveries of others after they announced them, one example being Samuel Morse’s telegraph. He died in an insane asylum.

Caleb Leavitt (1780–1855) was born in Massachusetts and moved to Bath by c.1803 and never left. Here he met and married his wife Nancy with whom he raised three children. His interests and education were in engineering and architecture around which he formed his business. What was perhaps his first leadership work for the Maine State land agent was in 1830 and other documented assignments followed in 1833, 1835, 1839, and 1850. At the time of the 1850 census he listed his occupation as surveyor in a company that offered engineering and architectural services.1

Joseph L. Kelsey (1782–1861) was born in Shirley, Massachusetts and moved to Guilford about 1800. He and his wife Lucy raised nine children.

---

1 The couple had a son who carried the same name as his father and was born in 1808, but his circumstances did not fit this surveyor’s role as well as his father’s.

---

In 1834 Edwin Rose surveyed T3R12. Typically such a survey only ran the boundary lines, but in this one he also plotted the shores of the lakes. His work indicated that the outlet flowed out of a small cove with a protective land mass on its north side. (courtesy Maine State Archives)
became a prosperous farmer and prominent Guilford citizen. In 1816 he was the town’s moderator, treasurer, and surveyor of lumber. His first leadership role with the state land office was in 1829 and other documented surveys occurred in 1831, 1832, and 1835. The documentation referred to “Joseph L. Kelsey and son.” Their son Aaron (b.1824) studied at Dover-Foxcroft Academy to become a surveyor and began working for the state land office at 19 years of age. Joseph represented his district in the legislature for 30 years. Some time between 1850 and 1860 he moved from Guilford to Foxcroft.

Edwin Rose, who probably lived in Rockland, worked for the Maine State Land Commissions in 1833 to finish the work on Maine’s Monument Line as started by Joseph C. Norris Sr. and son. In 1834 Rose, with the assistance of his son Thomas, worked for the commissioners. They were known as Edwin Rose and Son, civil engineers in Rockland. Edwin might have had a second son, Samuel Rose, who was still surveying in 1868 and living with him.

Joseph C. Norris Sr. and son began working for the Maine State Land Commissioners on what became known as the Monument Line survey in 1825. They established this line as Maine’s east-west baseline from which township boundaries were drawn. Their work continued in 1826 and 1827. Edwin Rose completed the work in 1833.

Men with a vision

Robert Boyd, a Chesuncook Dam Company incorporator, was a lifelong dry goods retail merchant of Portland. He was born in Portland in 1804 and died in 1876. In 1832 he, as a member of the Boyd family, purchased the north half of T1R4 NBKP (Plymouth Township of the Seboomook Lake area) and remained engaged with it until 1846.

Stephen Cummings (1773–1854), born in Andover, Massachusetts, moved to Portland in 1801 as a merchant, but soon became an accomplished doctor and remained as such for the remainder of his life. He was a major landowner into the 1840s and was an advocate for the West Branch Boom Company and a dam at Chesuncook. His wife died in 1824 and he was a Portland benefactor.

Robert Gibson (1787–1866) was a well-to-do farmer and logger with roots in the Saco River Valley in Fryeburg. He was a stumpage buyer as opposed to a timberland owner, a West Branch Boom Company advocate and user of wilderness farms. Gibson remained in the business through the 1830s, testified in Maine Supreme Judicial Court in 1840 on a log drive matter, owned a home in Bangor and listed himself in the 1846 Bangor directory as a lumberman, before returning in 1850 to his Fryeburg farm where he lived out his life.

James Head, born in Maine in 1792, began his merchant career in Boston and then moved it to Portland and became friends with the Boyd family. He was an incorporator of the first Chesuncook Dam Company. He died in 1835 and his widow married John P. Boyd, another son of Robert Boyd’s (b.1804) father, who was also involved with the family lands in T1R4 NBKP.

Alpheus Shaw (1785–1869) owned Portland’s largest West India trading company store that centered on sugar, molasses, and rum, all referred to as “groceries—not dairy” at the time; this business continued through his lifetime. At some point Shaw also began trading in wood, perhaps beginning in 1846 when he listed himself in the Bangor Directory as a “trader;” he used the term “wood merchant” in 1858 and 1860. He was a first incorporator of the West Branch Boom Company.

Ellis Usher (1786–1855), whose roots were in Buxton and Hollis, began working and saving money early, buying a farm in North Buxton at age 19 and at the same time buying an interest in a sawmill and accompanying store in Buxton on the Saco River. He gave the farm to his father and enlarged those businesses, but lost everything and $5,000 of unsawn logs to a Saco flood in 1814. His creditors let him build again what became the largest mill on the Saco, with him being one of the heaviest users of the river. He became interested in the timberland of Maine and New Hampshire, but that interest ended about 1836. He continued with logging as a stumpage buyer and directed his sawmill operation until his death in 1855.


**Major landowners**

**John Fiske** was a son of Benjamin Fiske, a lifelong highly successful Boston merchant who also engaged in Maine lumbering and owned two mill sites and sawmills in Old Town. John probably moved to Bangor before 1830, perhaps to oversee his father’s holdings and look after his developing partnership with logger Nicholas Norcross. For the two-year period 1834–1836 he served as a member of the Bangor City Council and thereafter continued to be involved in other civic activities. Beginning about 1848 he began serving as one of the directors of Samuel Veazie’s Bank of Bangor. By 1855 he moved back to Massachusetts to be closer to Norcross with whom he was in partnership through about 1859.

**George K. Jewett** (1812–1885), born in Gardiner and one of five children, came to Bangor about 1822, was a merchant in the 1830s, and at some point before 1840 engaged in the lumber business and began to develop what would become a partnership with Leonard March, who was a Bangor merchant in 1834. He married Leonard’s sister Maria in 1840 and they raised five children. Their partnership in lumber activity ran through the 1850s. Jewett’s lumber interests lead to investments in a lumber mill in St. John, New Brunswick. From 1859 to 1873 George was president of the Second National Bank. About 1869 he took on another presidency, that of the European and North American Railroad Company, which he managed through 1873. In 1873 he was also president of the Bangor Gas & Light Company. In addition to his timberland he was also an owner of Bangor commercial property. In 1872 he established Glendon Lumber Company in East Boston and served as its president until he died in Boston in 1885.

**Landowners in a lumbering business**

**William R. Miller** moved to Howland in 1824, became a large property holder in the area, owned timberland, and had a sawmill on the Piscataquis River at the Penobscot River. The Miller run-around that provided log passage between the Piscataquis and Penobscot River was named for him.

**Nicholas Norcross**, an early West Branch lumberman of Bangor, was allegedly the first to log above Ripogenus Falls on Chesuncook Lake and drive logs through Ripogenus Gorge (c.1831) and provide his men with life preservers. His Penobscot operations caused him to fall on some hard financial times, and he left Maine about 1843 and moved to Lowell, Massachusetts, where he and financial partner John Fiske built two dams, a huge sawmill, and planer mill on the Merrimack River. Norcross held an important patent for the planer. His early work on the Penobscot River and then the Merrimack River led some to refer to him as the “New England Timber King.” By 1859 he had apparently bought out his partner Fiske and the new partners included his children. Norcross died in July 1860, leaving the business to a wife and five children.

**Other landowners**

**Joseph Adams** of Portland was a counselor in partnership with Nathan Cummings in 1831 and remained so until about 1837 when he had his own firm and continued through at least 1841. By 1850 he was a trader living in Danvers, Massachusetts.

**Ichabod Bartlett** (1786–1853) was an 1808 Dartmouth College graduate, became a lifelong counselor in Portsmouth, New Hampshire, was a New Hampshire representative to the U.S. Congress from

---

2 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. Given the company’s intent was to finance the building of a railway its sales not only included land, but also stumpage. This transaction became known as the “State Steal” through “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](https://babel.hathitrust.org/cgi/pt?id=yale.39002088371399;view=1up;seq=1)

3 In old documents it appeared that writers applied the term Ripogenus Falls to those at the outlet of Ripogenus Lake and at times to a falls between Chesuncook and Ripogenus lakes.

4 *Bangor Daily Whig and Courier*, February 28, 1898; the content in this article, which did not include a date, matched the content that post-1900 publications used with a date, but for which they provided no source; where the newspaper picked up the information was undiscovered.
1823–1829, served in a variety of New Hampshire governmental positions, and was a candidate for governor in 1832.

William S. Bridge of Milford, Massachusetts partnered with his uncle Benjamin Fiske of Lexington, Massachusetts in a trading business by at least 1823. The partnership endured for 50 years.

Enoch W. Clark (b. 1802) partnered with Solomon H. Mudge in 1832 to buy the trading schooner Little Mary. About 1833, after banking training at S.M. Allen and Company in Philadelphia, he moved to Boston to start his own banking business. The business failed in 1836 and he went back to Philadelphia with his debt and started anew, paying off his debts and establishing what became a well-regarded firm.

Joseph W. Clark (b. 1779), became a Boston tobacco merchant by 1800 and founded a pump and block making company in 1810; it was still operating in 1840. A pump and blockmaker was a precision woodcarver, making two machines that ships needed to sail: the block-and-tackle that could lift heavy cargo or raise sails, and the pumps that kept water from building up below decks. By 1840 he had also formed Joseph W. Clark & Company Brokers.

Sumner Cummings (b. 1800 in Maine) was a son of Stephen Cummings and a Portland physician who practiced in at least the 1830s and 1840s. He died in 1848.

Charles W. Cutter was a lifelong counselor of Portsmouth.

John C. Dodge of Attleboro, Massachusetts was born in 1790 and a lifelong attorney.

Benjamin Fiske of Lexington, Massachusetts was a trader for 50 years and senior partner in the well-known firm Fiske and Bridge (William S.). He engaged in Maine lumbering, owned a powerhouse site on the Penobscot River at Old Town and built mills there. He owned Fiske Wharf in Boston.

William Frost (1801–1887) was a lifelong merchant and commission merchant in the Cambridge, Massachusetts area and retired by 1870. He partnered with Thomas Edwards in the 1820s as a merchant in “English goods.”

John T. Goddard was a Portsmouth, New Hampshire merchant who co-owned a ship of 354 tons built in Durham, New Hampshire (1828–1829), owned stock in Bangor Commercial Bank, and died in 1837.

Cyrus Goss was a lifelong Bangor citizen and involved in its governing affairs. In 1833 he was an incorporator of the Bangor Insurance Company. From 1837–1838 he was a city alderman and in 1843 he served in the state’s house of representatives. By 1851 his merchant business dealt with flour and corn and in 1856 he was a director of Merchants Bank of Bangor.

Nestor Houghton was a Boston, Massachusetts commission merchant and provided financial brokering services in 1822. By 1831 he was a leather merchant.

John L. Meserve (1806–1865) was a lifelong Portland merchant who partnered with Seth Paine Jr. in at least the 1830s. By 1856 he had his own merchant business on Atlantic Wharf in Portland.

Charles and Enoch Moody both worked for the same Portland trading firm as traders in 1837 and both were living in Portland in 1847. The Portland Directories of 1844 and 1846 also listed Charles as a trader, but no occupation for Enoch. Charles died in 1856 at 42 years of age. Whether or not they were related was undiscovered.

Enoch R. Mudge was the youngest (b. 1812) of the large family of Enoch Mudge, an Episcopal Methodist preacher in Orrington. At 15 years of age Enoch went to Portland to work in the banking house of S. and E. Allen and by 1831 had joined his brother Solomon as a broker. By 1834 he was in partnership with N.G. Jewett as traders who also operated a furniture warehouse. Over time Enoch rose through the levels and became one of the chief merchants and manufacturers in Boston and served in the Massachusetts state senate in 1866.

Solomon H. Mudge, Enoch’s older brother by nine years, had established the Portland trading company Solomon H. Mudge Trading Company by 1831. In 1832 he and Enoch W. Clark owned the schooner Little Mary, built in Portland in 1830 at 69 feet long with one deck and two masts. By 1840
Solomon had left Maine and in 1850 died in New Orleans.

**Enoch Paine** was born in 1800 and resided in Portland throughout his life. In the 1830s deeds that included his name listed his occupation as “Portland merchant.” In addition to that he was a stagecoach proprietor. At some point before 1850 he was a “weighter and gauger,” a customs exciseman who inspected dutiable bulk goods. By 1880 he was a retired customs officer.

**Seth Paine Jr.** of Portland was a brother of Enoch Paine and a partner of John L. Meserve of Portland in “Paine & Meserve Company” (merchants) in the 1830s.

**Edward Rundlet** (1805–1874) was born and grew up in the Portsmouth, New Hampshire area, graduated from Harvard University in 1825 with an M.D. degree, and spent his life as a practicing doctor in Portsmouth.

**Phineas Varnum** was born in 1806 and by 1831 was in the family grocery business. By 1834 he and Enoch Mudge became partners as commission merchants at Central Wharf in Portland. In 1841 Varnum was partnering with Charles Rogers as traders on Long Wharf. By 1850 the Portland Directory listed Varnum’s occupation as “food stores—not dairy,” which generally translated as trading in sugar, molasses, and rum. He remained a Portland merchant in 1860.

**John Williams** moved from Alfred to Dover, New Hampshire in 1807 and in 1813 established what would become the largest cotton goods manufacturing facility. He ushered it through the 1820s, but was bankrupt by 1837 and moved to Boston in 1842. He died a year later.

**Benjamin Willis** was a friend of Stephen Cummings of Portland and a lifelong Boston merchant beginning by 1816. Some time in the 1830s his son Benjamin Jr. joined his father’s operation.

**Settlers**

The early purchasers of the land on which the Lily Bay farm eventually developed included Samuel A. Bradley, Fryeburg lawyer, and Matthias P. Sawyer, Portland merchant. Their biographical information appears under Lily Bay Farm in the “farms and settlements” section of this chapter; as does that of the settlers.

**Drive bosses**

In this time period each logger drove his own logs.

**Loggers (not landowners)**

**George Willis** was a Portland broker and auctioneer and had a stumpage contract.

**The terrain before the advent of logging**

In 1826 with a surveying assignment from the state land commissioners Joseph C. Norris headed north on the Penobscot River to the West Branch, which he ascended to pass through Ripogenus Lake into Chesuncook Lake. In an interview with the Bangor Register (August 24, 1826) he described the lake as “the most beautiful sheet of water I have ever seen.” His assignment was to survey the five southernmost townships with drainage into Chesuncook Lake, T2R12 and R13, and T3 R11, R12, R13. For each township the survey included confirmation of previously set boundary lines, and an assessment of the timber, especially the pine, condition of the soil, drivability of the waterways, and potential for settlement. The commissioners wanted this information before they began to sell stumpage and land. The information was also helpful to potential buyers; some sent their own cruisers as a check.

In T2R12 Norris found the north line “well timbered” in pine and that the northwest corner, the southern third of Caribou Lake, had fine pine. On the south line beginning in the southwest corner, the Black Brook area, he noted a 5–6-year-old fire had burned easterly and killed the pine.

In T3R13 township, the upper end of Ragged Lake and much of Caribou Lake, his pine estimate was 22.8 million board feet of logs, an amount that was second in relation to that found in T3R12 that included the land between Caribou Lake and Chesuncook and that surrounding the western three quarters of Ripogenus Lake.

For T3R12 Norris wrote that of those townships he surveyed at this time this was the best timbered and had the best driving, and that the west half was better than the east half which had had some fires. No one had yet settled in the township. This pine spilled over into that part of T3R11 along its north line.
Within T3R11 the pine was in the vicinity of the north town line and a great deal was around Harrington Lake. A fire had burned the land on the west line between Frost Pond and Ripogenus Lake.

Four years later in 1831 surveyor Joseph Kelsey, hired by the commissioners, returned to T2R13 and T3R13 to divide each into 36 one-mile square blocks and to further divide each of those into four equal square quadrants and assess the timber in each lot. For T2R13 he noted the four predominant trees in each quadrant in each square mile block. He made a point to note good pines in the southeast corner, the Ragged Lake area.

The land commissioners engaged surveyors in 1832–1833 for township four (T4) in ranges 11, 12, and 13. In T4 R11, whose western half drains west to Chesuncook Lake, Edwin Rose, the surveyor, noted no pine along the south town line except at Harrington Lake. The north and east lines only had sapling pine. The northwest quadrant had dense pine, 6–15 inches in diameter, which would soon be valuable. The southwest quadrant had 1.5 million board feet of good pine. He noted Ripogenus Stream was good for floating out timber and that the land was poor for cultivation.

Surveyor Caleb Leavitt worked T4R12 whose west border was Chesuncook Lake’s east shoreline. He noted that in the north half the sapling pine (6–15 inches diameter at breast height (dbh)) was not ready for cutting, but it would “become one of the most valued timber tracts in the state.” The south half had 15 million board feet of pine with hauls over flat ground from two rods to two miles. The pine around Duck Pond was sapling. Red Brook and Chesuncook streams were both good for “floating logs.” Leavitt was back in 1834 and divided the township into 38 sections and estimated the pine at 13.5 million board feet of logs (bfl), sapling pine 14.6 million bfl. At this time he assessed Red Brook as too small to drive given the expense to make it drivable.

Across Chesuncook Lake was T4R13 whose eastern third canted to the lake with the remainder drained by Pine Stream. Zebulon Bradley surveyed the boundary lines in 1833 and found the southern third covered in valuable pine and the northern two thirds in valuable spruce. The commissioners had Caleb Leavitt return in 1835 to lot the township; he assessed Pine Stream as drivable.

None of the above surveys noted any previous logging or elevations.

In 1837 James T. Hodge, assistant geologist of Massachusetts and working with the Charles T. Jackson northern Maine land assessment, traveled up the West Branch and through Chesuncook Lake. His report noted visible burned forest on the land north of the river from Nesowadnehunk Stream to the head of the waterway connecting Ripogenus and Chesuncook lakes. The portage path around Ripogenus Gorge “was not cut out.” A deserted log hut was a half-mile above Big Eddy on the south side of the river, and a burn area beyond that. With great difficulty his men took their boat up through the gorge to the foot of the island at the foot of

This 1948 aerial view provides a sense of the gorge between Chesuncook and Ripogenus lakes as it was before Ripogenus dam flooded it out in 1917. (courtesy Raymond Fogler Library Special Collection GNP files)
Rendezvous at Chesuncook

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 hardwood 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.

Land ownership by township

The state land agents’ first deed sales in the five southernmost townships (T2R12 and R13, and T3 R11, R12, R13) with drainage into Chesuncook Lake and surveyed in 1827, did not occur until the 1830s.

The sequence of land sales by the state land commissioners reflected the movement of loggers into this region. The first townships sold were T2R12, the southernmost township with drainage into Chesuncook via Caribou Lake, and T3R12, the area encompassing the southern end of Chesuncook and its outlet. Then purchasers moved another tier up the lake to include its midsection where loggers could haul to the lake. The land also included the Ragged Steam area with its drainage into Caribou Lake. Their purchases also reflected the buyers’ interests in pine, for the surveyors found the best quality and quantity of pine in these townships.

The state land agents made no deed sales in the 1830s in townships T2R13, the southern two-thirds of Ragged Lake draining through Ragged Stream to Caribou Lake to Chesuncook, T3R11, which the West Branch split west to east from Ripogenus Lake through Ripogenus Gorge and the steep hillsides below to the foot of Horserace Falls, and T4R11, Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake.

The land agent issued no deeds in the townships 5, 6, 7, and 8 with range numbers that are included in the West Branch drainage of the geographic area encompassed by this book (18 townships).

The 27 landowners of this decade included one from Howland, three from Bangor, eight from Portland, and 15 from out-of-state (New Hampshire, Massachusetts, New York). Only three of the men, one from Howland and two from Bangor, were lumbermen, one sawmill owner and logger, one logger, and one lumber dealer.

T2R12 (access to Chesuncook via Ragged Stream, Kelly Ponds and south end of Caribou Lake)
Land agent sold in 1834 to Stephen Cummings, a Portland doctor, and a year he later sold one undivided one-sixteenth share to John C. Dodge, an Attleboro, Massachusetts counselor, William Frost, a Boston merchant, two undivided one-sixteenth shares to Nestor Houghton, a Boston merchant, and Solomon H. Mudge and Phineas F. Varnum, both Portland merchants, and one four-sixteenths share to Enoch R. Mudge, a Portland merchant. In 1836 Enoch Mudge’s sale included a caveat to honor a stumpage contract he sold to George Willis, a Portland broker and auctioneer, who did not own land in the area. S. Mudge and Varnum sold to Charles Moody, a Portland merchant, in 1836 and he sold to Enoch Moody, a Portland merchant, in 1837. In 1839 Cummings sold another one-sixteenth part to Benjamin Willis, a Boston merchant, and a fourth part to Joseph Adams, a Portland counselor.

T2R13 (southern two-thirds of Ragged Lake draining through ragged Stream to Caribou Lake to Chesuncook)

The state land agent issued no deeds for land in the 1830s.

T3R11 (split west to east by the West Branch from Ripogenus Lake a mile above its dam through the gorge and the steep hillsides to the foot of Horserace Falls)

The state land agent issued no deeds for land in the 1830s. The lack of early sales on the main water artery to Chesuncook was perhaps a reflection of a number of factors. Moving supplies up the river was arduous and avoided. The steep hills through which the river flowed made logging away from the narrow valley floor impossible. Hodges 1837 report mentioned a great deal of burned land in this township.

T3R12 (most of Ripogenus Lake, the southern portion of Chesuncook Lake and its entry point from Caribou Lake)

William R. Miller, a Howland sawmill operator, negotiated with the state land agent for the eastern half of the township in an undiscovered year. However, Miller was unable to meet his obligations and in 1834 the state land agent issued a deed to Stephen Cummings, a Portland doctor, for one-third of the east half of the township and a year later ones to Sumner Cumming, a Portland doctor and Enoch Paine, a Portland merchant, one-third each. Four years later in 1839 he issued a deed to Benjamin Fiske, a Lexington, Massachusetts trader, and William S. Bridge, a Milford, Massachusetts trader, for the west half of the township.

Cummings and Paine each engaged in a number of land transactions before 1840. These transactions involved Enoch W. Clark (banker) and Joseph W. Clark (manufacturer) both of Boston, Enoch Paine buying both Cummings one-third shares with involvement from Seth Paine and John L. Meserve, both Portland merchants.

Stephen Cummings and Enoch Paine were men with a vision given their purchases in this township and the one abutting it to the north. They knew from the land commissioners’ surveys of the fine pine in T2R12 and realized that to move such logs to market was to drive them through Caribou Lake and into and out of Chesuncook Lake in T3R12. They were two of the men who envisioned and received the first charter for the Chesuncook dam in 1834. Given the number of shares they offered as collateral for financial help, others recognized the potential financial return in what they was doing; selling pine stumpage. Their leading work in this area resulted in the development of the Caribou Lake Tote Road for toting in supplies. Furthermore, in 1835 they were incorporators of the West Branch Boom Company, a vision of driving logs on the West Branch cooperatively.

T3R13 (northern half of Ragged and Caribou lakes and Deer Pond)

Following are views of the river between Chesuncook and Ripogeus lakes as it might have looked in the 1830s; the order reflects moving downriver.

Here: Below the dam site; the main channel was on the island’s south side (right side in this picture). (courtesy Moosehead Lake Historical Society, MHS. 00-1-157 n)
Rendezvous at Chesuncook

The southern portion of Pine Stream drained the western third of T3R13; the remaining eastern two thirds drained to Ragged and Caribou lakes. This township had the second-most valuable pine in the Chesuncook area.

Before selling, the state of Maine land agent had the township divided into 36 lots of relatively equal size. In June 1835 the agent sold his first deeds. Four men of Portsmouth, New Hampshire, Ichabod Bartlett (counselor), John T. Goddard (merchant), 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 (manufacturer) of Dover, New Hampshire bought an undivided one-eighth.

T4R11 (Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake)

No land sales by state land agent occurred in this decade or prior to it. The lack of a buyer was probably because no part of the township bordered Chesuncook Lake.

T4R12 (east shore, midsection Chesuncook Lake and Mud Pond)

In 1839, George K. Jewett, a Bangor lumber merchant, bought half the township from the state land agent.

T4R13 (west shore, midsection Chesuncook Lake)

The land agent’s first issue of a deed was in 1839; it was for the township’s southern half and went to Nicho-
las Norcross, a Bangor lumberman, who immediately sold to John Fiske, a Boston merchant who moved to Bangor and partnered with Norcross.
Work continued for the land agents and purchasers following a sale. The agents hired men who were surveyors or timber cruisers to periodically check on activity in the townships to be sure that the purchasers, whose deeds had restrictions until they completed mortgage payments, were in compliance. The agents’ men also toured the boundary lines of state property abutting that sold to be sure loggers were only cutting on land they owned or for which they had a stumpage contract.

Many deeds included four years of mortgage payments with permission needed for any logging before the completion of the payments; the land agent typically approved land improvements such as clearing land and building structures. Most buyers were interested in immediately generating revenue from logging. To achieve that they sold small shares of the land in order to amass the funds needed for full payment. Then they bought back the small parcels as they had available cash.

The consequences of a landowner not attending to his land included loss of timber. As an example, in 1824 after more than 10 years of cutting the Bingham heirs of the Bingham Purchase realized that loggers had stripped the pine and other timber from their lands above Blanchard on the Piscataquis River. Not until that discovery did the heirs send in an agent.6

Savvy landowners hired their own surveyors and cruisers. Henry Prentiss consistently used a trusted logger to advise him on purchasing land and issuing a stumpage contract. In one instance over on Seboes Stream his man recommended not offering a stumpage contract because the purchaser would have to do more work on the waterway to drive it than he could make from the sale of the timber. Prentiss waited until the price of logs increased before offering a stumpage contract. During a logging operation such a hired person visited and walked the site to insure compliance with the contract.7

Maps and accessibility

The available maps for this area of Piscataquis County in the 1830s were primarily those of the Maine and Massachusetts State land commissioners. They were small scale and covered selected groups of townships. The township lines were accurate in relation to one another and some had the main water arteries and large lakes, but the shore lines were generally not a result of surveying; thus, not accurate. The Moses Greenleaf State of Maine maps of the 1820s were the most encompassing, but lacked detail, which meant guides were important. The commissioner maps were available at the office and the Greenleaf maps were printed and sold. For the early loggers the lack of detail might not have been important, because they generally worked up a waterway and stayed close to it and the boundary lines were clearly marked. Among the loggers were cruisers who knew the surveyed lines.

By the mid-1820s loggers had worked their way up the Penobscot River to Nicatou Island at the junction of the East and West Branches of the Penobscot River and had begun moving up the West Branch. Moving supplies up the West Branch from Nicatou was arduous and by the mid-1830s loggers began to develop alternate routes. No tote road artery ever developed along the river below Ripogenus Lake.

Based on the Hodge 1837 report those who first cut on Caribou, Chesuncook, and Ripogenus lakes in the 1830s did not reach the lake by going up Moosehead Lake and going down the West Branch into Chesuncook Lake. Hodge reported an overgrown and unused road linking North East Bay to the West Branch. Hodge’s portaging experience around Ripogenus Gorge suggested that the early loggers did not come up the West Branch valley.

At some point in the mid-to-late 1830s the early vestiges of what would become three key tote roads began to appear. Once loggers cut the big pine at the edge of the waterway they needed oxen to move the pine logs they cut beyond the water’s banks. This need led to the beginnings of three key arteries that served loggers in the Caribou, Ripogenus, and Chesuncook lakes’ area. Year by year these roads extended farther into this timberland area. Logging was a winter activity so roads were only suitable for winter use. Snow filled in around rocks, stumps and the uneven ground that remained. As the loggers moved farther into the wilderness the lower end of the roads gradually improved with increased use. Loggers were able to bring their supplies partway by wheeled conveyances, which they left parked for the winter where the road deteriorated, and switched to a jumper or sled to continue on to their encampments.

To reach the Caribou Lake Tote Road toter coming north from Bangor went to Brownville to get on the Nah-
makanta Tote Road that ran north to South Twin Lake with its access to the West Branch. Above the Philbrook Shanty 12 miles north of Brownville teamsters turned west onto the Caribou Lake Tote Road that angled north-northwest with shanties at Jo-Mary Pond, Yoke Ponds, probably Wadleigh Pond, and ended about five miles north at Caribou Lake 52 miles from Brownville.

The Chamberlain Tote Road took advantage of the logger’s tote road that was working up the West Branch of the Pleasant River from Brownville to Silver Lake. Gulf Hagas blocked further progress upriver until the 1850s, so loggers turned up White Brook valley to reach B-Pond and the headwaters of the East Branch of the Pleasant River. From here it turned north to pass the west end of Second Roach Pond and went on to reach the Ragged Lake area immediately west of Caribou Lake.

The other route to develop came from Greenville across Moosehead Lake to Lily Bay. From here the road went northerly overland to a shanty at the foot of First Roach Pond followed by a shanty near Ragged Lake a short distance from Caribou Lake. At the lake, teamsters headed out onto the ice that they followed to the head of Chesuncook Lake. This route became known as the Chesuncook Tote Road.

These three arteries served loggers in the Caribou, Ripogenus, and Chesuncook lakes area for the next 70 or more years.

**Farms and settlements**

**Ripogenus Lake farm**

Halfway up Ripogenus Lake on the west side in 1837 Hodges found an estimated 80 cleared acres, a large log cabin, and two men working the Ripogenus Lake farm. This was probably one of the farms Joseph Blake stopped at in 1836 on his way up the West Branch. Who owned the farm, hence logged in these early years, was a matter of speculation. It operated through at least the end of 1839.

---

8 The book *Within Katahdin’s Realm: Log Drives and Sporting Camps* (2018) by Bill Geller has information about the shanties on the Caribou Lake Tote Road south of Caribou Lake.

9 Hodges did not give a specific location, but his notes included a small stream flowing in from a tiny body of water which would have been on the west side of the lake in T3R12. It might have been one of the farms passed by Joseph Blake in 1836. (Blake, Joseph, “An Excursion to Mount Katahdin.” *Maine Naturalist*, 6 (June 1926): 71–73.)

10 Fanny Hardy Eckstorm tried but was never able to determine who the owners were. Fanny Hardy Eckstorm Papers, University of Maine Raymond Fogler Library Special Collections
the decade. One possibility was Nicholas Norcross, who, as captured by recorded oral history, logged in the vicinity of the lake in the early 1830s. No discovered information confirmed that Norcross either was or was not logging in the area until he bought property on Chesuncook Lake in 1839.

A second possibility was William R. Miller, the Howland sawmill owner who negotiated for the purchase of the east half of T3R13, the area in which the farm rested. His building of a farm would not have violated the terms of the agreement with the land agent. Even though Miller could not meet his negotiated obligations and the deed went to Cummings and Paine in 1834, Miller could have bought stumpage from them.

A third possibility was West Branch loggers Robert Gibson and Ellis Usher. The Ripogenus farm was perhaps intended to support loggers who were not coming up the West Branch, but those accessing the area from Caribou Lake a short distance away. Given Gibson’s and Usher’s connection to landowners Cummings and Paine they might have helped create the first vestiges of the Caribou Lake Tote Road. There was no record of their logging on Caribou or Chesuncook; however, either of them would have been a logical person to cut for George Willis, a Portland broker and auctioneer with a stumpage contract, and not a seasoned logger.

Equally plausible was that Gibson and Usher might have had a stumpage contract from Cummings. He might have wanted a farm near his proposed Chesuncook dam site, one that could serve the loggers driving cooperatively at both the outlet of Chesuncook and Ripogenus lakes and those buying stumpage in the townships that he and Paine owned.

**Lily Bay farm**

Sometime during the 1830s loggers cut and hauled to Lily Bay. They also knew that the shortest distance to First Roach Pond was northeast across the land instead of going farther up Moosehead Lake into Spencer Bay to reach the mouth of the drivable Roach River and then following the river valley to First Roach Pond.

By deduction an early logging camp at Lily Bay was in operation before the known cutting of c.1841 started farther inland. Supplies for that inland site needed a tote road for those that came across Moosehead Lake from Greenville. A Lily Bay logging camp of the 1830s might have begun serving shanty-type needs for such an operation.

The Maine state land agent sold TAR14 (Lily Bay Township) in 1828 to Samuel A. Bradley, Esquire, of Fryeburg and he sold within the year to John Bradley, Esquire, of Fryeburg and Matthias P. Sawyer, Portland merchant. Sawyer bought out Bradley in 1829. During the 1830s Sawyer made at least 13 land transactions, most of which were one-sixteenth shares, involving primarily Boston men through whom he continued to retain his ownership. None of the deeds of these transactions noted any activity on the land.

**Samuel A. Bradley** (1774–1844), born in Concord, New Hampshire and son of a father with large land holdings in the Fryeburg area, moved there in 1794. A year later he began attending Dartmouth College, from which he graduated in 1799. He returned to Fryeburg to establish his law practice that grew to include clients in Oxford, York, and Cumberland counties. From 1813 to 1818 he was a Fryeburg representative to the Massachusetts General Court where he opposed the separation of Maine and Massachusetts. In 1825 he moved to Portland to engage in timber and land speculation. He died in Fryeburg.¹¹

**John Bradley** (1799–___) was a brother of Samuel A. Bradley and an attorney in Fryeburg. By 1840 he too was living in Portland and was a retired trader by 1879.¹²

**Matthias P. Sawyer** (1788–1857), born in Newbury, Massachusetts, moved to Portland at age 12, became an inn owner by 1817, and was a successful merchant before 1834. At some point he became interested in commercial affairs in Boston and moved back, becoming a well-regarded real estate investor, promoter of railroads, and investor in the iron industry. He did not marry but had an adopted daughter to whom he left his estate.

**Roach River farm**

The Maine state land agent did not sell any land within this township until 1844. Prior to that he apparently sold stumpage to Deacon Ford who perhaps began to log in the area about 1840.


¹² Ebenezer Mack Treman, *History of Treman, Tremain, and Truman Families of America… Volume 2*
**Ragged Lake (Grant) farm**

At least one source indicated that Thomas J. Grant, the first lessee, was already preparing a farm at this site by the late 1830s. This might be correct; a confirmation of his presence occurred early in the next decade.

**Deer Pond farm**

If there was a shanty or farm at Caribou Lake in the 1830s, then someone built it sometime between 1834 and 1839 at the south end of the lake, not at Deer Pond at the head of the lake where it was by the late 1850s. If the loggers operated here as they did at the end of the Nahmakanta Tote Road at South Twin Lake in its early years, then they had nothing but a landing at Caribou Lake. As camps moved up into Pemadumcook and Ambeckus lakes teamsters from the camps met the incoming tote sled at midday on South Twin and returned to camp with the load that day. This same process probably transpired at Caribou Lake.

**Chesuncook farm and settlement**

No one was present at this site in T5R13 in the 1830s. The Hodge report mentioned only a “clearing at the head of the lake.”

**Logging operations and related activity**

Based on land ownership records and the land commissioner surveys, the probable early loggers started operations in either 1834 or 1835 in only three townships, T2R12, T3R12, and T3R13. These had the area’s best pine in terms of quality and quantity and easy access to Chesuncook Lake and the West Branch. The deeds for each of these original sales contained no wording related to previous logging. An owner sale in T2R12 in 1836 was the only deed that mentioned a stumpage contract. In 1839 the state land agents sold some or all of T4R12 and T3R13, which were the next township tier up Chesuncook Lake.

“No logs had been taken from above Ripogenus before 1830” was an un-footnoted sentence used by Alfred Hempstead in *The Penobscot Boom* (p.44) and probably so. Nicholas Norcross was reportedly the first logger to drive through Ripogenus Gorge and provide his men with life preservers in 1830. The state land agent recorded no sales for land around Ripogenus Lake and the lower end of Chesuncook Lake or above before 1834. However, the state land agents did offer stumpage contracts and no recording of those contracts was located. Assuming those sales were based on some kind of forest assessment such contracts, if issued, were probably done so after the 1827 land commissioners’ surveys. Norcross might have had such a stumpage contract.

Based on land agent dealings a possible early logger beginning sometime between 1830 and 1834 was William R. Miller, a Howland sawmill owner. He negotiated for the purchase of the east half of T3R12, which included the west portion of Ripogenus Lake and Chesuncook Lake’s south end with the outlet area. Undiscovered was whether or not he commenced any logging prior to his default. The land agent’s deed went to the Cummings’ and Paine in 1834 and they could have issued Miller a stumpage contract.

In T2R12, which included the south end of Caribou Lake and the eventual end of the Caribou Lake Tote Road, the land agent sale in 1836 noted the previously issued George Willis stumpage contract and his continuing right to cut.

Probably no one recorded how George Willis’s crew functioned during its first logging season, but what follows might have been observed. The crew was necessarily small, a number between three and a dozen, based in part on the 1835 West Branch Boom Company (WBBC) charter, which suggested early loggers rafted their logs, probably because of the small size of the crews and the need to keep the logs together to minimize loss. What the relationship was between the number of felled trees and rafts and men was a matter of speculation.

Given the 1837 Hodge report that clearly established loggers on Ripogenus Lake and no beaten portage path around Ripogenus Gorge, the George Willis crew used either the route that became the Caribou Lake Tote Road or the one that became the Chamberlain Lake Tote Road to reach his logging camp.

Willis used oxen to help his crew move to Caribou Lake; the Ripogenus Lake farm provided some of the feed and a crewmember had the skills for shoeing an ox. His oxen, each pulling a wooden runner sled, and those of the preceding couple of years had walked a crude, brushed-out path wide enough for them to pass.

---

13 Some first crews were as small as three men like the Brown crew on the East Branch of the Piscataquis River in 1825. *(1832,000 Acres: Maine’s 1825 Fire and its Piscataquis Logging Aftermath* (2020) by Bill Geller)

14 The typical ratio of oxen to men was one to three.

15 When the crew built the North Twin dam in 1841, the oxen
The advantage of a pair of oxen was that they could plow through deep snow, eat just about any of the wood’s natural forage, and pull a heavy load. Due to the yoke they needed to work in relatively flat areas. His oxen ate the forage in natural meadows and swales and that was harvested from the fields of the Ripogenus farm.

The Willis crew arrived for the winter’s cut and spring drive probably after ice up with what they needed for the cutting season. They set up a tent for temporary shelter; they used it again in the spring during their drive. They built a log camp with an open hearth in the middle for cooking and heat, a smoke hole for a chimney, no windows, and splits for roofing covered with boughs, which kept the snow off the splits and prevented leaks; and a hovel for the oxen. Throughout their cutting season they cut firewood, and hunted and fished to supplement their food supply. No one was the designated cook; they all engaged in the act.

The crew cut only the best white pine. The trees were typically three feet in diameter and over 100 feet high. With a small number of men and the needed preparation to fell a huge tree, they cut a small number of them with their axes. The tree had to land in a spot where a crew manhandling it could move it to the water’s edge. The pines probably did not have many if any lower branches which the logger had to cut off once down; the mills wanted top quality lumber and that did not include pine boards with knots. A hard-falling tree could fracture if not cushioned so before felling the tree they had to prepare a landing area. Given the preparation, which included deciding on what tree was viable, cutting, trimming, and moving the log to the water’s or ice’s edge or ice, coupled with cutting firewood and hunting or fishing to secure food and observing the Sabbath, a crew of six perhaps cut six trees a week or 24 trees a month. If they cut December into mid-March such a crew might have 100 trees for rafting.

As the snow and ice began to soften, the crew completed their work for which they needed the oxen. A man or two then led them back down the route they came in on\textsuperscript{16} and the others began the raft construction. Their pines were on the ice or the banks where they could use skids and long pole levers to move them. Cant dogs (swing dingles) might not have been very helpful for such large diameter logs. The men built the rafts to certain specifications. As drivers with experience in rafting, Willis’s crew knew the size of a raft they could somewhat steer. They had scouted the outlet of Caribou Lake and the half-mile of turbulent water between Chesuncook and Ripogenus lakes, so they knew the width of the raft that could pass through those outlets.

Given Willis’ crew size the logs were left at full length, topped at the 12-inch diameter mark. Six trees, each three or more feet in diameter, rafted together could result in a raft about 20 feet wide and 50 or more feet long. To keep the logs of the raft together he had his crew pin them. The men cut smaller logs to cross over the top of the long pine. They drilled the holes in the crosspieces and used juniper or yellow birch pins to drive through the bored holes into the pine.

At ice out Willis’ crew loaded its remaining wangan on the rafts and then with long push poles or pick poles, the earliest piece of equipment other than axes, began to move them across the lake. Willis’ crew had no rope for a headworks\textsuperscript{17} and no boats or canoes with which to tow; that was perhaps one reason why Hodges did not find a suitable portage road around Ripogenus Gorge. 1,000 feet of headworks rope took 10 men to carry. The crew moved the rafts with the help of favorable wind and when that was not available, long poling poles for following the lake’s edge. At the Caribou outlet they rode the current and steered their rafts downstream into Chesuncook Lake. Here they took advantage of the predominant northerly wind and used a long rear steering oar to guide the rafts into the damless Chesuncook outlet. required more supplies. The men typically left with them and then returned for the drive. An advantage of the Caribou Tote Road was that it crossed no major waterways between Brownville and Caribou Lake. Some loggers became confident enough to leave substantial numbers of oxen at the camp area and let them fend for themselves until the crew returned the following year. The oxen did not wander beyond the nearby feed. Not all of them survived the year, but the reported losses were small.

\textsuperscript{17} Think of a headworks as a ship’s deck replaced by a raft of logs and mounted on that log deck was a capstan, not one from the deck of a ship, but one made out of wood on Chesuncook Lake. Even though capstans had been moving heavy weight since the 1400s, it would be interesting to know who applied the concept to moving log booms across water. Instead of the capstan raising an anchor it pulled a boom bag of logs to a distant anchor point.
They stopped before continuing one at a time through the half-mile of gorge to Ripogenus Lake.

To negotiate the gorge’s half-mile Willis’ drivers did not disassemble the rafts, given the permanent nature of the construction and the problem of recollecting the logs without a boat or canoe in areas of substantial current like the mouth of any narrows or gorge. The drivers removed their wangan from the raft and portaged it across the carry and reloaded the raft on Ripogenus Lake.

Willis sent one raft through at a time to prevent the occurrence of a raft jam. When a raft got hung on a ledge the crew cut the raft’s cross pieces in the appropriate spot so the two sections could slide off the binding point. The drivers used the water as a tool in the release for they did not have the means to overcome its power or the weight of a raft. Their tools were their axes, cant dogs, and a long sturdy pole with which they pried and applied leverage.

1835 West Branch Boom Company

At the time George Willis was operating on Caribou Lake, Robert Gibson was cutting his way up the West Branch. In 1832 surveyor Joseph Kelsey noted loggers had not yet reached the Debsconeag Deadwater, but Gibson was there a year later. By at least 1835 Gibson was farther upriver and had a farm of 80 cleared acres on the north side a couple of miles below the mouth of Nesowadnehunk Stream. Ellis Usher18, who knew Gibson because they both had huge farms on the Saco and logged on that river, was also probably operating on the river and might have shared in the farm’s development. They probably knew George Willis who was from Portland.

Gibson and Usher apparently had independent stumpage contracts but worked cooperatively, found it advantageous, and joined landowners Stephen Cummings, Enoch Paine, and Alpheus Shaw as the first incorporators of the West Branch Boom Company (WBBC), which received its legislative charter in 1835.

Cummings and Paine each owned an undivided one-third share of the east half of T3R12 and sold stumpage above the Ripogenus Lake outlet. These five men knew cooperative log driving would become both needed and advantageous, given the number of loggers working their way up the river and how crowded the spring drives would soon become. The charter enabled the company to erect a boom across the West Branch at the foot of Ambajejus Lake, 40-plus miles from the head of Chesuncook Lake; a crew set the boom and built a boom house. They could not block the flow of logs and rafts of others who did not want to join. The company conducted cooperative drives through the 1830s.

What WBBC incorporators had in mind for cooperative driving was undiscovered, but given their membership their concept might have included a Chesuncook dam, the Ripogenus farm, Gibson farm, and the farm that developed at their boom house near the original foot of Ambajejus Lake. At 11 miles downriver from the Ripogenus farm was the Gibson farm and another 11 miles beyond was their Ambajejus Boom House site and farm.

The WBBC charter did not mention what the founders thought were the key elements of what took place on the river during a drive. No log or diary of one of these early drives or of the WBBC’s work was discovered. One strategy might have included the order in which the landings on the river were released at ice out. Perhaps the number of rafts per crew could be increased if logging operations teamed up. The men had to eat and sleep so perhaps different crews agreed to camp and cook in the same spot. They might have shared some crew positions like cooks and blacksmiths. Other items for possible sharing were canoes, boats, cooking equipment, towing rope, capstan anchors, and drive tents. Perhaps by sharing, each crews’ wangan was smaller. Had they owned such material they might have stored it at the three farms. The organization apparently did not own any land.

The members of the WBBC knew that a drive needed either boats or canoes or a combination of both to manage free-floating logs. However, given the Hodge experience in 1837 with no portage trail capable of handling a boat, the log driving from above Ripogenus outlet might have been log rafts until sometime after his visit. Hodge demonstrated, in spite of his boat’s great weight, 800 to 1,000 pounds, that a crew of 12 men could portage it.19 The WBBC members might have had oxen toting on the Caribou Lake Tote Road bring in boats some time after 1837. Those brought in might have been left on the Ripogenus shore or in one of the barns at Ripogenus farm

---

18 In Hempstead’s book *The Penobscot Boom* he spells the name Esher, but in the charter the name was spelled Usher. In ancestry.com the first name was Ellis as opposed to Elias as used by Hempstead.

as they were on the edge of South Twin Lake at the end of the Nahmakanta Tote Road. Some might have gone downriver with the drive crew.

**Visions of a Chesuncook dam**

In 1834 four landowners, two of whom were WBBC incorporators, Stephen Cummings (Portland physician), Robert Boyd (a Portland merchant), James Head (a Portland merchant, who was previously in Boston), and Enoch Paine (a Portland merchant), envisioned the first Chesuncook dam and received the two initial charters (1834 and 1836) and defaulted on both. The reasons for the default perhaps included a number of matters. Cummings and Paine owned land around the lake for which they sold stumpage, but the Boyd family land holdings at this time were in T1R4 NBKP on the Main Branch west of Seboomook falls and no one was cutting for a drive on the Main Branch at the time. The only landowners potentially selling stumpage for a 1835 drive were Cummings and Paine; too few to take advantage of a dam. The same logic could be used for drives in 1836, 1837, and 1838. By the late 1830s the Bangor area landowners and stumpage contract holders knew by experience that a dam would eventually be needed and they sought and received a new Chesuncook dam charter in 1839, but construction did not begin immediately.

**Other dams**

During this time period loggers built no dams on any waterways within the 18 townships included in this book.
This John Dean Map of Maine 1840 reflects his knowledge of these lands to which he was a frequent visitor. It captures more detail than that of Greenleaf’s of 1829, but it showed neither the tote roads to Chesuncook nor the farms of the 1840s. (courtesy Library of Congress)
Chapter 3  1840–1849

1841 — Shallow Lake cannot be made helpful to lumbering; damming is too expensive.

~ J.W. Stinchfield, surveyor, field notes for T7R14
## Chart for 1840–1849 Biographical Sketches

The biographical sketches for the men first engaged in these townships between 1840 and 1849

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name</th>
<th>Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Surveyor</td>
<td>J.W.</td>
<td>Stinchfield</td>
<td>Lincoln surveyor</td>
</tr>
<tr>
<td></td>
<td>Frank</td>
<td>Adams</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td></td>
<td>Cyrus S.</td>
<td>Clark</td>
<td>Bangor lumberman &amp; sawmill owner</td>
</tr>
<tr>
<td></td>
<td>Rufus</td>
<td>Dwinel</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td></td>
<td>William</td>
<td>Emerson</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Eveleth</td>
<td>Greenville businessman</td>
</tr>
<tr>
<td>1860</td>
<td>Oliver</td>
<td>Eveleth</td>
<td>Greenville businessman</td>
</tr>
<tr>
<td></td>
<td>Isaac</td>
<td>Farrar</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td></td>
<td>Samuel L.</td>
<td>Hunt</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td></td>
<td>James</td>
<td>Jenkins</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>Leonard</td>
<td>Jones</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td></td>
<td>Dudley F.</td>
<td>Leavitt</td>
<td>Bangor lumber &amp; land dealer</td>
</tr>
<tr>
<td>1880</td>
<td>Enoch R.</td>
<td>Lumbert</td>
<td>Bangor sawmill owner</td>
</tr>
<tr>
<td></td>
<td>John D.</td>
<td>Lumbert</td>
<td>Bangor lumber manufacturing</td>
</tr>
<tr>
<td></td>
<td>William</td>
<td>Lumbert</td>
<td>Bangor lumber manufacturing</td>
</tr>
<tr>
<td>1860</td>
<td>Amos</td>
<td>Roberts</td>
<td>Bangor lumber merchant &amp; sawmill operator</td>
</tr>
<tr>
<td>1870</td>
<td>Hastings</td>
<td>Strickland</td>
<td>Bangor lumberman and timberland investor</td>
</tr>
<tr>
<td>1870</td>
<td>Samuel P.</td>
<td>Strickland</td>
<td>Bangor lumberman and timberland investor</td>
</tr>
<tr>
<td>1880</td>
<td>Samuel</td>
<td>Veazie</td>
<td>Bangor merchant &amp; sawmill owner</td>
</tr>
<tr>
<td>1870</td>
<td>Ira</td>
<td>Wadleigh</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td></td>
<td>Gorham</td>
<td>Boynton</td>
<td>Bangor banker &amp; timberland investor</td>
</tr>
<tr>
<td>1860</td>
<td>Daniel W.</td>
<td>Bradley</td>
<td>Bangor lumberman &amp; timberland investor</td>
</tr>
<tr>
<td></td>
<td>Ebenezer S.</td>
<td>Coe</td>
<td>Bangor lumberman &amp; timberland investor</td>
</tr>
<tr>
<td>1890</td>
<td>William</td>
<td>McCrillis</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td></td>
<td>Solomon</td>
<td>Parsons</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1880</td>
<td>William H.</td>
<td>Parsons</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td></td>
<td>Waldo</td>
<td>Peirce</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td></td>
<td>Hayward</td>
<td>Peirce</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1880</td>
<td>George</td>
<td>Pickering</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1890</td>
<td>David</td>
<td>Pingree</td>
<td>Salem, MA timberland investor</td>
</tr>
<tr>
<td></td>
<td>Samuel</td>
<td>Smith</td>
<td>Bangor investor</td>
</tr>
<tr>
<td></td>
<td>Robert</td>
<td>Treat</td>
<td>Frankfort trader</td>
</tr>
<tr>
<td></td>
<td>John</td>
<td>Winn</td>
<td>Salem, MA manufacturer</td>
</tr>
<tr>
<td></td>
<td>Shepherd</td>
<td>Boody</td>
<td>Old Town logger</td>
</tr>
<tr>
<td>1850</td>
<td>Nathaniel</td>
<td>Dillingham</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Theodore</td>
<td>Dillingham</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>Messenger</td>
<td>Fisher</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td></td>
<td>Ard</td>
<td>Godfrey</td>
<td>Orono millwright</td>
</tr>
<tr>
<td></td>
<td>Thomas F.</td>
<td>Gould</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>Rufus</td>
<td>Hardy</td>
<td>Bangor lumber merchant &amp; sawmill operator</td>
</tr>
<tr>
<td>1890</td>
<td>Samuel F.</td>
<td>Hersey</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Harvey</td>
<td>Reed</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1860</td>
<td>Henry</td>
<td>Reed</td>
<td>Hallowell lumber dealer</td>
</tr>
<tr>
<td></td>
<td>James</td>
<td>Thissell</td>
<td>Milford lumberman</td>
</tr>
<tr>
<td></td>
<td>Jones</td>
<td>Veazie</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1890</td>
<td>John C.</td>
<td>Brown</td>
<td>Providence, RI merchant</td>
</tr>
<tr>
<td></td>
<td>William H.</td>
<td>Dow</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1870</td>
<td>Alexander</td>
<td>Duncan</td>
<td>Providence, RI merchant</td>
</tr>
<tr>
<td>1860</td>
<td>Dudley C.</td>
<td>Hall</td>
<td>Medford, MA merchant</td>
</tr>
<tr>
<td></td>
<td>Samuel</td>
<td>Larabee</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td></td>
<td>John</td>
<td>McDonald</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td></td>
<td>Benjamin</td>
<td>Mudge</td>
<td>New York City</td>
</tr>
<tr>
<td>1860</td>
<td>Albert W.</td>
<td>Paine</td>
<td>Bangor lawyer</td>
</tr>
</tbody>
</table>
Chapter 3 1840–1849

Biographical sketches of those joining between 1840 and 1849

During this decade 53 different men participated in land purchases and they joined 13 who were landowners in the previous decade. Unlike the previous decade the overwhelming majority of these new owners lived within the Penobscot River drainage and had a connection to lumbering. Within the new owner group 26 continued into a future decade and seven continued through the rest of the century.

Surveyors

During this decade the land commissioners used two surveyors in the 18 townships of this book. In addition to Zebulon Bradley from the previous decade they also hired J.W. Stinchfield. J.W. Stinchfield was apparently a lifelong Lincoln resident. Beginning in 1837 he served for a period of time as its postmaster. By 1841 he had enough surveying and timber assessing experience for the state land commissioner to hire him. He also did such work for the state in 1845 and 1858. By the mid-1850s he was a Lincoln sawmill and gristmill owner. Given that he was an incorporator of the North Penobscot Agricultural-Horticultural Society in 1852, he probably also farmed.

Landowners with a vision

Franklin Adams (1809–1860) was living in Bangor by 1840 and formed the Frank Adams Lumber Company by 1843. He was a successful lumber dealer and worked as such until his death.

Cyrus S. Clark (1808–1880) was born in Minot, graduated from Waterville College (Colby) in 1828 and quickly became a successful grocer in Portland before moving into the lumber industry. His Maine purchases and sales in this area of the west Branch occurred in the 1840s and 1850s and included land in T3R11, T3R12, T4R11, T4R12, T5R12, T6R14, and T7R14. At some point he moved to Bangor for a short time before moving back to Portland in 1854. By the early 1850s he realized Maine timber harvesting would not keep up with the demand and he began buying land in Canada’s Lake Alymer area.
neast of Coburn Gore with access to the railway that linked Portland to Montreal. By 1856 he owned 122,948 acres and had built the largest sawmill of the time in North America at Brompton Mill, Quebec. He shipped by rail 12–17 million board feet of lumber a year to Portland. By the 1870s he owned 223,000 acres, but soon lost all but 42,745 acres due to the depression. His Maine partners included William H. McCrillis and Thomas Howe. He died in 1880, survived by one daughter.

**Rufus Dwinel** (1804–1869) grew up in Bangor as a single child of parents who owned a local sawmill since 1803, and spent his life unmarried as a Bangor lumber merchant and sawmill owner. One of his earliest investments was in 1832 when he and two others sought and received a legislative charter for the Old Town Railway Company (1836–1869), a link for transportation of milled lumber between the mills and Bangor’s port. The group ran out of money a year later, but Samuel Veasie soon became the owner and the two men had a rivalry that lasted a lifetime. Their sawmills were next to each other on the Penobscot, as were their homes in Bangor. Dwinel was mayor of Bangor in 1838. In 1845–1846 he was recipient of the anger of his lumbermen competitors resulting in the bloodless Telos war when he and Calvin Dwinel (no relation) held the ownership of a dam and canal that linked Telos and Webster lakes, shifted some of the Allagash waters to Penobscot waters, and set a high toll that resulted in a court case that led to a judgment favorable to lumbermen driving the route.

**William Emerson** (1778–1860) came to Bangor in 1806, married, opened a general store and became a prosperous lifelong Bangor merchant. He was a first investor in the construction of the Bangor House. He had a Bangor home and owned a substantial farm in Howland and other land in that area. The “Emerson runaround” that allowed loggers to bypass the falls at the mouth of the Piscataquis River at Howland was named for him. Emerson was related to Cyrus Goss through marriage.

**John Eveleth** (1826–1899) was born in Monson and in 1848 moved to Greenville and opened a store. He married his wife Louisa in 1862 and they raised two daughters, Emily and Rebecca. He joined his father in endeavors until his father died and then continued them. He also invested in other endeavors that helped to bring settlers and loggers to the region. He supported them once they were present. The duo invested early in the properties at the Chesuncook village settlement area and at Lily Bay knowing they would be key sites for loggers. He was also involved with lumbering interests. In Greenville they had a hotel and ownership in some of the steamboats that plied the lake. He was also active in the civic and governmental affairs of the Greenville community. He became one of the most prosperous and wealthy businessmen in Piscataquis County. After he died in 1899 in a horse accident his daughter Rebecca, a college-educated woman with like business acumen, carried on his endeavors and she and her husband Arthur Crafts also made their own investments in the area.

**Oliver Eveleth** (1792–1866), born in Stowe, Massachusetts, married his wife Betsey in 1821, and moved to Monson in 1824. A year later he was the town’s first trader and opened Monson’s first store and in 1834 became the town’s postmaster. The couple had two children, Emily and John. Oliver and John worked together and their businesses soon included a store, hotel, farm, land, and steamship investments in Greenville and the greater Moosehead Lake area to which Oliver and Betsey moved in 1850. By the time Oliver died in Greenville his holdings included those at the head of Chesuncook Lake.

**Isaac Farrar** (1798–1860) was born in Meredith, New Hampshire and his father Jonathan soon moved the family to Bath, then Bloomfield (Skowhegan), and finally Dexter in 1817. Isaac probably worked in the family business that included four different mills, saw, grist, tannery, and woolen, plus a store. Before Isaac moved to Bangor about 1835 he married Caroline W. Fuller (1815–1873) whose father was a wealthy Augusta lawyer, judge, and eventually a US Supreme Court justice. Before marrying he hired an architect and builder of his Bangor landmark brick home, which a crew started in 1833 and finished three years later. Presumably he made his money working with his father who died in 1838. In Bangor Farrar was a lifelong successful merchant and lumberman. Additionally by 1855 he was president of Bangor’s Maritime
Bank. None of his four children joined him in his business ventures.

**Samuel Hunt** (1809–1884) was born in Albion and moved to Old Town by 1840 and lived there into the early 1870s when his wife Catherine died (1872) and he went to the west coast, returning to Waterville where he died. For the 1860 and 1870 censuses he listed his occupation as lumberman.

**James Jenkins** (1809–1885), son of a Falmouth, Massachusetts’s sea captain with a fleet of eight boats supporting his merchant and trading business, went to sea in 1826 in his father’s business for about the next 10 years.¹ His parents died while he was away during what would be his last voyage as a trader and merchant. He had married between voyages. About 1837 he moved his family to Bangor where he joined his brother-in-law Sidney K. Howard shipping lumber to the West Indies and returning with sugar and molasses. James found the lumber to be more profitable than sugar and molasses so he left the partnership and formed one with John Goddard, a Bangor logger. They bought land around the southern portion of Lobster Lake; John logged and delivered the logs to Bangor where James got them milled and shipped. James dissolved this partnership in 1844, but continued in lumber on the Penobscot and expanded his operations to include the Fish, Aroostook, and St. John rivers and an assortment of mills. By 1848 his wife Phoebe had died and he soon remarried and canoed much of eastern Maine with her looking at timberland. He opened a Boston office and was away a lot in St. John, New Brunswick tending to his business. The family moved to Dorchester, Massachusetts in 1852. About 1855 spring floods wiped out his mill operations in eastern Maine and New Brunswick. The financial losses were great, but instead of rebuilding he looked to restart in the lumber business and he found that site in Oskosh, Wisconsin. His son James Howard Jenkins joined him and continued in the business after his father’s death.

**Leonard Jones** (1812–1864) was born in York and grew up on a farm. Apparently by 1840 he was logging someplace in T5R10 (Nesowadnehunk) and by 1843 had formed Leonard Jones & Company, a partnership with Amos M. Roberts; they were lumber merchants. He married (Emaline) in Bangor in 1843, fathered two sons, and resided there the rest of his life. The partnership might have dissolved by 1846, but both men continued in the lumber business. In 1857 Jones was appointed as Bangor postmaster, was still serving in that position in 1860 and probably did so until he died in 1864.

**Dudley F. Leavitt** (1814–1886), the son of a Bangor deputy sheriff, became a lifelong Bangor lumber and land dealer, investor, and well-known Bangor citizen. In 1845 he invested in the Penobscot and Kennebec Railroad Company. He also joined a large number of men with logging interests in forming the Merchants Bank of Bangor. In the early 1850s he owned property on the Main Branch (West Branch) in T1 and T2R4 NBKP. In addition to his lumbering interests he became a US collector of customs in Bangor in 1859. About 1871 he began dealing in real estate (land dealer), but by 1880 abandoned that work, but continued in lumber through 1882 and apparently retired from it in 1883.

**Enoch R. Lumbert** (1815–1887) was one of Colonel J.R. Lumbert’s sons and worked in the family lumbering business, a sawmill at Six Mile Falls on Kenduskeag Stream in Bangor. He was in the landowner business through at least 1855 and then moved with his family to Dubuque, Iowa where he partnered with Henry Reed, a former Hallowell lumber dealer whom he probably knew, as a lumber dealer. His son succeeded him. The family buried Enoch in Bangor.

**John D. Lumbert** (___–1863), a brother of Enoch, not a landowner in his father’s business, was an early member of both the Chesuncook Dam Company and the Chesuncook Steam and Navigation Company. He continued to work in the family mill business until about 1855 at which time he, being unmarried, moved to Dubuque to join his brother William in running a large sawmill business. He died in a drowning accident in 1863. His father had the body shipped home so he could be laid to rest with the family.

---
¹ *Autobiography of James Jenkins, Written for his Grandchildren*, printed 1889; available online
William Lumbert (1820–1869), like his brother John D., was not a landowner, but was an early member of the same two early Chesuncook endeavors as John. However, he left the family sawmill business in 1849, went west to Janesville, Wisconsin for two years before moving on to Dubuque where he built a huge sawmill. After John’s death, his brother Enoch took over the mill ownership and William continued as the operations manager. When William died his father once again had the body brought back to Bangor for burial.

Amos M. Roberts (1802–1879) at 23 years of age was the first president of Eastern Bank in Bangor and continued as such until it ceased operations in 1871. By 1831 he joined J.H. Woodman and Company as a merchant and by the 1840s was conducting his own lumber merchandizing, with which he continued through at least 1864. At some early point he became a sawmill owner. He was a prominent Bangor citizen and served on its board of aldermen.

Major Hastings Strickland (1803–1883) and his brother Samuel Strickland were among the earliest loggers as they moved into Chesuncook and beyond. In 1839, as sheriff of Penobscot County, the state land agent asked Hastings to accompany him north put a stop to the stealing of Maine pine in what became known as the Aroostook Trade War. By 1841 the Stricklands controlled the land between Telos and Webster lakes and the Telos Canal, which engendered its own controversy later in the decade. When Hastings and his brother broke up their partnership Hastings joined in partnership with his sons, William H. and Philo A., and he continued in the business until he retired some time after 1874. At some point in time he owned a sawmill on Kenduskeag Stream in Bangor.2

Samuel P. Strickland (1801–1885), who observed his father (d. 1829) in the lumbering business, spent his lifetime in the same business centered in Bangor where he was active in city affairs. The Stricklands arrived in the Bangor area in 1831.3

He was a founder of the Kennebec and Penobscot Railroad Company in 1845. By 1846 Samuel and his brother Hastings had joined together with Hezekiel Winslow and worked on lumber. By 1851 the brothers bought out Winslow and continued until 1859 when Samuel conducted his own business until he died. Samuel, a timberland owner who sold stumpage referred to himself as a merchant and lumber dealer. Samuel’s three sons apparently never partnered with him.

Samuel Vezzie (1787–1868) was born in Portland and moved to Topsham as a young man where he owned a merchant ship and eventually owned the Androscoggin Boom. Sometime after 1812 he began buying mill rights and lumber mills in Bangor and Old Town and built dams in support of them. In 1834 he established the Vezzie Bank of Bangor. For his worklife through the 1840s he saw himself as primarily a merchant and thereafter a banker, president of his bank. During his lifetime he owned four stores, a hotel, sawmills, wharf, the Bangor and Piscataquis Railroad and Canal Company, and most of the land in what became the town of Vezzie. Originally Vezzie was a subdivision of Bangor, but at his insistence because he thought Bangor taxes were too high Vezzie became its own town. His first wife Susan passed away and he remarried. They raised two sons and a daughter. He died in Vezzie.

Ira Wadleigh (1795–1875) was the oldest of four sons of Benjamin and Sarah P. Wadleigh. They (Ira, Jesse R., Moses P., and Samuel) were all born in Candia, New Hampshire between 1795 and 1800, self-educated, and eventually moved to Old Town.4 Ira and Jesse moved in 1816 and were partners in nearly everything through at least 1855. Their first business was blacksmithing. In 1821 they opened the Wadleigh House, the first hotel in town, and beginning in 1834 started leasing the operation; it burned in 1875. In 1832 Ira lead the organizing effort to build a railway from Old Town to Bangor to move milled lumber. By the mid-1830s the Wadleighs and Veazies each owned seven mill powers in Old Town and were competitors. The Wadleigh mills burned in 1847, but by 1852 the two competitors had come to terms and the Wadleigh

---

2 Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections
3 Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections
4 David Norton, Sketches of Old Town, Penobscot County Maine, 1881; available online
mill block was rebuilt. In 1870 Ira described himself as a retired lumber dealer. Ira, who lost his first wife Theodosia (m. 1820) in 1842 and remarried (Catherine Martin Weston) in 1844, was survived by one daughter, Sarah A. Wadleigh.

**Major landowners**

**Gorham L. Boynton** (1807–1888) started his working career by 1834 as a joiner, a producer of woodwork, and by 1840 had formed a partnership with Daniel W. Bradley; it lasted until Bradley moved west in the late 1860s. In 1856 Boynton was a director of City Bank and following that a founding member of Merchants Bank. About 1869 he was partnering with Levi Bradley Jr. (nephew of Daniel Bradley). By 1883 he was president of Penobscot Savings Bank. Through the 1860s Boynton listed himself as a merchant and lumber dealer and by 1870 a land broker; he was retired from the merchant and lumber activity by 1880. He married and had five children.

**Daniel W. Bradley** (1804–1876) was a merchant by 1834, married and had three children, and by 1840 was in partnership with Gorham L. Boynton until the late 1860s. In 1850 he was among the first incorporators of the European and North American Railway Company. By 1870 he and his family moved to Chicago, Illinois where he was a lumber dealer. He died in Michigan.

**Ebenezer Coe** (1785–1862), son of a Durham, New Hampshire minister, was born and grew up in Durham, where he married Mehitable Smith in 1813. She mothered two boys, Ebenezer S. and Henry W., before she died in Bangor in 1833. Ebenezer remarried two years later to Mary Upham and fathered two more children, Thomas U. and Hattie S. The US census of 1820, 1830 and 1840 listed their residence as Rockingham, New Hampshire, and by 1850 they had moved to Bangor where Ebenezer listed his occupation as merchant. A year later in 1851 he was working as a land agent from the same address as his son Ebenezer. In 1855 the Bangor Directory listed Ebenezer Sr. as “gentleman.” What business Ebenezer Sr. engaged in for work that caused him to have a connection to David Pingree of Salem, Massachusetts and one of Maine’s largest landowners was undiscovered, but it might have been either merchant or land transactions or both. Pingree also had considerable land in New Hampshire.

**Ebenezer Smith Coe** (1814–1899) was the son of well-to-do Ebenezer Coe, born in Northwood, New Hampshire, attended private schools and graduated from an engineering school in Hartford, CT as a civil engineer. He immediately went to work for railroad companies, but business was lagging about 1842 and he returned home in search of advice from his father. He helped by introducing Coe to David Pingree whom he knew through business dealings. Pingree was immediately impressed with him and hired him to be his Maine land manager who would explore and develop Pingree’s Maine land purchases, a partnership that continued with Pingree’s heirs after David died in 1863 and was still intact when Ebenezer died. One of Ebenezer’s first projects was building the Chamberlain Lake farm that became Maine’s largest wilderness farm with 600 cleared acres, nearly triple the size of others like the Grant Farm. At some point a “Coe and Pingree” office opened in Bangor. Coe was rarely there as he was the one responsible for determining where logging took place, taking care of the logistics pertaining to supplies and the drive, and safeguarding their lands from timber robbers. In the 18 townships of this book Coe generally had a twentieth share of the land purchases Pingree made. He also had some of his own holdings. Coe developed a reputation as a wise man with good judgment, honesty, and integrity. When Ebenezer was not in the woods he lived in the family home with his brother Tom and his family and mother; he apparently never married.

**William H. McCrillis** (1813–1889), born in Georgetown and son of a doctor, went to Phillips Exeter Academy and then studied law for two years. He came to Bangor in 1833 to the Allen and Appleton law offices and was admitted to the Maine bar a year later. By 1838 he was County Attorney for Penobscot County and in 1838 elected to the Maine House of Representatives, which he also served in 1859 and 1860. He built a large and profitable Bangor legal business largely serving eastern Maine. He was a prominent Bangor citizen. In addition to his legal work he was one of Maine’s largest
timberland owners; he managed his lands and sold stumpage. Having never married he left his estate to his sister Harriet S. Griswold of Bangor. She and her children continued the timberland operations. The family heirs eventually organized the McCrillis Land Association, a Massachusetts business trust for investing in Maine timberland. The Prentiss & Carlisle Company of Bangor continued to manage the association’s timberland in 2022.

**Solomon Parsons** (1798–1872) was born in Norway and a son of a Baptist deacon. In 1825 he moved to Sebec and formed a partnership with Josiah Towle that lasted nearly 50 years. By 1834 he moved to Bangor and continued his merchant interests by forming the S. Parsons & Company. He married in 1835, but Clara died in 1849; he fathered a son and a daughter. At some point he acquired a large farm in Presque Isle and grew hay for loggers. In Bangor he engaged in a number of businesses and city government. In 1855 he was treasurer of the Old Town and Lincoln Railroad Company. By 1859 he was engaged with the Bangor Gas Company and banks followed; Globe Bank, Farmers National Bank, and Bangor Savings Bank.

**William H. Parsons** (1817–1902), born and raised in Paris, was one of seven living children. His father was an actor and a brother of Solomon Parsons. By 1843 William moved to Bangor and joined his uncle’s company, S. Parsons & Company, as a clerk. The company dealt in West India goods. Within five years he became a partner. By 1859 he was treasurer of Farmer’s National Bank and banks followed; Globe Bank, Farmers National Bank, and Bangor Savings Bank.

**Hayward Peirce** (1808–1854) generally partnered with his brother.5 Hayward and Waldo both were directors of the Mercantile Bank. They were two of five men who in 1833 received a legislative charter to build a Bangor luxury hotel that took the name Bangor House with 130 rooms.6

**George Pickering** (1799–1876), born in Bangor, was a businessman, lumber merchant, investor, bank president, mayor, and family man whose children were born and raised in Bangor. His earliest occupation as noted in the 1834 Bangor Directory was merchant and by 1846 he was using lumber merchant. By 1850 he was an Orono sawmill owner. In 1845 he invested in the Penobscot and Kennebec Railroad. Beginning about 1851 he was president of the Kenduskeag National Bank, a position he held until his death. From 1853–1855 he was mayor of Bangor. By 1869 he was also president of the Bangor Savings Bank. He was a longtime trustee of the Bangor Theological Seminary. His sons did not move into the lumber business.

**David Pingree** (1875–1863), born in Massachusetts, went to work for his uncle Thomas Pingree in Salem after he finished school. Thomas owned a highly successful shipping company. David learned the business from him and Edward D. Kimball, his brother-in-law, another Salem merchant and ship owner. Thomas died in 1830 and left the company and all his money to David who continued the operation and focused on trade in the East and West Indies and Africa. In 1831 he also became president of the Naumkeag Bank. Beginning in the 1840s he began buying Maine land tracts across northern Maine and included the Katahdin Iron Works. His holdings included land in 10 of the 18 townships in this book. In his Maine timberland

---

5 The local history books for Frankfort had no information about either brother.
6 Trudy Scee, *City on the Penobscot, A comprehensive history of Bangor, Maine*, The History Press, Charlestown, South Carolina, 2010
dealings Pingree partnered with Ebenezer S. Coe, who provided advice on purchases and timber management. Typically Pingree held 15 to 19/20ths and Coe held the remainder of a shared parcel. Coe apparently had the vision for Chamberlain Lake farm and he and Pingree created what was perhaps the largest wilderness farm ever built in Maine, the Chamberlain Lake Farm at 600 cleared acres. The teamsters, who hauled supplies from Bangor to the farm on the Chamberlain Lake Tote Road, picked up iron ingots at Katahdin Iron Works on their return journey. Pingree was the major investor in that road which served hundreds of operations. When Pingree died in 1863 he left his largess to his surviving family: wife Ann Marie, brother Asa, brother-in-law Edward D. Kimball, two sons Thomas P. and David Jr., and friends Ebenezer S. Coe and James N. Chandler. With Coe’s and Chandler’s guidance the family continued to manage their Maine lands. In 1964 the family formed Seven Islands Land Company to manage their Maine holdings, which in 2017 amounted to 830,000 acres.7

Samuel Smith, often joined by his brother Edward of Orono, was a Bangor area investor, banker and merchant, who made and lost fortunes and died poor. By the mid-1830s Samuel was a merchant working for Boardman, Woodman & Company of Bangor, in 1842 his sawmill burned, and in 1846 he was dealing in lumber. His investments included a bridge over the Kenduskeag Stream (1834), the Bangor and Piscataquis Canal and Railroad Company, the Bangor and Old Town Railroad, and the Globe Bank, which he organized.

Robert Treat (1803–1860) was born, raised, and lived his entire life in Frankfort on the river below Bangor. His grandfather Joshua Treat was one of the town’s first settlers, built the first sawmill on Marsh Stream in 1774, engaged in boat building and trading on the Maine coast. His son, also Joshua and Robert’s father, continued the same ventures and the family became one of the two prominent merchants of eastern Maine. Robert continued the

highly successful family business, married and had eight children.

John Winn Jr. (c.1790–c.1858), a Salem, Massachusetts merchant and engaged in Bangor lumber trade, was a David Pingree agent in Maine. In 1829 Winn was in the merchant business determining extra payments for a crew that delivered the goods after losing a mast. Court records show that Winn was one of four principals of the Salem India Rubber Company, manufacturers of rubber shoes and clothing. Winn was a Pingree partner by 1837 and continued as such until about 1843. Winn not only bought land for Pingree in the 1840s, but he acquired some of his own Maine timberland. Sometime in the 1840s before 1846 he moved to Bangor, at first referring to himself as a merchant and changing that to land agent in 1848. By 1851 he was also a lumber merchant and remained so until his death. He had financial difficulties and forfeited some of his land in the last year of his life.

Landowners in a lumber business

Shepherd Boody (1813–1889), a logger born in New Hampshire, was married and living in Old Town in 1840. In 1841 he built the dam at the head of Chamberlain Lake that raised it enough to reverse some of its natural flow to the Allagash and dug a channel to direct water into Telos and then Webster lakes.8 He left Old Town soon after his wife died in 1855 to lumber in T9R6 Aroostook County. He farmed in the off-season and in 1857 built a gristmill; he was already running a sawmill. He was still working that area in 1860 but at some point before 1870 moved to T8R5 Aroostook and farmed. In 1874 or earlier he became a Methodist clergyman and perhaps continued to do so for in 1880 he was farming in Maysville, a town formed in 1859, but was later divided between Caribou and Presque Isle, and had a congregation there. Reverend Boody rests in an Old Town cemetery.

Nathaniel and Theodore Dillingham were father and son. Nathaniel (1785–1863) grew up on the successful family farm in Camden. The community saw him as a wise accountant and he became the

7 The David Pingree Papers are available at the Phillips Library of the Peabody Essex Museum in Salem, Massachusetts. The library also has papers of those associated with his Maine timberlands.

8 Catherine Schmitt, The President’s Salmon: Restoring the King of Fish and its Home Waters, Down East Books, 2015, p. 182
“cashier” (treasurer) for the Camden Bank. He moved to Old Town in 1851 to join his son. At some point, perhaps the 1840s, they formed N.H. Dillingham & Company. Theodore (1806–1858) moved to Old Town by 1830 and engaged in the lumbering business. In 1846 he was a charter member of Lake Telos and Webster Pond Dam Company and was involved in the Telos affair.

**Messenger Fisher** (1794–1863) was working in Bangor by 1830 and in 1834 was a lumber merchant partnering with Joseph R. Lumbert of the Lumbert sawmill family at Six Mile on Kenduskeag Stream. By 1848 he was also working as a surveyor for engineering and architectural projects, work with which he continued until at least 1859.

**Ard Godfrey, Jr.** (1776–1843), a lifelong Orono millwright, moved from Taunton, Massachusetts to a farm on the Stillwater Road nearest the south town line of Orono in 1798. Here he raised a family, ran a sawmill that was in high demand, and had extensive contracts for building other sawmills. He engaged his sons John and Ard III (b.1813–1894) at an early age. When Ard III was 18 years old his father put him in charge of the construction of a sawmill with a construction crew of about 100 men. Before 1843 Ard Jr. turned his business over to his sons John and Ard III, and son-in-law Temple Emery. Ard III developed lumber interests in Georgia by 1839 and in 1847 moved to St. Anthony Falls (Minneapolis, Minnesota) where he built a dam and the first commercial sawmill and the first home.

**Thomas F. Gould** appeared in the Bangor Directory in 1843 and 1848 and listed his occupation as simply lumber.

**Rufus Hardy** (1808–____) was a Bangor merchant with Robert Perkins in 1834. By 1843 he was an employee of the Franklin Adams Company (lumber) and sometime, probably in the 1850s, was lumberman Amos M. Robert’s accountant, a job he held into the 1860s.

**Samuel F. Hersey** (1812–1875), a lumberman and politician, was born in Sumner, graduated from Hebron Academy in 1831, and became a merchant in Lincoln and Milford. During this time he served as an officer in the militia and participated in Maine’s boundary dispute, the Aroostook War. He then went to Stillwater, Minnesota to work as a lumberman. By 1846 he moved to Bangor, partnered with Fog to form a lumber company, and kept his Minnesota interests intact. Eventually his oldest son represented his interests in Minnesota. In 1855 he became president of Bangor’s Market Bank and continued with his lumbering interests. From 1866 to 1869 he served in the Maine State Senate and was elected to the United States House of Representatives for the years 1873–1875. He had an unsuccessful run for governor, losing by 20 votes. He continued his lumbering interests until he died and left his fortune to the city of Bangor and with it the city aldermen established the Bangor Public Library.

**Henry Reed** (1816–____) was born and married (Lucey, 1839) in Hallowell, and became a Hallowell lumber dealer. By 1870 he and his family were living in Dubuque, Iowa and he was a partner in E. (Enoch) R. Lumbert & Company.

**Harvey Reed Jr.** appeared in the 1843 and 1846 issues of the *Bangor Directory* with lumber listed as his occupation.

**Ansel C. Smith** (1815–1879), an Old Town logger, was probably working in the Chesuncook Lake area when he bought 100 acres at the head of the lake in 1847. He began to develop it as a farm to serve logging operations including his own. By about 1852 he moved his family to the farm and continued to log and raise his family. The farm became an important shanty on what was known as the Chamberlain Lake Tote Road. Due to mounting debt by 1857 Ansel and wife Olive had to give up their holdings and moved to a small farm in Greenville. They returned to Chesuncook in the 1870s and probably lived with their married son Charles. Ansel died here in 1879 and Olive in 1893.

**James A. Thissell** (1804–1888) spent his working life as a lumberman on the Penobscot and West Branch rivers. He was apparently born and raised in Milford. He married and had children by 1840 when the family was living in Milford with six male boarders suggesting that he owned a sawmill in that town. By 1850, still in the logging and lumber trade, he moved to Bangor, but was back in Milford in
1860. His last listing as a lumberman in the Bangor Directory was in 1884. About 1876 he was one of three mill owners who first started sawing second grade pine lumber for the manufacture of boxes. He also partnered with John Cassidy in running a mill at Stillwater. His son Eben followed him in the business.

Jones P. Vezie (1811–1875), who was the son of Samuel Vezie, married and fathered four children. By 1834 he was in partnership with Nathaniel Lord; they worked as merchants on Jones father’s wharf. Within ten years Jones worked alone as a merchant at his father’s wharf. The 1873 Bangor Directory still listed his occupation as merchant, although the 1870 census indicated he retired. In 1843 he founded the Bangor Gazette; it ceased publication after 1845.

Other landowners

John C. Brown (1798–1874) was born to a well-to-do Providence, Rhode Island family in the merchant business, graduated from Brown University, and upon graduation entered the family business, Brown & Ives. He became a trustee of Brown University in 1828 and a fellow in 1842. When his father died in 1841 he inherited a vast estate and with that began collecting rare and curious books, and other papers when traveling through Europe. The collection became widely known and admired by scholars. His work with Brown & Ives continued through at least 1857.

William H. Dow was living in Bangor in 1840 and a Bangor merchant by 1846.

Alexander Duncan (1805–1889), who was born in Scotland, came to Providence, Rhode Island and was in the merchant business by 1841. By 1857 he was also a banker. Health forced him to retire from his work. He was a prosperous, prominent, and philanthropic Providence citizen. In 1863 he moved back to London, England for health reasons.

Dudley C. Hall (1780–1868), a member of a prominent Medford, Massachusetts’s family that first came to the town in 1675, joined the entrepreneurial merchant roles of his forbearers at 19 years of age when his father died, and became highly successful as an importer of tea. He eventually formed the Dudley Hall & Company and established offices in Boston, New York, and Philadelphia. His son Horace (b.1831) retired from the company in 1868 and Dudley C. Jr. (b.1818) took over the operation. As his father did, he made loans to friends, but by 1890 incurred a debt problem and auctioned off much of the family Maine lands to cover it.

Samuel Larrabee (1802–1875) moved to Bangor with his parents from Massachusetts, became a lifelong Bangor merchant with other business obligations. He married and had one daughter. His first store was probably a shoe store for which he was proprietor in 1834; his interest in timberland followed. By at least 1864 he was president of the Mercantile Bank and remained as such until his death. The year he died he was part owner in a Bangor brig.

John McDonald (1800–1867) was born in Limerick, graduated from Bowdoin College in 1831, and returned to Limerick to practice law from 1826–1835. He, his wife Olive and son William moved to Bangor in 1835 and he continued his practice until death. He was judge of the municipal court from 1838–1839 and an overseer of the bar from 1847–1857.

Benjamin W. Mudge of an unknown profession in New York City began to amass land parcels of sales in the 1840s.

Albert W. Paine’s (1825–1907) father was a farmer and cooper in Winslow where Albert was born. He moved to Bangor to study law and was admitted to the bar there in 1834. He married and fathered four daughters. He was a lifelong and highly successful real estate lawyer serving as such up until at least 1895.

Jeremiah L. Robinson, a gentleman of Exeter, New Hampshire died in 1852.

John E. Thayer (1803–1857), son of Rev. Nathaniel Thayer of Lancaster, Massachusetts, was a successful lifelong Boston financial broker by 1825. He and his brother (Nathaniel Jr. (1808–1883)) went to Boston and opened the firm John E. Thayer and Brother, bankers and stock exchange brokers. They made and lost great sums of money and ended with substantial gains. John was known for
Rendezvous at Chesuncook

Josiah Towle (1806–1886) and his wife Lucinda (m.1825) opened a store and sawmill business in Sebec with Solomon Parsons, then kept a hotel in Enfield before they moved to Bangor and entered the wholesale flour and grocery business. Their son Josiah C. joined the business and took it over and continued it after his father’s death in 1883.

Joseph S. Wheelwright (1821–1895) lived his life as a successful merchant. By 1840 he had worked long enough for his employer to understand the business and bought the failing establishment. He now owned the only clothing store in Bangor. Ten years later Jonathon G. Clark, a clerk, became Wheelwright’s partner in the company Wheelwright & Clark, clothing and cloth merchants. Their wholesale and retail business expanded and needed more space so in 1859 they built the Wheelwright and Clark building at the corner of Hammond and Main streets. The Bangor Directory of 1879 listed the commodities as “lumberman’s dry goods.”

Hezekial Winslow (1811–1885) was a longtime Portland lumber merchant. By 1831 he was a merchant operating on Titcomb’s wharf. Before 1847 his son Hezekial Jr., born in Albion, joined him in the business. Two years later Hezekial Sr. died and his son continued the enterprise in Portland through at least 1877.

Drive bosses (not necessarily landowners)

Aaron Babb (1812–1876), was born in Harmony, moved to Bangor where he and his wife Catherine raised two sons and a daughter. He was a logger first and timber landowner second. He was frequently a small-share owner in land purchases of the Strickland family members. By 1848 when the PLDC hired him as drive boss he had established himself as a leader and person who knew how to conduct a successful drive. He was a charter member of the Penobscot Lumberman’s Association in 1854, a director of the Grocer’s Bank of Bangor in 1857, and a charter member of the Bangor and Aroostook Railroad Company in 1870. Beginning about 1869 he was a partner with Lysander Strickland, a cousin of Samuel and Hasting Strickland, and continued as such until his death.

Orlando W. Gilman⁹ (1813–1882) was born in Conway, New Hampshire, and was living in Milford by 1840. He apparently quickly joined forces with Eliphas Gulliver for in 1842 they owned and logged land on the West Branch west of Chesuncook; among the first to do so. The partners typically bought land, logged it and then sold it. Their partnership by 1864 included a dam and mill on the river; it became Veazie Manufacturing Company—cotton, wool, iron, and wood. They apparently sold or otherwise dissolved their partnership for in 1865 Gulliver bought land in Michigan and Gilman and his wife Ruth were living in Boston where he was a merchant of unknown commodities. His son Orlando Jr. remained in Bangor until about 1871 as a lumberman, and then apparently moved to the Boston area where he continued in lumber. His mother stayed to live in Cambridge, Massachusetts after his father’s death.

Eliphas Gulliver (1816–1877), was born in Bradley, entered the lumber business at age 14, went to North Milford where he and Orlando Gilman formed their partnership that by 1842 had them owning land and logging it on the West Branch west of Chesuncook. Eliphas married Margaret Gunst in 1838 in Bangor where four of their five children were born. By 1859 the partners were logging and dealing in lumber and by 1864 had a mill with a dam on the river; it became known as Veazie Manufacturing Company—cotton, wool, iron, and wood. The partners typically bought land, logged it, and then sold it. Like a few other Old Town and Bangor area loggers of the time he was interested in large trees and in 1865 bought land from the state land office in Gladwin, Michigan and soon moved his family to East Saginaw where he developed successful logging and milling operations. He became a prominent and respected citizen of East Saginaw where he died. His son Samuel G. Gulliver (1852–1905) followed in his father’s footsteps in Saginaw.

⁹ In The Penobscot Boom, author Alfred Hempstead had the name as O.A. Gilman.
Richard G. Hinman (1817–1889) was born in Hartland and son of a Baptist clergyman who moved to Bangor. Sometime before 1849 Hinman was a logger living in Bangor and by 1859 formed a partnership with Ebenezer Blunt. At some point they acquired a pier in Hampden and in 1868 received legislative approval for a second pier 100 yards above the other. The piers were part of their lumber dealing. In 1867 Henry B. Foster, Hinman’s son-in-law (b.1839) joined the company. During this time period the partners were active in the Bangor Boom Company. At some point before 1877 Hinman and Foster sold out to Blunt. Hinman apparently retired. By 1877 Blunt was in partnership with F.W. Ayer. In 1879 Foster was in a new lumber dealing partnership with Hodgkins and Hall and he remained in that until about 1892 when he was a manager for F.W. Ayer Company. Hinman had been active in Bangor city government serving on the Humane Community Council in 1855–1856. Hinman and his wife Mary raised two daughters and a son.

Joab W. Palmer 10 (1821–1915) was born in Lincoln County, moved to Bangor at age 14 when he entered the lumber business, and was a lumber manufacturer and dealer by 1842. He married Richard Hinman’s sister and when she died he married Hinman’s other sister. He remained in the lumber business until retiring in 1896. From 1862–1876 he employed 200 to 250 men each season to mill lumber at his mill. He served as president of the Mattawamkeag Log Driving Company and for 12 years was president of the Penobscot Lumbering Association and Boom Company. He was active in local and state government serving as a Bangor city alderman for two years, a representative at the state house for five years, and two years in the state senate. None of his children or grandchildren followed in his work. 11

Loggers (not landowners)

John Goddard (1811–1870), born in Cape Elizabeth, married his wife Lydia and they raised eight children. They were living in Orono by 1844 when he was a logger and in a partnership with James Jenkins. They were still in Orono in 1850, but by 1856 were back in the Portland area where John was a lumber merchant, work he performed there until he died.

Moses P. Wadleigh (1796–1847) apparently worked as a logger independent of his brothers for in 1841 he had a crew on the Chesuncook Pond drainage.

Samuel Wadleigh’s (1800–1847) arrival in Old Town is unknown but he was present by 1840 and died in Old Town in 1847. How he might have engaged in work with his brothers was not discovered.

The terrain as assessed by surveyors before the advent of logging

At the close of 1841 all 18 townships covered in this book had a state land commissioner commissioned assessment completed. Any commissioner surveys after this date were related to issues pertaining to deeds.

Following their c.1833 surveys the land commissioners waited until 1840 and 1841 before contracting their next township blocks for assessment; they included the north end of Chesuncook Lake and extended north. The 1840 block, done by Zebulon Bradley, included townships number 5, 6, and 7 in range 13, and their eastern counterparts townships 5 and 6 in range 12. The 1841 block included townships 5, 6, and 7 in the 14th and 15th ranges and T8R15, all or parts of which drain south to Chesuncook Lake via the Caucomgomoc drainage.

Bradley’s assessment of T5R13, which included the north end of Chesuncook Lake, indicated the township had little pine, the best of which was at its northeast corner. To the east in T5R12 he found that the principal portion of the pine timber was near Cuxabexis Stream and could be driven down the stream with cleaning and building one or two “cheap” dams. Timber near the west line and within two miles of the north line could be hauled to Cuxabexis or Umbazooksus lakes. Abundant spruce spread across the whole township, along with some excellent cedar. He estimated 6 million board feet of pine logs with considerable sapling pine mixed in.

To the north of Chesuncook in the Longley Pond and Umbazooksus Lake drainage, T6R13, he noted good driving on Caucomgomoc Stream and below First Pond in the Umbazooksus drainage; above that the waterway needed work to float logs. About 2 million board feet

---

10 In The Penobscot Boom, author Alfred Hempstead had the name as I.J. Palmer.
11 Bibliographic Sketches of Representative Citizens of the State of Maine, 1903; available online.
of pine logs was in the southeast corner and on the east line and it could go down Umbazooksus Stream. Spruce, fir, cedar, and some third and fourth quality small pine covered the rest of the township. The township had 500 acres of first quality soil and 2,000 of second quality; the rest was rocky.

Only the southwest quadrant of T6R12 drains to Chesuncook, principally through Umbazooksus. Pine was most abundant in the central part of the township with an estimated 8–12 million board feet for saw logs and perhaps another 8–12 million board feet of second quality logs.

In T7R13, to the north of T6R13, timber cut in the southwest quadrant had the possibility of being hauled into Shallow Lake. The south half of the township was flat, wet, and covered with spruce, fir, larch, cedar and 3 million board feet of pine logs. He made no assessment of Shallow Lake outlet stream for driving.

The commissioners hired J.W. Stinchfield to assess the 1841 block of townships. The water flow from the
northern half of T5R14 and nearly all of T5R15 drained north to the Loon-Caucomgomoc waterway to Chesuncook. In T5R14 he found the streams drivable with some needing a little work like Scott Brook. The pine timber, 2 million board feet of logs (bfl), was mostly in the north half of the township with a maximum haul of 1.5 miles. Rotted, poor quality sapling pine covered two thirds of the township. The township had much large and good juniper, and little good spruce. T5R15 had no good driving streams in its eastern half and about .3 million board feet of pine logs. The southwest quadrant had large, very poor pine timber with .2 million bfl for cutting. However, the haul was so far as to make the wood valueless. The northwest quad had 5 million board feet of pine logs that could go into the inlet stream to Loon Lake. Sapling pine was scattered across the township, generally poor quality and rotten, equaling 11.5 million bfl with maybe an eighth fit to haul, but the hauls would be long and make it valueless.

The next township tier north included T6R14 and T6R15. T6R14, land that encompasses the east side of Caucomgomoc Lake and Black Pond, presented no particular hauling or driving problems. The spruce was plentiful, much large juniper and 36 million board feet of pine logs that was mostly rotten, knotty, and crooked; about 3.5–4 million was suitable for timber at this time. The stream between Loon and Caucomgomoc lakes was navigable for both boats and logs. “Shallow Lake was not available for lumbering purposes,” meaning it could not be easily or cost-effectively dammed.

In contrast to T6R14, T6R15 was “well watered” with Loon Lake and two others. Most timber could go into Loon Lake with the longest haul being 1.5 miles. Sapling pine was well-distributed across the township, and 11 million bfl was available for cutting. Good spruce was plentiful. This was the only township assessment that noted a previous cut. T7R14 and R15 also drained to the Caucomgomoc Lake. The notable summary statement in the T7R14 assessment was: “no pine fit to cut any place in this township at this time,” but elsewhere he noted “7.6 million board feet of worthy pine logs;” the northwest quadrant had 2 million bfl. Good spruce was plentiful, no cedar of any value, and little juniper. The township was well watered for driving; hauls would be short. “Shallow Lake cannot be made helpful to lumbering; damming is too expensive.” The small lake north of Second Lake had the same problem. Logs could go into and be driven from First and Second lakes12 with “facility.” In T7R15 the large sapling and timber pine amounted to 3 million bfl and sapling pine 1.5 million bfl with the northeast quadrant having the best pine.

The northernmost township draining south to Chesuncook was the southern part of T8R15 that J.W. Stinchfield also assessed in 1841. He noted the southwest quad held a pond13 that was the headwaters of Caucomgomoc Stream, “alders and cedar filled the outlet stream.” He did not use the word pine, but did mention “handsome” spruce scattered throughout the township. The most timber was in the northeast and southeast quadrants; the longest haul in either one would be three-fourths of a mile to Allagash Stream in the north and Caucomgomoc Stream in the south. They each had about a half-million board feet of logs. The cedar were large and of good quality. He found no sapling trees of any sort. Dense growth of small spruce and fir were on the hilltops.

Only one township assessment listed in the above, T6R15, had a note of previous logging. “Some timber was cut last winter [1840] on the east side; many of the trees were left.” If any of the cut logs got driven, then the haul was directly to Caucomgomoc Lake for the drive that spring.

It appears that the surveys for the public lots in the 18 townships of this book were completed in the 1840s. The commissioners then began to issue grass and stumpage cutting contracts for these lots.

Land ownership by township

During this decade about 60 different persons held a deed at one time or another. By the end of the 1840s all but three townships of the 18 of this book had owners with deeds. Those with no deed sales were T2R13, the Ragged Lake area, T3R11, the lower end of Ripogenus Lake and east, and T8R15, the northernmost township that includes Wadleigh Pond in its southwest corner. A lack of deed sales did not preclude stumpage sales by the state land agent.

The predominant names involved in land sales during the 1840s included: Bradley, Boynton, Clark, Coe,

---

12 I did not find a map with lakes or ponds so named, but by deduction it was probably the string of ponds that include those known as Round and Poland in 2022.
13 in 2022 known as Wadleigh Pond
Cummings, Hall, Jewett, Pingree, and Strickland, with the two most dominant being Clark and Pingree.

Within this decade eight men, John Eveleth, George Boynton, Ebenezer Coe, David Pingree, William McCrillis, Hastings and Samuel Strickland, and Samuel Hersey, made their first land purchases and either they or their heirs were the first to continue land ownership through the rest of the century.

Among the 19 landowners with a vision, 10 continued into a future decade. Within the landowner group of lumber business owners, five of the 12 continued into the next decade and of the 13 other landowners only four continued beyond this decade.

**T2R12** (access to Chesuncook via Ragged Stream, Kelly Ponds & south end of Caribou Lake)

Jeremiah L. Robinson, a gentleman of Exeter, New Hampshire who died in 1852, joined the ownership list in 1843 by buying three one-sixteenth shares from Stephen Cummings of Portland, Henry Cushman of Portland, and Benjamin Willis of Boston. In 1845 Stephen Cummings, a Portland doctor, sold nine lots to Samuel P. and Hastings Strickland, both Bangor lumbermen and timber lands investors, Hezekiah Winslow, a Portland merchant, and Aaron Babb, a Bangor lumberman and a year later Enoch Mudge sold lots 1 and 7 to the same men. By 1849 a number of owners were delinquent in tax payments and at the Maine state land agents’ auction Amos M. Roberts, a Bangor lumber merchant and sawmill operator, bought the equivalent of nine-sixteenths of the township.
By the end of this decade none of the owners of the previous decade held any land. In 1841 and 1842 Benjamin Willis, a Boston merchant, and Benjamin W. Mudge of an unknown profession in New York City began to amass land parcels of sales in the 1840s.

**T2R13** (southern two-thirds of Ragged Lake draining through Ragged Stream to Caribou Lake to Chesuncook)

The state land agent issued no deeds for land in the 1840s.

**T3R11** (split west to east by the West Branch from Ripogenus Lake a mile above its dam through the gorge and the steep hillsides to the foot of Horserace Falls)

The state land agent issued no deeds for land in the 1840s.

**T3R12** (most of Ripogenus Lake, the southern portion of Chesuncook Lake and its entry point from Caribou Lake)

East half – The only owner to carry over from the 1830s was Enoch Paine, the Portland merchant. His transactions continued in 1841 with Cyrus S. Clark, Bangor lumberman and sawmill owner, followed in 1846 by Rufus Dwinel, a Bangor lumber merchant and sawmill owner, five women of the Paine family of Portland, and in 1848 Amos M. Roberts the Bangor lumber merchant and sawmill owner, and in 1849 Samuel Larrabee, a Bangor merchant.

West half – In 1846 the 1830s landowners William S. Bridge the Milford, Massachusetts trader, and Benjamin Fiske the Lexington, Massachusetts trader, sold their half-shares for the west half of the township to David Pingree the Salem, Massachusetts timberland investor. In 1847 Pingree sold the entire west half to George W. Smith, a Bangor merchant, and Thomas F. Gould, a Bangor lumberman.

**T3R13** (northern half of Ragged and Caribou lakes and Deer Pond)

In the 1840s the five 1830 purchasers from Portsmouth, New Hampshire made fractional sales that were of undivided one-fourteenth parts. By 1848 the primary landowners were Amos Roberts, Bangor lumber merchant and sawmill owner, William Emerson, Bangor merchant, and Isaac Farrar, Bangor lumber merchant; they each bought a three-fortieths share. The other owner was Cyrus Goss, the Bangor merchant and sawmill owner, who continued to hold his share purchased in the 1830s.

**T4R11** (Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake)

In 1847 the state land agent sold the whole of the township to Cyrus S. Clark the Bangor lumberman and sawmill owner. To help finance that purchase Clark issued mortgage deeds of an undivided quarter-share to Waldo T. and Hayward Peirce, Bangor merchants, and the same to Gorham L. Boynton, a Bangor banker and timberland investor, and Daniel W. Bradley, a Bangor merchant and timberland investor.

**T4R12** (east shore, midsection Chesuncook Lake and Mud Pond)

In 1844 George Jewett, a Bangor lumber merchant, banker and railroad president, released his undivided half-share purchased in the 1830s to Jones Veazie, a Bangor merchant. In 1847 the state land agent sold a specified set of lots amounting to half the township to Cyrus S. Clark, the Bangor lumberman. Jewett sold his remaining half-share to John McDonald, a Bangor lawyer, who financed a mortgage for Clark for his half in 1848.

**T4R13** (west shore, midsection Chesuncook Lake)

John Fiske, the Boston merchant, sold two fractional parts of his southern half of the township: first to Enoch R. Lumbert, a Bangor sawmill owner, and second to Harvey Reed, a Bangor lumber merchant. Fiske sold the balance in December 1847 to Joseph F. Wheelwright, a Bangor merchant.

In September 1847 the land agent negotiated a deal for the north half with Nathaniel and Theodore Dillingham, Bangor lumbermen, and Samuel Hunt, an Old Town lumberman.

**T5R12** (east side, north end Chesuncook Lake with Cuxabexis Lake and Duck Pond)

Bangor lumberman and sawmill owner Cyrus S. Clark bought the whole township from the state land agent in July 1847. He immediately issued a quit claim deed to George Pickering, a Bangor lumber merchant.

**T5R13** (head of Chesuncook Lake with lower ends of Umbazooksus and Caucomgomoc streams)

The earliest discovered land occupation in T5R13 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 Septem-
ber 1847 the Maine land agent sold property to Josiah Towle, a Bangor merchant; Solomon Parsons, a Bangor merchant; William H. Parsons, a Bangor merchant; and William H. Dow, a Bangor merchant. These men defaulted on the agreement for they received no subsequent deed. The location of the land in the township is unknown, as is whether or not the men engaged in any activity involving the land.

In November 1847 the state land agent sold Ansel C. Smith 100 acres on the west shore of Chesuncook Lake near its head. The north line of the lot started 10 rods north of the Daniel Briggs clearing, went south on the shore 167 rods, then west 100 rods, then north 160 rods, then east 100 yards to the start. In 1849 Smith used his deed as collateral for a loan from Oliver Evelth, Greenville businessman, and Alexander G. Houston of Monson; terms included payments over six years. After four years Houston sold his share to John Evelth, who was in business with his father Oliver. The subsequent land transactions involving the Ansel C. Smith farm and the farms on both sides of the lake in that area, known as “lots A–I” are under “Chesuncook farm and settlement.”

T5R14 (Little Scott Brook draining north to Black Pond)

In 1841 the land agent sold the whole township to Samuel Smith, a Bangor investor, and he sold it three days later to Frank Adams, a Bangor lumber merchant. Joining Adams as landowners were Messenger Fisher, a Bangor lumber merchant; Albert W. Paine, a Bangor lawyer; and Rufus Hardy, Bangor lumber merchant employee. Due to failure to pay taxes the state land agent confiscated the property and Samuel P. and Hastings Strickland, Bangor lumbermen and timberland investors, purchased it at auction in November 1846.

T5R15 (Big Scott Brook draining to Loon Stream to Caucomgomoc Lake)

In August 1843 the land agents sold the whole of the township to Samuel Smith, the Bangor investor. Four months later Smith sold to Robert Treat, a Frankfort trader, and a year later he sold the northwest quadrant to David Pingree, the Salem, Massachusetts timberland investor. Three years later Pingree sold a four-twentieths part to John Winn, the Salem, Massachusetts manufacturer, and a twentieth portion to Ebenezer S. Coe, the Bangor lumberman and timberland investor. In July 1848 Pingree sold fifteen-twentieths to John C. Brown and Alexander Duncan, both Providence, Rhode Island merchants, and John E. Thayer, a Boston financial broker. Treat apparently defaulted c.1844 on the other three-fourths of the township for in 1844 the state land agent issued deeds to Bangor lumberman James Jenkins and Bangor lawyer and timberland investor William McCrillis; each bought a half-share. Jenkins successfully petitioned to have the land partitioned in November 1849.

T6R13 (Longley Pond and Umbazooksus Lake)

The land agent made his first deed transaction in September 1846 to Dudley C. Hall, a Medford, Massachusetts merchant and timberland financier, and Samuel F. Hersey, a Bangor lumberman. They had four years to pay the debt and could not log without permission before they paid the debt.

T6R14 (outlet and east half Caucomgomoc Lake, to Black Pond to Chesuncook)

In July 1844 the land agent sold the whole of the township to Samuel Smith, the Bangor investor, and a month later he sold it to David Pingree the Salem, Massachusetts timberland investor. Three years later Pingree sold an undivided half share to John Winn, the Salem, Massachusetts manufacturer, and a twentieth of the northwest quadrant to Ebenezer S. Coe, the Bangor lumberman and timberland investor. In 1848 Cyrus Clark, the Bangor lumberman and sawmill owner, successfully petitioned the court for partition of the township; the landowners at the time were Coe, Winn, Clark, and Pingree. After the partition Pingree sold a half-share to Dudley Hall, the Medford, Massachusetts merchant and timberland financier.

T6R15 (Loon Lake and Stream to Caucomgomoc Lake)

The state land agents sold the whole township to Samuel Smith, the Bangor investor, in August 1843 and he resold to Robert Treat, the Frankfort trader, in December of the same year. A year later Treat sold the township to David Pingree, the Salem, Massachusetts timberland investor, who in 1847 sold a four-twentieths part to John Winn the Salem, Massachusetts manufacturer, and a twentieth portion to Ebenezer S. Coe, the Bangor lumberman and timberland investor and Pingree’s Maine timberland manager. Winn requested the court for a partition in 1849 and it was granted.
Chapter 3 1840–1849

T7R14 (Little Shallow, Shallow, and Dagget lakes, Round and Poland ponds, Ciss Stream)

In August 1842 Samuel Smith, the Bangor investor, bought the township’s southeast quadrant. He sold in 1843 to Amos Roberts, the Bangor lumber merchant and sawmill owner, and a year later issued a mortgage deed to Franklin Adams, the Bangor lumber merchant, and Rufus K. Hardy, Adam’s employee, and they sold to David Pingree, the Salem, Massachusetts timberland investor, a few months later.

In 1848 the state land agents sold the remainder of the township (north half and southwest quarter) to Shepherd Boody, the Old Town logger, and five months later he sold to Cyrus S. Clark, the Bangor lumberman and sawmill owner. A year later Clark sold a two-thirds share of the three-fourths of the township he bought from Boody to timberland investors Gorham L. Boynton, the Bangor banker, and Daniel W. Bradley, the Bangor merchant.

T7R15 (Wadleigh Brook)

In 1848 the state land agent sold the east half of the township to James Thissell, a Milford lumberman. He received financial help from Ard Godfrey, an Orono millwright, and Cyrus S. Clark, Bangor lumberman and sawmill owner.

T8R15 (southwest corner and Wadleigh Pond)

The state land agents made no deed sales during this decade.

Maps and accessibility

The John P. Deane 1840 State of Maine map was first printed and available in 1840. Deane had traveled frequently in this area and he reflected that knowledge in the map.14 The 1840 and 1841 commissioner township maps resulting from their surveys were also available. None of these maps included any tote roads in the 18 townships of this book.

The Caribou Lake Tote Road to the foot of Caribou Lake with water access to the south end of Chesuncook Lake continued to be a valuable artery during this decade given that loggers were still working their way up the lake and wanted access to its south end.

By 1841 loggers had probably created the two other access routes for the decade and beyond. In 1840 and 1841 Hastings and Samuel Strickland probably brought their supplies for operations on Chamberlain Lake up Moosehead Lake on either a sailing scow or winter ice-boat to the carry at North East Bay. This meant supplies either went down the West Branch by boat to the head of Chesuncook Lake or on a winter road that paralleled the south side of the river. From Chesuncook farm supplies continued by boat up Umbazooksus Stream to the Mud Pond carry to reach Chamberlain Lake. At about the midpoint of the decade a Strickland crew cut an 11-mile winter road from the head of Chesuncook Lake north to Chamberlain Lake.

By 1841 teamsters had done plenty of hauling on Moosehead Lake and had learned its dangers and challenges. A toting route from Greenville to the lake’s Lily Bay began to develop in the early 1840s for loggers beginning to cut on the drainages flowing into the lake, like the Roach River system. About 1840 the Hildreth brothers of Greenville built a farm and shanty at Lily Bay. Twenty miles farther east on the developing tote road in 1841 or before Thomas J. Grant had built a first structure on the hilltop to the west of the outlet of Ragged Lake and it soon developed into a farm and a shanty. Three years later in 1844 Deacon Ford built a farm and shanty at the outlet of First Roach Pond, the midpoint between the Lily Bay farm and Grant’s developing farm. At some point in this decade loggers extended the tote road, the Chesuncook Tote Road, from Grant’s east to the south end of Caribou Lake, the terminus of the Caribou Lake Tote Road from the southeast.

In 1842 and 1843 the Maine State Legislature considered, but did not pass, a petition for a resolve from 43 men for a road through Piscataquis County to the head of Chesuncook Lake. They requested that it cut in half the distance now traveled on the existing route and avoid lakes and mountains. The 43 names included only a few whose names appear in this book (Enoch Paine and John Morison). Notably absent were both Samuel and Hastings Strickland, who already had operations in the area.15

Another road petition was taken up in 1843 and the legislature sent it to the State Road Committee with the charge to study a land route from the end of the state road in Greenville to Lily Bay where one fork would wrap around Moosehead Lake and end at the Canada Road at the lake’s North West Bay. The other fork would

14 This map appeared to become the base for the Lucius Hubbard maps beginning in the late 1870s.

15 The reasons for its defeat were not part of the record that was available at the Maine State Archives; “Defeated Legislative Resolves.”
go to the outlet of Chesuncook Lake where it would fork again. The north fork would go up the west side of Chesuncook to Umbazooksus for a link to the Allagash. The other fork would go northeast to Telos Lake and Aroostook County. The legislature referred consideration to its 1844 session when it defeated it.16

In 1845 another road petition, to extend the state road from Greenville to Chesuncook to open communication with the Allagash and Upper St. John waters, was back before the legislature. The names (44) on this petition included the predominant men with logging interests: Hayford, Boynton, Cummings, Strickland, Wadleigh, Veazie, Clark, Bradley, Jewett, Hinckley, and Eveleth. The legislature ultimately defeated this petition.17

Within this decade the route from Grant’s to the head of Chesuncook Lake probably incorporated the ice on Caribou and Chesuncook lakes. Ebenezer S. Coe in partnership with David Pingree in 1846 built the Chamberlain Lake farm to support their logging operations there. Pingree invested heavily in the road from KIW to Grant’s shanty to reach the foot of Caribou Lake. The route became known as the Chamberlain Lake Tote Road. North of KIW the shanty stops in this decade were at 10-Mile Shanty, Second Roach (became the Shaw Farm), Ragged Lake (Thomas Grant’s Shanty), and head of Chesuncook, Chesuncook farm opened by Ansel C. Smith c.1848. Only Smith’s farm preceded the cutting of a winter road. The roads developed when someone recognized the potential volume of traffic and an opportunity for business or had a need like Pingree and Coe.

Toting between Grant farm and Chesuncook farm without a stop in the middle might have been possible because of the size of both the Grant and Chesuncook farms. The daily tote system might have included a loaded sled headed north from Grants’ and an empty sled headed south from Chesuncook farm. About the noon hour they might have reached the midpoint on Chesuncook Lake. Here the teams switched sleds and returned to whence each started. This was a strategy with examples in future years, but when it first developed was not discovered.

---

16 “Defeated Legislative Resolves,” Maine State Archives
17 “Defeated Legislative Resolves,” Maine State Archives

### Farms and settlements

#### Ripogenus Lake farm

By the start of this decade the winter road route to the Ripogenus Lake carry was from the west and most likely stemmed from the Caribou Lake Tote Road near the foot of Caribou Lake. If the road’s development had not begun in phase with the Ripogenus farm or before the Chesuncook dam construction in 1840, then it almost assuredly did once the dam was present. When the drives left Ripogenus Lake the next supply point was Ambejejus Lake, typically a 30-day journey.

In the fall of 1841, two men tended the Ripogenus farm and raised hay for the loggers of the coming season. During this decade the cleared land probably grew to 100 acres and crews built more barns. These men and those later in the decade might have been employees of T3R12 landowners Cyrus S. Clark, Bangor sawmill owner, who was joined in ownership in 1846 by Bangor sawmill owner Rufus Dwinel and in 1848 by yet another Bangor sawmill owner, Amos M. Roberts. Other possible loggers using the farm were Robert Gibson, Elias Usher, Moses P. Wadleigh, and unknown others with stumpage contracts with the landowners.

#### Lily Bay farm

At the beginning of the decade Matthias P. Sawyer was still the primary landowner, but at some point William Atkinson of North Anson, and Charles and William D. Crooker of Bath, began to buy up some of the 13 mortgages Sawyer held for lots, commonly a one-sixteenth undivided share of TAR14. By 1848 they owned a three-quarter undivided share. That same year two Hallowell men, Henry Reed and John O. Page, bought the other quarter of the township. In that year they needed financial help and received a loan from two Greenville men, Charles W. Gower and William A. Wilson, and two Bangor men, Amos Davis and William H. McCrillis, who held the mortgage for a three-thirty-second share. All parties agreed in November 1848 to partition the land into 11 east-west strips, which were further divided into blocks, each the width of a strip in which it rested. The Reed and Page party as part of its quarter-share took strip 3, which included what became known as Lily Bay farm, and strips 10 and 11, the northermost ones.

The partition map as made by the survey and forest assessment team included notes that indicated the Hildreth shanty, also known as the Hildreth Brothers shan-
ty, was already established on Lily Bay. The map also had the “Chesuncook Road” from Lily Bay to the foot of First Roach Pond. The present tense of the note on the map also indicated the farm had a hovel, typical of a shanty. None of the previous and numerous land transactions conducted by Sawyer referenced any kind of activity taking place on the land, but obviously some existed.

The Henry T. Hildreth family, formed in the Hillsborough and Hopkinton area of New Hampshire, moved to Greenville before 1840. Henry was a blacksmith and continued that work in Greenville. By 1850 the oldest son Benjamin (b.1814) was working his own 100-acre farm with 50 cleared acres. Henry Jr., the middle son (b.1820), was also a farmer, but neither he nor his father appeared on the 1850 agricultural census. William C., the youngest (b.1822) was listed as a lumberman on the 1850 census.

In 1844 William and Henry Jr. were original incorporators of the Kineo Company and built the Kineo Tavern on the island. That same year a man named Ford apparently cleared a boat landing in Lily Bay. Ford was probably Deacon Ford who in 1844 was beginning a farm at the outlet of First Roach Pond. Perhaps he was involved in the building of the first road to link Lily Bay to his farm.

Given the Hildreth brothers’ work it was possible that some time between 1844 and 1848 they, with perhaps the involvement of their brother Benjamin, built the Hildreth Brother’s shanty in support of William’s logging. They did not own the land so it would have been some form of a lease or part of a stumpage contract with the landowners. Given the brothers’ activities as listed in the 1850 census they continued with the operation through the 1840s.

Roach River farm

In 1841 Enoch “Deacon” Ford (1801–1868), a farmer and logger who moved his family to T2R2 Somerset County, soon known as Fordtown and later Mayfield, began conducting logging operations on Roach River and built the first log structure of what would become the Roach River farm in T1R13 at the northwest corner of First Roach Pond. Its outlet waters, the Roach River, drained into Spencer Bay on Moosehead Lake. Before he got busy on Roach River he served regularly as a town officer and was deacon of the Mayfield Freewill Baptist Church. As he logged, his wife and seven children kept their Mayfield farm.

Ford was not a landowner in 1841 and probably had a contract with the state land agent given that in 1844 Ira Wadleigh of Old Town bought T1R13 from the state land agent. Five years later in 1849 Wadleigh sold Thomas J. Grant lots 3 and 9 on what would become known as the Roach River farm, land Deacon Ford was tilling; Wadleigh held the mortgage. During this period of land transactions Ford continued to operate what was known as the Deacon Ford shanty. Both Wadleigh and Grant, lumbermen themselves and Grant owning the next shanty stop (Ragged Lake) on the Chesuncook Road, knew the importance of the Roach farm operation for all loggers using this key tote road.

Ragged Lake (Grant) farm

In 1840 Thomas J. Grant (1808–1851) received a permit to cut pine in an area belonging to the state in T2R13. In September of the same year he receive a permit from Samuel Veazie to develop a farm on the hill immediately west of the south end of Ragged Lake as part of his logging operations. By 1841 he had an abode and John Morison spent a night there on a return trip from Chamberlain Lake with a team of oxen. Grant and Morison traveled together at times exploring for large pine.

Grant married his wife Aurelia and their first son Joseph E. was born in 1830 in Monson. By the end of the decade the couple had two more children and had moved to Old Town. During the decade they had another son and daughter.

It was not clear how Grant accessed his farm site. His shortest route from Old Town was either of the developing Chamberlain Lake and Caribou Lake tote roads. As an explorer for the large pine he knew the surveys of the area around Caribou and Ragged lakes labeled it pine rich. He located his farm on an agriculturally good hill-

---

18 Ford’s first name was not included in Fran Emmons, “Lily Bay: the stuff of legends,” September 2009; available at Moosehead Historical Society

19 This sale also included the southwest corner of T2R13, The deed refers to this land as the southeast corner, but the lot numbers match the southwest corner; this area surrounds what was known as the Grant farm.

20 Eckstorm’s notes also included a 1924 comment by Nathaniel Hersey, farm manager for GNP. He had heard the farm was cleared as early as 1835, but this seems doubtful given the lack of woods activity in this region at this time. Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections.

21 Moosehead Gazette, February 1963
top from which he could perhaps see the remaining pine. His other route option was from Lily Bay farm to Ford’s developing farm at First Roach Pond and from there to his farm site. He perhaps knew the supply route from Greenville would eventually develop or more likely the route was already roughed out and a shanty at his site could prove profitable.

In 1848 Grant bought T2R13 sections numbered 22, 23, 24, 28, 29, 30, 34, 35, and 36, an area that encompassed his developing farm, from Ira Wadleigh who owned most of the township and held Grant’s mortgage. By 1849 the farm had 300 acres, 145 improved and 155 unimproved, a house, two milk cows, six working oxen, and 20 swine, and produced 100 bushels of corn and 500 bushels of oats.

**Deer Pond farm**

Conceivably, but with no documentation and only subjective arguments, the Deer Pond shanty did not have its start in the 1840s. Some shanties developed from logging camps, but a logging camp on the hill northeast of Deer Pond during this time period seemed dubious; too far from drivable water. The landowners in the area were primarily loggers: Amos Roberts, William Emerson, Isaac Farrar, and Cyrus Goss of Bangor in T3R13; Nicholas Norcross, Enoch R. Lumbert, Harvey Reed, and Joseph F. Wheelwright in T4R13. Any cutting by these men at this time went into Chesuncook Lake. Ansel C. Smith’s land was three miles above the town line of T5R13 and by 1849 it had 100 improved acres. No other known farm other than his existed until the late 1840s. If the supplies were coming from either Bangor via Brownville or Greenville for these men logging on Chesuncook Lake, then the teamsters toed to the foot of Caribou Lake and up the Caribou and Chesuncook ice in winter and used boat travel at other times. Just as toting on ice on Moosehead became something to avoid, if possible, so too was the likely case on this route up Chesuncook. However in the late 1840s there was not yet enough demand to warrant the expense of a winter woods road via Deer Pond to the Chesuncook settlement.

**Chesuncook farm and settlement**

Year-round activity at the site of the Chesuncook farm started no later than Ansel C. Smith’s November 1847 purchase of 100 acres that included a clearing previously made in an unknown year by Daniel Briggs of Monson. Ansel had financial notes related to the land purchase to pay so he probably was there with a crew in 1848 to log, and a log structure was definitely in place in 1849. He might have logged in the area before his purchase; it seems unlikely he would have bought it unseen.

On the basis of both the 1850 regular and agricultural censuses Ansel did not yet live year-round at the site, but apparently he had George W. McCausland and the James and Angelica Arbo family working there with a crew; by deduction they were all farmers and loggers. In 1849 they tended 100 acres of improved land, and had two milk cows, 10 working oxen, seven swine, and harvested 500 bushels of oats. The Arbos might have been present by 1846 based on their two oldest children’s ages and their oldest son’s death certificate.

George McCausland (1799–1884) met Henry David Thoreau in 1846 when Thoreau visited his farm just below the Fowler carry around Grand Falls at what eventually became known as Millinocket. McCausland had been a West Branch logger for the previous 20 years and during the past five to six springs had driven logs from what Thoreau called the “lakes and headwaters of the Penobscot.” These lakes were most likely Ripogenus, Caribou, and Chesuncook. At the time of Thoreau’s 1853 visit McCausland had turned to farming and raising crops for loggers on the lower West Branch. He lived the rest of his life as a farmer in the area where he met Thoreau.

James Arbo (1815–____) and his wife Angelica Simmo Arbo were both born in New Brunswick Canada, where they farmed and probably logged until they moved to Chesuncook c.1846. According to the 1908 death certificate their oldest child James W. was born in Chesuncook in 1847. By 1874 he was married and living in Castine and in 1878 was living in Brewer as a teamster. Angelica gave birth to a daughter with an unknown name in 1849.

---

22 In **Within Katahdin’s Realm**: Log Drives and Sporting Camps (2018) I wrote that the Morris farm was in operation in the 1830s and the map showed the Morris farm at the foot of Caribou Lake. In my research for this book I found that information incorrect and corrected it herein.


24 The information gathered by the census taker was for production in the last year of the previous decade; thus the 1850 census represented the productivity of 1849.

25 The recorder of the 1850 T5R13 census record cited the children’s birthplace as Canada.
A third child, Alexander F., was born in Chesuncook in 1852, and his death certificate from 1921 listed his father’s occupation as a lumberman. By 1870 Alexander was living as a farm laborer in Sangerville. He married two years later, and lived and logged in T5R9 NWP (Katahdin Iron Works) for the rest of his life. Angelica bore another child, Sarah Angelica Arbo 1857; she was living with the Turcott family on a Chesuncook Lake farm in T4R13 just south of the Chesuncook settlement in 1870. No found records suggested where James and Angelica were after 1858, perhaps deep in the Maine woods logging and farming as they did at Chesuncook.

In 1849 Ansel C. Smith, apparently in need of money, offered an undivided share in his property as collateral for a loan of $1,895 from Oliver Eveleth and Alexander G. Houston (both of Monson). Alexander Houston (d.1864) was a close friend of Oliver Eveleth and became the Monson postmaster in 1853.

Other farms

In an undiscovered year in the 1840s the Stricklands cleared 30 acres of land, dug a well, and built a cabin at the confluence of Brandy Brook and Caucomgomo Stream. The farm hands raised oats and hay.26

Logging and other activity

1840 Chesuncook dam

The 1839 Chesuncook dam charter, which authorized the company’s existence for the next 25 years, did not list the names of the men who petitioned for it. However, those involved in developing the plan to get the dam built were likely members of the WBBC and the area’s landowners who included loggers with interests in land bordering Ragged, Caribou, and Chesuncook lakes. The impetuous for the timing of the dam might have been the volume of cutting around Ragged and Caribou; according to the surveys they had the best pine, as opposed to Chesuncook, which the surveyors indicated had very little pine on its edges.

The Chesuncook dam construction in fall 1840 only became a reality after more than a year’s worth of conversation revolving around raising construction funds. Apparently General Samuel Veazie of Bangor put up

---

26 Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections
$7,000\textsuperscript{27}$ to fund the dam with its first use being the spring drive of 1841.\textsuperscript{28} General Veazie (1787–1868) was not a landowner in the Chesuncook area, but he was an owner of Bangor sawmills, a merchant of lumber, founder of the Veazie Bank (1834) and owner of the Veazie wharf in Bangor. He invested heavily in activity that helped Bangor become the east coast’s major lumber port. The General saw the link among the dam, logs cut and driven, and the growth of the Bangor sawmills. In 1840 Veazie was 53 years old and his son Jones P. Veazie (29) was already a successful lumber merchant working at his father’s wharf and involved in the Chesuncook area.

The need for a dam was a function of the amount of logs harvested for driving. The early land surveys noted the river had plenty of water and was not problematic for driving. By experience loggers had probably already learned that more water was needed when the log volume driven reached some limit. The hesitancy might have been that the number of loggers cutting had not yet necessarily eclipsed the amount of available water.

No apparent record provided the dam’s purpose or a description or its dimensions, but clues did exist. The purpose of the dam was to aid the river drivers, not to store water for a mill’s use. The records of the 1903 Chesuncook dam rebuilding specifically state that site was on top of the 1840 site. How the writer knew that was not noted, but deductive reasoning led to the same conclusion.\textsuperscript{29}

The site was about 900 feet from the main body of the lake at a spot where the river forked around a low ledge island. The south channel was the main channel. The dam’s construction had to account for passage of rafts given the WBBC charter. Such passage would have precluded a gate due to a raft’s presumably wide width. Instead a spillway probably served as the sluiceway for both rafts and logs. The nature of the dam forced the water in the river through the spillway.

The dimensions of the dam were a matter of speculation. The 1837 Hodge survey, which was printed and publically available in 1838, indicated Chesuncook Lake generally had six-foot high banks. Given the struggle to raise the construction money, one way to limit costs was to keep the water within the six foot banks thereby limiting the amount of flooded land, for which the dam’s owners had to compensate the landowners.

The other factor its builders were aware of was the amount of water coming into and leaving the lake and that coupled with the six-foot margin influenced the design. The dam theoretically had a head that could hold back no more than what would raise the lake six feet. The six-foot margin was guaranteed by building a dam.

---

\textsuperscript{27} Alfred Hempstead, *The Penobscot Boom*, available online

\textsuperscript{28} In his book *The Penobscot Boom*, Hempstead wrote that his 1840 date for construction was a deduction, not a fact, but writers since have treated it as fact. I found one supporting document that confirms the 1840 date; the *Bangor Daily Whig and Courier* of November 16, 1841 (p.2) carried the speech Nicholas Norcross gave in Bangor and in that he addressed the building of both the Chesuncook and North Twin dams.

\textsuperscript{29} In January and February 1948 with water as low as it could be a GNP crew dug a channel that cut through a ledge upstream of the dam in order to drain more water out of the lake. This ledge was at an elevation of 912.5 feet and prevented the lake from being drained any lower. GNP soundings taken above the presumed old dam site and mapped in 1934 place the problem ledge area about 500 feet above the dam. Great Northern Paper Company files, University of Maine Fogler Library Special Collections.

---

The position of the 1840 dam on this map was an educated guess based on information in the text. Funding was a primary issue and this site minimized a number of potential costs. The estimated water elevation was no more than 916 feet. The use of piers and their location was based on deduction. (Bill Geller drawing)
that high water could flow over the top of and not wash it out. Once water exceeded the capacity of the actual spillway, the whole dam was like a spillway.

Given a 1903 survey map with contour lines at five foot intervals (911, 916, 921, 926, 931) in the general area of the 1876, 1888, and 1903 dams, the shortest length dam possible linked the 916 feet elevation marks on both sides of the river; a length of 317 feet that crossed the island at about its midpoint. The lowest contour line was 911 feet so the floor of the river in the dam area was between 911 and 906 feet. Consequently the head was between five and 10 feet. The natural lake elevation was probably about 913 feet given that lake water had to pass over a rock ledge dike closer to the lake at 912.5 feet; therefore, a dam without wings raised the lake level by perhaps three feet and flooded a minimum of land. Given the known contour lines, to have built a dam between them closer to the main body of the lake would have required a dam length of up to 670 feet; probably a more costly location.

The dam building crew probably came north on the Caribou Lake Tote Road to reach the site. The crew’s wangan was perhaps small and simple. It included food staples and axes, but no iron with which to pin together the crib logs that formed the dam. Given the logging that had been taking place around Caribou Lake due to the volume and quantity of pine, the crew probably had oxen to help haul and position the crib logs. If Veazie mirrored the construction of the North Twin dam, then his crew arrived in mid-August and had the dam completed by mid-November. At North Twin the crew first build a log structure large enough to provide cooking, eating, and sleeping accommodations for all the men. Given the proximity of the Ripogenus farm such a structure was probably not necessary.

“Shot pins” passed through drilled holes in the boom logs and a “cotter key” went through the hole in the pin to keep it from sliding out. Chuck Harris, curator of the Chesuncook Boom House Museum, found these pins near the outlet of Harrington Lake. The last logs to go through the dam on a drive were the logs from the strings of boom logs. Drivers knocked or cut out the cotter key and removed the shot pins that held the logs together. (courtesy Chesuncook Boom House Museum)

Augurs came in various sizes. The largest one in the picture drilled a 4-inch diameter hole for the shot pins that connected the boom logs. Absent is the long wooden handle that perhaps had a man on each end pushing to make the hole. (courtesy Chesuncook Boom House Museum)
Since the WBBC built the first boom house at the foot of Ambejejus Lake, perhaps the organization used the Ripogenus farm a mile away. No discovered record listed such a structure at the dam site. The foot of Chesuncook Lake, dam or no dam, was the uppermost gathering point for rafts and logs headed down river.

With the dam in place, the 1841 drivers altered their tactics. The WBBC probably helped organize the exit from the lake. When the drivers came down the lake with either rafts or boom bags, there were now enough of them so they had to be wary as they approached the outlet. A strong wind could blow them past it. Another crew could have its logs blocking the entry. Another crew could be anchored above the outlet waiting for its turn. The key was being able to anchor, which was to probably tie off to the shore. A 1941 aerial photograph of the lake's dam area at a water elevation between 913 and 915 feet showed two substantial protective peninsulas protruding from the east shore, one right above the other just north of the outlet.

The WBBC probably had some form of a trip boom above the dam across the cove leading into the outlet in order to keep floating logs from building up on the dam and breaking it. Once in the cove two strings of boom logs probably created a channel that led to the spillway. The design of the dam forced the water into the spillway and drew the logs into it. The WBBC might have been able to place men on the spillway to help prevent jams of those driving cooperatively.

Either the WBBC or the Chesuncook Dam Company had a clerk or clerks at the sluiceway to keep track of the number of logs that passed through for each logging operator. These counts determined the amount of the toll that the dam charter allowed for on "each log or spar or..." For the rafts the log count was easy; all the logs in a raft belonged to one operator. Each log of the free-floating logs, especially if they were driving as a group,
was checked for a log mark and counted under the appropriate operator.

Other dams

During this decade loggers continued to cut in locations where dams other than Chesuncook dam were apparently not necessary.

Logging

Zebulon Bradley’s 1842 survey suggested that by 1840 loggers had cut a two-mile swath around Caribou Lake and were already cutting and driving pine on Caribou Brook and Kelly Pond to the southeast. Generally the maximum haul for oxen was two miles. His report noted that in 1841 the first loggers had passed through the Kelly Pond drainage and reached Bean Pond in the Nahmakanta drainage. Moses P. Wadleigh, Bangor logger, also cut in the Chesuncook Pond drainage in 1841. Some of those logs went to Ripogenus Lake and others to Chesuncook Lake via Chesuncook Pond Stream. It does not appear from the Zebulon Bradley survey that Wadleigh dammed Chesuncook Pond to help move logs to Chesuncook Lake.

At some point in the 1840s stumpage contracts probably began to change. The land commissioner surveys were now making note of spruce, second quality pine, cedar, and tamarack (juniper). By the end of the decade the prime pine was probably gone within the usual two-mile hauling distance of water. But now the spruce in those same areas was becoming an acceptable saw log in the Bangor area sawmills. Stumpage contracts probably included a specified number of board feet of logs, the species, with specifications on the diameters at breast height and at what diameter the loggers topped them off. Stipulations might have also applied to haul roads and felling of trees to minimize damage to future growth. There was probably no universal stumpage contract.

The discovered documentation revealed an unknown logger and the names of four others. An unknown person cut trees in T6R15 and landed them on Loon Lake as noted by Stinchfield surveying for the land commissioners in 1841. Thomas Grant and his son most likely spent the decade logging in the vicinity of Ragged Lake and his farm. Moses P. Wadleigh of Old Town logged in the Chesuncook Stream and Pond area and drove into Chesuncook Lake. His brother Samuel logged at an unknown site as did John Goddard of Orono.

As many as 77 crews, not all at the same time in each year of the decade, might have also been in these woods based on land ownership and the known loggers mentioned above. The six Penobscot Log Driving Company (PLDC) drive bosses of this decade probably logged. The 14 major landowners might not have headed a cutting crew, but they probably sold stumpage: Gorham Boynton, Daniel W. Bradley, Ebenezer Coe, George Jewett, William McCrillis, Solomon and William Parsons, Waldo and Hayward Peirce, George Pickering, David Pingree, Samuel Smith, Robert Treat, and John Winn. Other loggers most likely included the 17 landowners with a vision: they were the men engaged with the development of the Chesuncook dam, the WBBC, and the PLDC; they wanted their logs to get to market. They included: Frank Adams, Cyrus S. Clark, Rufus Dwinell, William Emerson, Oliver and John Eveleth, Isaac Farrar, Samuel L. Hunt, James Jenkins, Leonard Jones, Dudley F. Leavitt, and

30 This was perhaps an example of a trespass; no deeds had yet been issued.
Enoch, John and William Lumbert, Hastings and Samuel Strickland, and Ira Wadleigh. Another 12 landowners were also lumber business owners who wanted logs for their mills or boards to sell: Shepherd Boody, Nathaniel and Theodore Dillingham, Messenger Fisher, Ard Godfrey, Thomas F. Gould, Rufus Hardy, Samuel Hersey, Harry Reed, Henry Reed, James Thissell, and Jones Veazie. Curiously, few of these men were involved in the area before 1840.

Loggers probably focused their cutting by starting at Ragged and Caribou lakes and worked east and north to Cuxabexis Lake, above which the pines were limited. Caribou Lake Tote Road ended at the foot of an area with the best pine within the 18 townships around Chesuncook Lake. The commissioners land surveyors’ findings of valuable pines included Caribou Lake, and Ragged Lake and its drivable Stream, a square of four townships (T2R12 and R13; T3R12 and R13) that included the southern portion of Chesuncook Lake with its drivable Chesuncook Stream and the western two-thirds of Ripogenus Lake. The pines at the north end of Harrington Lake (SW quadrant T4R11) were drivable on Ripogenus Stream. The east side of the midsection of Chesuncook Lake (T4R12) had valuable pine within two miles of the lake. On the opposite shore (T4R13) the southern third had valuable pine and the northern two-thirds had valuable spruce. At the upper end of Chesuncook Lake, the east side (T5R12) had pine on the drivable Cuxabexis Stream. The other side of the lake (T5R13) had little pine. North of Chesuncook on the Caucomgomoc drainage the east side of Black Pond and Caucomgomoc Lake (T6R14) had pine as did Loon Stream, Loon Lake, and its inlet stream from Bear Pond (T6R15). The Umbazooksus drainage had some pine, but little of any value.

1846 – Penobscot Log Driving Company (PLDC)

In August 1846 the Maine state legislature amended the 1833 Penobscot Log Driving Company (PLDC) charter so it included driving from any place on the West Branch from the Chesuncook dam to the Penobscot boom in Bangor. The West Branch Boom Company (WBBC) continued to operate from the head of Chesuncook Lake to the dam. Neither organization owned the dam; it was the property of the Chesuncook Dam Company.

PLDC incorporators included: Samuel P. Strickland, Hastings Strickland, Isaac Farrar, William Emerson, Amos M. Roberts, Leonard Jones, Franklin Adams, James Jenkins, Aaron Babb, and Cyrus S. Clark. At this time most of these men either owned or logged property above Chesuncook dam. They were or would become some of the most active loggers and were part of the WBBC. They were probably the ones who drove free-floating logs and had been working on a successful cooperative driving strategy to get down Chesuncook Lake. That same effort continued in 1846; it apparently did not include a single drive boss as hired by the PLDC for all the crews cutting.

A major difference between the charters of the PLDC and the WBBC was the authority for any logs driven on the river. The WBBC had to allow for passage of those with logs not wanting to drive cooperatively or in a group through its booms. Below Chesuncook dam the PLDC restricted their drive to free-floating logs, which presumably meant those making rafts followed the PLDC drive and that was a bad risk in terms of available water.

By 1846 the Chesuncook Dam Company passed its operation and ownership to the Penobscot Log Driving Company. In August 1846 the PLDC received a legislative approved amendment to its charter allowing the organization to increase tolls. The calculation base for the toll changed from the number of logs to board feet of logs. Part of the increase reflected expenses generated by needed maintenance work on the dam.

What kind of cooperation there might have been between the WBCC and the PLDC between 1846 and 1849 is a matter of speculation. Nothing suggested that there was any reason for a “turf war” between these two organizations. Their members were nearly the same and they all shared a common goal, getting logs to the Bangor market.

Other than Chesuncook dam no information found explicitly or implicitly included other driving infrastructure work around the lake.

The PLDC apparently did not step in immediately and take over the drive in 1847, but it began collecting tolls in 1847. The change in toll calculation meant scaling the logs in board feet prior to the drive. The PLDC charter required the scaling to be conducted by an independent scalar hired by the logger and reported by May

31 What is interesting to consider is why the members of the PLDC choose not to extend their authority beyond the head of Chesuncook Lake.

15 of each year. The number of board feet was the base number of future transactions in determining the logger’s share of the PLDC sale of all the logs driven. All logs still had to have the log crew’s log mark; those with no mark and those with a mark not filed with the scaling report became the property of the PLDC and, if not claimed, were sold at public auction.

A reason for the delayed start in conducting a single drive might have been that by 1847 the Chesuncook dam was in need of repairs or rebuilding. For whatever dam work the company did it incurred $8,000 in costs and its amended charter gave it the right to increase the toll charge in order to recoup this expense. The nature of the work apparently resulted in the same head given the 1859 T5R13 Barker survey had a long narrow finger of a peninsula created by West Branch where it flowed south into the north end of the lake. In October 2021 much of this finger was visible at a water elevation of 919.4 feet, about 3.5 feet higher than the lake’s 1841 water elevation of 916 feet.

A year later in 1848 the PLDC hired its first drive boss and took charge of all the drive’s logs once they reached Chesuncook dam. With the PLDC in charge those loggers wishing to join the PLDC could no longer raft their logs. The PLDC decided the order in which the logs were to appear at the outlet for sluicing. In the early years boom logs were probably calculated in the board footage count and that meant the boom strings were taken apart and the logs driven, probably after their last involvement in towing.

For those crews cutting within a couple miles of the lake their oxen hauled to the lake shore and left the logs on the ice within an area surrounded by a string of boom logs also lying on the ice. The crew anchored each end of the string to the shore. At ice out the boom string was afloat and contained the cut logs. Using a boat, a crew removed one anchor of the boom string and pulled it along the shore to the second anchor to enclose the cut logs within the confines of the boom string, making a boom bag. The bag remained anchored to the shore until it was time to move it. The boom bags were of various sizes, but combining boom bags to achieve the desired size was a simple matter of opening and reconnecting the ends of one boom bag with another.

In some locations around the lakes unboomed logs flowed into a lake; like the mouth of the West Branch or the streams from Caribou or Caucomgomoc or Umbazooksas or Cuxabexis on Chesuncook or Ragged Lake Stream at Caribou Lake. To collect these logs crews probably anchored a string of boom logs to large trees at either side of the opening into Chesuncook Lake. In this situation the logging crew had set a string of boom logs in an arc on the lake’s ice in front of the mouth of the stream and anchored to the shore either side of it. As the ice melted on the stream logs floated into this enclosure. Once full a crew towed it off and replaced it if more logs were yet to arrive.

In July 1849 the legislature again amended the PLDC charter. It no longer stipulated that it had to let independent loggers pass through its dams and booms while its drive was in process. However, the legislature included a condition that enabled anyone driving logs on the river in any given year to be a member of the PLDC that year.

The amendment also extended the PLDC’s jurisdiction for the drive; it would take charge of the drive for logs entering at the head of Chesuncook Lake. One way to interpret that was that the PLDC was responsible for towing booms of logs from the head of the lake. Another interpretation was that the organization could determine who would move the logs to the dam. What the practice was in this decade is unknown, but in the 1870s the results of a court case suggested the logger had to deliver his logs boomed to the dam.

---

33 In 1849 the Chesuncook dam toll per 1,000 board feet of logs was .625 cents.
34 In later years the PLDC owned strings of boom logs and booming piers.
35 A crew made a string of boom logs with a purposeful pinning method that enabled the string of logs to have vertical and horizontal flexibility. One end of the log held a vertical pin and the other a horizontal pin. They built these with axes and an augur and material of the woods. The crew did not necessarily break apart the boom string for driving or tow it back up the lake; some they stretched out along and anchored to the shore for use the following year.
36 Details of such operations are in Within Katahdin’s Realm: Log Drives and Sporting Camps (2018) by Bill Geller; available online at Raymond Fogler Library Digital Commons
37 The Chesuncook dam raised the lake elevation to no more than 916 feet, which was not enough to have an impact on Caribou Lake, whose natural elevation was 930 feet. This was an estimate based on a calculation using Maine Inland Fisheries and Wildlife lake depth charts (available online) and the 912.5 elevation point of the outlet ledge of Chesuncook Lake.
38 The record of such action appeared in Maine Supreme Judicial Court, [Ira] Weymouth v. Penobscot Log Driving Company, 71 ME29 (February 13, 1880).
The drive crews used headworks and specific techniques to pull their filled boom bags to the dam. By working cooperatively they probably made a minimum number of headworks and had a minimum number of boats and canoes. Such vessels encircled the boom bags while in motion in order to fix the breaks that occurred. They could also tow the headworks back up the lake for another trip down with a filled bag. The number of headworks on the lake was probably a function of the number of logs driven, distance to the dam, the amount of time it took to put the logs of the bag through the dam. A headworks moved in reasonably calm weather at a quarter mile per hour. Once a headworks reached the dam a crew could take it apart and sluice the logs and save the capstan portion for repeated use.

1847 – Umbazooksus carry

The 1847 Maine state legislature charter for the ox railway between North East Bay on Moosehead Lake and the Main Branch also included such rights for the carry from Umbazooksus to Mud Pond. At the time Ebenezer S. Coe was developing the Chamberlain Lake farm and Samuel and Hastings Strickland, incorporators of the charter, logged on the lake in at least 1841, bringing supplies in on this route, now the uppermost end of the Chamberlain Lake tote road. No one ever built any form of a railway here; it was only a roadway between the two bodies of water.

1848 – Chesuncook Steam Navigation Company

Recognizing the desirability of having a steamboat on the lake, like there was on Moosehead Lake since 1836, two petitions for exclusive use of steamboats on Chesuncook Lake were before the legislature in 1848. Oliver Eveleth and John Pollard petitioned for the right to make river improvements on the West Branch (Main Branch) from North East Carry to Chesuncoc Lake and on the full length of the lake and to have 12 years of exclusive rights for the boat service. The legislature defeated the petition.

The other party, Samuel L. Hunt, Orono timberland owner, and William Lumbert and John D. Lumbert, Bangor sawmill owners, petitioned the Maine state legislature for a charter for the Chesuncook Steam Navigation Company. The charter included several rights. One was to improve the navigation on the West Branch above Chesuncook and on Umbazooksus Stream; this right included the building of dams. A second was the right to operate a steamboat on the lake. If they did so within a year, then they had exclusive rights for 10 years; otherwise the charter covered five years. The charter incorporators did not have a boat on the lake within a year or ever.

These wishful incorporators had logging interests and resubmitted a petition the following year. Samuel Hunt was an occasional Orono landowner whose property at the time included T4R13, which included the midsection of Chesuncook Lake. The Lumberts were brothers and sons of Joseph R. Lumbert, all of Bangor, and worked in concert with each other and three other brothers Enoch R., Joseph R. Jr., and Davis. The family business included a sawmill with two powers and a farm at Six Mile Falls on Kenduskeag Stream near the junction of Finson Road and Broadway. In 1849 the Lumberts less Hunt, but with Dudley F. Leavitt, re-petitioned for and were granted an amended charter. This charter had no exclusivity clause. The incorporators did not make river improvements or put a steamboat on the lake.

1849 – Petition for a boom at the head of Chesuncook

On July 20, 1849 Ansel C. Smith petitioned the legislature for the right to establish a boom at the mouth of the West Branch at the head of Chesuncook Lake. The Committee on Interior Waters was favorably inclined, but called “a public meeting for others who would wish to show cause for not accepting the position.” Apparently others opposed the presence of a boom and the legislature defeated the bill.

40 These boats, like that used by Hodge on Chesuncook in 1837, were not the fabled “bateau” of log drivers. Hosea Maynard of Bangor perfected it in the 1860s. His design evolved over time, perhaps from a fisherman’s dory that might have been used on these first drives.

41 "Defeated Legislative Resolves," Maine State Archives
42 The Water Power of Maine, Maine Hydrographic survey, 1869, p.181; available online
43 "Defeated Legislative Resolves," Maine State Archives
**PLDC drive bosses and the drive**

- **1847** – first drive from Chesuncook dam; a PLDC drive boss was perhaps not used
- **1848** – Aaron Babb
- **1849** – Eliphas Gulliver, Orlando W. Gilman, Richard Hinman, Joab W. Palmer

These early drive bosses had in previous years driven from above Chesuncook Lake. Aaron Babb became the first known PLDC drive boss and that choice reflected his experience with the WBBC and PLDC in working with previous cooperative drives. The following year his drive boss colleagues Gulliver, Gilman, Hinman, and Palmer were experienced loggers who also owned and logged land above the head of Chesuncook Lake and had probably driven cooperatively.

Through some unknown set of calculations the drive boss knew how many men, what equipment and how many headworks, boom logs, and boats and canoes were needed in relationship to the amount of logs being driven. Since the boats and canoes followed the drive down river, the PLDC had them toted in during the winter. Headworks used a 1,000 feet of rope with a 250–300 pound anchor.

The drive boss had a long list of preparations. He hired the size crew he anticipated he needed and that included cooks, cookees, clerks, blacksmiths, drivers, and skilled boatmen. The wangan that he assembled included everything needed for cooking and eating and huge tents as shelter. Once the drive left Ripogenus Lake the drive boss had to have enough supplies to sustain the operation until it reached Ambejejus Lake; a journey that typically took 30 days.

Not all of the PLDC equipment went with the drive crew downriver so they had a storage facility someplace near Chesuncook dam. The drive crew did not need the multiple 1,000-foot ropes associated with headworks nor did they need all the anchors. The storage facility during this decade could have been Ripogenus farm.

The farm might have also served as the drive camp. The boss needed a place for all his drivers to gather, sleep, and eat for the days they worked at Chesuncook dam and on Ripogenus Lake.

The PLDC drive in Spring 1848 included about 2,000 logs for which it received no toll payment. The logs with markings “belt r” and “diamond L” were thought to be those of Enoch R. Lumbert, but he did not claim them and the PLDC sold them at public auction in October 1848.

---

44 Alfred Hempstead, author of *The Penobscot Boom*, found the names of drive bosses in the PLDC records, but no one for 1847 for which he thought was the first drive with a boss. Louis Clinton Hatch, who did not list the drive bosses, wrote that the first drive in which PLDC took over all the logs was in 1849.

45 Details on the quantity of the supplies can be found in Bill Geller’s book *Within Katahdin’s Realm: Log Drives and Sporting Camps* (2018)

46 *Bangor Daily Whig and Courier*, October 11, 1848
Colton’s Railroad Map of Maine 1853 provided an updated view of what mapmakers were depicting in Maine. This map did not include the three major supply routes or the farms on those routes that teamsters were using at this time to access Chesuncook Lake. (courtesy Library of Congress)
September 15, 1859 – “... A three day project... with axes, a draw shave, and small augur we began to build a half pitch camp, 10 by 14 feet inside, 10 feet high in the center, five feet on one side and two feet on the other and covered with four foot cedar splits... We dug a hole for our potatoes to keep them from freezing. For the fire base we dug down until we hit clay and from it a foot square trench lined and covered with flat rocks to the outside to try to provide a draft. Outside the fire hearth the camp floor was split fir smoothed with an ax.... We chinked the camp with moss. Over the fireplace we had a smoke hole with a log chimney on the roof to help draw the smoke...”

~ Manly Hardy and Rufus Philbrook, trapping from Caucomgomoc Lake

1 Manly Hardy, “The Journey into the Woods and the Building of the Home Camp,” Forest and Stream, 74, no.19, May 7, 1910
Chart for 1850–1859 biographical sketches

The biographical sketches for the men engaged with these townships between 1850 and 1859

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name</th>
<th>Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land observers</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1850</td>
<td>Manly</td>
<td>Hardy</td>
<td>Bangor fur dealer</td>
</tr>
<tr>
<td>1850</td>
<td>Rufus</td>
<td>Philbrook</td>
<td>Brownville trapper</td>
</tr>
<tr>
<td><strong>Landowners with a vision</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1850</td>
<td>Bowman</td>
<td>Varney</td>
<td>Bangor lumber industry employment</td>
</tr>
<tr>
<td><strong>Major landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Samuel H.</td>
<td>Blake</td>
<td>Bangor attorney</td>
</tr>
<tr>
<td>1890</td>
<td>Thomas H.</td>
<td>Egery</td>
<td>Bangor iron foundry owner</td>
</tr>
<tr>
<td>1880</td>
<td>Daniel</td>
<td>Hinckley</td>
<td>Bangor iron foundry owner</td>
</tr>
<tr>
<td>1890</td>
<td>Asa</td>
<td>Pingree</td>
<td>Topsfield, MA farmer</td>
</tr>
<tr>
<td>1890</td>
<td>Henry</td>
<td>Prentiss</td>
<td>Bangor lawyer &amp; timberland investor</td>
</tr>
<tr>
<td><strong>Landowners in a lumbering business</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1880</td>
<td>Newell</td>
<td>Blake</td>
<td>Bangor lumber merchant with a milling and shipping firm</td>
</tr>
<tr>
<td>1860</td>
<td>Calvin R.</td>
<td>Dwinel</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1860</td>
<td>Abner R.</td>
<td>Hallowell</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1890</td>
<td>William</td>
<td>Jameson</td>
<td>Upper Stillwater lumberman and sawmill owner</td>
</tr>
<tr>
<td>1890</td>
<td>Richard</td>
<td>Lord</td>
<td>Orono lumber scaler</td>
</tr>
<tr>
<td>1890</td>
<td>Dorius</td>
<td>Morrison</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Trickey</td>
<td>Bangor lumberman &amp; sawmill owner</td>
</tr>
<tr>
<td><strong>Other landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Joseph W.</td>
<td>Clark</td>
<td>Dedham, MA financial broker</td>
</tr>
<tr>
<td>1890</td>
<td>Samuel</td>
<td>Cony</td>
<td>Old Town lawyer</td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Dodge*</td>
<td>New York City</td>
</tr>
<tr>
<td>1890</td>
<td>Joseph G.</td>
<td>Dummer</td>
<td>Old Town grocery merchant</td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Jerrard</td>
<td>Plymouth farmer</td>
</tr>
<tr>
<td>1890</td>
<td>George W.</td>
<td>Ladd</td>
<td>Bangor druggist &amp; merchant</td>
</tr>
<tr>
<td>1890</td>
<td>Moses</td>
<td>McDonald</td>
<td>Portland attorney</td>
</tr>
<tr>
<td>1890</td>
<td>Preserved B.</td>
<td>Mills</td>
<td>Bangor physician</td>
</tr>
<tr>
<td>1860</td>
<td>Charles E.</td>
<td>Phillips</td>
<td>Bangor baker</td>
</tr>
<tr>
<td>1880</td>
<td>Ebenezer G.</td>
<td>Rawson</td>
<td>Bangor attorney</td>
</tr>
<tr>
<td>1880</td>
<td>George M.</td>
<td>Weston</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td>1870</td>
<td>Melvin M.</td>
<td>Weston</td>
<td>Cambridge lawyer</td>
</tr>
<tr>
<td>1870</td>
<td>Nathaniel</td>
<td>Weston</td>
<td>Augusta attorney &amp; judge</td>
</tr>
<tr>
<td><strong>Drive bosses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1850</td>
<td>Samuel</td>
<td>Brailey</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Lysander</td>
<td>Strickland</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Jesse R.</td>
<td>Wadleigh</td>
<td>Old Town lumberman &amp; sawmill owner</td>
</tr>
</tbody>
</table>

* no biographical sketch
Biographical sketches of those joining between 1850 and 1859

The new landowners of this decade numbered 27 and they joined 24 continuing from the previous decades. Three new drive bosses joined Aaron Babb who continued from the previous decade. A search for the names of loggers who were stumpage buyers was unsuccessful.

Trappers who recorded their travel

Manly Hardy (1832–1910) was born in Hampden and grew up in Brewer a sickly child, with his playmates being the Native American residents who were a short walk from home. His father traded in furs and worked in a general store as he developed his own successful businesses that included farms, wood lots, timberland, lumber, and wharfs. In his youth Manly hunted locally. When he began to work on some of the family-owned farm land and build barns and cut wood he grew much stronger, but his eyesight problems prevented him from following his zeal for entering the ministry and doing missionary work overseas. He worked with his father in furs from a young age and in 1859 met Rufus Philbrook, when the young trapper of Manly’s age came to sell his furs. After graduating from Bowdoin in 1861 he joined the 1861 Maine Scientific Survey of its natural resources. A year later he married and he and Emmeline raised six children, five of whom survived into adulthood. After his father died in 1864 he took over all the family businesses. The major source of income came from his fur trade; some thought he was the largest buyer east of the Rocky Mountains. The hunting, trapping, and canoeing trips he took beginning in 1857 continued into the 1890s. These were vacations during which he pursued his avocational interests and hobbies and for which he became known as a naturalist. Many trips involved his Native American friends, and in later years, his oldest daughter Fanny Hardy Eckstorm. Throughout his life he was active in local and civic affairs. He died in Brewer.²

Rufus Philbrook (1832–1898) was born in Maine and moved in 1833 with his parents to 12 miles north of Brownville on the developing Nahmakanta Tote Road to develop what became known as the Philbrook shanty. His father died in 1838 so his mother Juliana hired Bert Rankin to take care of the outside chores and she, with the help of Rufus, his sister Sarah and brother Weld, ran the operation for the next 15 years before leasing it. Juliana educated her children in subject matter that included Latin and algebra. At the time Maine’s three best trappers and hunters, Jim Lyford of Sebec, Henry Clapp and Thomas Billings, both of Brownville, often stopped at the shanty. They took an interest in Rufus, teaching him hunting and trapping skills. With the money he earned from trapping he paid for a term of education at Foxcroft Academy. By 1850 Rufus was applying those skills and used the earnings to support his mother and the shanty. In 1853 he bought a farm outside Brownville and moved the family there while still retaining the shanty. About 1860 he moved them all into a home in Brownville, but they all soon left for St. Anthony, Minnesota where Rufus hunted for a couple years before turning to full-time farming. He died there in 1898. He never married.

Landowners with a vision

Bowman Varney (1823–___) was perhaps born in the Blanchard area where he had a farm in 1840. At the time of the 1863 registration for the Civil War he was a Monson farmer and by 1869 was living in Bangor and working in lumber. His name was probably on the West Branch Chesuncook Boom Company chart (1856) because he was logging in the area with Monson families who had moved there. Of those on the charter Ansel C. Smith and Bowman Varney were the ones that probably directed the construction.

Major landowners

Samuel H. Blake (1807–1887), a lifelong Bangor attorney, was born in Hartford, graduated from Bowdoin College, and opened a law office in Bangor in 1831. He was elected to the Maine senate in 1840 and 1842, when he was president of the senate. He served as Maine Attorney General in 1848. When his brother William A. Blake died in 1861 Samuel replaced him as president of

² A fine biography of Hardy appears in William Krohn’s, Manly Hardy 1832–1910 The Life and Writings of Manly Hardy ..., The Maine Folklore Center, Orono, Maine 2005
Merchant’s National Bank of Bangor. After Samuel’s death his son Edward H. Blake replaced him as the bank’s president.

**Thomas N. Egery** (1810–1885) apprenticed in Worcester, Massachusetts as a blacksmith and spent a year working in the field before he moved to Bucksport to join his friend Daniel Hinckley’s iron works firm. Thomas quickly secured a commission from the city of Bangor to fabricate the ironwork for the public library including its doors; the work impressed the community and requests for service flowed in from the large private homes under construction at the time. From 1838 until 1864 when Daniel Hinckley died they were partners in the iron works industry. Another part of their partnership was timberland investment. They owned lands throughout the West Branch and Piscataquis River drainages. Egery continued such activity after Hinckley’s death. At one point they owned a share in the A.M. Roberts steam sawmill. Loggers used a lot of iron: boom chains, pins to secure log cribbing, sled runners, and more. Some of it was perhaps a product of the Hinckley and Egery Company.

**Daniel Hinckley** (1800–1864), born in Hardwick, Massachusetts and father of six sons and a daughter, learned to work in iron and moved to Bucksport to begin a metal works. In 1831 Thomas N. Egery, having recently completed a year of work after his blacksmith apprenticeship, moved to Bucksport to work for Hinckley. Both men knew each other as they grew up in the same community. A year later Hinckley moved his operation to Bangor and Egery continued to work for him. In 1838 they became formal partners. Perhaps in the early 1840s two nephews of Hinckley came to work in the company. They quickly became highly skilled and that coupled with Daniel’s and Thomas’ interest in a California operation, had Daniel sending his nephews and Thomas to San Francisco. Within the two years Thomas was there the three set up a burgeoning operation and Thomas returned to Bangor to continue his partnership with Daniel; they retained a financial interest in the nephews’ operation, which ultimately became the well-regarded Fulton Iron Company. The Maine iron company grew with time and at one point employed a hundred men and was a nationally known and recognized foundry. The products included boilers, steam engines, and sawmill and other kinds of manufacturing machinery. When Daniel died in 1864 Thomas reformed the company with him as president and partners George W. Gorham (brother-in-law), superintendent, and F.F. French as treasurer.3

**Asa Pingree** (1807–1869), youngest brother of David Pingree, timberland investor of Salem, Massachusetts, was born in Salem, Massachusetts and lived his life as a well-to-do farmer in Topsfeld, Massachusetts. The 1860 agricultural census of the Topsfeld farms indicated he had one of the largest and most prosperous. Asa’s purchases and sales of Maine timberland generally coincided with his brother’s and involved Ebenezer S. Coe, David Pingree’s Maine land manager. When David died in 1863 Asa was one of the executors of the estate and helped manage it until his death.

**Henry E. Prentiss** (1809–1873) was born in Paris and went on to college at West Point where upon graduating he taught mathematics for two years, followed by two years in the armed services stationed in Alabama. He moved to Orono in 1834, studied law at Kent and Cutting in Bangor, and became an attorney in 1835, forming a partnership with Israel Washburn. In 1836 he married Abba Rawson of Paris and three years later they moved to Bangor to continue his law practice and start a family: Henry Mellon (b.1840), Abbie Rawson (b.1842), and Samuel Rawson (b.1849). In 1839 he was appointed as captain of engineers and went north to engage in Maine’s northeast boundary settlement.

About 1839 Prentiss had gotten interested in Maine’s timberland. At first he was his own surveyor and explorer in determining what land to invest in. His land investments were measured. He did not invest to resell, rather to sell stumpage and consider the long-term gains from stumpage sales. His holdings multiplied over time. His stumpage contracts had very specific terms and he encouraged potential buyers to survey the available

---

3 http://vintagemachinery.org and W. Chase, History of Penobscot County, Maine, 1882; available online
lots for cutting before entering a bid. Prentiss or a trusted scalar of his had already done their own assessment. If Henry did not receive a reasonable bid then he simply left the lot uncut for that year.

Prentiss was also active in civic matters, being elected to the Maine state legislature in 1856 and 1857 and mayor of Bangor in 1870–1871. He also used his wealth to help others and he gave libraries to the towns in which he lived. He died unexpectedly of a heart attack in 1873. His family continued the management of Henry’s timberland. His son Samuel went off to California and engaged in his own successful land business there.

Landowners in a lumbering business

Newell Blake (1810–1891), born in Kensington, New Hampshire, settled in 1842 in Old Town where he became a storeowner and active in the Old Town government. In 1853, 1854, and 1855 he served in the Maine State senate. After 23 years in Old Town he moved to Bangor where he became a lumber merchant and formed a milling and shipping firm of Emery (Hosea) and Blake. After Emery died and in 1870 Blake sold the mills and business and retired to become involved in Bangor city government by being president of the Bangor city council 1870–1872 and mayor in 1874.4

Calvin Dwinel (1810–1887), not a relative of Rufus Dwinel of Bangor, was born in Lisbon. When he moved to Bangor about 1834 he joined as a merchant L. & C. Company, a partnership between Luther Dwinel5 and Calvin. In the 1840s he was an owner of the Telos Canal, an operation that drew the loggers’ ire, a result of exorbitant tolls. By 1851 Calvin was dealing in lumber on his own account. His daughter Julia A. Dwinel married Henry M. Prentiss in 1865. He formed a partnership with his son Charles Dwinel in 1867 and by 1880 had retired.

Abner R. Hallowell (1805–1879), born in Eastport, moved to Bangor by 1834 and began his working career as a cooper. From 1835–1837 he served as a Bangor City alderman, and was active in Republican politics throughout his life. By 1843 he was a fish merchant in the partnership of Hallowell & Harlow. Three years later he was applying his merchant skills to lumber and continued to do so for the rest of his life. In 1875 he was in the excelsior manufacturing business as a partner in Hallowell & Clark.

William Jameson (1795–1867) was born in Saco, lived in Gorham, and moved to Upper Stillwater by 1828 where he had a tannery and worked as a lumberman. In 1830 he was a first incorporator of the Orono Company, which received a legislative charter. Each investor provided $1,000. The company’s purpose was to engage in the manufacture of lumber and iron. It had permission to rebuild the existing dam at the river site, keeping the same head, and build mill works. The operation was a success and in 1832 he turned his attention exclusively to lumbering. When the mill burned in 1833 he rebuilt with eight instead of four saws, and became sole owner of the extra four saws. Jameson quickly became financially secure enough to send his son Charles to private school and then college, which he did not complete due to health. He returned to Bangor where he began his own successful lumber business. William moved back to Stillwater in 1857 or soon after. He was a hard-working man dedicated to the future of Stillwater and some early writers wrote that the town owed much of its prosperity to him.6

Richard Lord (1811–1898), born in Berwick and son of a boatman, moved to Orono by 1840 and was a lifelong lumber scalar there. He outlived all his children.

Dorilus Morrison (1816–1898), born in Livermore, was a logger and lumber merchant living in Bangor by 1840. He and his wife Harriett raised three children. He logged in the watersheds of both the West Branch of the Penobscot and the East Branch of the Pleasant River where he became the first logger to drive logs through Gulf Hagas, previously unpenetrated. By 1854 he apparently was looking for something more than the Maine woods could provide and traveled to Minnesota. He liked what

4 W. Chase, History of Penobscot County, Maine, 1882; available online
5 These men were about the same age, but I could not discover the relationship.
6 W. Chase, History of Penobscot County, Maine, 1882; available online
he saw and a year later he and his family moved to St. Anthony to log and build a sawmill. With fellow Mainer and Livermore man William D. Washburn he became an early investor in what would become General Mills Company. By 1860 he and his family resided in Minneapolis and he became the first mayor. In 1870 he still managed his Minnesota timberland and had added a cotton bag manufacturing business. Within the next ten years he added a flourmill to his holdings. He died in 1898 in Minnesota City.

**John Trickey** (1809–1898), a lifelong logger and lumberman born in Saco, moved with his wife and children to Bangor sometime before 1846. By 1851 he was a partner in Trickey & Small (William E.) Company, which was probably a sawmill operation. In 1870 Trickey was a charter member of the first Canada Falls Dam Company and owned and logged timberland on the South Branch of the West Branch of the Penobscot River. Trickey Pond in the South Branch watershed carries his name.

**Other landowners**

**Joseph W. Clark** (1801–1903) lived his life in Dedham, Massachusetts. By 1850 he was a financial broker and by 1860 a banker. He served as a director of the Boston, Hartford, Erie Railroad.

**Samuel Cony** (1812–1870), a Maine lawyer and politician, was born in Maine and graduated from Bowdoin College in 1829. He was admitted to the bar in 1832 and opened an office in Old Town where he resided until about 1850. In 1836 he was elected to the state legislature and four years later was a member of the executive council. He was judge of probate for Penobscot county from 1840–1847. Beginning in 1847 he served three years as state land agent. From 1850–1855 he was the state treasurer and was the Augusta mayor in 1854. He served as Maine’s governor from 1864–1867.

**Joseph G. Dummer** (1813–1896), son of a cabinetmaker and born in Hallowell, moved to Newberry Port, Massachusetts where he married and apparently learned the butcher trade. The couple moved to Bangor by 1835 and he continued to work as a butcher. By 1860 he was an Old Town merchant operating in the grocery business, which apparently became “Greenough & Dummer” by 1869. In 1870 the census taker recorded his occupation as grocer. About 1873 he moved out of the grocery business and opened a livery stable which he ran until he retired in the late 1880s.

**John Jerrard** (Gerrard) (1800–1882), a prosperous Plymouth farmer, was born in Albion and married Jane Gage (1800–1872) also of Albion and they raised two daughters. By 1830 they had a farm in Plymouth where they lived the rest of their lives. According to the 1870 agricultural census the farm had 210 acres of improved land and 200 in forest. That year they raised wheat, corn, oats, and barley. They had by far the largest farm in Plymouth.

**George W. Ladd** (1819–1892), born in Augusta, became a druggist and moved his family and business to Bangor by 1848 and remained there until his death. Here he was part owner of Ladd & Ingraham druggists. By 1860 his merchant business expanded to include lumber, groceries and provisions, corn and flour, and West India goods. Beginning about 1880 he concentrated on being a commission merchant and a wholesaler. Voters of Maine’s 4th congressional district elected him to the United States House of Representatives (1879–1883).

**Moses McDonald** (1815–1869) was a lifelong Portland attorney. He first practiced in the Limerick and Saco area before moving to Portland, apparently in the early 1850s, when he served for a number of years as the Portland collector of customs.

**Preserved B. Mills** (1803–1872) was born in Waterboro, married in 1827, and was living in Bangor in 1830. He was a lifelong Bangor physician, a Thomsonian physician that used an herbalist approach. He and his wife raised nine children. Beginning in the mid-1830s he served regularly as a Bangor city alderman and participated in other aspects of city government.

**Charles E. Phillips** (1817–1908) was a Bangor baker by 1843 and was owner of Phillips and Withey Bakers. By 1870 he had retired, but by 1880 he was in the brokering business. He died in Bangor.

**Ebenezer Gilman Rawson** (1802–1874), a lifelong Bangor counselor, grew up in Paris and moved to Bangor in the early 1830s. He remained a single man and for some years served as judge of probate. He continued in his practice through at least 1872.
Nathan Weston (1782–1872), born in Augusta, graduated from Dartmouth College in 1803, read law in Massachusetts and was admitted to the bar in Boston in 1806, and became Chief Justice of the Second Circuit Court of the District of Maine in 1811. Nine years later he was an associate justice of the Supreme Court, and from 1834 to 1841 he served as chief justice. He married and fathered a son and a daughter. He was a political leader in Augusta, where he died.

George M. Weston (1816–1887), son of Nathan Weston, was born in Augusta, attended Bowdoin College, practiced law in Bangor and married. In 1862 and 1863 he interrupted his Bangor legal work and went to Washington, DC. Soon after he returned he and Dudley F. Leavitt formed Leavitt & Weston Land Dealers, a partnership that lasted into at least the early 1870s. In 1883 he was back in Washington using his legal expertise until he died there in 1887. During his stints in Washington he served in several capacities: editor of the Washington Republican, Secretary of the United States Monetary Commission, and librarian of the United States Senate. He authored a number of books on money and finance.7

Melville M. Weston (1848–1888), son of George M. Weston, was born in Bangor, graduated from Harvard University, studied law, and entered the legal profession in Cambridge, Massachusetts. He quickly became highly respected, but declined nominations for the United States congress and for the superior court and United States Supreme Court. In 1878 he was named a Harvard Overseer and served in that role until his death.8

Drive bosses (not necessarily landowners)

Samuel Brailey (1811–1869), a lifelong logger who with his wife Melinda raised one son and three daughters, was living in Old Town by 1840. In 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. He was among the early loggers to move beyond the confines of Chesuncook Lake and move west and north. By the time of his death he had cut for years in the headwater area of the North Branch, Abacotnetic Bog. In 1869 while apparently on a logging operation in the St. John, New Brunswick area he injured a thumb. Some insignificant swelling and numbness set in and gradually moved up his arm. He sought medical help that resulted in a November 5 amputation at the shoulder, but the gangrene had moved on into his body and he died eight days later. In honor of him his contemporaries gave his name to a brook that flows from the Abacotnetic Bog area north in the St. John watershed. Even though Brailey Brook flowed north, Penobscot loggers hauled from the watershed into the North Branch drainage.

George W. Smith (1805–1891) was born in Veazie. By 1848 he was working for Brown, Porter & Company specializing in West India trade in corn and flour. By 1855 he was a lumberman, and in 1860 had a farm in Hermon. By 1871 he was treasurer of the Brewer Brick Company and worked for the company through 1888.

Lysander Strickland (1822–1895), born in Livermore and cousin of Samuel and Hastings Strickland, was a Bangor lumberman by 1848 when he worked at Strickland Mills owned by his cousins. By 1850 he was also doing some of his own logging and in 1859 was a lumber dealer. By 1870 he owned a sawmill in Bradley. In 1871 he was a charter member of the West Branch Dam and Improvement Company. Beginning before 1869 he formed a partnership with Aaron Babb that lasted until Babb died in 1876. After his death he partnered with Frederick H. Strickland, grandson of Hastings Strickland, and continued in that partnership, which included the Bradley sawmill, until he died; Frederick continued the operation. Lysander and his wife Susan had one daughter. He was also active in Bangor city government and served as mayor in 1880.

Jesse Wadleigh (1798–1874), Ira Wadleigh’s brother and partner, was born in Candia, New Hampshire, self-educated, moved to Old Town with his brother in 1816 and soon married Susan Grant and they raised two daughters and three sons. In addition to partnering with his brother in lumbering, a sawmill, and a local inn, Jesse also served as the

---

7 Conrad Reno, Biographical: Massachusetts, 1901; available online
8 William Thomas Davis, Bench and Bar of the Commonwealth of Massachusetts, 1895; available online
Old Town postmaster. He dedicated himself as a first settler to the development of the town and was active in benevolent and charitable activities. One gift recipient of the Wadleighs was the local Episcopal church. Their sons Moses P. and Rufus were born in Bangor and followed their father in the lumber business. Moses’ son Moses B. Wadleigh (b. 1873) also continued in the lumber business. A number of water bodies in the West Branch drainage carry the Wadleigh name; perhaps for different members of the Wadleigh family who logged closest to it.

Loggers (not landowners)

The fact that no names appear in this category for this decade does not mean that no loggers who were working on stumpage contracts were present. None surfaced in the available resources. No records remain of the state land agent’s stumpage sales and newspaper coverage of logging in this decade was thin.

Surveyors

No Maine State land commissioners’ surveys took place in these townships during this decade, but Manly Hardy and Rufus Philbrook recorded their observations of the land in fall 1858 and 1859.

On Monday morning September 6, 1858 Manly Hardy and friends left from Chesuncook settlement, crossed the head of Chesuncook Lake to paddle up Caucomgomoc Stream to Umbazooksus Stream, also known as Meadow Brook, that they ascended to Umbazooksus Lake and the Mud Pond carry. Umbazooksus Stream was deadwater most of the way with a very crooked channel with flat meadow banks that extended quite a ways in either direction. Above this was a short half-mile carry. Beyond the carry the stream was swifter with some rocks for a few miles to Umbazooksus Lake. A short distance from the lake on the Mud Pond carry was a cleared field with an abandoned farm and barn.

The following year in September trapper Manly Hardy, traveling with friend and trapper Rufus Philbrook, traversed some of the land from the Chesuncook settlement north. At the time of their trip the water level was extremely low. When coming down the West Branch they spent more time walking their canoes than paddling them. From Ansel Smith’s abode the pair, each with their own birchbark canoe, crossed the mile of lake to the east shore landing of the 14-mile road to Chamberlain Lake. They left a passenger there for his walk to the lake. Here they turned north into Caucomgomoc cove and paddled about a mile to where Umbazooksus Stream flowing from the northeast meets Caucomgomoc Stream flowing from the north. Continuing up Caucomgomoc Stream they portaged around both the lower falls (First Falls), two pitches of six feet each, and the upper falls (Second Falls) a 15-foot drop; at both the water went over trap ledges. They passed through Black

9 Manly Hardy, “Notes of a Trip to Tobique – 1858,” “The Hardy Journals,” available in the Fanny Hardy Eckstorm Papers of University of Maine Fogler Library Special Collections.
Pond, so named for its black-colored water according to Hardy. From Caucomgomoc they traveled up a wide and shallow “Sis” (Ciss Stream) into Round Pond and Daggett Lake. They also traveled to Loon Lake. Hardy made no mention of any dams. Had there been any with such low water they would have provided an obstruction the men would have had to carry or lift over. Their wagan was 900 pounds.

**Land ownership by township**

The new names of those owning timberland for the remainder of the century included: Joseph W. Clark, Thomas Edgery, Henry Prentiss, Asa Pingree, and George W. Ladd. They joined John Eveleth, George Boynton, Ebenezer Coe, David Pingree, William McCrillis, Hastings and Samuel Strickland, and Samuel Hersey. Within the landowner group of those owning a lumber business, one of the seven continued into the next decade and of the 12 other landowners only four continued beyond this decade.

**T2R12** (access to Chesuncook via Ragged Stream, Kelly Ponds & south end of Caribou Lake)

Jeremiah L. Robinson, a gentleman of Exeter, New Hampshire, who died in 1852, sold to John Jerrard, a prosperous Plymouth farmer, in 1852, but by 1858 the Kenduskeag Bank took over the property and in 1859 sold to Samuel Hersey, Bangor lumberman, and Henry Prentiss, lawyer and timberland investor. Samuel P. and Hastings Strickland, Bangor lumbermen, acquired and then sold the nine-sixteenths share of Amos Roberts, lumber merchant and sawmill owner, to E. Gilman Rawson, Bangor attorney, in 1857. He immediately sold shares to seven individuals; the largest was eight-sixteeths to William Frost, Boston merchant, Joseph W. Clark, a Dedham, Massachusetts financial broker and John Dodge of New York City. However, the Stricklands still owned nine lots, suggesting they had amassed much of the township before beginning to sell.

**T2R13** (southern two-thirds of Ragged Lake draining through Ragged Stream to Caribou Lake to Chesuncook)

The first land agent deed for the township’s north half and southwest quadrant went to Ira Wadleigh, an Old Town lumberman and sawmill owner, in 1850. The southeast quadrant was largely Ragged Lake. Wadleigh apparently needed financial assistance and received it from Salem, Massachusetts manufacturer John Winn, who in 1854 sold three undivided quarter of seven-eighths of the northeast quadrant to David Pingree, Salem, Massachusetts timberland investor, and a twentieth of the same to Ebenezer S. Coe, Bangor lumberman and timberland investor. Pingree and Coe also bought much of the southeast quadrant from Winn.

**T3R11** (split west to east by the West Branch from Ripogenus Lake a mile above its dam through the gorge and the steep hillsides to the foot of Horserace Falls)

Preserved B. Mills, a Bangor physician, took the land agent’s deed in 1852 and it included the timber and grass rights on the public lots and Abner R. Hallowell, a Bangor lumber merchant, held the mortgage. Hallowell sold a sixth undivided share in 1853 to William H. McCrillis, Bangor lawyer and timberland investor.

**T3R12** (most of Ripogenus Lake, the southern portion of Chesuncook Lake and its entry point from Caribou Lake)

In 1851 Cyrus S. Clark, Bangor lumberman and sawmill owner, and Rufus Dwine, Bangor lumber merchant and sawmill owner, purchased the grass and timber rights from the land agent for the public lots. Clark sold his shares to Dwine. Ownership transactions related to Dwine and Amos Roberts, Bangor lumber merchant and sawmill owner, continued and involved John McDonald, Bangor attorney, and Moses McDonald, a Portland attorney. By the end of the decade Roberts and Samuel H. Blake, a Bangor attorney, bank president and timberland investor, owned all the east half of the township.

In the west half of the township George W. Smith, Bangor merchant, paid off his purchase debt in 1853 and that same year sold to Dorilus Morrison, Bangor lumberman and businessman. Morrison sold to George W. Ladd, a Bangor druggist and merchant, in 1854. A year later Ladd bought Smith’s timber and grass rights on the public lots.

**T3R13** (northern half of Ragged and Caribou lakes and Deer Pond)

In 1851 John Winn, a Salem, Massachusetts manufacturer, amassed a nine-fortieth share and sold three years later to Samuel Cony, an Old Town lawyer, state land agent, and politician. Winn had also bought other undivided shares and in May 1854 sold a three-eighths share to David Pingree, Salem, Massachusetts timberland investor, and a one-fortieth share to Ebenezer S.
Rendezvous at Chesuncook

Coe, Bangor lumberman and timberland investor. Pingree continued to amass land in the township. All the owners in the 1840s sold by the close of the 1850s.

**T4R11** (Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake)

Cyrus S. Clark, Bangor lumberman and sawmill owner, who continued as the major land holder from the 1840s into the 1850s, issued another mortgage deed in 1854 for a half share to Charles E. Phillips, a Bangor baker. Beginning in 1857 timberland investors Daniel W. Bradley, Bangor merchant, and Gorham H. Boynton, Bangor banker, and John Demeritt of Boston engaged in purchasing the timber and grass rights of the public lots. In 1858 Bangor lumberman and timberland investor Ebenezer S. Coe received a land agent’s deed for an unknown owner’s default and a quarter undivided share from Boynton who had received it from Clark, and sold a fractional part to Salem, Massachusetts timberland land investor David Pingree.

**T4R12** (east shore, midsection Chesuncook Lake and Mud Pond)

Rufus Dwinel, Bangor lumber merchant and sawmill owner, joined Cyrus S. Clark, Bangor lumberman and sawmill owner, and each held a quarter share of Clark’s half. In 1851 the partners bought Bangor attorney John McDonald’s half share he bought from George Jewett, a Bangor lumber merchant, banker, and railroad president, so they now owned the whole of the township. In 1853 they sold a quarter share of the Jewett purchase to John Trickey, Bangor lumberman and sawmill owner, and a half share of the Clark half to Nathan Weston, Augusta attorney and judge, and R. Dwinel. In 1856 R. Dwinel released a quarter share of the original Jewett half of the township and issued a quit claim deed to Calvin Dwinel, Bangor lumber merchant, for the east half of the township and one to Weston for the same. Meanwhile C. Dwinel engaged in a sale with Bangor iron foundry owners Daniel B. Hinckley and Thomas Egery in 1856. Jonas Veazie, Bangor merchant, released R. Dwinel in 1856 so R. Dwinell now fully owned a quarter share of the original Jewett half of the township. George M. Weston, a Bangor lawyer and son of N. Weston, sold R. Dwinell an undivided half of the original Jewett lots amounting to half the township. In 1854 G. Weston sold to N. Weston the east half the township and in 1856 he sold to C. Dwinell.

The land agent sold the grass and timber rights of the township in 1855 to lifelong lumber scalar Richard Lord of Orono and he sold to Joseph G. Dummer, an Old Town grocer and livery stable owner, in 1857. Dummer sold to Newell Blake, an Old Town storeowner turned Bangor lumber merchant with a milling and shipping firm, in 1858.

**T4R13** (west shore, midsection Chesuncook Lake)

Joseph S. Wheelwright, a Bangor merchant, bought the Enoch R. Lumbert, Bangor sawmill owner, share in 1851 and Bangor lumber merchant Harvey Reed’s share in 1855 and therefore owned the whole of the south half. In February of 1852 Henry Prentiss, Bangor lawyer and timberland investor, bought the timber and grass rights on the public lots. Nathaniel and Theodore Dillingham, Bangor lumbermen, still held the northern half of the township.

**T5R12** (east side, north end Chesuncook Lake with Cuxabexis Lake and Duck Pond)

In 1850 Bangor lumber merchant George Pickering, who owned the whole of the township, offered a quit claim deed to Bangor merchants Waldo and Hayward Peirce for an undivided half of the township and an undivided fourth to William Jameson, an Upper Stillwater lumberman and sawmill owner. The Peirces gave a quit claim deed for an undivided half to Bangor lumberman and sawmill owner Cyrus S. Clark in 1851. By the end of 1851 Clark had deeds and debt for the whole township. In 1854 the Peirces sold an undivided quarter to timberland investors Gorham L. Boynton, Bangor banker, and Daniel W. Bradley, Bangor merchant. Clark had difficulty managing his debt and sold in 1854 to Bangor iron foundry owners Daniel B. Hinckley and Thomas Egery a quarter share and that increased to half in 1855 with a land agent deed. In 1857 Amos Roberts, Bangor lumber merchant and saw mill owner, owned a half share of the township and the grass and timber rights on the public lands that he sold to Hinckley and Egery.

**T5R13** (head of Chesuncook Lake with lower ends of Umbazooksus and Caucomgomoc streams)

The land transactions involving the Ansel C. Smith farm and the farms on both sides of the lake in that area, known as “lots A–I” are under “Chesuncook farm and settlement” in this decade and those hereafter.

Elsewhere in the township the state land agent deeded land to the Female Seminary of Gorham in 1856. The so-
called Female Seminary Tract had an east-west south line passing just below First Falls on Caucomgomoc Stream; its north-south east line passing through at about the junction of Longley and Umbazooksus streams; and its west north-south line passing near the junction of Brandy and Caucomgomoc streams; its north line was the north line of the township. The seminary sold to Bangor lumberman and timberland investor Ebenezer S. Coe in 1857. Coe held a quarter share and in 1858 sold three-quarters to Asa Pingree, owner of a large Topsfield, Massachusetts farm and brother of David Pingree.

In 1859 the state land commissioners had Daniel Barker survey and set out “lots A–I” each roughly 140 acres, with “A–E” bordering the west side of the lake from the south town line north to the mouth of the West Branch, and “F–I” on the east side on the lake edge from the south town line to Umbazooksus Stream. “Lot E” was the original 100-acre Ansel Smith property.

T5R14 (Little Scott Brook draining north to Black Pond)

Bangor lumbermen and timberland investors Samuel P. and Hastings Strickland retained ownership of the township and logged the land through this decade.

T5R15 (Big Scott Brook draining to Loon Stream to Caucomgomoc Lake)

In 1855 Bangor lawyer and timberland investor William McCrillis sold his half share in the east half and in the southwest quadrant to Bangor iron foundry owners Daniel B. Hinckley and Thomas N. Egery. By 1859 Samuel Hersey, Bangor lumberman, had completed his financial obligations for his half share in the east half and southwest quadrant to the state land agent.

In 1857 John Winn, the Salem, Massachusetts manufacturer, had financial difficulties and his four-twentieths of the northwest quadrant was sold on a sheriff’s deed to timberland investors Bangor merchant Daniel W. Bradley and Bangor banker Gorham H. Boynton. That same year Bangor lumberman and timberland investor Ebenezer S. Coe paid his debt to Bradley and Boynton and sold to Asa Pingree, owner of a large Topsfield, Massachusetts farm and brother of David Pingree.

T6R13 (Longley Pond and Umbazooksus Lake)

In 1854 the Medford, Massachusetts timberland financier Dudley Hall and Bangor lumberman Samuel Hersey, the owners of the township, bought the township’s grass and timber rights for the public lots. A month later Hersey sold all his public lots’ timber and grass rights to Hall. In 1859 Hersey needed money and used his undivided half to secure a loan that he paid off.

T6R14 (outlet and east half Caucomgomoc Lake, to Black Pond to Chesuncook)

Entering the decade the owners included David Pingree, Salem, Massachusetts timberland investor, Ebenezer S. Coe, the Bangor lumberman and timberland investor, John Winn, a Salem, Massachusetts manufacturer, and Cyrus S. Clark, Bangor lumberman and sawmill owner. In 1850 Pingree paid off some of his debt to Coe, Winn, and Hall that left Coe holding one-fifth of a one-eighth share, Winn with four-fifths of a one-eighth share, and Hall, joined by Samuel Hersey, Bangor lumberman, in having an undivided half. In 1857 Winn had financial problems and in 1857 Gorham Boynton, banker, and Levi Bradley, Bangor merchant, took a sheriff’s deed for Winn’s share of the township.

T6R15 (Loon Lake and Stream to Caucomgomoc Lake)

To start the decade John Winn, Ebenezer S. Coe and David Pingree were the landowners. In 1857 Winn could not meet his financial obligations and by sheriff’s deed Gorham Boynton and Levi Bradley obtained his four-twentieths share.

T7R14 (Little Shallow, Shallow, and Daggett lakes, Round and Poland ponds, Ciss Stream)

Cyrus S. Clark, Gorham Boynton, and Daniel Bradley were the landowners at the beginning of the decade. Ebenezer Coe and David Pingree made a number of transactions and by the end of 1858 they paid off all the landowners debts and the state land agent issued them a deed for the whole township.

T7R15 (Wadleigh Brook)

In 1850 James Thissell, a Milford lumberman, sold the whole of the east half to timberland investors Bangor merchant Daniel W. Bradley and Bangor banker George H. Boynton, and Bangor lumberman and sawmill owner Cyrus S. Clark, to whom the state land agent sold the grass and timber rights for the east half in 1852. They issued a quit claim deed for two-thirds of the east half to Bangor lumber merchant and sawmill owner Amos M. Roberts in 1858. Later that same year Boynton issued a warranty deed to Bangor lumberman and timberland investor Ebenezer S. Coe for two-thirds of the east half and two months later the state land agent issued Coe a
Rendezvous at Chesuncook
deed for an undivided two-thirds of the east half. Coe immediately sold seven-eighths to Asa Pingree, owner of a large Topsfield, Massachusetts farm and brother of David Pingree, and kept a one-eighth share.

**T8R15 (southwest corner and Wadleigh Pond)**
No land transactions took place during this decade.

**Maps and access**

The Caribou, Chesuncook, and Chamberlain lake tote roads and the one from North East Carry to Chesuncook farm remained the primary roads. Thoreau’s 1853 Chesuncook notes revealed that Thomas Grant had a 50 by 100 feet barn at an undisclosed site on Caribou Lake; presumably at the south end of the lake, the terminus of the Caribou Lake Tote Road. This probably provided loggers and perhaps previously the WBBC and now the PLDC with protected storage space. When a crew raised the barn remained undiscovered.

By December 24, 1850 enough supplies were moving north from Bangor to Brownville to KIW to Chesuncook Lake to create visions of a railway to Moosehead Lake or Patten. That same thought was better developed by May of 1858 when visionaries were talking about a railway up the Piscataquis River valley to Greenville; the thought was that it would replace the long-established and shortest route to Chesuncook Lake, the Chamberlain Lake Tote Road.

The winter overland road from Grant’s to Chesuncook village was probably not yet in place in January 1851. Teamster J. L. Tibbetts of Monson froze his feet while toting on Chesuncook Lake that January and had to have both feet amputated in front of the ankle. This suggested he was toting the length of the lake and that implied that the route from the Ragged Lake Farm (Grant’s) was to the foot of Caribou Lake.

In 1852 the Maine state legislature had before it a petition for a better road from KIW to Chesuncook Lake to create visions of a railway to Moosehead Lake or Patten. That same thought was better developed by May of 1858 when visionaries were talking about a railway up the Piscataquis River valley to Greenville; the thought was that it would replace the long-established and shortest route to Chesuncook Lake, the Chamberlain Lake Tote Road.

The winter overland road from Grant’s to Chesuncook village was probably not yet in place in January 1851. Teamster J. L. Tibbetts of Monson froze his feet while toting on Chesuncook Lake that January and had to have both feet amputated in front of the ankle. This suggested he was toting the length of the lake and that implied that the route from the Ragged Lake Farm (Grant’s) was to the foot of Caribou Lake.

In 1852 the Maine state legislature had before it a petition for a better road from KIW to Chesuncook to Eagle Lake. This was another indicator of teamsters probably still using the frozen lakes. The record of acts and resolves passed during the session included nothing pertaining to the petition.

Apparently the 1852 petition was defeated, for another petition followed in March 1853. A large group requested funds for an improved road from KIW to Chesuncook, Chamberlain, and Eagle lakes. The request was for money to build bridges and to improve the road surface so it could be used earlier in the fall before snow and ice and extend it later into the spring. The legislature defeated the petition. In 1856 a petition headed by David Smith with 46 signers, including those residing at the head of Chesuncook Lake, sought $2,000 for repairing and improving the road from Greenville to the head of Chesuncook Lake. Once again the legislature defeated the request.

In 1857 four different individuals, who all collected signatures, resubmitted the 1856 petition. In neither 1856 nor 1857 did a timberland owner’s name appear on the petition. A principle argument for the petitions’ support in both years was that an improved road would encourage land settlement. The landowners were not interested in selling land for settling; they wanted to keep it in timber. The legislature defeated the 1857 request.

In 1859 the legislature received multiple petitions for money to improve the road from KIW to the head of Chesuncook. The intended outcome was a road that could be used year-round, not just in winter. The petitioners’ main argument was that it would help to stimulate settlement. It appeared that none of the signers were those landowners whose names appear in this book; they owned land for timber not settlement. The legislature allocated $300 for spending by the state land agent on the bridges on the Chesuncook Road between Lily Bay and Chesuncook farms. How and where on the road a crew used it remained undiscovered.

Neither the publically available Colton’s Railroad Map of 1852 nor Walling 1858 Piscataquis County Map had roads within this book’s 18 townships. The Maine State Archives had no survey or other maps that had road networks. Determining the toting routes was a reflection of the active farm locations, land ownership, and known logging activity.

At some point in the 1850s crews completed a winter road between Greenville and the Lily Bay farm where the ferry called when the lake was iceless. This road

---

10 Bangor Daily Whig and Courier, December 24, 1850
11 Bangor Daily Whig and Courier, May 12, 1858
12 Bangor Daily Whig and Courier, January 11, 1851
13 Bangor Daily Whig and Courier, February 12, 1852
14 “Defeated Legislative Resolves,” Maine State Archives
15 “Defeated Legislative Resolves,” Maine State Archives
16 “Defeated Legislative Resolves,” Maine State Archives
17 “Defeated Legislative Resolves,” Maine State Archives
18 Acts and Resolves of the State of Maine, 1859; Bangor Daily Whig and Courier, April 7, 1859
19 Mary R. Calvert, The Kennebec Wilderness Awakens, Lewiston,
allowed teamsters to tote on snow before ice formed and when it did form avoid the dangerous toting across it. Some teamsters continued on the ice for another 20 years. The roadwork was indicative of the volume of traffic and number of loggers engaged from Lily Bay east.

About the mid-to-late 1850s the first beginnings of a winter land route from the Ragged Lake farm north to the Chesuncook settlement probably began to form. David Pingree, a landowner who was a financier of the Chamberlain Lake Tote Road that served his interests in KIW and at Chamberlain Lake made an agreement with Joseph Morris of Chesuncook settlement to open a farm and shanty on the hill just above Deer Pond, half-way between Ragged Lake farm and the settlement. This eliminated the toting on the ice the length of Chesuncook Lake.

Farms and settlements

Lily Bay farm

In 1850 Reed and Page were still the landowners and would remain so until April 1856 when they sold their quarter share to fellow Hallowell townsman Ambrose Merrill. Presumably the Hildreth brothers continued their shanty’s operation into the 1850s. However, by the end of the decade it would appear the Hildreth brothers were no longer involved with the shanty. By 1860 William’s whereabouts was undiscovered, Henry Jr. was a merchant in Greenville, and Benjamin died in 1859 leaving a debt the sale of his 100-acre Greenville farm could not cover.

In September 1856 Merrill sold 160 acres, the southern portion of lots 56 and 61, the so-called “Lily Bay farm site,” previously the “Hildreth shanty” site, to Oliver and John Eveleth of Greenville, father and son businessmen and landowners. They already held the mortgage for the Chesuncook farm of Ansel C. Smith. As savvy businessmen they knew loggers would use these sites for years. They also owned a Greenville hotel that served loggers.

Clearly the Eveleths knew the Hildreths as they were both founding members of the Kineo Company in 1844. In some manner these four men insured that the Hildreth shanty remained operating until the Eveleths’ made their land purchase and were able to replace them.

Roach River farm

The ownership on which the farm rested remained with the Thomas J. Grant family during the decade of the 1850s. Grant died in 1851, but apparently his wife Aurelia and son James Edwin retained ownership by continuing the yearly payments to Ira Wadleigh. Presumably the family continued to lease the farm to Deacon Ford who was still present in 1859.

In 1855 Enoch “Deacan” Ford bought lot 1 in the northeast corner of TAR14 (Lily Bay township) from Reed and Page. The lot, through which the Chesuncook Road passed, was on the south side of the Roach River opposite his leased Roach River farm in T1R13. Based on pictures from later years Ford probably used this as pasture land.

Ragged Lake (Grant) farm

By 1850 the Grant family, all still living together, was back in Monson and the three eldest sons were all lumbermen and apparently with their father. Grant did a lot of work during the 1840s as reflected in the 1850 agricultural census, a record of the farm’s 1849 experience. By 1850 the farm had 300 acres, 145 improved and 155 unimproved.

Thomas died in 1851 and at the request of Aurelia the court transferred the executorship of his estate to his oldest son James E. because he knew his father’s business. His debt burden was so large it forced the family to sell the farm and all its holdings in 1853. The inventory included the land, harvested logs, implements, animals and crops, and all furnishings of the house and barns. Aurelia pleaded with the court for money to help her raise the two youngest children. The judge awarded $1,000. The auction to sell all property fell far short of the total owed the creditors who received about a third of what they were due. The family sold to John Winn, the Salem, Massachusetts manufacturer, and he sold to David Pingree, Salem, Massachusetts timberland investor, and Ebenezer S. Coe, Bangor lumberman and timberland investor.

Given Pingree’s and Coe’s interests and other land ownership in this area and north, they made sure the farm continued to operate. Harvey H. Reed was managing it in August 1857 when a huge barn burned, but apparently a crew rebuilt it with whip-sawn lumber.20

---


Maine, Twin City Printing, 1986.
Rendezvous at Chesuncook

Ripogenus farm

When loggers abandoned the farm is unknown, but by 1856 when Henry Bowditch and his party found the farm, loggers had abandoned its 100 cleared acres with five or six barns and a substantial house. The Theodore Winthrop party was at the site in 1860 and reported three barns, a house, and a grass-covered hillside with a view of Katahdin. Three of the four buildings were still standing in 1870, but near collapse. Fanny Hardy Eckstorm, who visited the old farm in 1889, could never find anyone who knew the person who built it. Apparently no one ever revived it after the 1850s.

Certainly no later than the early 1850s the tote road from Ragged Lake farm east across the south end of Caribou and Chesuncook lakes to end in the vicinity of Chesuncook dam and Ripogenus Lake was in place in order to care for the Chesuncook dam and serve as the last supply point before drivers went on downriver to Ambajejus Lake and its boom.

Deer Pond farm

In 1851 John Winn, the Salem, Massachusetts manufacturer, bought nearly the whole of the township in three transactions involving three men, Amos Roberts, Bangor lumberman and sawmill owner, Isaac Farrar, Bangor lumber merchant, and George W. Coffin of Boston. In 1854 he sold a thirty-two fortieths share to Samuel Cony, Old Town lawyer. By 1857 Winn was in financial trouble and Gorham Boynton, Bangor banker, and Levi Bradley, Bangor merchant, received a sheriff’s deed. None of the deeds in any of these transactions mentioned a commitment to a farm operation. However, David Pingree owned a small amount of land in the township and self-financed a 100-acre sale to Joseph Morris who moved to the Chesuncook settlement by the mid-1850s. When the handshake was made and whether or not he and his small family inherited a primitive operation was unrecorded, but by 1859 Morris had 39 acres of improved land.

Chesuncook farm and settlement

The persons present in T5R13 according to the census taken on September 17, 1850 were the same names as those on the agricultural census, suggesting they were all working on the Ansel C. Smith farm and they all lived in one abode. The names included: head man George McCausland; Joseph Arbo and wife, their sons (3) and daughter (1); and six laborers: Harrison Green, Robert Harrington, Samuel Ames, Joseph Carr, and Richard Downey (Doroney). Ansel’s plan for the farm was to serve his logging operations as well as others.

In 1851–1852 Ansel hired Joshua Folsom as overseer and accountant for the farm. At the time the site had a large logging camp with a stone fireplace and dining area. The kitchen was an annex. Other structures included a frame stable, hog house, and milk house.

By about 1852 Ansel moved his family to the farm: wife Olive S. (b.1821), and three children, Hiram C., Charles, and David C.. Three other children, Ansel B., Frank, and Eva, were born at Chesuncook between 1853 and 1861. His farm was now large enough to yield 70 tons of hay a year. The farm also served as a shanty, with supplies eventually coming from either Bangor via the Chamberlain Lake Tote Road or the Caribou Lake Tote Road or Greenville via Lily Bay, Roach River, Ragged Lake, and Deer Pond farms, the Chesuncook Road.21

Thoreau described the farm in 1853 as having a scow to transport hay, a low 80-foot-long log main structure, spruce bark roof, and stone chimneys. The interior was divided into rooms and one end housed boarders. Smith had a cellar-like building for cold storage for the winter supply of root vegetables he raised in his large garden. He made the large barn with pit hand-sawn boards. A blacksmith shop shoed the oxen and made the log hauling sleds. In the winter Smith had 100 men logging in the area.

Across the lake on what at the time was mainland other men and their families had also set up farms in the early1850s. Thoreau’s 1853 writing noted five structures with clearings. The largest farm, 130 acres with 50 cleared, belonged to Baxter Smith who moved here with his wife and 11 children from Monson and was a brother of Ansel C. Smith. The Baxter Smiths were probably the second Smith family of Thoreau’s referenced two. He did not provide the names of the other families.

---

21 letter from L. Folsom to Frederick Davenport in 1915; available at Moosehead Historical Society
Between 1854 and 1858 Ansel made a number of land transactions that suggested he might have been struggling financially. In 1854 he increased his Eveleth loan and extended the payment time another four years. By 1856 Smith signed over undisclosed land to Oliver and John Eveleth, bought back the farm of Baxter Smith on the east side of the lake, and sold land he acquired at an unknown time on the east side of the lake to James and Angelic Baker. Baxter apparently continued to run the east side farm. In 1857 the Ansel Smith 100-acre lot went to the Eveleths by sheriff’s deed and Peter Walker of Bridgeton took over the management through the rest of the decade.

In 1858 John Eveleth, Joshua Folsom, a Monson farmer, and Peter Walker of Bridgton engaged in another step in trying to stimulate the settling of the upper end of Chesuncook Lake. They sought and received a supportive legislative resolve through the state land agent for a saw and grist mill. The approved resolve (March 15, 1858) authorized the land agent to convey by deed to these men 2,000 contiguous acres of land in T5R13 contingent on building a saw and grist mill within two years. The sawmill had to be compatible to the others on the Penobscot River and the grist mill had to have two or more runs of stone. The structure needed to be substantial; a superstructure formed with granite and other acceptable material. Such a mill was apparently never built.

Other settlers arrived during the decade and began to work the land on both sides of the upper end of the lake, but none of them had a deed. Oliver Eveleth, a Monson man, and Baxter Smith might have stimulated other fellow Monson townsman. The five new farmers included: Joshua Folsom and Levi Folsom, father and son each with his own farm on the west side; John Bridge family (in 1854), J.R. Coombs, and James Baker, probably on the east side. These men operated the 1859 farms that appeared on the 1860 agricultural census. At a minimum each of the seven farms had 15 cleared acres on which they harvested oats.

Through some undiscovered chain of events Ansel had procured some land on the west side that he and James Arbo were working, and in 1858 he took a loan from M.M.G. Hume in exchange for land whose exact location in the settlement remained undiscovered. Hume had boarders Levi and Lindley Folsom, sons of Joshua Folsom, a Monson farmer. Hume was probably Marcel-lus G. Hume, a Greenville logger and guide who was born in West Waterville, worked as an Old Town lumberman for a while, married Nellie Hildreth of Greenville, and fathered a daughter, Adelia, in 1865; he died in 1867.

The state land agent was certainly aware of everyone’s presence and activity at the head of the lake for in 1859 he sent in surveyor Daniel Barker to lot the areas of T5R13 of interest to these settlers. None of the men apparently offered any objections. The surveyor set the boundary lines for the west side “lots A–E” that extended from the township’s south town line to just below the Main Branch and lined the lake. The east side lots, also on the lake, started with “lot F” opposite “lot E” and “G” “H” and “I” all abutting each other from north to south.

The men present in the early 1850s, single or with family, were not the only residents of the upper end of Chesuncook Lake by the close of 1859. Others included Joseph Dyman, single and farmer, Nason Scribner, single and laborer, William Cunningham, single and farmer, Ferguson McLane, married farmer with no children, and Frank Black, married with daughter and working for McLane.

In 1859 Ansell sold the former Baxter Smith farm (east side) to Oliver and John Eveleth, who apparently had Baxter continue its operation for them. Ansel was in a financial bind because his drive got hung up on Cuw-comgoc Stream and he never got it out. He continued to work in the area, but debt from the loss in 1859 was an ongoing problem for the family.

Given the state’s interest in a permanent settlement this area and the related interests of Greenville’s Eveleth family, the families of this decade might have had some form of a store or a system where they gathered together their lists of needed commodities and sent it off with a teamster whom they hired to tote it back to the settlement. Perhaps the Eveleths orchestrated this and then

---

22 The 1860 U.S. Census has a spelling of Barbar.
with their purchase of the hotel they formalized it and the service gradually evolved into a store taking orders and having shelves. During this decade, travelers passing through bought things like eggs and milk from local families.

**Chesuncook dam area**

When Theodore Winthrop came through from Chesuncook to Ripogenus in September 1856 his party used the carry trail. Two trappers were camped there and offered to help, but his text suggested no resident at the site or in the general area.

**Logging**

**Drive bosses**

- 1850 – Aaron Babb
- 1851 – Jesse Wadleigh
- 1852 – Samuel Brailey
- 1853 – Lysander Strickland
- 1854 – George W. Smith
- 1855 – Samuel Brailey
- 1856 – unknown
- 1857–1859 – Aaron Babb

The number of men, who either had logging crews or issued stumpage contracts, could have been as many as 59 during this decade. By deduction this number probably included the decade’s four leading visionary loggers, who carried over from the previous decade, Amos Roberts, Samuel and Hastings Strickland, and Ira Wadleigh. They were involved in every year of the decade.

Also within the 59 were probably the decade’s 10 predominant landowners who included holdovers from the previous decade: Daniel Bradley, Gilman Boynton, Samuel Hersey, George Jewett, William McCrillis, David Pingree, and John Winn. Cyrus Clark, Asa Pingree, and Henry Prentiss joined them. These men were in the timberland and timber harvesting business for the long term.

Nearly all the landowners who also had a lumber business (18) were also men likely engaged in logging. They were: N. and T. Dillingham, G. Pickering, W. and H. Peirce, H. Reed, J. Thissell, and J. Veazie; all of whom carried over from the previous decade. Joining them in this decade were: C. Dwinell, R. Dwinell, T. Egery, A. Hallowell, D. Hinckley, W. Jameson, R. Lord, E. Lumbert, D. Morrison, G.W. Smith, and J. Trickey. Nearly all these men spent their lifetimes in the lumbering business.

Another 19 landowners were not in a lumber-related profession. A large number of them appeared to be financiers and held the mortgage, collecting payments as opposed to issuing stumpage contracts.

These landowners were limited in terms of the areas for which they could sell stumpage rights. In the previous decade the focus was on pine, but by 1850 the Bangor mills were also buying spruce logs. The loggers still had to cut within a two-mile radius of a water body to which their oxen hauled. If they landed on any waterbody other than Ripogenus, Chesuncook, and Caribou lakes then it needed to be a drivable stream. At this time, with perhaps one exception, no streams had dams, but a crew might have cleared a stream of natural debris with the help of oxen. Black powder was probably used for removing rocks.

The state land agent’s commissioned surveys provided the initial assessments of drivable waterways. Those early assessments included an estimation of the cost of cleaning the stream compared to the value of the logs to be driven on it. As those figures changed so did the stream driving.

The list of the surveyors’ drivable waters starting at Ragged Lake and moving east to Ripogenus and then up its east side with one fork into the Umbazooksus area and the other into Caucomgomoc area were: Ragged Lake and Stream, Chesuncook Stream, Ripogenus Stream, Red Brook, Mud (Moose) Brook / Cuxabexis Stream, Umbazooksus Stream. Umbazooksus Lake, Shallow Pond, First Pond of the Poland Pond string (varied opinions), Second Pond “with stimulation,” Caucomgomoc Stream, Caucomgomoc Lake, Loon Stream (also suitable for boats), Big Scott Brook (needed cleaning up), inlet stream to Loon Lake (from Bear Pond).

In 1856 Samuel Hersey, Bangor lumberman, cut on a multi-year State land agent stumpage contract for some place in T5R13; it was still in force in 1860. A number of such contracts were for five years.

For the 1858–1859 cutting season Charles Y. Richardson had a crew of 48 men and 16 oxen working and driving from Chesuncook Lake. At the close of the season

---

24 In *The Penobscot Boom*, Alfred Hempstead listed this name, but did not provide a middle initial. By deduction this was George W. Smith, a landowner at this time. Other George Smiths were in the Bangor area, but they were laborers and millmen and one was a book salesman. A George D. Smith was a lumberman in 1873, but had no related information prior to 1873.

25 All surveyors indicated it was drivable, but they had varying opinions about dam feasibility given the area’s flat terrain.
he turned out his oxen to forage for themselves until he sent Jim Ferris in to find them in late fall. Ferris found 15 of them; one had been shot and left on Umbazooksus meadows. The last one showed up in Ansel Smith’s pasture with his cows two months after the snow was on the ground.26

In 1858 Ansel C. Smith logged above the outlet of Caucomgomoc Lake, and his drive that spring got hung up in the first 1.5 miles below the lake, the so-called “Horserace,” and that blocked the passage of other logs left in the lake. When trappers Rufus Philbrook and Manly Hardy traveled up Caucomgomoc Stream in early September they portaged by the jam and also found logs in the lake behind the dam. The lore was that neither Smith nor anyone else ever got the jam out and loggers left it to rot. However, late that fall Philbrook and Hardy bumped into Moses Wadleigh and one of his loggers; they were headed up Loon Stream to their camp on Loon Lake where they would cut for the season. They also met men of Henderson’s crews who would be logging on the same lake. Wadleigh had been logging and driving logs into Chesuncook for at least the previous 18 years and was most likely confident that he and per-

26 William Krohn, Manly Hardy 1832–1910 The Life and Writings of Manly Hardy....., The Maine Folklore Center, Orono, Maine 2005
haps others logging above the Caucomgomoc Lake outlet could break that jam and move what Hardy reported as 3 million board feet of pine logs. Ansel might not have had the financial resources to put together a crew to remove the logs.27

27 William Krohn, Manly Hardy 1832–1910 The Life and Writings of Manly Hardy….., The Maine Folklore Center, Orono, Maine 2005

The Hardy notes of 1859 indicated that when the loggers moved into the areas they intended to log they brought supplies up the streams in boats. Oxen were certainly used to aid their logging, but they apparently arrived after the water froze. Hardy made no mention of the loggers’ use of canoes in 1859.
Beginning late in the decade the loggers began to quickly switch from the cant dog to the peavey for rolling logs. Joseph Peavey, a Stillwater blacksmith, developed the peavey about 1857 and its use expanded rapidly. The blacksmith took the cant dog and affixed the formerly free-swinging hook so it swung in only one direction vertically in relation to the pole it was mounted upon. This made it easier to set the hook and apply force without slipping.

**PLDC and West Branch Chesuncook Boom Company**

The earliest discovered confirmation of a boat and a headworks on the lake was made by Thoreau in 1853; seven or eight "bateaus," and one headworks were on the shore at Chesuncook farm.28

I discovered no records or reports of PLDC work on Chesuncook dam during this decade. The 1859 Barker survey map of T5R13 coupled with the visual inspection in October 2021 with the water level at 919.4 feet suggested its head remained unchanged, 916 feet in elevation.

The first infrastructure at the head of the lake was probably built in 1856 when the Maine state legislature granted a charter to the West Branch Chesuncook Boom Company as requested by Ansel C. Smith, William H. Strickland, E. Gilman Rawson, A.W. Leavitt,29 and Bowman Varney. This group built the first piers and boom at the mouth of the West Branch as implied by the wording in the charter. An amendment to the Penobscot Log Driving Company charter enabled them to buy out the new company within three months of construction and that transaction took place. Such action engendered two questions. What prompted the building of these piers and where did the builders locate them? Given the use of the word "boom" in the charter the piers held a trip boom so drivers could stop the logs from flowing into the lake. They could also attach an empty boom bag for filling by opening the trip boom. The piers marked the mouth of the West Branch in the spring at high water. The north end of the lake was naturally shallow as recorded by Manly Hardy at extremely low water in 1859. He observed canoeists poling across the north end.

Loggers like Smith and Strickland, who drove into the lake on the West Branch, wanted sound anchor points for filling a boom bag and neither the WBBC nor the PLDC had taken responsibility for building any. The water level variations due to the Chesuncook dam flooded out the old mouth in the spring and the trees that once offered anchored points probably died over the previous 15 years. The wave action at higher water level could have washed away the anchoring tree stumps or the soil and that caused the trees to topple. As viewed at low water in fall 2021 no rock boulders or ledge that could have provided anchor points dotted the landscape. The dearth of rock across the north end of the lake was striking.

The remains of what was probably this 1856 pier set was visible on the lake surface in October 2021 when the water was down 22.56 feet, elevation 919.44; the original lake level was 913.5.30 If, as hypothesized in this book, the Chesuncook dam raised the water elevation six feet or less, then some portion of the pier set had the possibility of being visible.

The building of these two piers raises the question as to whether or not and when and where other piers might have been built on the lake. The 1856 boom company charter did not authorize other sites. The potential sites around the lake were at the mouths of Caucomgomoc Stream, Cuxabexis Stream, Red Brook, Mud Pond outlet brook (T4R12), Ripogenus Stream, Chesuncook Stream, Caribou Brook, Ragged Stream, Quaker Brook, and Chesuncook dam. A fall 2021 inspection of Chesuncook Stream, Caribou Brook, and Ragged Stream did not reveal cribs and anchor points of this decade.

The PLDC might not have built piers at or near the mouth of Caucomgomoc and Umbazooksus streams at the northeast corner of the lake. Based on the Manly Hardy and Rufus Philbrook fall 1859 notes the increase in water level behind the Chesuncook dam did not flood into Umbazooksus Stream. Given that Umbazooksus Stream was quiet water the trees on the shore at its mouth probably provided anchor points for a boom string stretched across it to hold back logs until the drive crew was ready to boom them in the lake. The same might have been true for the mouth of Caucomgomoc

---

28 Thoreau, *Chesuncook*; available online

29 This was the name in the legislative act, but such a person did not seem to live in Bangor according to the city directories in this era. A probable person is Dudley F. Leavitt, a Bangor lumberman and land dealer at this time.

30 GNP’s measurement for the top of the ledge at the outlet that prevented the lake from being drained any lower was 912.5 feet; made 1949. One foot was added to that to account for the amount of water typically flowing out of the lake. Great Northern Paper Company files, University of Maine Raymond Fogler Library Special Collections
Stream as the junction of the two streams was upstream from Caucomgomoc cove on Chesuncook Lake.

At Caucomgomoc Cove in October 2021 when the water elevation was down 22.56 feet one crib pier showed above the water’s surface and was perhaps in the vicinity of the streams’ 1859 junction. During what early era drive crews used the pier could not be ascertained. At the mouth of Caucomgomoc Stream what appeared to be a tremendous amount of silt had flowed in over the past years and perhaps buried any early remains. One lone crib, probably on a former main course of the stream, was present, but its year of origin was not clear and the remains of whatever it might have been paired with was not visible.

At Chesuncook Lake outlet and dam the anchor points probably remained as they were in the 1840s given no dam reconstruction apparently changed the lake’s elevation. The anchor points were either large trees or rock outcrops or both at the entry from the lake’s cove into the river. The drivers had a trip boom on the river above the dam to keep the pressure of floating logs off the dam. A string of boom logs probably linked the north end of the spillway to the trip boom anchor point on the north shore.

**Other dams**

The discovered logging, surveying, and trapping annals for this decade made no mention of any dams other than the one at Chesuncook.
This is the north section of Piscataquis County as it appeared in the Walling 1858 map of Piscataquis County Maine. This section of the map had no roads whereas they were on the map of the rest of Piscataquis County. Samuel Augustus Mitchell Jr. printed some predominant maps of Maine in the 1860s, but they included no road networks.
Chapter 5  1860–1869

May 1963 “…The next morning we paddled six miles to the Chesuncook dam. Here along the shore were large floats, headworks, about 20 feet square with a large capstan… [The towing] work is incessant, night and day the bars [of the headworks] go round, every man walks as long as he can. Some holdout three days and four nights without stopping except to eat, and without sleep, except the doze into which they fall as they tread around the capstan…”

~ G.C. Pickering.¹

¹ G.C. Pickering, "A Tramp within the Shadow of Katahdin," The Northern Monthly, May and June 1864
### Chart for 1860–1869 Biographical Sketches

*The biographical sketches for the men first engaged in these townships between 1860 and 1869*

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name</th>
<th>Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surveyors</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Samuel</td>
<td>Chapman</td>
<td>Old Town surveyor</td>
</tr>
<tr>
<td><strong>Major landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>William A.</td>
<td>Blake</td>
<td>Bangor lawyer, banker, &amp; merchant</td>
</tr>
<tr>
<td>1890</td>
<td>Levi</td>
<td>Bradley</td>
<td>Bangor man working in lumber and timberland</td>
</tr>
<tr>
<td>1880</td>
<td>Carleton S.</td>
<td>Bragg</td>
<td>Bangor lumber dealer</td>
</tr>
<tr>
<td>1890</td>
<td>St. John</td>
<td>Smith</td>
<td>Portland merchant and investor</td>
</tr>
<tr>
<td>1890</td>
<td>Charles</td>
<td>Stetson</td>
<td>Bangor real estate investor</td>
</tr>
<tr>
<td>1890</td>
<td>Isaiah</td>
<td>Stetson</td>
<td>Bangor businessman with timberland investments</td>
</tr>
<tr>
<td>1890</td>
<td>George</td>
<td>Stetson</td>
<td>Bangor businessman with timberland investments</td>
</tr>
<tr>
<td>1890</td>
<td>William H.</td>
<td>Strickland</td>
<td>Bangor lumber company owner</td>
</tr>
<tr>
<td>1890</td>
<td>Philo</td>
<td>Strickland</td>
<td>Bangor lumber company owner</td>
</tr>
<tr>
<td><strong>Landowners in a lumber business</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>James H.</td>
<td>Burgess</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>Roderick D.</td>
<td>Hill</td>
<td>Bangor real estate dealer</td>
</tr>
<tr>
<td></td>
<td>Charles A.</td>
<td>Nealley</td>
<td>Brewer grocer &amp; sawmill owner</td>
</tr>
<tr>
<td>1880</td>
<td>George H.</td>
<td>Peters</td>
<td>Boston, MA lumber merchant</td>
</tr>
<tr>
<td></td>
<td>Michael</td>
<td>Schwartz</td>
<td>Bangor saw manufacturer</td>
</tr>
<tr>
<td>1880</td>
<td>Joseph W.</td>
<td>Smith</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>William H.</td>
<td>Smith</td>
<td>Bangor lumber dealer</td>
</tr>
<tr>
<td></td>
<td>Charles G.</td>
<td>Sterns</td>
<td>Bangor sawmill owner</td>
</tr>
<tr>
<td>1870</td>
<td>David R.</td>
<td>Stockwell</td>
<td>Bangor manufacturer</td>
</tr>
<tr>
<td>1880</td>
<td>George</td>
<td>Thatcher</td>
<td>Bangor lumber commission merchant</td>
</tr>
<tr>
<td></td>
<td>Ephraime</td>
<td>Thurston</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td><strong>Other landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Julia</td>
<td>Barnard</td>
<td>Bucksport widow and merchant’s daughter</td>
</tr>
<tr>
<td>1870</td>
<td>Charles D.</td>
<td>Bryant</td>
<td>Bangor land surveyor</td>
</tr>
<tr>
<td></td>
<td>James N.</td>
<td>Chandler</td>
<td>Bangor accountant for Pingree and Coe</td>
</tr>
<tr>
<td>1890</td>
<td>William</td>
<td>Crosby</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td></td>
<td>John</td>
<td>Demeritt*</td>
<td>Boston, MA</td>
</tr>
<tr>
<td></td>
<td>Thomas</td>
<td>Howe</td>
<td>Dorchester, MA lumber dealer</td>
</tr>
<tr>
<td>1880</td>
<td>William</td>
<td>Ireland</td>
<td>Boston lumber dealer</td>
</tr>
<tr>
<td></td>
<td>A.W.</td>
<td>Johnson</td>
<td>Belfast businessman</td>
</tr>
<tr>
<td></td>
<td>Nathaniel</td>
<td>Thayer</td>
<td>Boston, MA banker and railroad investor.</td>
</tr>
<tr>
<td></td>
<td>Theodore</td>
<td>Woodman</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td><strong>Settlers</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Joseph</td>
<td>Morris</td>
<td>Deer Pond farm</td>
</tr>
<tr>
<td></td>
<td>Mills</td>
<td>Patterson</td>
<td>Ragged Lake and Deer Pond</td>
</tr>
<tr>
<td><strong>Drive bosses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Ross</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td><strong>Loggers who were not landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>B.F.</td>
<td>Butler*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Charles S.</td>
<td>Davis*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Gilman H.</td>
<td>Davis</td>
<td>Old Town farmer and lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>Darius Eddy</td>
<td>Old Town lumberman</td>
<td></td>
</tr>
<tr>
<td></td>
<td>J.B.</td>
<td>Emery</td>
<td>Maxfield farmer and logger</td>
</tr>
<tr>
<td></td>
<td>Foster</td>
<td></td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>E.</td>
<td>Hickey*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Aaron</td>
<td>Ingalls</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>Knowlton</td>
<td></td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>F.W.</td>
<td>Leavitt</td>
<td>Bangor lumber dealer</td>
</tr>
<tr>
<td></td>
<td>Miller</td>
<td></td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Corneliuis</td>
<td>Murphy</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>C.H.</td>
<td>Purrington*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>J.G.</td>
<td>Spaulding*</td>
<td>Old Town farmer and logger</td>
</tr>
</tbody>
</table>
Biographical sketches of those joining between 1860 and 1869

A total of 43 new landowners joined the 31 landowners from the previous decades. The 18 discovered names of loggers in these townships probably did not reflect the actual number. John Ross, Gilman H. Davis, and Samuel White logged until the end of the century; two others continued into the following decade and another into the 1880s.

Surveyors

Neither surveyor notes nor journals of others describing the land as they traveled through it were found. However, the state land office hired surveyors to check logging operations.

Samuel Chapman (1828–1901) was born in Maine, the son of a scalar, and became a surveyor who also worked with lumber on the river. He married his wife Harriet in 1855 and they resided in Old Town where they raised three children. Samuel probably developed his surveying skills in the 1850s, was a surveyor on his own accord in 1861, a year later he was a “surveyor of lumber for Bangor” and worked as a surveyor for the State Land Commissioner in 1863. The Bangor Directory listed him as a surveyor for the next 10 years. He died in Old Town.

Major landowners

William A. Blake (___–1861) began his work in Bangor as a lawyer in 1834. Ten years later he was also a merchant and in 1851 president of the Merchants Bank. His son William A. Blake was born in 1851 and went to live with his uncle Samuel Blake after his father died in 1861. William graduated from Bowdoin College in 1872.

Levi Bradley Jr. (1825–1895), born in Charlestown, moved to Bangor by 1830, grew up in a family associated with the lumbering business, and soon joined his father as a lumberman. After his father died he became a merchant of flour and corn for a time in the 1860s, but by 1869 was working for his uncle Daniel W. Bradley of Boynton and Bradley Company. He continued with Boynton after his uncle left about 1869 and continued in that partnership until Boynton eventually retired around 1880. Afterwards he worked under his own accord in lumber and timberland sales through at least 1892.

“C.S. Bragg” was Carlton S. Bragg (1811–1876) a lifelong Bangor merchant, lumber dealer, and timberland owner. He was living in Bangor in 1840 and soon married his wife Amelia and they began to raise a family (six children). By 1846 he was a merchant and in 1850 an incorporator of the Merchants Bank of Bangor. By 1851 he and Abram Moore formed a partnership dealing in West India goods and lumber. In 1867 he and his two sons Isaac and Carlton formed C.S. Bragg and Sons, lumber dealers. After he died in Bangor in 1876 his son Carl moved to Boston where he continued as a lumber dealer.

St. John Smith (1799–1878) was born in Topsham, went to Portland in 1825 and became a clerk in a wholesale grocery business. A year later he formed his own business and retired from it 27 years later in 1853 after he had made a fortune. In retirement he became a timberland, commercial, and residential property owner. He was an incorporator of the Atlantic & St. Lawrence Railroad Co. and its president in 1869. He invested in a brickyard and an oil company. In the banking field he served as president of several banks. As a Portland citizen he was active in city government and was a public benefactor.
“The Stetson brothers:” Charles, George, and Isaiah were sons of Simeon Stetson² (1770–1836), whose family was so poor he went to live with another family in New Hampshire, moved his family in 1803 from Massachusetts to land he purchased in Hampden to be near the commerce of the Penobscot River. He started a trading business and hired a manager of his farm. His business acumen involved him in West Indies trading, ship building, and a sawmill operation. His son Rufus captained his ships and took over the trading business upon his father’s death. George joined Rufus as soon as he finished high school.

Charles Stetson (1801–1883) went to Yale, was admitted to the Maine bar in Hampden in 1828 and moved to Bangor in 1833. He was active in city and state government, and was elected to the US House of Representatives 1849–1851. Beginning in 1852 he ceased his attorney activity to manage his private business interests involving real estate, his focus as an attorney. Over time he would become the largest owner of real estate in Bangor. In many of the brothers’ timberland purchases Charles held a one-third share and his brothers held the other undivided two-thirds in partnership.

He married Waldo Peirce’s daughter Emily J. of Frankfort and fathered 10 children, one being a son Charles P. (1835–1899) who also became a Bangor lawyer and had a son Charles, born in 1878. The sons continued to manage some of the family’s real estate holdings.

George Stetson (1807–1891) and Isaiah Stetson (1812–1880) were lifelong business partners. George formed a partnership in general trade with Albert G. Brown in 1834. A year later he was in partnerships with his brother Isaiah and Cyrus Emery in wholesale importing, and manufacturing and shipping lumber. They owned a sawmill on Kenduskeag Stream for many years. They exported to the West Indies using their own ships and brought back goods for their store. In 1850 Cyrus died and the brothers continued in partnership as Stetson & Company. George and Isaiah gradually withdrew from the trading and lumber manufacturing. George was perhaps the first to ship ice from the Penobscot River and began to invest in timberland and real estate.

The brothers also had their own individual business interests. In 1858 George was president of the Merchants Bank of Bangor. From 1863–1891 he served as president of the First National Bank of Bangor. In 1863–1864 Bangor citizens elected him twice to the Maine State legislature. He was the principal organizer of both the Union Insurance Company and the Bangor Mutual Fire Company, and served as president of both for many years. George’s son Edward followed him in the banking business and his two sons Edward and Isaiah Kidder followed their grandfather and great uncle, forming E. & I.K. Stetson to continue the family interests.

Isaiah Stetson’s first wife died and he remarried and they raised two daughters and a son. Isaiah was a popular mayor of Bangor from 1859 to 1862 and declined to run again and served in the Maine House of Representatives in 1866 and 1867. He became the first president of the Bangor and Piscataquis Railroad Co., served as such for a number of years, led its merger with the Bangor and KIW Railroad and was president of the Aroostook Construction Co. that built the Medford cut-off of the Bangor & Aroostook Railroad in 1907.

William H. Strickland (1830–1891), son of Hastings Strickland, learned the lumbering business by working his early years in his father’s and uncle Samuel’s business, S.P. & H. Strickland Co.. By the early 1860s he joined with his father and brother Philo in William H. Strickland & Co., and continued in that work until his death. He was also a director of the Bangor and Piscataquis Railroad Company. William married and fathered three children with Fred (b. 1857) joining his father’s company and continuing it as well as working with his father’s cousin Lysander Strickland who owned a Bradley sawmill.

Philo Strickland (1831–1925), like his brother William H., joined his father’s and uncle’s company as a clerk by 1850. He partnered with them and spent the rest of his working life with the William H. Strickland Co. In 1889 he was the drive boss for the

---

² Isaiah Kidder Stetson, Genealogical and Biographical Sketches of the Descendants of Simeon Stetson, Bangor, Maine, Bangor Publishing Company, 1892; available online at Internet Archives
Penobscot Log Driving Company. After William died in 1891 Philo continued with the same company name and worked with William’s son Frederick. Philo married and was survived by a son, Samuel, and daughter, Nellie. As other members of his family he was active in Bangor’s civic affairs and was president of the board of trustees of the University of Maine at the time of his death.

Landowners in a lumbering business

James H. Burgess (1809–1896) was an Old Town lumberman by 1850 and continued as such into the 1860s with a wife and four young children. His young son James Jr., five at the time of his father’s death in 1865, became an attorney and judge.

Roderick D. Hill (1805–1873), born in Milton, Vermont, outlived his wife and all but one of his four children. He was a Bangor merchant between at least 1846 and 1851, a gentleman in the 1850s, a timberland owner in 1869, and a real estate dealer between 1869 and 1873. The US Census of 1870 listed his occupation as retired merchant.

Charles A. Nealley (1818–1906) was born in Monroe, became an Ellsworth merchant by 1850, married and fathered three sons: Edward, Herbert, and Meldon. In 1860 the family was living in Brewer, where in addition to his grocery business he was a flour and corn merchant, and became a lumberman. By 1870 he was a sawmill owner and lumber dealer. About the same time he and his sons Herbert and Meldon formed Nealley & Sons Lumber and they continued that line of work. Son Edward became his own successful businessman, becoming a ship Chandler, and president of the Bangor and Piscataquis Railroad, Merchants Insurance Company, and Hinck’s and Company (coal and wood).

George H. Peters (1820–1886), a principal in Edward Peters & Company of Boston, merchants, through at least 1870, lived in Providence, Rhode Island. He was a merchant by 1850, a lumber merchant in 1860, and a commission merchant in 1870 and 1880. By 1878 he had his own George H. Peters & Company, commission merchants.

Michael Schwartz (1816–1881), born in Germany, arrived in Boston in 1836, married in Boston in 1843 (Jane), became a United States citizen in 1844 (Belfast), and in 1846 was a Bangor saw manufacturer, a business that he successfully managed and developed throughout the rest of his life in Bangor. In 1855 he was also a merchant in saws and hardware with steel and iron stock sales by 1867, cutlery by 1869, followed quickly by iron foundry and machinist work for mill supplies. In 1871 he sought a patent for an improved steam engine and was president of the National Insurance Company located in Bangor. He was still in business in 1880. He and Jane had a son Fred R.

Joseph Smith (1819–1902) was born in Palmyra, married, and moved to Old Town by 1850. He was a lifelong lumberman who became wealthy. He served at several different times as an Old Town selectman, and ran for governor in 1868.

William H. Smith (1813–1893) was the first bateau maker in Bangor, but abandoned it for lumbering, which he continued in until 1883. His first years were in Old Town where in 1859 he was also president of the Lumberman’s Bank of Old Town. By 1860 he was living in Bangor and dealing in lumber. In 1883 he moved to New York City as a wealthy man. His son James H. remained in Bangor and in 1903 operated the Smith Planing Mill Company.

Charles G. Sterns (1811–1889), born in Brewer, took over his father’s sawmill business when he died and built it into one of the Bangor area’s major lumber manufacturers. He survived hard times, paid its debts and maintained good credit. Charles fathered two sons, Ezra and Samuel, who joined him in the company and continued the family business after he died. The mills were at East Hampden.

Davis R. Stockwell1 (1817–1886) came to Eddington with his parents from Massachusetts. As a young man he moved to Bangor and engaged in lumber manufacturing, married, and became wealthy, with a winter home in Florida. By 1846 he had formed his own company, Davis R. Stockwell Co., a lumber company he sustained throughout his lifetime. In addition to his lumber he was a savvy businessman and investor. His holdings in part or in full included a lumber wharf in Brewer, a shingle business on

---

1 Davis R. Stockwell was what appeared in the court records.
the St. John River, Maine railways, and banking. He was a director of the Orono Bank in 1864 and a charter member of the 1854 Penobscot Lumbering Association.

George A. Thatcher (1807–1885) was a Bangor merchant in 1834 and by 1843 was a lumber commission merchant. His son Benjamin joined him in the lumber business and continued the business when his father became a city assessor about 1859. George’s last years as city assessor were in the early-to-mid-1870s when he was in real estate sales and served as an accountant.

Ephraim G. Thurston (1827–1877), Bucksport contingent member, was the son of a trader, a clerk in Brewer in 1850, a Bangor lumberman in 1860, and established Thurston & Co. of Bangor by 1871.

Other landowners

Julia Barnard (1821–1899), Bucksport contingent member, daughter of Enoch Barnard, a Bucksport merchant and widowed by 1860, was her own housekeeper in Bucksport. Her father died in 1870.

Charles D. Bryant (1813–1900), was born in Scarborough, moved to Thomaston by 1840, was a farmer with his wife Avis in Hermon by 1850, and a Bangor surveyor by 1860. He continued with his land surveying work through c.1873 when he became a lumber merchant and in 1877 entered the real estate business. He retired by 1895. It seems probable that as a land surveyor he worked for the Stetsons.

James N. Chandler (1826–1904) was born in Concord, New Hampshire and spent his working career in Bangor and became a personal friend of David Pingree. He began as a clerk, became an accountant, and by 1855 was Ebenezer S. Coe’s bookkeeper and worked with him until he died in 1899. By 1877 and through at least 1891 he was also engaged in land and lumber sales through his connections to Coe and the Pingree heirs. He was living in Bangor in 1902, but died in New Bedford, Massachusetts.

William C. Crosby (1806–1880) was born in Dover, New Hampshire, moved to Belfast where in 1831 he married Ann Maria Patterson and by 1834 they were living in Bangor and he was a merchant. By 1846 he had been accepted to the Maine bar and was a Bangor lawyer for the rest of his life.

Thomas Howe (1800–____) was a wealthy Dorchester, Massachusetts lumber and building material retailer in 1850 and a lumber dealer in 1860.

William H. Ireland (1814–____) of Boston, Massachusetts was in the logging industry by 1850, a lumber dealer in 1864, treasurer of a marble company in 1870, and a lumber retailer in 1900.

A.W. Johnson (1824–1869), son of a Belfast judge, graduated from Bowdoin College in 1845, then read law with his father and was admitted to the Maine bar in 1848. He practiced law for eight years in Belfast and then gave it up to pursue other business interests in western railroads. He made a great deal of money and became a generous donor. In 1853–1854 he served in the Maine House of Representatives. With deteriorating health he headed south in 1869, but died en route in Boston.

Nathaniel Thayer (1808–1883), son of Rev. Nathaniel Thayer of Lancaster, Massachusetts, went to Boston with his brother John E. and opened the firm John E. Thayer and Brother, bankers and stock exchange brokers. Among other things they were partners in the railway business. During his lifespan he was one of Harvard College’s (his and his father’s alma mater) largest benefactors. Upon his death his estate was valued at 16 million dollars. (Nathaniel Jr. raised a son also named Nathaniel Thayer and he worked with his father.)

Theodore C. Woodman (1815–1886), Bucksport contingent member, was born in New Hampshire, attended Dartmouth College (class of 1835), and at some point moved to Bucksport where he was a practicing attorney as early as 1860 and served as such until his death.

Settlers

The biographical sketches of the settlers are with their farm.

Drive bosses

John Ross (1831–1913), a PLDC drive boss for 15 different years between 1860 and 1890, was born in Schubenacadia, Nova Scotia, a little northeast of Halifax, and by 1850 he, his older brother, and two
sisters were living together with a family in Milford and he began to participate in logging activity. He and Mary married and moved to Bangor by 1855. Their first daughter Mary F. was born in 1854, Herbert in 1864, Charles in 1866, and Harry F. in 1874. Harry would eventually join his father as a lumberman and continue such related work for his lifetime.

Ross quickly established himself as an able lumberman and became a leader in Bangor business circles. As a logger and drive boss he was one of the best known in New England, and always had large crews working for him and he never had any serious labor problems. In 1876 the infant Connecticut River Lumber Company hired him to get their logs from First Connecticut Lake in far northern New Hampshire to Hartford. The bets were against his success but he arrived with 150 of his Bangor men and their Maynard bateaus and was successful.4 Contributing to that kind of success was his commitment to his men and in turn theirs to him. His daughter Mary revealed in an interview with Fanny Hardy Eckstorm that he spent long hours at home making models of the river ways and trying to figure out how his men could best deal with it.

For any major operation on the West Branch that would impact the drive, from dams to boats to organization, Ross was involved for nearly 50 years. He served for many years as the president of the Penobscot Log Driving Company and the Penobscot River and Dam Company that he served until his death. His stature within the lumbering community was reflected in the PLDC’s choice of his name for its first tow boat on Chesuncook Lake in 1890: the John Ross.

Beginning about 1882 he established a wilderness farm at North East Bay on Moosehead Lake that served his and other logging operations in the Lobster Lake area. His last logging operation in that area was in 1901.

When GNP moved in and began to take over the drive Ross and the other old guard drivers were no longer used as leaders. John did not stop logging; rather, in 1901–1905 he and his son moved their operations to the Basin Ponds and Sandy Stream area on the east side of Katahdin where they owned timberland. They drove the wood, under the still exiting Penobscot Log Driving Company, out Millinocket Stream and past the GNP mill. Some years later they sold to Percival Baxter as opposed to GNP and John’s son Harry did not relinquish the timber rights until 1946.

Ross had interests in more than his logging, lumber manufacturing, and lumber dealing. He gradually became a timberland owner and manager and with his son Harry joining him in the 1890s also had a lumber, coal, and wood business. Harry, who graduated from Harvard College, had mining and metallurgical interests and they made investments in the Halifax, Nova Scotia area. In 1911 the Ross’ family home burned in the great Bangor fire and John spent time at the homes of his daughter Mary and son Harry. Two years later he died while at Harry’s in Halifax.

**Loggers (not landowners)**

**Gilman H. Davis** (1822–1898) spent 48 years in the lumber business. In 1850 he operated an Old Town farm where he and his wife Sarah raised four children. About this time he also entered the lumbering business. By 1870 he had expanded the farm to 300 acres, one of the most highly valued farms in Old Town, and was a successful lumberman. Between 1867 and 1894, he had a stumpage contract for at least 21 of those years in the region covered in this book. He apparently continued his farming until his death at Old Town. Curiously, some information about him was available through the University of Oregon; his youngest son Fred was a minister in Portland, Oregon and died there.

“H. Davis” – This person was probably “G.H. Davis,” Gilman H. Davis.

**Darius Eddy** (1819–1898), born in Eddington and a lifelong lumberman, moved to Bradley by 1850, the year he married his wife Eliza. In 1855 they were living in Old Town and five years later they were in Milford. About 1870 he became a sawmill owner with John L. Cutler and Benjamin B. Thatcher and by 1880 he and Eliza were in Bangor with four

---

children. In 1885 he retired from his mill ownership and soon moved his family to Saginaw, Michigan where he continued as a lumberman for the next 12 years. He died in Saginaw.

“J.B. Emery” was perhaps John B. Emery (1820–post1900), born in Maine and a lumberman living in Howland in 1850. He married his wife Ellen in 1858 and they raised two children. In 1860 they had a farm in Maxfield and by 1870 he was farming and logging in Milo. At some point in the 1870s the family moved to Alton, Minnesota and returned to Milo by 1900.

“Foster” was perhaps Henry Brown Foster (1839–1914) who was born in Bangor and grew up in Weston of Aroostook county on a farm. He moved to Bangor and by 1864 was a clerk, probably in the lumber business. He married his wife Hattie Hinman in Bangor in 1867 and in 1869 was working for Blunt, Hinman, & Company as a lumber dealer. The couple raised one son. By 1893 he was a mill manager for F.W. Ayer and in 1899 moved to Tracadie, New Brunswick to work in lumber there. By 1910 he had returned to Bangor where he died.

“Foss” was most likely Phineas Foss, a West Branch logger for whom Foss and Knowlton Pond on the south side of Mount Katahdin was probably named. He logged in that area. A Phineas Foss lived in Mattawamkeag in 1860.

Aaron Ingalls (1815–____) was a lifelong Bangor lumberman and lumber dealer who was living in Bangor by 1855 and dealing in pine lumber. He married his wife Lucinda sometime after 1860 and fathered two daughters, but they each died before the age of two. The last entry for him in the Bangor directory as either a Bangor resident or lumber dealer was in 1884.

“Knowlton” logged with Phineas Foss in the Chesuncook area as well on the lower West Branch in the Katahdin Stream area where a pond became known as Foss and Knowlton Pond. A potential Knowlton was James K. Knowlton, a Bradley sawmill worker between at least 1860 and 1870.

“E.W. Leavitt” was probably Frank W. Leavitt (c.1815–post 1900), a Bangor lumber dealer who married (Amelia) in 1865. Apparently widowed, he married again and he and Harriet raised two sons. About

1883 he retired from his Bangor lumbering interests and he and his wife moved to Clifton, Arizona, apparently to pursue his copper mining interests. By 1900 they were living in Globe, Arizona and he was in copper mining.

“J.G. Spaulding” was perhaps Jeremiah G. Spaulding (1821–1882) a married family man (Eliza and two sons) and prosperous Old Town farmer with 400 acres by 1860. He continued with the farm into the 1870s, but by 1880 was an Old Town pauper and died there as such. Perhaps unsuccessful logging interests resulted in debt, which he had to cover with his farm.

“E. & E. Wilder” did not appear in the Bangor directory as a listing, but “E. Wilder” as a lumberman did in 1871; this was the only listing.

Samuel White (____–1905), born in West Winterport, apparently went west for a time and in 1857 was in Stillwater, Minnesota; presumably for logging. By 1859 he was back living in Bangor as a lumberman and by 1870 was an Orono sawmill owner and lumber dealer. He married in 1873 and he and Martha raised a daughter. In 1892 or earlier he was partnering in the lumber business with Crane. His last listing in the Bangor directory as a lumberman was in 1905, the year of his death.

Dam builders

John Town was a dam builder who lived in Brewer.

William Jasper Johnston (1844–1918) and son William Percy Johnston (1868–1928) dominated the West Branch dam building for nearly six decades. If a dam failed Johnston was the man to whom owners turned. Jasper was born in Veazie, married his wife Clara in 1867, fathered Percy in 1868, and moved to Bangor in 1874. He was in the construction business and specialized in dams. His first PLDC assignment, which was nearly yearly through 1889, was in 1866 at North Twin dam. Two years later he built the north wing on Chesuncook dam. Most of his PLDC projects were the dams at North Twin, Chesuncook, and the Ripogenus gorge area; the keys to a successful drive of every year but two in the PLDC era. At some point he was the superintendent at North Twin dam. His services were sought from outside the state; he
worked occasionally for H.P. Construction of Ware, Massachusetts. His last job was in 1914–1915; the International Paper Riley dam. He died in Bangor.

**Those without a biographical sketch**


**Land ownership by township**

The new names of timberland owners for the remainder of the century included: Levi Bradley, Carleton S. Bragg, St. John Smith, William Crosby, and Stetson brothers Charles, Isaiah, and George. They joined Joseph W. Clark, Thomas Edgery, Henry Prentiss, Asa Pingree, and George W. Ladd from the 1850s and John Eveleth, George Boynton, Ebenezer Coe, David Pingree, William McCrillis, Hastings and Samuel Strickland, and Samuel Hersey from the 1840s. Within the new landowner group five of the 11 men continued into the next decade and four into the 1880s. Of the nine others only one continued into the 1870s.

**T2R12** (access to Chesuncook via Ragged Stream, Kelly Ponds & south end of Caribou Lake)

Brothers William H. and Philo Strickland, Bangor lumbermen and timberland investors, sold nine lots in 1860 to Charles A. Nealley, a Brewer grocer and sawmill owner. In 1868 Henry Prentiss, Bangor lawyer and timberland investor, sold to Bangor attorney Ebenezer Gilman Rawson. During this decade the principal landowners were Nealley, Rawson, and Prentiss.

**T2R13** (southern two-thirds of Ragged Lake draining through Ragged Stream to Caribou Lake to Chesuncook)

Ebenezer S. Coe, Bangor lumberman and timberland investor, and David Pingree, the Salem, Massachusetts timberland investor, sold one undivided quarter in 1863 to Samuel Blake, a Bangor attorney, bank president, and timberland investor. Blake began to amass other property in the township and that included an undivided quarter of the township. In 1868 Coe bought back the quarter share.

**T3R11** (split west to east by the West Branch from Ripogenus Lake a mile above its dam through the gorge and the steep hillsides to the foot of Horserace Falls)

The men involved in the land sales included: Bangor lawyer and timberland investor William H. McCrillis, Thomas Howe, a Dorchester, Massachusetts lumber dealer, Abner R. Hallowell, Bangor lumber merchant, Cyrus S. Clark, Bangor lumberman and sawmill owner, John Demeritt of Boston, William Ireland, a Boston lumber dealer, Thomas N. Egery, a Bangor iron foundry owner, St. John Smith, Portland merchant and investor, William H. Smith, a Bangor lumber dealer, Joseph Smith, an Old Town lumberman, and Roderick D. Hill, Bangor real estate dealer, who had amassed 10 one-twelfth shares by 1867.

**T3R12** (most of Ripogenus Lake, the southern portion of Chesuncook Lake and its entry point from Caribou Lake)

East half – In 1861 Bangor lumber merchant Calvin Dwinel owned a half share of the east half including the grass and timber rights on the public lots and he sold that year to Bangor attorney, bank president, and investor Samuel H. Blake five-sixths of half the east half.

West half – In 1861 George W. Ladd, a Bangor druggist and merchant, got financial help from Samuel H. Blake’s brother William A. Blake, a Bangor lawyer, merchant, and banker. Ladd covered his debt from his purchase with a 1863 Bangor Savings Bank loan, for which he used the west half as collateral, and paid it off in 1869.

**T3R13** (northern half of Ragged and Caribou lakes and Deer Pond)

In 1864 the David Pingree heirs (timberland investor) sold an undivided half to Bangor merchant and banker George Pickering, who sold to Bangor lumber dealer Carlton S. Bragg who sold a half of his undivided half to Davis R. Stockwell, a Bangor manufacturer. Meanwhile Bangor timberland investor and banker Gorham Boynton purchased property amounting to a quarter share of the township and in 1868 he sold a half of his share to William Crosby, a Bangor lawyer. Boynton and Stockwell amassed other property and sold to George Thatcher, a Bangor lumber commission merchant.

**T4R11** (Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake)

In 1860 Asa Pingree, owner of a large Topsfield, Massachusetts farm, bought his brother’s (David Pingree) seven-eighths share of the quarter share he bought from Bangor lumberman and timberland investor Ebenezer S. Coe, and he bought Coe’s one-eighth share. Charles E.
Phillips of Bangor sold his half share to Boston lumber merchant George H. Peters in 1863 and in 1864 he sold to Boston’s John Demeritt who sold it in 1864 to St. John Smith, a Portland merchant and investor.

**T4R12** (east shore, midsection Chesuncook Lake and Mud Pond)

In 1861 Bangor lumber merchant Calvin Dwinel provided Bangor iron foundry owners Daniel Hinckley and Thomas Egery a quit claim deed and took a mortgage from them for a quarter share of the west half of the township. In 1862 Bangor lumber merchants Calvin and Rufus Dwinel sold the original Cyrus S. Clark (Bangor lumberman and sawmill owner) half of the township to Samuel H. Blake, Bangor attorney, bank president, and timberland investor. R. Dwinel paid off the C. Dwinel debt to Hinckley and Egery in 1864. Clark, now in partnership with R. Dwinel, paid off the mortgage of Bangor attorney John McDonald in 1863 and by 1864 Clark and C. Dwinel, and John Demerit of Boston, owned most of the township. In 1864 John Demerit et al sold to Portland merchant and investor St. John Smith a half of the original half of the township owned by George Jewett, a Bangor lumber merchant, banker, and railroad president. Jewett had to accept the stumpage contract as issued to Bangor lumberman Samuel Hersey in 1856. In 1861 Jewett bought the timber and grass rights of the public lots. In 1866 Samuel H. Blake sold the grass and timber rights of the township’s west half to Old Town lumberman James H. Burgess.

**T4R13** (west shore, midsection Chesuncook Lake)

In 1861 Thomas N. Egery, Bangor iron foundry owner, bought the land owned by Bangor merchant Joseph Wheelwright, and sold to Bangor saw manufacturer 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 Bangor lumberman and timberland investor Ebenezer S. Coe in September 1866.

Nathaniel and Thomas Dillingham, Bangor lumbermen, apparently did some logging but not enough to meet the terms of the agreement and the land agent sold the property in 1860 to George Jewett, a Bangor lumber merchant, banker, and railroad president; the sale included the grass and timber rights on public lots. Jewett’s 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, a Bangor saw manufacturer, bought the public lots’ grass and timber rights from Jewett before 1863 and sold those to Smith in 1863. Smith sold his holdings in September 1864 to lumberman and timberland investor Ebenezer S. Coe of Bangor.

**T5R12** (east side, north end Chesuncook Lake with Cuxabexis Lake and Duck Pond)

Bangor iron foundry owners Daniel Hinckley and Thomas Egery, who owned the whole township by the close of the 1850s, made no land transaction in the 1860s.

**T5R13** (head of Chesuncook Lake with lower ends of Umbazooksus and Caucomgomoc streams)

In 1863 the state land agent deeded an irregular block of land on the east side of the township to the Maine Charitable Mechanics Association of Portland. They sold in 1863 to George Jewett, a Bangor lumber merchant, banker, and railroad president to whom the land agent in 1860 sold all the township excluding the public lots, “lots A–I,” and the Seminary and Mechanics tracts, all as laid out on Daniel Barker’s 1859 survey map of the township. Jewett had to accept the stumpage contract as issued to Bangor lumberman Samuel Hersey in 1856. In 1861 Jewett bought the timber and grass rights of the public lots.

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. The Jewetts sold stumpage. In December 1863 the Jewetts sold an undivided third interest to Daniel B. Hinckley and Thomas N. Egery, Bangor iron foundry co-owners. In 1861 they also bought a third interest in Jewett’s stumpage and grass rights for the 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 timberland investor, in December 1869.

The land transactions involving the Ansel C. Smith farm and the farms on both sides of the lake in that area, known as “lots A–I,” are under “Chesuncook farm and settlement.”

**T5R14** (Little Scott Brook draining north to Black Pond)

Samuel P. and Hastings Strickland, both lumbermen and timberland investors, retained ownership of the township and logged the land through 1889.

**T5R15** (Big Scott Brook draining to Loon Stream to Caucomgomoc Lake)
In 1860 David Pingree, the Salem, Massachusetts timberland investor, paid off his mortgage to Providence, Rhode Island merchant John C. Brown et al. for the fifteen-twentieths of the northwest quadrant. In 1865, Asa Pingree, owner of a large Topsfield, Massachusetts farm, sold his holdings to his brother David Pingree. William McCrillis, Bangor lawyer and timberland investor, had financial problems in 1861 and by sheriff’s deed his two half shares went to A.W. Johnson, a Belfast businessman. Johnson sold in 1866 to Bangor iron foundry owner Thomas Egery, who sold them back to McCrillis in 1869. Bangor timberland investors Gorham Boynton, banker, and Levi Bradley, merchant, made no land transactions during this decade.

T6R13 (Longley Pond and Umbazooksus Lake)
Bangor lumberman Samuel Hersey owned the whole township during this decade. He did secure loans with the collateral being shares of the property, but he paid all his debts and retained the land.

T6R14 (outlet and east half Caucomgomoc Lake, to Black Pond to Chesuncook)
In 1862 Ebenezer S. Coe, Bangor lumberman and timberland investor, David Pingree, Salem, Massachusetts timberland investor, Gorham Boynton, Bangor timberland investor and banker, Daniel Bradley, Bangor merchant, and Dudley Hall, Medford, Massachusetts merchant, all landowners of the previous decade, each received a land agent’s deed for grass and timber rights on the public lots. In 1864 the Pingree heirs sold a three-eighths share in the township to a Bucksport contingent that included trustees of the Darling estate, Theodore Woodman (attorney), Julia Barnard (heiress), and Ephraim Thurston (lumberman). The deed included the stipulation that Ebenezer S. Coe and James N. Chandler, friends of David Pingree, would manage the land for them and have right of first refusal for any land sale to anyone other than a member of the Bucksport group or their heirs.

T6R15 (Loon Lake and Stream to Caucomgomoc Lake)
The landowners from the previous decade, Bangor timberland investors Gorham Boynton, banker, and Daniel Bradley, merchant; Salem, Massachusetts timberland investor David Pingree and his heirs; and Bangor lumberman and timberland investor Ebenezer S. Coe; conducted no transactions.

T7R14 (Little Shallow, Shallow, and Daggett lakes, Round and Poland ponds, Ciss Stream)
Bangor lumberman Ebenezer S. Coe, and Salem, Massachusetts's timberland investor David Pingree and his heirs continued their ownership with no transactions.

T7R15 (Wadleigh Brook)
In 1860 Salem, Massachusetts timberland investor David Pingree used his portion of two-thirds of the east half as collateral for a loan from Nathaniel Thayer, Boston banker and railroad investor. In 1864 Milford lumberman James Thissell sold a one-third share of a quarter part to Portland merchant and investor St. John Smith.

The west half of the township became a holding of the Bangor and Piscataquis Rail Road Company in September 1869 when the company bought from the European and North American Railway Company to which the governor of the state of Maine deeded the property in May 1868. This land had remained unsold until the governor’s action. In 1869 the company sold the west half: five undivided one-eighth parts to Bangor brothers, partners, and timberland investors George and Isaiah Stetson of Stetson & Company, two-eighths to Charles Stetson, another Stetson brother working in real estate, and one-eighth to Charles D. Bryant, a Bangor land surveyor. The rail company had previously issued stumpage contracts and the terms of the sale included honoring those agreements.

T8R15 (southwest corner and Wadleigh Pond)
The whole township became a holding of the Bangor and Piscataquis Rail Road Company in September 1869 when the company bought from the European and North American Railway Company to which the governor of the state of Maine deeded the property in May 1868. This land had remained unsold until the governor’s action. In 1869 the company sold the whole township and the timber and grass rights of the public lots: five undivided one-eighth parts to Bangor brothers, partners, and timberland investors George and Isaiah Stetson of Stetson & Company and two-eighths to Charles Stetson, another brother working in real estate, and one-eighth to Charles D. Bryant, a Bangor surveyor. The rail company had previously issued stumpage contracts and the terms of the sale included honoring those agreements.
Maps and access

The Greenville to Lily Bay, Caribou Lake, Chesuncook Lake, and Chamberlain Lake tote roads and the one from North East Carry to Chesuncook farm remained the primary tote roads. The presence of the Deer Pond farm at the beginning of the decade enabled teamsters to use a woods route instead of the ice between Ragged Lake Farm and Chesuncook settlement.

In spite of the continuing petitions and talk of an improved road, the main toting route from Bangor to Chesuncook, the Chamberlain Lake Tote Road through KIW, continued to receive almost no legislative support.

A petition involving the improvement of this road was again before the legislature in spring 1860. Jessie Murphy and 17 others who included loggers and landowners petitioned for funds to fix the road from KIW to Chesuncook settlement. They claimed it was badly out of repair; bridges and culverts needed repairs in order to be passable. A second petition, Ansel C. Smith’s, included Chesuncook settlement folks as signers and mirrored Murphy’s petition. Two other petitions with no apparent timberland owners focused only on the road.

---

5 Bangor Daily Whig and Courier, February 14, 1860 and “Defeated Legislative Resolves,” Maine State Archives
between KIW and Ragged Lake (Grant) Farm; one was from a Brownville resident and included 80 persons of that town. The legislature defeated all these petitions.

In February 1869 John Eveleth and other Greenville residents apparently felt that the $300 for improvements on the road to Chesuncook as approved by the legislature was insufficient and petitioned for $5,000 for more roadwork. Many of the signers had business interests along the road. No signers were substantial landowners of the lands through which the road passed. The request was defeated; perhaps a reflection of the continuing influence of the landowners over such matters.6

6 The log of “Defeated Legislative Resolves,” Maine State Archives, had no other defeated petitions for matters involving Chesuncook; the log continued to include other defeated petitions of future years.

Toting prices were in part determined by the quality of the road surface. During the 1869 winter toting season the price per ton jumped from the previous usual $35 per ton to $80 per ton due to deep snow and poor snow surface on the roads.7

7 Bangor Daily Whig and Courier, May 11, 1869

The focus on tote roads during this decade apparently did not include the Caribou Lake Tote Road. Work done on the Chamberlain Lake Tote Road from KIW perhaps provided the better of the two routes for many teamsters, especially for the increased number of teams going to Chesuncook and north.

Given the importance of and upkeep on the Chesuncook dam and the amount of valuable pine available at Harrington Lake, a new road left the north end of Ri-
pogenus Lake and followed the east side of Ripogenus Stream to the outlet of Harrington Lake.

In 1869 the transportation thinking of unknown individuals included a railway from KIW to Chesuncook.\(^8\)

**Farms and settlements**

Other than loggers and teamsters, another group of men taking advantage of the farms' accommodations were hunters and trappers who at times might have had a sport in tow. Manly Hardy’s excursion notes of 1861 referenced such well-known trappers as Henry Clapp, Rufus Philbrook, and Thomas Billings of the Brownville area. Other men he mentioned hunted and killed moose in large quantities. They all operated within reach of one of the major tote roads and flagged empty tote sleds on their return to population centers, at this time primarily Bangor with its railway access.

**Lily Bay farm**

Beginning in 1860 the U.S. census began to include listings for Lily Bay Township. The one farm, by default Eveleths' Lily Bay Farm, as headed by Osgood L. Mansell, had one domestic, Sarah Hudson with her 10-year-old son Henry, and two laborers, Mansells' sons. At the time the farm had 35 acres of improved land and 125 of unimproved, with two horses and two milk cows. Mansell’s sons Horace and Charles succeeded their father in managing the farm\(^9\) for the Eveleths, who retained land and farm ownership through the decade. At some point during the Eveleth tenure, perhaps in this decade, a frame house replaced the log structure and the property eventually had two barns.\(^10\)

**Roach River farm**

The ownership of the land on which the farm rested remained with the Thomas J. Grant family during the 1860s. The family apparently continued their arrangement with Enoch “Deacon” Ford to run the operation, for in 1860 he moved his wife and dependent children to the farm where they had 100 cleared acres, 290 uncleared acres, 120 cattle, 58 sheep, and harvested 300 bushels of oats. Following Enoch’s death in 1868 the Reuel and Ann Keene family of Augusta continued the farm’s operations.

---

\(^8\) Bangor Daily Whig and Courier, July 17, 1869
\(^10\) Fran Emmons, "Lily Bay House: the stuff of legends," September 2009; available at Moosehead Historical Society

**The original structure at the Ragged Lake farm, also known as the Grant farm, was made of logs and it might have included the log structure on the back of this structure of splits. Mills Patterson built this structure, but when is unknown. He had a lease before 1870 and sold in 1878. (courtesy Raymond Fogler Library Special Collections, GNP files)**

**Ragged Lake (Grant) farm**

The 1860 census included six persons at the farm site. The Ebenezer S. Coe lessee in 1860 was Foster Wood and the farm included 100 acres of improved land on which oats grew, and five working oxen, two milk cows, and four pigs fed. His headman was Franklin Knox, with four other men titled as laborers. The one domestic was Mary Ann Knox. Franklin was a 30-year-old St. John, New Brunswick man who enlisted in the U.S. military in 1851. Mary Ann was born in Michigan in 1840 and had recently been living with family in Bangor.

Contrary to the wishes of Coe, Wood sold rum to loggers; he claimed that if he did not, then they would pass on to Joe Morris’s shanty at Deer Pond. When Manly Hardy visited in 1861 he noted a good number who did not drink and the behavior of those who did was respectable.\(^11\)

The ownership of the land on which the farm rested began to change in 1863. David Pingree died that year and his family sold to Samuel Blake, as did Ebenezer S. Coe in 1868. Blake retained ownership through the rest of the decade and might have continued to employ Wood to run the operation. The next known farm boss and likely successor to Wood was Mills Patterson (some-
times incorrectly cited as Miles), a logger operating in the area late in the decade.

Ripogenus Lake farm

In 1861 the state secretary of the Maine Board of Agriculture visited the abandoned Ripogenus farm site. The large house, two barns, and the large clearing were still present. He noted “timber proprietors” once owned the farm and its lack of use stemmed from the fact that the timber was mostly gone.

Deer Pond farm

In 1860 the Joseph and Perces Morris family was residing at the shanty on the hill immediately northeast of Deer Pond on the Chamberlain Lake Tote Road. They had no other hired help at the time to assist with tending the 35 improved acres and two each of horses, milk cows, and pigs. They grew and harvested oats. The family had a log house and medium-size barn.12

In 1860 David Pingree owned the land on which the farm rested and apparently sold the land to Morris. Morris might not have completed payments by the time Pingree died in 1863, but when the Pingree executor sold the land to George W. Pickering in 1868 he also conveyed the property to Morris.

Morris’ farm burned June 4, 1863 taking the lives of the two men present, Albert Lowell of Cambridge and George H. Buck of Orono. They were found charred inside the house. The fire and deaths seemed suspicious at the time and led to the thought that robbers, who came to steal the $300 known to be present on the premise, killed the men and set the fire.13 Morris rebuilt immediately and continued his service for loggers and other travelers.

Joseph Morris (1823–1891), his wife Perces and four children ages nine, seven, five, and three, moved to Chesuncook Village before 1860 to farm and run a wilderness hotel. Before 1860 they moved about 10 miles south on the Chamberlain Lake Tote Road to farm and open the shanty at Deer Pond. In 1871 they sold this operation and bought from the Strickland family the old Hinckley farm on the Main Branch at North East Bay carry where the Morris’ lived for the next 15 years. In 1886 Morris self-financed the sale of the Main Branch farm to George Luce and bought the hotel operation at North West Bay. Morris immediately built the large Seboomook House. His health forced him to stop working in 1888, but he leased the hotel and moved to Greenville, where he died in 1891.

Chesuncook farm and settlement

The 1860 census listed six households in T5R13, all were at the head of the lake. They included the families of Ansel C. Smith, Baxter Smith, J.R. Coombs, James Baker14, and two single men, Joseph Daymon (Dymon) and Nason Scribner. They all listed their work as farming, which implied logging in the winter.

The 1860 census for T4R12 south of the T5R13 Chesuncook settlement and on the east side of the lake listed William Cunningham, Furguson McLane, and the Black family: Frank, Isabell, and daughter Maria.

The 1860 agricultural census listed seven farms; a farm presumably being an entity that was something more than a garden sustaining the food needs of a person or family. Four of the farms were run by four of the families appearing in the 1860 population census:

13 Bangor Daily Whig and Courier, June 27, 1863
14 The spelling on the census report looked like Barbar, but in subsequent reports it seemed to consistently be Baker.
Rendezvous at Chesuncook

Ansel Smith, Baxter Smith, J.R. Coombs, and James Baker. The other three belonged to Joshua Folsom; Levi Folsom, Joshua’s son; and John Bridge. The acreage of the farms was all in the vicinity of 175 acres except Ansel Smith’s, which he listed at 260 acres, and James Baker at 30 acres. All had improved acreage and planted and harvested oats, suggesting these farms operated for some portion of the 1850s. The 1861 Annual Report of the Secretary of the Maine Board of Agriculture noted that the cleared land, which produced a fair crop, covered about the uppermost 1.5 miles on both sides of the lake and that the principal crops were grass, oats, and potatoes.

The 1860 Ansel C. Smith farm, whether at one or multiple sites, was the most complex. It included 22 sheep, four working oxen, two horses, eight cattle, two milk cows, six swine, and had the largest number of improved acres, 100.

In May 1860 the land agent began issuing deeds in accordance with the Daniel Barker 1859 lotting survey. “Lot E” was the 100 acres deeded to Ansel Smith in 1847 and now owned by the Eveleths. The agent deeded “lot A,” 153 acres with 15 improved, to Levi Folsom and “lot B,” 150 acres with 40 improved, to Joshua Folsom, both of whom were farming in the vicinity in the 1850s. Joshua Folsom was a Monson farmer who oral history recorded as being hired by Ansel Smith to manage his farm, probably after George McCausland moved back to his home on the West Branch below the Fowler carry. Levi and Lindley Folsom were Joshua’s sons and Monson farmers; they probably had started farming within “lot A” prior to its surveyed designation. The state land agent apparently made an agreement with John Bridges about the land he was working, which fell within “lot F,” but did not issue a deed. The land agent committed to terms with Ansel C. Smith on “lot C,” but would not issue a deed until all conditions were met.

In 1861 Olive and Ansel Smith used a share of “lot C” to secure a loan from Paul Merrill, lawyer, hotel owner, and landowner in Shirley. This appeared to be part of a transaction whereby Merrill provided Smith with a $100 loan to be paid in two years, and which Ansel and Olive used in part to pay off a Hume loan in 1862.

In July 1862 the land agent deeded “lot D” (174 acres) to John Eveleth. With Ansel apparently having no remaining obligations relating to “lot C,” the agent deeded it to Olive Smith for work duties performed by Ansel and for $96.16 with three years of payments and the condition of no log harvesting until the debt was paid. The agent also assigned “lot G” to Ansel.

A state geology report of 1862 included a settler’s name that did not appear on the census, a Mr. Walker. This was Peter Walker, who was in charge of the farm on “lot E,” originally the Ansel C. Smith 100 acres, which the Eveleth’s had obtained by sheriff’s deed.

Lindley Folsom writing in 1915 recalled that in 1863 he and his father Joshua and John Eveleth built the current Chesuncook House. However, when Manly Hardy was present in the village in March 1861 the structure was as it was rebuilt in 1859 when he had passed though in September and Peter Walker was still managing it. Perhaps the 1863 work was the removal of the log wings and some renovation on the frame structure. Levi might have taken over the management of the house at this time. If he did not, then Jesse Murphy (b.1832, Prince Edward Island) and his wife Mary (b.1843, New Brunswick) perhaps did, given their arrival in the community about this time from Fort Kent where they met and married. At the time Jesse was logging.

In 1865 the Folsoms returned their deeds to the state land agent and he reissued them to the William Strickland Company.

Two years later (1867) the land agent issued more deeds. “Lot F” (146 acres with 15 improved) went to John Bridges for his work on roads in the area. Perhaps in 1867 “lot G” (151 acres), for which Ansel had not been able to meet the land agent’s terms, went to William Strickland. He sold in March 1867 and held a three-year loan for Ellen Ward of Monson. Within a month she sold to Chesuncook resident Jesse Murphy.

By 1867 Olive and Ansell had John R. Coombs join them in ownership of “lot C,” presumably to help with debt payments. However, in 1867 they sold their debt and “lot C” to William Strickland Company, and Olive and Ansel and at least four of their children moved to a small farm in Greenville. The William Strickland Company now owned “lots A, B, C.” In 1868 the Stricklands

15 First-Second Annual Report Upon the Natural History and Geology of the State of Maine, 1862, p.342; available online
16 Everett Parker, Moosehead Reflections, 1986 and a letter from L. Folsom to Frederick Davenport in 1915; available at Moosehead Historical Society.

116
sold a half share in these three lots to John Eveleth and Jesse and Mary Murphy, who were apparently residing on “lot G.”

The Stricklands involvement in lot and farm ownership in this area was probably purposeful. They had substantial interests both north and west of Chesuncook Lake. At some point in the 1850s their teamsters using the Chamberlain Lake Tote Road shifted from traveling the lake ice to Chesuncook Village to using an overland route on the lake’s west side. Some place in the Chesuncook village area they would have taken a ferry. The ferry site might have been from “lot C” where it was in the 1870s; the lot’s owners over time included Ansel Smith and one of the Stricklands. In 1853 Thoreau noted a scow at Smith’s along with oared boats that could pull it.

By the end of the decade the number of farm owners (not the number of families or individuals present) according to the agricultural census had dropped to three, each with substantially more land than at the beginning of the decade. Baxter Smith, who by deduction had been on either “lot H” or “I,” was still farming and had 100 improved acres and 325 wooded. The John Bridge farm was 100 improved acres and 149 wooded. The Jesse Murphy and John Eveleth holdings included 200 acres of improved land and 200 acres wooded. The census did not list John Baker’s lot, but he was still present, working under an agreement with the land agent presumably someplace within “lot G.” By the end of the decade Eveleth owned most of the land included in “lots A–I.” All the transactions that led to this end result were not found.

Absent from the annals cited in the preceding paragraphs was the Smart family, who were present by 1861 based on the fact that a son was born here in 1861. A picture of John Smart with modern-day writing on it has “1868, Lot# H.” Perhaps when he first arrived that was where he and his family lived, but none of the land agent’s deeds issued for “lot H” appeared to include Smart’s name.

John and Adeline Smart, who hailed from New Brunswick, perhaps started farming on the river immediately above “lot E” of the settlement in 1861 when their first son William was born. Adeline bore four more children here in this decade: Frederick, John Jr., Melinda (Linda), and John. With whom the Smarts had an arrangement for this site was undiscovered; those who had bought that property in the 1840s defaulted at some point and the state land agent redeeded the land in 1863 to George Jewett, a Bangor lumber merchant, banker, and railroad president.

South of T5R13’s south town line in T4R13 Hastings Strickland, Lindley H. Folsom, and Jonathan Gilman sought and received a supporting 1866 legislative resolve for a saw and grist mill, presumably to encourage growth at the upper end of Chesuncook Lake. The designated potential sites were: lots #1–5 in section 4; lots #1–3 in section 8, and the northeast quarter of section 3 in the north half. If they got such a mill complex set up that met the standards of the Eveleth 1858 resolve for the same in T5R13 then they would receive $250. Whether or not such a facility was ever erected was undiscovered.

Amos L. Hinds, the Benton photographer, was on Chesuncook Lake in 1865 and perhaps took this undated picture at that time. He probably traveled with a guide and might have stayed at the Chesuncook and other farms (shanties) in reaching there. By the 1870s sports, generally with a guide, traveled into this region to hunt and fish, and stayed at the Chesuncook farm and the other farms on the routes to the lake. (courtesy Amos L. Hinds, Maine Historic Preservation Commission, MHPC.S 10443)

John Eveleth’s investment in improvements to the house at Chesuncook farm was an indicator that people other than loggers, trappers, and a few sports were passing through the community. By the close of the Civil War people had read about the excursions of men like Thoreau and Theodore Winthrop. The 1864 F.S. Davenport party of three with one canoe was an example of adventurers influenced by what they read. They made a journey from Greenville up Moosehead Lake and descended the West Branch.
Nearly 58 years later Davenport reflected on that trip in a ten-part series appearing in The Northern, the GNP monthly magazine (April 1922 through January 1923). He noted that the Chesuncook Lake shoreline was generally an ugly sight as it was nearly encircled by a “hedge” of dead trees killed by the water of the dam’s impoundment. Those in a boat or canoe could not simply land any place, for the trees and brush blocked access to firm land. They were necessarily careful in dealing with wind and made use of the sandy beach on the cove at Sand Point on the west side at about the lake’s mid-point.

Other parties of sports left Chesuncook settlement and headed north to the Allagash going up Caucomgomoc and Umbazooksus Streams and over the Mud Pond carry. Living at the carry some time between 1859 and 1865 and providing a portage service was the Jules Thurlotte family. He had no horses, but he had a powerful physique and carried the canoes and wangan. In 1865 when Manly Hardy passed over the carry Thurlotte was blind and unable to work. Later Hardy learned that Thurlotte’s wife left him there alone after Manly passed through; she went off with another man. Loggers passing through found him and took him out to Chesuncook where Ansel C. Smith paid him $30 for his squatter’s rights. Many years went by before anyone took over the two-mile carry.

Chesuncook dam settlement

The 1861 Maine Board of Agriculture report noted that the land in this area was sandier than at the head of the lake and “not attractive to settling.” He did not note any structures, only a well-kept portage path. Three years later in 1864 the Davenport party found a headworks resting on the shore awaiting the next drive. No structures were present, but a couple of trappers were camped on the woods road and provided them some support. On Ripogenus Lake they stopped at the abandoned farm site with the big unpainted house and three barns.

In August 1865 the PLDC, knowing the Chesuncook dam needed some repairs, took a $6,000 loan in order to repair it. The repairs likely involved the north wing and perhaps a south wing. The presence of wings prior to 1865 were perhaps what caused the flooded shoreline that Davenport mentioned on his 1864 trip. In 1868 the north wing underwent repairs again.

Chesuncook dam construction activity in this decade suggested that a small settlement at the north end of the dam began to develop about 1865 or 1868. The 1868 repair apparently involved deep gates. If so, then access to them for their operation was from the north end. No bridge or walkway spanned the dam’s spillway and sluice on the south end.

According to the Bangor Daily Whig and Courier of 1866 Chesuncook dam was a site of interest for building mills. The legislature passed one resolve and defeated another that was taken up again in 1867 and defeated. The mill sites for these resolves were not at the outlets. The one in 1866 was for T4R13 just below its north town line, and the defeated one of 1867 was for T5R13 where an 1858 resolve supported a similar request of John Eveleth. The newspaper writer probably wrongly assumed the mill sites were at the lakes’ outlets.

Logging and other related activity

**Drive Bosses**

- 1860 – Aaron Babb
- 1861 – Aaron Babb
- 1862 – no drive
- 1863 – Aaron Babb
- 1864 – John Ross
- 1865 – John Ross
- 1866 – John Ross
- 1867 – John Ross
- 1868 – John Ross
- 1869 – John Ross

The PLDC did not conduct a West Branch drive in 1862, but drives did occur within the Penobscot River watershed. The number of men called to the Civil War in 1861 and 1862 left many fewer men at home to do the logging and log driving. In 1860 the log volume driven on the Penobscot was 201.4 million board feet of logs; it was 131 million in 1861, 160 million in 1862, and 190.5 million in 1863. No information in the following log-

---

18 Henry David Thoreau did not mention his presence on his 1857 Maine trip through Umbazooksus and down the East Branch of the Penobscot River.

19 “Fanny Hardy Eckstorm Writes More about Mud Pond Carry,” The Northern, January 1927; in September 1858 Hardy found the house and barn at the carry abandoned.

20 Bangor Daily Whig and Courier, August 8 and 22, 1865

21 The gates that existed in 1874 had to be replaced; when they were first built was a matter of speculation.

22 Bangor Daily Whig and Courier, February 20, 21, 24, and 28, 1866; Maine State Archives database of “Defeated Legislative Resolves”

23 David C. Smith, A History of Lumbering in Maine: 1861–1960,
ging section was specific to 1862. The PLDC decision would not have prevented a logger or loggers from conducting their own drives. The Bangor area mills’ log supply came from some place via the river other than the documented drive on the Mattawamkeag River.24

**PLDC activity**

The PLDC charter changed again in 1864 when the company committed to only driving logs “seasonally delivered to the drive at either the head or foot of the lake.” The key word in the change was probably “seasonally.” The addition of this word implied that they would handle one drive, not multiple drives during the year; the drive season followed ice out. This might not have been an issue with loggers cutting in this area; they knew water was not sufficient enough in the river above Ripogenus Gorge to drive later in the year. However, those on the Penobscot River generally had sufficient water year round.

In 1865 the PLDC hired John Town of Brewer to make $5,000 worth of repairs on the Chesuncook dam.25 The amount of work the PLDC expected of Town was probably what caused the company to obtain a loan from Gorham Boynton and Charles Nealley, both Bangor men and area landowners. The PLDC gave them the dam as collateral and committed to a yearly payment schedule, which the company ultimately met.

The amount of money Town needed suggested more than a casual repair. One clue that suggested Town rebuilt the wings was Davenport’s 1864 observation that a dead tree hedge surrounded the lake and made it diffic-

---

24 The Bangor Daily Whig and Courier of January through May 1862 carried no articles about not having a drive. The only drive mentioned by the paper was on the Machias River.

25 Albert Hempstead, The Penobscot Boom; available online
Rendezvous at Chesuncook

cult to reach the firm shore. Previous work had included wings that flooded out additional land.

The other major PLDC project in 1865 was downriver at the Ripogenus Lake outlet where the members decided they wanted a dam on the southside channel at the outlet. The dam forced much but not always all the outlet flowage into the north channel that ran straight between the cliffs. The outlet remained damless. The dam had no gate and could withstand water washing over its top. The partially blocked channel became known as the dryway. This was the island over which Hodge’s crew moved their boat in 1837.

In 1868 the PLDC had to deal with a washout of the north wing of Chesuncook dam and hired William Jasper Johnston of Bangor to rebuild it. The words “north wing” were a clue for the design and position of the dam. The term “wing” indicated that the head of the dam exceeded the depth of the outlet’s natural channels; therefore it also had a south wing. A north wing washout might have been a result of the amount of water running over the top of it or washing around its north end. Regardless of how it happened, the problem was the amount of water. Thus, Johnston probably rebuilt the north wing with deep gates and a tall bulkhead. Deep gates rested on the water’s floor and were raised to let water escape from under the dam—an attempt to eliminate or minimize the amount of water flowing over the top of the dam and wings, which were built to handle such a flow.

Johnston’s work neither revealed nor suggested the dam’s head or the lake’s new elevation or the use of piers. However, Walter Wells probably visited the site and made his 12–13-foot head estimate for his Water Commission Report (1869) before the dam’s completion. The dam without wings created a lake elevation of 916 feet. The dam head with a 12–13-foot head and north and south wings butted against embankments that rose steeply from an elevation of 921 to 926 feet. On the basis of contour lines the elevation top of the north wing was 921 feet and its abutment was probably five feet higher (926 feet) to keep water from flowing around its north end, which was sandy soil and easily eroded. The south end abutment was largely ledge.

Wells did not specify the location of the dam; however, a 1902 GNP survey map that included this dam’s probable location showed a bottom elevation of the dam base on the north channel at 913 feet; the south channel, the main channel, had the sluice way and had a bottom elevation lower than 913 feet. Thus, Wells’ estimated head resulted from a south channel with an elevation of about 908 feet and would have resulted in a lake level that rose from 916 feet to 921 feet (908+(12 to 13)= 921 feet).

The dam had a long north wing, a much shorter south wing, and an independent side dam above the dam on the south side. From the north end of the dam the north wing angled to the east extending 248.5 feet to where it made an obtuse angle to the west extending another 88 feet to the embankment. The south wing was 146 feet long. The dam’s spillway on the south channel served as the log sluice.

In 1865 the PLDC hired John Town of Brewer to build a dam across the south channel at Ripogenus Lake outlet; the channel later became known as the dryway. The roll dam allowed water to wash over the top of it during the spring high water. Otherwise it forced the water into the predominant north channel with the straightest line through the gorge below. (courtesy, James Polk Armbrust, Maine Historic Preservation Commission, MHPC.S 11626)

In 1868 the PLDC had to deal with a washout of the north wing of Chesuncook dam and hired William Jasper Johnston of Bangor to rebuild it. The words “north wing” were a clue for the design and position of the dam. The term “wing” indicated that the head of the dam exceeded the depth of the outlet’s natural channels; therefore it also had a south wing. A north wing washout might have been a result of the amount of water running over the top of it or washing around its north end. Regardless of how it happened, the problem was the amount of water. Thus, Johnston probably rebuilt the north wing with deep gates and a tall bulkhead. Deep gates rested on the water’s floor and were raised to let water escape from under the dam—an attempt to eliminate or minimize the amount of water flowing over the top of the dam and wings, which were built to handle such a flow.

Johnston’s work neither revealed nor suggested the dam’s head or the lake’s new elevation or the use of piers. However, Walter Wells probably visited the site and made his 12–13-foot head estimate for his Water Commission Report (1869) before the dam’s completion. The dam without wings created a lake elevation of 916 feet. The dam head with a 12–13-foot head and north and south wings butted against embankments that rose steeply from an elevation of 921 to 926 feet. On the basis of contour lines the elevation top of the north wing was 921 feet and its abutment was probably five feet higher (926 feet) to keep water from flowing around its north end, which was sandy soil and easily eroded. The south end abutment was largely ledge.

Wells did not specify the location of the dam; however, a 1902 GNP survey map that included this dam’s probable location showed a bottom elevation of the dam base on the north channel at 913 feet; the south channel, the main channel, had the sluice way and had a bottom elevation lower than 913 feet. Thus, Wells’ estimated head resulted from a south channel with an elevation of about 908 feet and would have resulted in a lake level that rose from 916 feet to 921 feet (908+(12 to 13)= 921 feet).

The dam had a long north wing, a much shorter south wing, and an independent side dam above the dam on the south side. From the north end of the dam the north wing angled to the east extending 248.5 feet to where it made an obtuse angle to the west extending another 88 feet to the embankment. The south wing was 146 feet long. The dam’s spillway on the south channel served as the log sluice.

---

26 Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections
27 Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections
28 Johnston Family Papers, University of Maine Raymond Fogler Library Special Collections
29 GNP drawing of 1903, University of Maine Raymond Fogler Library Special Collections
An independent side dam (40 feet long) spanned a five-to-nine-feet-deep cavity between two elevation points that were both 926 feet.

A crew probably built the first two piers when it built the north wing. The dam’s head increase probably flooded out the previous anchor points and broadened the flowage immediately behind the dam. A single pier on the north edge of the old river channel was the hub for three boom strings. One connected to a new north shore anchor point and another to the north end of the spillway. The third connected to a second pier that marked the south side of the original riverbed. This pier had a second string that linked it to the south shore. The drivers opened and closed the boom string between the two piers with a head works.

Given the dam’s head by the close of 1868, a PLDC crew probably increased the height of the 1856 piers built by the West branch Chesuncook Boom Company at the mouth of the West Branch at the head of the lake.

The Wells report included Caribou Lake within its list without a dam. Wells made no mention as to whether or not the Chesuncook Lake dam had any impact on the water level. However, given the report was about water storage, with and without dams, Chesuncook Dam at this time probably had no impact on Caribou Lake. In 1863 cruiser G. C. Pickering, who had worked along the lakes and river for 14 previous years, finished his work west of Caribou Lake, and paddled back across the empty lake to the outlet and down the shallow stream in rapids to Chesuncook Lake to Ripogenus dam where the drive had just started.  

In 1869 the PLDC formed a committee to look into having a steamboat on the lake for towing boom bags. The intent was to lower the cost of the drive. No action was forthcoming.

New dams

The 1869 Wells report provided the earliest listing of dams that were present by 1868. His text did not include a construction date. The legislature did not consider any charter requests for any of these dams other than Chesuncook dam. That indicated a single landowner owned the dam site and any property that would have been flooded or that multiple landowners made their own agreement and built.

Both ends of the lower dam on Red Brook abutted substantial banks. The dam was about 300 feet long with a 10–12-foot head and gates with widths of 8 feet (south side) and 12 feet (north side). The 12-foot gate lined up with the stream below. The dam had a 30-foot wash out on its north end beyond the north gate. A large boom log that took a boom chain was washed onto the dam between the two gates. (Bill Geller photos 2022)

31 Walter Wells, Provisional Report Upon the Water Power Report of Maine 1869; available online
Given the demand for and popularity of pine, the surveyors’ reports of substantial pine locations, the names of the landowners, and the drivable waterways associated with them, it seems conceivable that the dams on Ripogenus Stream, Red Brook, and Duck Pond might have been the first ones built; perhaps in the 1850s.

The list of water bodies with dams, townships, and owners were:

- Loon, Big Scott and Little Scott streams; T6R14; Ebenezer S. Coe
- Big Scott Brook; T5R14; Samuel P. and Hastings Strickland
- Duck Pond; T5R12; Bangor iron foundry owners Daniel Hinckley and Thomas Egery
- Shallow Lake; T7R14; David Pingree and Ebenezer S. Coe
- Cuxabexis Lake; T5R12; Daniel Hinckley and Thomas Egery
- Longley Pond; T6R13; Samuel Hersey
- Red Brook; T4R12; Cyrus Clark, Rufus Dwinel, St. John Smith and Charles Sterns; no more than three of these men were owners at any one time
- Ripogenus Stream; T3R12; Calvin Dwinel, Amos Roberts, Samuel H. Blake

Notably absent in the Wells’ report were any dams in the Ragged Lake area, T2R13 and T2R12. The earliest loggers drove into Chesuncook Lake from these two areas. Perhaps given the volume of logs cut, the natu-
ral flow of Ragged Stream was sufficient. Additionally, when dams became necessary in order to drive the pine remaining on the streams, the loggers had moved north. Being north and knowing the pine on drivable water to the south was gone unless a dam was present they simply

The Duck Pond dam, as reported by Lucius Hubbard, was a .75 mile carry up its outlet stream from Moose Pond. At the dam a canoeist paddled .4 miles up a long finger crossing a .35-mile-wide bog area to pass through a narrows to reach the main body of the pond (1.58 miles long). The remains of the dam on this map are at the head of the finger of water where two riffles spanning the channel mark the end of the bog and the wood line. This map’s bog line surrounding the lake suggested the waterline of a dam with an 8-foot head. The bog line at the head of the lake extended south another 1.39 miles. This picture is one example of the impact of a dam’s location and reflects the purposefulness of location. (courtesy Hillmap.com)
Rendezvous at Chesuncook

Rendezvous at Chesuncook

built the first dams where they were and the Ragged Lake area followed. The other notable transition at this time was from cutting purely pine to both pine and spruce. The opportunity to cut for a longer period of time in one area meant more logs to float out and that might have required more than the natural flow of a stream.

The Penobscot River driver’s bateau

By 1866 Hosea Maynard of Bangor had completed his experimenting with the design of a bateau specifically for log driving on rivers. It soon became the boat of choice and served as such into the next century. In prior decades drivers used canoes, French bateau, and dory-looking boats from the coast. Maynard wanted the river drivers to have a boat specifically designed to serve their needs: light enough for men to portage, a short bottom for speed and maneuverability in boulder-strewn rivers, a bow that rolled back the river to avoid taking on water, a stern with a long rake to slide over obstructions, long to provide stability, and extreme flare of its sides for moving very heavy loads in shallow water. His boat, after years of experimenting, was 32 feet long with a 21-foot-long by 33-inch-wide bottom, an overall beam of six feet nine inches, a bow overhang of seven feet, and a five-foot rake on the stern.32

Cutting records, the drive, and related information

The focus of the work of the State land office and its use of surveyors in this decade involved monitoring the logging activity. What they did was clearly set forth in the following land office letter:

### Table of Driving Routes with Dams

<table>
<thead>
<tr>
<th>River/Lake</th>
<th>Route Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ripogenus Lake: dam</td>
<td>to block the outlet’s south channel.</td>
</tr>
<tr>
<td>Ripogenus Stream: dam</td>
<td>about 4–5 miles upstream, which, in terms of distance, was at the foot of what</td>
</tr>
<tr>
<td></td>
<td>in 2022 was Brighton deadwater.</td>
</tr>
<tr>
<td>Harrington Lake</td>
<td></td>
</tr>
<tr>
<td>Soper Brook</td>
<td></td>
</tr>
<tr>
<td>Chesuncook Lake: outlet</td>
<td>dam (1840)</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Quaker Brook</td>
<td></td>
</tr>
<tr>
<td>Chesuncook Stream</td>
<td></td>
</tr>
<tr>
<td>Mud Pond</td>
<td></td>
</tr>
<tr>
<td>Red Brook</td>
<td>one dam at mile 4 and the other at mile 6</td>
</tr>
<tr>
<td>Cuxabexis Stream: dam</td>
<td>a dam on Cuxabexis Stream .28 miles below the foot of Cuxabexis Lake (5–6-foot head)</td>
</tr>
<tr>
<td>Moose Pond</td>
<td></td>
</tr>
<tr>
<td>Duck Pond: (T5R12) dam</td>
<td>with 8-foot head and 75 feet long on the outlet stream .4 miles below the open body of the pond</td>
</tr>
<tr>
<td>Umbazooksus Stream</td>
<td></td>
</tr>
<tr>
<td>Umbazooksus Lake</td>
<td></td>
</tr>
<tr>
<td>Longley Pond: outlet dam</td>
<td>(7-foot head and 60 feet long)</td>
</tr>
<tr>
<td>Caucomgomoc Stream and Black Pond:</td>
<td>dam in T6R14; .48 stream miles from Black Pond</td>
</tr>
<tr>
<td>Little Scott Brook</td>
<td></td>
</tr>
<tr>
<td>Caucomgomoc Lake</td>
<td></td>
</tr>
<tr>
<td>Ciss Stream</td>
<td></td>
</tr>
<tr>
<td>Round Pond</td>
<td></td>
</tr>
<tr>
<td>Daggett Lake</td>
<td></td>
</tr>
<tr>
<td>Shallow Lake: outlet dam</td>
<td>with 6-foot head</td>
</tr>
<tr>
<td>Poland Pond</td>
<td></td>
</tr>
<tr>
<td>Wadleigh Brook</td>
<td></td>
</tr>
<tr>
<td>Wadleigh Pond</td>
<td></td>
</tr>
<tr>
<td>Loon Stream: (T6R14)</td>
<td></td>
</tr>
<tr>
<td>Big Scott Brook: dam</td>
<td>(in T6R14) .29 miles below the mouth of Big Scott Brook at Loon Stream; and (in T5R14) (7–8-foot head) .97 stream miles south of the south townline of T6R14</td>
</tr>
<tr>
<td>Loon Lake</td>
<td>outlet dam on the west town line of T6R14</td>
</tr>
<tr>
<td>Bear Pond: (T6R15)</td>
<td></td>
</tr>
<tr>
<td>Loon Stream: (T6R15)</td>
<td></td>
</tr>
<tr>
<td>Withe Brook: (T6R15)</td>
<td></td>
</tr>
<tr>
<td>Loon Stream Deadwater: (T6R16)</td>
<td></td>
</tr>
<tr>
<td>Caribou Lake</td>
<td></td>
</tr>
<tr>
<td>Caribou Brook / Kelly and Green ponds:</td>
<td></td>
</tr>
<tr>
<td>Bear Pond: (T2R13)</td>
<td></td>
</tr>
<tr>
<td>Ragged Stream</td>
<td></td>
</tr>
<tr>
<td>Black Brook</td>
<td></td>
</tr>
<tr>
<td>Black Pond</td>
<td></td>
</tr>
<tr>
<td>Bear Pond Brook: (T1R13)</td>
<td></td>
</tr>
<tr>
<td>Ragged Lake</td>
<td></td>
</tr>
</tbody>
</table>

1 In early years Big Scott Brook flowed into Caucomgomoc Lake. Later mapmakers had Big Scott Brook flowing into Loon Stream, which flowed into Caucomgomoc Lake.

32 If these are not the exact dimensions of a Maynard boat then they are reasonably close. John Gardner, The Dory Book; and "The Wooden Boat Forum," forum.woodenboat.com

124
“December 21, 1863; instructions to Samuel Chapman [of Old Town]. You are hereby instructed to have the care of the State Lands on the West Branch of the Penobscot River during the ensuing lumbering season, and you will see that no trespass shall be made on the following tracts, viz: …[16 townships with notes are listed]…. If you shall ascertain that any operation being made upon the foregoing tracts you will scale the lumber and notify the office the fact and the names of the parties. You will also trace the lines in all care where parties may be operating upon contiguous lands in order to prevent trespass upon the state lands. You will employ such assistance as may be required to aid in the business of protecting the state lands in the schedule and the expense incurred will be ___ at the land office. Respectfully. H. Chapman, Land Agt”33

Sources for the names of loggers and where they cut during this decade were difficult to find. The Henry Prentiss stumpage reports and those of Ebenezer S. Coe were available for most of the decade. Some loggers’ names (4) appeared in the writings of Manly Hardy, the Bangor fur buyer, and his daughter Fanny Hardy Eckstorm. Nothing was found in the news media.


By implication and at unknown times during the 1860s, loggers cut on each of the streams for which dams existed in this decade.

In January 1860 Charles Y. Richardson was back again some place in the vicinity of the head of Chesuncook Lake or to its north with at least 15 oxen and probably 45 men.34

Also in 1860 Moses P. Wadleigh had a crew operating on Loon Lake, as did Henderson. Both crews were bringing their early supplies in by boat when it suddenly turned frigid and froze their boats in Loon Stream. Wadleigh walked out to Moosehead to fetch a couple of horses and a swing-dingle. With Manly Hardy leading the way on a compass line he and Rufus Philbrook crossed the Big Scott Brook drainage where they spent a night with logger Henry Averill and his five men. His wangan was frozen in the ice below Russell Pond (Cassidy Deadwater) and he sent Hardy there where they could walk the ice. It would appear that the waterways still served as toting routes in this area.

In T2R12 the Henry Prentiss papers provided some information on logging during this decade. For the driving seasons of 1861 through 1867 he sold stumpage rights and presumably logging took place, but the reports did not include the loggers’ names until 1868: Jones Kelley for 1868 and no sales for 1869.

The Ebenezer S. Coe stumpage journals of 1862–1938 provided a recording for the sales in nine of the 18 townships in this area for this decade. The reports included the names of 36 different buyers, with a number taking a contract in more than one year.

For this decade the discovered records revealed the names of 19 loggers and drive bosses. Among them were

---

33  This note comes from a record book of the state land agent at the Maine State Archives, finding aid # 344176. The book starts with January 19, 1863 and ends with February 6, 1865. It contains this type of correspondence. With it was a state land agent’s stumpage log for the year 1868 (finding aid # 344173). Helen Tutwiller, a staff person, searched the archives’ database with the key word “stumpage.” Only about six items appeared and these two are the only ones pertinent to the townships in this book.

34  William Krohn, Manly Hardy 1832–1910 The Life and Writings of Manly Hardy……, The Maine Folklore Center, Orono, Maine, 2005.
three men who logged some place in these 18 townships over the next 35 years; John Ross (25 years), Gilman H. Davis (25 years), Samuel White (12 years); Cornelius Murphy cut 15 times during the next 29 years; James Thissell cut 11 years in the next 25. Only one of the remaining men continued beyond this decade in this set of townships.

From the Coe stumpage journal the year, township, and buyers follow below. The logging activity of others was inserted and footnoted.

1864
T4R11: William Cole and E. Hickey;
T6R15 and T7R14: J. and M.P. Wadleigh, and John Ross and D. Eddy;
T7R15: John Ross and D. Eddy
1865
T2R13, Samuel Brailey and Samuel White
1866
T2R13: Samuel White;
T4R13: J.G. Spaulding;
T6R15: James A. and Eben Thissell, Spaulding, Foster and Miller were charged for a trespass
1867
T2R13: B.F. Butler and Mills Patterson;
T4R11: Foss and Knowlton on Harrington Lake;
T4R13: Aaron Ingalls and J.B. Emery;
T5R13: J.B. Emery;
Cornelius Murphy had a crew cutting on Caucomgomoc Lake.35
1868
T4R11: E. Hickey;
T4R13: Carlton S. Bragg and Aaron Ingalls;

35 Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections

126
By the mid-1870s the John Way map of the Moosehead Lake area included these same tote roads that appeared on this Lucius Hubbard’s broader Map of Moosehead Lake and Northern Maine, 1879. Even with this map most sports entering the north Maine woods used guides.
July 4, 1870: “We got to get ‘em boys! Damit! We can’t let ‘em go under!”

~ Con Murphy

April 20, 1905: “Had it not been for [Con’s] courage my career would have stopped on July 4, 1870.”

~ "Nate McCausland." *Bangor Commercial*, April 20, 1905
### Chart for 1870–1879 Biographical Sketches

The biographical sketches for the men first engaged in these townships between 1870 and 1879

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name</th>
<th>Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Surveyor</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lucius L.</td>
<td>Hubbard</td>
<td>Massachusetts geologist and chronicler</td>
</tr>
<tr>
<td><strong>Major landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Cassidy</td>
<td>Bangor wholesale grocer and sawmill owner</td>
</tr>
<tr>
<td></td>
<td>William B.</td>
<td>Hayford</td>
<td>wholesale grocer and sawmill owner</td>
</tr>
<tr>
<td>1890</td>
<td>Elbridge</td>
<td>Hunting</td>
<td>Corinth farmer and logger</td>
</tr>
<tr>
<td>1890</td>
<td>Henry M.</td>
<td>Prentiss</td>
<td>Bangor timberland manager</td>
</tr>
<tr>
<td>1890</td>
<td>Henry, son of Henry M. Prentiss</td>
<td>Bangor timberland management</td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>John P.</td>
<td>Webber</td>
<td>Bangor timberland investments and lumbering business</td>
</tr>
<tr>
<td><strong>Landowners in a lumber business</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>George S.</td>
<td>Chalmers</td>
<td>Bangor lumber dealer</td>
</tr>
<tr>
<td></td>
<td>James S.</td>
<td>Hamilton</td>
<td>Orono lumberman</td>
</tr>
<tr>
<td></td>
<td>Charles F.</td>
<td>Jordan</td>
<td>Old Town logger</td>
</tr>
<tr>
<td>1890</td>
<td>William T.</td>
<td>Pearson</td>
<td>Bangor sawmill owner</td>
</tr>
<tr>
<td></td>
<td>Frederick H.</td>
<td>Smith</td>
<td>Marlboro, MA box manufacturer</td>
</tr>
<tr>
<td></td>
<td>Ebenezer</td>
<td>Webster</td>
<td>Bangor family lumber business</td>
</tr>
<tr>
<td><strong>Other landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>John</td>
<td>Appleton</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td></td>
<td>Jonathan G.</td>
<td>Clark</td>
<td>Bangor clothing and dry goods merchant</td>
</tr>
<tr>
<td></td>
<td>Charles</td>
<td>Hamlin</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td><strong>Settlers</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>L.H.</td>
<td>Folsom</td>
<td>Monson and Chesuncook logger</td>
</tr>
<tr>
<td></td>
<td>T.D.</td>
<td>Mitchell</td>
<td>Greenville and Lily Bay farmer</td>
</tr>
<tr>
<td></td>
<td>Family Milton G.</td>
<td>Shaw</td>
<td>Mellon, Charles, Albert, William, Greenville and Lily Bay</td>
</tr>
<tr>
<td><strong>Drive bosses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Samuel W.</td>
<td>Hodgdon</td>
<td>Bangor logger and lumberman</td>
</tr>
<tr>
<td></td>
<td>Hosea</td>
<td>Maynard</td>
<td>Bangor bateau builder</td>
</tr>
<tr>
<td>1890</td>
<td>James L.</td>
<td>Smart</td>
<td>Medford and Milo farms’ owner and logger; PLDC drive boss</td>
</tr>
<tr>
<td><strong>Loggers who were not landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F.R.</td>
<td>Atwood*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Nathaniel R.</td>
<td>Atwood*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>George W.</td>
<td>Averill</td>
<td>Old town lumberman</td>
</tr>
<tr>
<td></td>
<td>C.A.</td>
<td>Babb</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Warren A.</td>
<td>Bragg</td>
<td>Bangor grocer</td>
</tr>
<tr>
<td>1890</td>
<td>Charles</td>
<td>Brown</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>C.L.</td>
<td>Chase*</td>
<td>logger</td>
</tr>
<tr>
<td></td>
<td>John L.</td>
<td>Cutler</td>
<td>Bangor lumber mill owner</td>
</tr>
<tr>
<td></td>
<td>J.W.</td>
<td>Davis</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Douglas*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Nathum</td>
<td>Emery</td>
<td>Howland logger</td>
</tr>
<tr>
<td></td>
<td>Nathaniel</td>
<td>Haynes</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>(Haines)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>F.W.</td>
<td>Hill*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>J.J.</td>
<td>Holbrook*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Jones</td>
<td>Kelley</td>
<td>Orono lumberman</td>
</tr>
<tr>
<td></td>
<td>Charles</td>
<td>Moores*</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Jessie</td>
<td>Murphy</td>
<td>logger</td>
</tr>
<tr>
<td></td>
<td>Herbert</td>
<td>Nealley</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Meldon</td>
<td>Nealley</td>
<td>lumberman</td>
</tr>
<tr>
<td></td>
<td>Ramsey*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td></td>
<td>H.K.</td>
<td>Robinson*</td>
<td>Penobscot County logger</td>
</tr>
<tr>
<td></td>
<td>C.H.</td>
<td>Shepherd</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>G.D.</td>
<td>Smith</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td></td>
<td>Sylvanns</td>
<td>Smith</td>
<td>Bangor teamster</td>
</tr>
<tr>
<td>1890</td>
<td>Edward T.</td>
<td>Spencer</td>
<td>Old Town logging contractor</td>
</tr>
<tr>
<td>1890</td>
<td>Roderick W.</td>
<td>Sutherland</td>
<td>Brewer lumberman</td>
</tr>
<tr>
<td></td>
<td>Benjamin B.</td>
<td>Thatcher</td>
<td>Bangor lumber dealer and sawmill operator</td>
</tr>
</tbody>
</table>
Chapter 6  1870–1879

A total of 15 new landowners and three new drive bosses participated in activity during this decade. Six of the landowners continued into the next decade. This new group joined 32 men from previous decades. The limited available logging records contained 31 men who had stumpage contracts and 26 of them first appeared in this decade.

Surveyors

Lucius L. Hubbard (1849–1933), born in Cincinnati, Ohio, graduated from Harvard College, studied law in Boston, and in 1874 married and opened a law practice in Cambridge. His interest in geology resulted in moving to Germany to study and then returning to Cambridge to his law practice and now geological work. As a Harvard student he made his first sojourns into the Maine woods and those continued on his return from Europe. These trips resulted in some of the earliest guidebooks (Way 1875, Hubbard 1879) to northern Maine. Hubbard published Maine guide books in 1880, 1882, 1889, and 1893. In addition to a map included with each guide he also printed a number of independent northern Maine maps, the last of which was in 1906. About 1890 he moved to Michigan to serve on the Michigan Geological Survey that began in 1890 and from 1893 to 1899 he was its director.

Major landowners

John Cassidy (1843–1918), born in Ireland, grew up in a family with six siblings with a father who was a day laborer, attended Bangor schools, was a laborer in 1860 and soon became a store clerk. He married Ann J. Gallagher in 1865 and they would raise five children. In 1867 he was working for his brother at Daniel W. Garland Co. and soon become his own grocery store owner. At age 27 he began acquiring timberland and in time his store specialized in supplies for woods operations. In the 1870s he continued his grocery business and at some point in time before 1882 he formed the John Cassidy Company and within 10 years expanded it to John Cassidy and Son Company; the son was James W. Cassidy (1866–1938). By 1892 he partnered with James A. Thissell, Milford lumberman, in a Stillwater sawmill ownership. When John died in 1918 the company still owned the Stillwater sawmill, the wholesale grocery, and timberland. John’s other son, John F. Cassidy (1880–1939) worked as a clerk in his father’s store, but he soon joined Terrence F. Cassidy (1841–1909), born in Ireland and presumably a brother of John, and along with their sister Mary J. Cassidy, engaged in blockmaking, ship’s smiths, ship’s stores, iron bars and steel and chain and more. John F. and Mary J. continued the company after Terrence’s death in 1909. The John Cassidy lineage continued the timberland investment and management, forming the Cassidy Timberland LLC in 1996; the lands were still managed by the Prentiss & Carlisle Company of Bangor in 2022.

William B. Hayford (1827–1887), son of West Branch lumberman and landowner Arvida Hayford, was born in Belfast and moved to Bangor in 1841 after having moved to Wisconsin for a short period of time. In 1850 he was in retail trade and in 1859 was a wholesaler in corn, flour, and groceries. He formed W.B. Hayford Company and his son George joined him until George died. The company included timberland and lumber manufacturing at a steam mill he and A.B. Sutton built. In 1874 he formed a partnership with Frank Stetson and they owned a sawmill in St. John, New Brunswick. He was also president of Kenduskeag Bank and acting president and manager of the European and North American Railroad Company. He was also involved with other railroads: Medway Railroad, Green Mountain Railroad, and Bangor and Piscataquis

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1890</td>
<td>Ira Weymouth</td>
<td>Milo farmer and logger</td>
</tr>
<tr>
<td>1890</td>
<td>Nelson E. Whidden</td>
<td>Atkinson farmer and logger</td>
</tr>
<tr>
<td></td>
<td>Melvin V. Whidden</td>
<td>Orneville farmer and sawmill worker</td>
</tr>
</tbody>
</table>

* no biographical sketch
Railroad. In 1876 he was mayor of Bangor. William and Laura's daughter Anna married Mellon Peirce (1846–1936), son of Bangor merchant Waldo Treat Peirce, a wholesaler in hardware and groceries. Mellon continued the management of the Hayford timberland after William's death.

**Elbridge H. Hunting** (1836–1894) grew up on a small Cornith farm with his parents and attended East Corinth Academy in 1855. He continued to work on his parent's farm and in 1870 operated a stage line, for which he was proprietor. He probably also worked for fellow Cornith farmer and lumberman John Morison, for he became a part of John Morison and Company by 1873 and worked and partnered with him until 1890. In 1879 he purchased the 1,300 acre Roach River farm and shanty on the Chesuncook Lake Road and retained the property through his lifetime. He was a drive boss for the Penobscot Log Driving Company for the West Branch drives of 1882 through 1886. In 1890 he lived at his Roach River farm and was appointed the postmaster, a position he retained until July 1902. In 1891 he married Margaret E. Wellwood, a Boston milliner from Maine's north country.

**Henry M. Prentiss** (1840–1906), eldest son of Henry E. Prentiss and an 1864 Harvard graduate, took over the management of his father's estate for the family and did so in an active manner through 1902. From the start he proved to be an excellent businessman who knew the nuances of Maine's timberland; Henry M. was an active man who attended to the estate in the mornings and in the afternoons participated in Maine's outdoor sports in which he was highly interested. He was a well-read scholar specializing in Artic history and authored and published papers on the topic. He was a prominent member of the National Geographic Society. In 1865 he married Julia Dwinel, daughter of Calvin Dwinel, and they had a son, Henry Prentiss, in 1872. Henry M. died in 1906.

**Henry Prentiss** (1872–1933), grandson of Henry E. Prentiss, worked with his father Henry M. Prentiss on the family lands and took over his father's role after his death in 1906. Henry married Leslie Boynton, daughter of Frederick G. Boynton, in 1903 and they raised one daughter Helen (b.1906). Perhaps not having a son or other nephew to join him in managing the family's timberland he began to look around for a younger man to join him. That younger man turned out to be George T. Carlisle (1887–1960), a 1909 University of Maine forestry graduate who began a forestry consulting business in Boston after graduating. He moved back to Maine in 1917 to manage land for a large landowner. Henry met him and they began to work together and in 1924 Henry formed the Prentiss & Carlisle Company, which continued in 2022 to manage the family's timberland and the lands of others.

**John P. Webber** (1832–1911) was born in New Portland and opened a succession of stores in Ripley, Exeter, and East Corinth before he moved to Bangor in 1864 to establish a timberland and lumbering business. His Bangor business grew to include timberland in Somerset, Piscataquis, Penobscot, Aroostook, Hancock, and Washington counties with mills in Alton and Lincoln. He lost his first wife who bore him two sons, Charles P. and Frank R., and remarried, fathering a daughter, June, and a son, John P.. As the older boys grew up they joined their father’s business and continued it after his death under the name C.P. & F.R. Webber. The following two generations of the Webber family continued in the timberland business. The family eventually turned over the land management to Seven Islands Land Company and retained its land holding into the 21st century.

**Landowners in a lumbering business**

**George S. Chalmers** (1834–1913), a lifelong lumber dealer in Bangor, was working for lumber dealer David R. Stockwell and Company by 1869 and continued with the company through the 1870s. By 1882 Stockwell and Adams joined to form Stockwell, Adams and Company and George continued with the new company that eventually became Adams & Company. George left the company about 1902 and then became treasurer of the Penobscot River Dam and Improvement Company and served through at least 1912.

**James S. Hamilton** (1817–1871) was born, grew up, and married (Clarissa) in Dexter, and moved to Orono in the 1840s. By 1850 he and his wife were raising
four children and he was in a wood products business. He moved into lumber by 1858 and regarded himself as a lumberman at the time of his death in Orono.

“C.F. Jordan” was probably Charles F. Jordan (1826–1899), an Old Town logger who spent his life working with lumber. He was born in Lisbon and moved to Bradley by 1850 where he became a sawyer. Within the next 10 years he married Abby Burr and they lived in Old Town where he worked on lumber. Ten years later they had a farm in Alton, but by 1890 they were back in Old Town where he died. Charles was apparently not a member of the Moses L. Jordan family that established the Jordan Lumber Company in Bangor in 1888.

William T. Pearson (1821–1892) grew up on his parent’s small farm in Corinth. By 1841 he had moved to Bangor and engaged with the lumber business. By 1851 he was experienced enough to be a surveyor of lumber for the city of Bangor; a person in that position kept track of lumber production in the city’s mills. By 1859 he had his own lumbering business and by 1871 had a planing and molding mill in Eddington, W.T. Pearson & Company. He maintained his company until his death in 1892. William and his wife Mary apparently had no children to take over the business.

Frederick H. Smith (___—___) of Marlboro, Massachusetts in 1872 was apparently a box manufacturer.¹

Ebenezer Webster (1812–1883), son of lifelong Orono and Bangor lumberman and sawmill owner Colonel Ebenezer Webster, continued the family’s involvement in the lumbering business. Ebenezer was also civicly minded, serving in the Maine House of Representatives in 1875 and 1876 and as an aid-de-camp (1861–1863) to Governor Washburn, his brother-in-law. He and his wife raised two sons who also continued in the lumber business. Fred J. (1854–1919) and Eben C. (1862–1907) formed Webster Paper Company and Webster and Ring Manufacturing Company.

Other landowners

John Appleton (1804–1891) was born in Ipswich, New Hampshire, graduated from Bowdoin College, taught school, studied law, began a law practice in Dixmont, soon moved to Sebec, and in 1832 retired to Bangor. In 1852 he was appointed as a justice of the state supreme court, and from 1862 to 1883 he served as chief justice. John and his wife had four sons and a daughter. Son Frederick H. (1846–1927) was a lawyer and did legal work for the Stetson family. John joined with Bangor logger and landowner John Ross in a number of land transactions. They typically held the land about as long as it took Ross to conduct his logging.

Jonathan G. Clark (1828–1902), the son of a Wells farmer, learned the tailor’s trade and by 1850 was living and working as a tailor in Bangor. By 1851 he opened business under Jones and Clark. He also happened to be boarding at Joseph W. Wheelwright’s, a man for whom he soon became a clerk and by 1859 they had formed the company Wheelwright & Clark, merchants of ready-made clothing. By the 1890s they added wholesale dry goods. When Wheelwright died in 1895 Clark continued the business, partnering with Joseph G. Blake in clothing and wholesale dry goods. He lost his first wife and married again in 1867 to Anna J. Clark, daughter of Isaac R. Clark, State land agent in 1855, 1864, and 1879; they had a son who died in infancy.

Charles Hamlin (1837–1911), son of Hannibal Hamlin, 15th United States vice president, was born in Hampden, graduated from Bowdoin College in 1857, moved to Bangor, became a lifelong Bangor lawyer, and served as City Solicitor of Bangor in 1867. The Bangor voters elected him to two terms in the state legislature (1883, 1885), and he served as speaker of the house in the second term. He also served as president of Eastern Maine General Hospital. He was a friend of John Appleton.

Drive bosses (not necessarily landowners)

Hosea Maynard (1832–1900), Maine’s highly regarded and well-known builder of the bateau used by river drivers, was born in Albion, married Louise (b.1827) in 1846, fathered no children, and was

¹ Frederick H. Smith was too common a name to trace with the only clue being Marlboro, Massachusetts.
building ships and boats in Fairfield by 1850. He remained there until at least 1860. During this time he worked on perfecting the river driver’s bateau and about 1860 had shaped it to be the indispensable craft that it was for more than half a century. He moved his boat building operation to Bangor by 1867 and remained there building his bateau until his death. Many of his 800–900-pound bateaus went to logging operations in western states. Around 1885 he was building 40–50 bateau each winter. John Ross once said, “a Maynard boat and six men with peaveys could do more than 20 men with old tools.”

James L. Smart (1825–1897) born in Howland to a logging father, was a farmer and logger in Sebec by 1850, and remained there until at least 1860. It is likely that Smart’s first logging and drives were on the Sebec and Piscataquis rivers, but sometime in the 1860s he established himself on the Penobscot. He became a widely traveled and master river driver who ranged the whole of the New England forest; a man who knew every rock, rapid, and eddy on the St. Croix, Penobscot, Kennebec, Androscoggin, and Connecticut rivers. Between 1872 and 1891 he was 11 times the PLDC drive boss or he shared the position. Smart also contracted for other work for the PLDC. In 1874 he led the crew that repaired Chesuncook dam and gates. Four years later he was blasting away problematic rocks at Ripogenus Gorge. When not on a river he was home at one of his farms. By 1870 he was owner of a substantial Medford farm, and by 1880 was the owner of two Milo farms, where he resided until his death. He was widowed two times and married a third time in 1889. He had many children.

Samuel W. Hodgdon, (1826–1908), a lifelong logger and lumberman, born in Nobleboro and son of a schoolteacher, lived in Brewer with his wife Amy and two sons. His name appeared in the 1864 Bangor Brewer directory with the label lumberman, which also appeared on census reports through 1900. In 1896 he logged with White on the West Branch a little west of Chesuncook Lake.

Loggers (not landowners)

George W. Averill (1820–1889) was born in Whitefield and by 1850 was working in Old Town as a lumberman, his single lifelong occupation. He and his wife Caroline raised four children in Old Town and he died here.

“C.A. Babb” (1850–1928) was probably Charles A. Babb, the youngest son of Bangor grocer and lumberman Aaron Babb. He apparently joined in his father’s business enterprises, including the grocery business, and married into the Stetson family in 1875. By 1910 he and his wife resided in Lynn, Massachusetts, where he worked in the furniture business and later died there.

“W.A. Bragg” was perhaps Warren A. Bragg (1838–1915), a lifelong grocer who grew up, started his business, and married (Lidia) in China before moving to Bangor by 1870. He was a grocer through at least 1900, died in Bangor, and was survived by two children. (Warren was not a son of Bangor lumberman Carlton S. Bragg.)

Charles Brown (1835–__) was a Bangor lumberman according to the Bangor Directory between at least 1882 and 1892. He and his wife Abbie raised a daughter.

“Cutler, Thatcher and Company” was John L. Cutler and Benjamin B. Thatcher and Company. John L. Cutler (1829–1904) moved from Exeter, where he was an apparel merchant, to Bangor in fall 1859 and joined D.R. Stockwell and Company (lumber). By 1870 he and his wife Almira were raising three children. In 1870 he left Stockwell to form a lumber company with B.B. Thatcher and Darius Eddy. Eddy retired in 1885 and Cutler ran the company until 1888, when he partnered with Frank Stetson in the mill business. In 1890 they had two mills, one in Bangor and the other in St. John, New Brunswick. His son John Jr. was working in the company.

“J.W. Davis” was perhaps James W. Davis (1832–__) who was living on his parents Bangor farm in 1850.
His father Samuel and brother George F. were both Ellsworth lumbermen in 1860.

"Douglas" was perhaps James Douglas (1837–__) of Old Town. He worked on lumber in 1860 and was not married at the time.

"Emery" was perhaps the Nahum Emery who was a Howland village lumberman. Between 1874 and 1896 he bought and cut on Henry Prentiss stumpage contracts in Howland on the Seboeis and Schoodic stream drainages in the Piscataquis watershed.

"L.H. Folsom" was Lindley H. Folsom (1843–1927), who was born in Tamworth, New Hampshire and in 1860 was farming and logging and living with his parents (Martha and Joshua) in the Chesuncook community. Lindley and his father each owned Chesuncook settlement lots they logged and farmed in T5R13. Before 1870 Lindley gave up his lot and with his wife Abba, two daughters, and son Levi (b.1866), opened a farm on the west shore of Chesuncook Lake in T4R13. By 1900 the family lived in Greenville where he was a merchant and remained so until his death there.

"Haynes" or "Haines" was perhaps Nathaniel Haines (1797–1892) who was born in New Hampshire, moved to Bangor, married (Marion or Miriam) and fathered one son, and spent his life working in lumber. He first appeared in the Bangor Directory in 1859 dealing with lumber. The 1880 census listed him as a retired lumberman.

"J.J. Holbrook" might have been James J. Holbrook (1828–1889) who was born in Belgrade and as a young man went west to Sierra County, California and by 1860 had returned, and married (Mary). They raised four children on his father’s Waterville farm. In 1864 the family had a Milo farm and by 1880 it was Milo’s most prosperous farm. Mary died in 1876 after the birth of their fifth child and James remarried (Emma) and fathered a daughter with her. He died in Milo.

Jones Kelley (1829–c.1910) grew up on an Orono farm and by 1850 was a waterman working in water transportation and living on the family farm. By 1860 he was running the family farm, had married his wife Harriet, and they had started a family with two children and eventually had three more.

By 1870 Jones listed his occupation as an Orono lumberman. Harriet passed and in 1893 Jones remarried and lived in Hancock as a liveryman. He died in Hancock.

Jessie Murphy (1832–1900) was born on Prince Edward Island and by 1860 was lumbering near Fort Kent in T18R7 Aroostook. He married (Mary) and fathered two sons, one in 1866 and the other in 1868. By 1870 the family lived in the Chesuncook community where he engaged in logging and farming. The family moved with two more children from Chesuncook to a Kenduskeag farm by 1880. He died in Kenduskeag.

Herbert and Meldon Nealley were sons of lumberman C.A. Nealley. Herbert (1851–1904) joined his father in his lumber business by 1871 and by 1880 described himself as a farmer and retained that descriptor for the rest of his life. The farms were in Brewer and Ellsworth, residences of the family. He married, but was soon widowed. Meldon (1848–1930) was also a lumberman with his father in 1870, and like his brother Herbert turned to farming, first in Bangor in 1884 and then Brewer. He and his wife Annie raised two children.

H.K. Robinson was president of the Penobscot County Agricultural Society about 1880.

“C.H. Shepherd” was probably Charles H. Shepherd (1801–1876) who was born in New Hampshire, married, fathered a son, Charles Jr., lived in Bangor by 1830, and was a Bangor grocer in 1848. By 1850 he and his son were Bangor lumberman. Before 1870 Charles Sr. moved with his wife and younger children to Chelsea, Massachusetts where he continued in the lumbering business; he died in Chelsea. His last stumpage contract in the Chesuncook area of Maine was in 1871. Whether he or his son managed the contract was undiscovered.

“G.D. Smith” was perhaps George D. Smith (1820–1876) who was a Bangor sawmill operator in 1850 and remained in the lumber business until is death. He and his wife Mariah raised two children.

Sylvanns Smith was possibly a Smith (1837–1877) who was born in Bangor, had a Bangor farm some time after 1850, married (Clara) and fathered a daughter. The Bangor directories from 1869 through 1877 listed him as a teamster.
“Ed Spencer” was likely Edward T. Spencer (1842–1905) who was born in Bradley. He married and raised his family there while working as a logging contractor and river driver beginning in at least the early 1870s on the North and South branches of the West Branch. At an undiscovered later date he moved to Old Town; the Bangor Directory listed his occupation as lumberman. He died in Old Town still working as a lumberman.

“B.B. Thatcher,” probably Benjamin B. Thatcher (1839–1906) of Bangor, began a lifelong lumber dealer and sawmill career as a mill clerk in 1859 and by 1877 he was a lumber mill operator. He and his wife Mary started their family before 1870 and after the birth of a son and daughter and Mary’s death he remarried (Charlotte). He was a leading force in the milling of second-quality pine for the manufacture of pine boxes. His son George joined him in the late 1890s and took over the business after his father’s death. He also worked in the timberland business.

“Whidden Brothers,” presumed to be Nelson E. and Melvin V., were from the Atkinson and Orneville area. Nelson E. (1850–1918), was born on the family farm in Orneville and worked there until sometime in the 1870s, when he and his wife Nellie and three daughters moved to their own farm in Atkinson. By 1900 they had moved again; this time to a LaGrange farm where Nelson died. Melvin V. (1849–1921) and his wife Emily and two children took over the family Orneville farm. Prior to that Melvin did sawmill work in Orneville. By 1900 Melvin and family moved to Atkinson to farm and log; he referred to himself as an Atkinson lumberman.

During at least one logging season at least one of the brothers, probably Melvin given his logging interests, likely worked for the noted lumberman John Ross. In at least one instance a Whidden had charge of a Ross logging operation.

Ira Weymouth (1828–1899) grew up on his parent's farm in Maxfield on the Piscataquis River. By 1850 he was living in Milford and working as a raftsmen. In 1865 he was a Bradford farmer and married for the second time, to Ann G. Sterns of Bradford. Within five years Ann bore twins to join two siblings of a previous marriage and they moved to a Milo farm where they lived for about the next 20 years. Ira’s logging on the West Branch might have been limited to the mid-1870s. During the 1890s they lived in Old Town where Ira died.

**Those without a biographical sketch**


**Place names: for whom or what they were perhaps named**

The 1879 Hubbard map had the labels for all of the following waters: Avery Pond might have been named for Henry Averill who logged in the Loon-Caucomgomoc area in 1860.

Black Pond's name according to Manly Hardy and Rufus Philbrook drew its name from its black-colored water.

Caucomgomoc was a Penobscot Nation word translated as "at gull lake."5

Chesuncook was an Abenaki Nation word meaning “at the place of principal outlet,” a Penobscot Nation word translated as “at the big outlet,” and two unattributed translations, “converging bodies of water” and “a goose place.”

Ciss Stream in the 1850s was “the Caucomgomocsis” known as “the Sis.” Sis was a Penobscot Nation word meaning little.

Cuxabexis Stream, “kesibecksis,” as translated by Lucius Hubbard was “little swift water.”

Daggett Pond was perhaps named for Arnold (Arunah or Abram W.) Daggett (1816–1876) who was born in Union, married his wife Rachael with whom he fathered three children, and moved to Bangor by 1850 where he first owned a livery stable. In 1851 he was working in lumber, which he continued to do for the rest of his life. The 1860 census listed his occupation as lumberman and in 1870 it used the term lumber dealer and included his net worth, which was substantial.

Fisher & Green ponds: Messenger Fisher in 1841 was in the region as a landowner. Ansel C. Smith or

---

5 Caucomgomoc was the corruption of a Native American word meaning “big gull lake” or “lake abounding with gulls;” Sandy Nestor, *Indian Place Names in America, volume 1*, p.73
George McCausland hired 35-year-old Harrison Green, born in Maine, in 1850 to live and work at Chesuncook settlement in T5R13. In 1860 he might have been a carpenter in Bangor; he died before 1879.

**Frost Pond** might have been named for one of the following three men. Oilman W. Frost was a river driver in 1855 according to the Bangor Directory. Oliver Frost (1800–___), who, with his wife Caroline and two children, was living in Bangor by 1840, operated his lumber company from at least 1846 until at least 1850; by 1870 he and his wife were living in Boston. William Frost (1791–1865) with his wife Mary A. and five children lived in Bangor by 1840; he was both a surveyor and a lumberman through at least 1851 according to the US Census and the Bangor Directory.

**Harrington Lake** was perhaps named for Robert Harrington who was born in Maine and at age 45 in 1850 worked for either Ansel C. Smith or George McCausland at Chesuncook farm in T5R13. In 1860 he was perhaps a farm worker in New Gloucester.

**Hurd Pond**'s namesake possibility, given the work and offspring of Edward K. Hurd (1839–1900), suggested him as a candidate. He was born in Exeter and was a Milford sawmill man by 1860 and owner by 1869, and continued in sawmills in Milford and Old Town for the rest of his life. He fathered a son, Charles E. Hurd, in 1868 who was a lumber camp clerk by 1900 and a GNP woods superintendent by 1920. Charles fathered Lawrence E. Hurd in 1911 and he too spent a lifetime serving as a woods clerk and other woods rolls for GNP from the headwaters of the North Branch of the West Branch east to Millinocket.

**Kelly Pond** might have been named for Jones Kelley of Old Town who logged in T2R12, the township of the pond, in the early 1870s. His biographical sketch appears in Chapter 6 1870–1879.

**Longley Pond** might have been named for Medford native George M. (H.) Longley (1836–1896). By 1860 he was working on lumber in Old Town and 10 years later was in an Old Town sawmill and by 1880 a foreman in a Milford sawmill. His son George P. Longley (1857–1936) was a scaler by 1880 and scaled and cruised the rest of his life. Between at least 1917 and 1923 he worked as such for the John Cassidy estate timberland that included T6R13, site of Longley Pond.

**Red Brook** as a label appeared on Deane’s Maine 1840 map. Perhaps something caused its water to look reddish.

**Ripogenus**, as applied to Ripogenus Lake, was a Penobscot Nation term meaning “a resting place (after a long portage).”

**Rowe Pond** might have been named for Elisha Rowe (1822–1881) who was born and lived in Eddington through 1840 when he his wife Lucy and son moved to Bangor. The 1860 census had his occupation as lumberman and ten years later listed it as “works on lumber.”

**Scott Brook** (Big and Little) could have been either of two men with the last name of Scott. Charles Scott (1807–___), a lifelong resident of the Woodville area on the Penobscot River, father of eight children and husband of Mary, appeared on the 1860 census as a lumberman. John C. Scott (1825–___) also of Woodville, fathered five children with his wife Mary J. (1825–___), moved to Bangor by 1864 and the Bangor Directory listed him as a lumberman. The 1870 census listed him as a lumberman living with his family in Minneapolis, Minnesota, Hennepin County, the same area a number of other Maine lumbermen moved to at this same time.

**Soper Brook** was perhaps named for early Old Town brothers William N. (1813–1895) and Henry R. (1815–1890), lifelong loggers and lumbermen who were born in Leeds. The Maine Register listed them as “Old Town loggers and lumbermen” in 1856 and 1857. The census reports of the following decades had them as lumbermen or working with lumber. William married Almira in 1855 and they raised three children. Henry and his wife Mary also raised three children.

**Soubungan** was what Hubbard used for a label for what was later Soubungy or Soubunge Mountain. An earlier name was Sowangan, which derived from

---

6 *Native American Place Names of Maine, New Hampshire, and Vermont*, 2001; available at Internet Archives.
the Native American name Swanga or Sowanga meaning “Eagle Mountain.”

**Umbazooksus** was probably a Penobscot Nation word meaning “meadow place.”

**Wadleigh Brook** drained south from an unlabeled pond in 1879 to Poland Ponds and from there into Caucomgomoc Lake. Moses P. Wadleigh logged on the lands north of Chesuncook. He was on Loon Lake in 1860.

**Weymouth Point:** The point was on the east side of Chesuncook Lake north of the mouth of the stream from Caribou Lake on the west side. In 1872 Bradford logger Ira Weymouth logged the east side of the lake in the vicinity of the point. In 1873 he landed 600,000 board feet of logs on the stream between Caribou Lake and Chesuncook; the PLDC drive crew left them behind and he took the PLDC to court. The court initially found in his favor, but on appeal he lost (February 1880).

Undiscovered place names included Poland Pond and Withey Stream.

**Land ownership by township**

This is the first decade for landowners John Cassidy, Elbridge Hunting, and John P. Webber, all of whom were major stakeholders for the rest of this century as were: Levi Bradley, Carleton S. Bragg, St. John Smith, William Crosby, and Stetson brothers Charles, Isaiah, and George from the 1860s; Joseph W. Clark, Thomas Edgery, Henry Prentiss, Asa Pingree, and George W. Ladd from the 1850s; and John Eveleth, George Boynton, Ebenezer Coe, Pingree heirs, William McCrillis, Hastings and Samuel Strickland, and Samuel Hersey from the 1840s.

Only one of the six new landowners who owned a lumber business continued beyond this decade.

**T2R13** (southern two-thirds of Ragged Lake draining through Ragged Stream to Caribou Lake to Chesuncook)

By 1879 Samuel Blake, a Bangor attorney, bank president, and timberland investor, and William B. Hayford, a wholesale grocer and sawmill owner, sold a quarter undivided share to Elbridge Hunting, a Corinth farmer and logger. Ebenezer S. Coe, Bangor lumberman and timberland investor, and Samuel Blake continued to own some of the land.

**T3R11** (split west to east by the West Branch from Ripogenus Lake a mile above its dam through the gorge and the steep hillsides to the foot of Horserace Falls)

Of the 11 landowners in the 1860s few were left by the mid-1870s. In 1872 Melville M. Weston, a Boston lawyer, acquired a quarter share of the township from Frederick H. Smith, a Marlboro, Massachusetts box manufacturer, and another quarter from William H. Smith, Bangor lumber dealer, and Joseph Smith, Old Town lumberman. The Smiths sold another quarter in 1872 to Dudley F. Leavitt, Bangor lumber and land dealer. In 1873 Weston sold his half share of the township to William T. Pearson, Bangor sawmill owner.

**T3R12** (most of Ripogenus Lake, the southern portion of Chesuncook Lake and its entry point from Caribou Lake)

In 1870 the executor of the Rufus Dwinel estate (Bangor lumber merchant and sawmill owner) sold half the east half of the township to Samuel H. Blake, Bangor attorney, bank president, and timberland investor. He sold to James S. Hamilton, an Orono lumberman, but he died in 1871. Davis R. Stockwell, Bangor manufacturer, was the low bidder and he deeded the land to John P. Webber, timberland investor, and Samuel Blake; they received it by 1877 and held it through the decade. By the end of the decade Blake and Webber owned nearly all the east half.

In the west half George W. Ladd, Bangor druggist and merchant, paid off his debt to Bangor Savings Bank in 1877 and mortgaged it again in 1877; he was the west half owner.

**T3R13** (northern half of Ragged and Caribou lakes and Deer Pond)

---

7 *New England Quarterly*, vol. 9, 1936, p.132
8 Lucius Hubbard’s book, *Woods and Lakes of Maine: A Trip from Moosehead Lake to New Brunswick in a Birchbark Canoe*, 1883, had a list of place names and their meaning; available at Internet Archives. According to Thoreau, Umbazooksus translated as “meadow stream.”
At the start of the decade the township ownership was the following undivided shares: George Thatcher, Bangor lumber merchant, owned at least fifteen-fortieths; William Crosby, Bangor lawyer, five-fortieths; Gorham Boynton, Bangor timberland investor, five-fortieths; and Carlton Bragg, Bangor lumber merchant, ten-fortieths. During this decade these men retained their shares of this township.

T4R11 (Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake)

The landowners of nearly the whole township during this decade were Asa Pingree, owner of a large Topsfield, Massachusetts farm and brother of David Pingree, and St. John Smith, Portland merchant and investor.

T4R12 (east shore, midsection Chesuncook Lake and Mud Pond)

In 1872, Jonathan G. Clark, Bangor clothing and dry goods merchant, bought back the 1865 Rufus Dwinell, Bangor lumber merchant and sawmill owner, sale of half of the original George Jewett, Bangor lumber merchant, half of the township to Charles G. Stern et al, East Hampden sawmill owner. These transactions left the township’s ownership with a half belonging to Samuel Blake, Bangor attorney, bank president, and timberland investor, and a quarter to St. John Smith, Portland merchant and investor, and a quarter to Jonathan G. Clark.

T4R13 (west shore, midsection Chesuncook Lake)

In the 1870s the landowners were Ebenezer S. Coe, Bangor lumberman and timberland investor, Carlton S. Bragg, Bangor lumber merchant, with Henry M. Prentiss for the Henry Prentiss estate, perhaps owning timber and grass rights on the south half’s public lots. These three men owned the whole township.

T5R12 (east side, north end Chesuncook Lake with Cuxabexis Lake and Duck Pond)

In 1876 Hastings and Philo Strickland, Bangor lumbermen and timberland investors, bought the half share of the township and the grass and timber rights as owned by Hinckley and Egery, Bangor iron foundry owners.

T5R13 (head of Chesuncook Lake with lower ends of Umbazooksus and Caucomgomoc streams)

George Jewett, Bangor lumber merchant, still owner of a two-thirds undivided share of land surrounding the Main Branch west of Chesuncook sold stumpage through October 1878, when he sold it to John Appleton, Bangor lawyer, and Charles Hamlin, 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 heirs (timberland investor) and Ebenezer S. Coe, Bangor lumberman and timberland investor, and they retained ownership through the decade.

T5R14 (Little Scott Brook draining north to Black Pond)

Samuel P. and Hastings Strickland, Bangor lumbermen and timberland investors, retained ownership of the township and logged the land through 1889.

T5R15 (Big Scott Brook draining to Loon Stream to Caucomgomoc Lake)

David Pingree heirs (timberland investor), and Bangor lumbermen and timberland investors Levi Bradley, Bangor lumber merchant, and Gorham Boynton, Bangor banker, each retained their shares of the northwest quadrant, as did William McCrillis, Bangor lawyer and timberland investor, who fulfilled his financial obligations for the property in 1875, and Samuel Hersey, Bangor lumberman, held the rest of the township.

T6R13 (Longley Pond and Umbazooksus Lake)

With Samuel Hersey, Bangor lumberman, paying off his loan in 1873, he and Dudley Hall, Medford, Massachusetts timberland financier, retained their ownership of the township in the 1870s.

T6R14 (outlet and east half Caucomgomoc Lake, to Black Pond to Chesuncook)

None of the township owners, Ebenezer S. Coe, Bangor lumberman and timberland investor; Levi Bradley, Bangor lumber merchant, and Gorham Boynton, Bangor banker, both timberland investors; and the Bucksport group, conducted transactions during the decade.

T6R15 (Loon Lake and Stream to Caucomgomoc Lake)

The landowners, Pingree heirs (timberland investor), Ebenezer S. Coe, Gorham Boynton, and Levi Bradley retained ownership of the township through the decade.

T7R14 (Little Shallow, Shallow, and Daggett lakes, Round and Poland ponds, Ciss Stream)

Ebenezer S. Coe and the Pingree heirs carried over their ownership of the whole township with the only transaction being the heirs selling five-twentieths of their
Rendezvous at Chesuncook

nineteen-twentieths, specifically the southeast quadrant, to Levi Bradley and Gorham Boynton.

T7R15 (Wadleigh Brook)

Ebenezer S. Coe and the Pingree heirs continued with their ownership of the east half of the township as did Bangor timberland investors and brothers, Charles, George, and Isaiah Stetson, with the west half. In 1874 the state land agent sold the timber and grass rights of the public lots in the west half to George and Isaiah Stetson (five-eighths); Charles Stetson (two-eighths); and Ebenezer Webster, Bangor lumberman, Davis Stockwell, Bangor manufacturer, and George S. Chalmers, Bangor lumber dealer (one-eighth). The Stetsons soon bought out Webster et al.

T8R15 (southwest corner and Wadleigh Pond)

At some point in this decade Bangor brothers, Charles, George, and Isaiah Stetson, bought the Charles D. Bryant one-eighth share and retained sole ownership of the township through the decade.

Maps and access

Over the course of this decade a few new roads developed, the Chesuncook and Chamberlain Lake tote roads continued to improve and the Caribou Lake Tote Road was gradually abandoned as a major route to reach the foot of Chesuncook Lake.

Way’s 1874 map and Hubbard’s 1879 map each revealed the same tote roads. At Chesuncook farm a road forded the West Branch and went on to Caucomgomoc Lake on the west side of the stream. A road to Loon Lake and the midpoint on the west side of Caucomgomoc Lake left the West Branch west of North East Carry and went up the west side of Russell Stream, eventually forked to reach the end points. A road left the east side of Chesuncook Lake just above the dam and went directly to Telos Lake. The Chesuncook Lake Tote Road reached a ferry landing on Chesuncook Lake about a mile below Chesuncook farm on “lot C.” As had been presumed in early years the map confirmed that the Chamberlain Lake Tote Road from Chesuncook farm north ran along the east side of Umbazooksus Stream and Lake to end at the landing about the mid-shore of Chamberlain Lake. The map also included the presumed road east from Ragged Lake farm across the foot of both Caribou and Chesuncook lakes to Chesuncook dam and Ripogenus Lake. A road left the north end of Ripogenus Lake and followed the east side of Ripogenus Stream to the foot of Harrington Lake and continued on up Soper Brook into its headwaters.

Near the end of the carry between Chesuncook and Ripogenus lakes in the 1870s. 3D stereo views were popular during this period and served to convey the feeling of actually being there to the general public. You can view this in 3D with the use of special glasses, which are still available. (courtesy James Polk Armbrust, Maine Historic Preservation Commission, MHPC.S.11621)
By the mid-1870s the Caribou Tote Road had been largely abandoned; it was now the longest route and rail transportation was emerging. Hubbard visited Caribou Lake c.1877 and made no mention of a farm or barn on the lake or the road. His first map published in 1879 did not include the Caribou Lake Tote Road, but did include other tote roads, like the Chamberlain Lake Tote Road and the Nahmakanta Tote Road. Similarly Captain Joseph Farrar’s guidebooks of the same era did not include the Caribou Lake Tote Road.

Rail transportation, for supplies from Bangor, first reached Milo in 1869 and gradually crept north up the Piscataquis River valley to Greenville. In 1871 the rail lines from Milo reached Guilford and it became the supply depot for supplies headed to Greenville. In the February 24, 1872 issue of the *Bangor Daily Whig and Courier* the reporter wrote that the PLDC drive supplies for the head of Chesuncook went by train from Bangor up the Piscataquis River valley to Guilford, the end of the line between 1871 and 1874. Here teamsters loaded their conveyances for the final miles to Greenville before continuing on to either Lily Bay farm or starting up the length of Moosehead Lake to North East Carry. The end of the rail line moved to Blanchard in 1876 and remained there for the rest of the decade.

Loggers were probably anticipating a change regarding toting supplies. William H. Strickland petitioned the 1870 legislature for a toll for use of his turnpike from North East Carry to Chesuncook settlement; it ran along the south side of the Main Branch. Perhaps he thought the use of the rail line would result in greater road use and maintenance costs. The legislature apparently did not approve it.

A note that appeared in the April 17, 1871 *Bangor Daily Whig and Courier* included information that the ice was still solid enough for teams to cross Moosehead and Chesuncook lakes. The importance of this news suggested that the ice travel was necessary to reach logging

---

9 *Bangor Daily Whig and Courier*, November 24, 1869
camps on those and probably other lakes; winter roads did not extend to every camp.

**Farms and settlements**

By the 1870s the hunters who used these farms also began to guide a sport or two and the accommodations at the farms improved over the course of the decade. Places like the Lily Bay and Roach River farms became known as “house” or “hotel.” They were now serving sports who came to stay for a time to hunt and fish as opposed to only spending a night en route to some location. All the farms continued to cater to teamsters and loggers, purchasers of their farm produce, and users of the accommodations in late fall through winter and spring.

**Lily Bay farm**

By 1870 two related families tended the farm. T.D. Mitchell (1820–___) with wife Clarasa and son Oscar, a farm hand, were one family. The other was that of their daughter Alwilde Trembley, her husband Henry (1840–1918) and their young adopted daughter Lizzie. At some point, perhaps after the Eveleths sold in 1873, the families moved back to Greenville and Henry worked as a laborer and guided for the rest of his life. He had a camp, perhaps an abandoned lumber camp or a tent camp, for his sports at Ragged Lake. T.D. died before 1900 and his widow lived with Henry and Alwilde.

The Eveleths sold to Milton G. Shaw in 1873 and a year later he sold to his two sons Mellon G. and Charles D. Shaw. Their remodeling included an enlargement of what apparently became known as the Lily Bay House, a three-story structure with 20 bedrooms on the second and third floor, seven on the first floor plus a lobby, dining room, and kitchen. Shaw used it to house his logging crews when cutting in the Lily Bay area. At one time he owned all of Lily Bay township. A lake steamer called here. For the years 1878 and 1879 Mr. and Mrs. Alfonzo Bradeen of Milo were the Shaw’s on-site managers.10

Milton G. Shaw (1820–1903) was born in Industry and lived on his family’s farm until he left for Chicago, apparently walking a good portion of the journey. Not liking what he saw there he returned to Maine and joined his brothers, Albert and Daniel, in cutting pine in the Greenville area. His siblings soon left for Wisconsin and by 1845 he had settled in Greenville as a farmer, logger, hotelier, and storeowner, and would grow his business interests around the lake for the next 40 years. In 1847 he married Joshua Towle’s daughter Eunice, who grew up in Industry and whose father now had business interests in the Mooshead Lake area. By 1849 Shaw was buying land. In his cutting operations he took great care in cutting only the largest trees and leaving the others; he managed his timberland to insure a steady stream of income over many years. Not only did he attend to his future interests, but he also cared about the success of the lumber industry in general. When he sold land at Moosehead Lake’s North West Bay to hotelier Martin Colbath one stipulation was that Shaw and other loggers had use of the wharf and right of access across the land to the Seboomook impoundment. In 1859 he served in the Maine House of Representatives. During his Greenville years he had many partners who included his sons Mellon (1849–1880), Charles (1852–1875), Albert (1857–1925), and William (1861–1916). In 1883 he moved to Bath and with his only living sons, Albert and William, entered the lumber manufacturing business when he built the Shaw Mill in Bath. In 1897 they formed the M.G. Shaw Lumber Company. As a Bath resident he served as president of the First National Bank of Bath and developed an industrial business at Rumford Falls.11

**Roach River farm**

In 1870 the Ruel and Ann Keene family continued to operate the farm with one domestic and four farm hands. The farm had 300 acres of improved land, 100 acres of woods, three horses, three milk cows, two oxen, 14 sheep, seven swine, 914 bushels of oats and 20 of barley. Ruel died in February 1875.12 Perhaps after his death the farm operation passed to Levi Davis of Athens. Either he or someone else continued to operate the farm through the decade.

In 1875 James Edwin Grant sold the property back to Ira Wadleigh and he soon sold to granddaughter Sarah Hoskins of Bangor and daughter of Bangor merchant Elisha Hoskins. She sold a quarter share to her sister Evelyn B. Hoskins (Bangor) so that they owned it jointly. They sold to Samuel H. Blake of Bangor in 1879 and he immediately sold to Elbridge Hunting of Corinth. The combined acreage of the two lots was 1,300 acres.13 All of

---

10 *Moosehead Messenger*, September 11, 1991
11 Collections of the Piscataquis County Historical Society, Issue 1
12 *Bangor Daily Whig and Courier*, February 24, 1875
13 A note in the *Bangor Daily Whig and Courier* of November 25, 1878 mentioned that Elbridge Garish of Roach River Farm was bankrupt. How the apparent Garish ownership meshed into the
these owners appreciated the importance of this farm to loggers and teamsters.

**Ragged Lake (Grant) farm**

During the 1870s decade Samuel Blake and his partner William A. Hayford continued their ownership until 1878 when they sold. By 1870 they had Mills Patterson (1835–1880) running the farm. He was a Native American born in New Brunswick, probably York parish, where his siblings and he resided in 1861. Under his employ he had a housekeeper with a 10-year-old son, and six laborers, three of whom were from New Brunswick. At some point he married his wife Nellie R. Patterson and she joined him; they had no children. In 1870 they were working 200 improved acres and 100 wooded and had eight horses, seven milk cows, two swine, and 1,000 bushels of oats. Apparently by 1878 Mills replaced the log house Grant had built with a hewed frame house with siding of cedar splits. In 1878 the couple sold to John Morison and Elbridge Hunting and went to live in T3R13, at Deer Pond farm on the ridge northeast of ownership sequence was undiscovered.

14 The probate court has his first name as Mills; on some other records the spelling was interpreted to be “Miles.”
15 Alfred Hempstead in *The Penobscot Boom* cited Mills Patterson and Thomas J. Grant; the other information was from ancestry.com.
16 *Moosehead Messenger*, July 16, 1986
17 *Bangor Daily News*, November 17–18, 1984

Deer Pond, the next farm and shanty stop on the Chamberlain Lake Tote Road north to the head of Chesuncook Lake and beyond.

**Deer Pond farm**

By 1870 in addition to the Joseph Morris family members a housekeeper and three farm hands were also present. In 1871 the Morris family moved to North East Carry, but retained ownership of the farm and left someone to run it. In 1874 Morris sold to Mills Patterson who at the time was managing the Grant farm. He moved to the site with his family in 1878. By the end of the decade the farm consisted of 100 acres of tilled land, 100 acres of pasture, and 150 acres of forest. The farm always had a manager during this decade.

**Chesuncook farm and settlement**

The settlement’s farm population continued to be important to the area’s loggers. Three farms appeared in the 1870 agricultural census. Baxter Smith had a milk cow, a horse, two working oxen, two cattle, eight sheep, three pigs, and 150 bushels of oats. John Bridge had four horses, three milk cows, three cattle, five pigs, and 125 bushels of oats. Jesse Murphy had four horses, 10 milk cows, six working oxen, 10 cattle, eight sheep, four pigs, 1,500 bushels of oats, and 50 bushels of barley. The John Smart family also had a farm, but for some reason it was not included in the agricultural census.

---

A late 1870’s view from a Ripogenus farm field of the mid-1830s, now abandoned, looking down Ripogenus Lake. (courtesy Collection of the Massachusetts Historical Society, James C. Stodder photographer)
Rendezvous at Chesuncook

Scenes of the Chesuncook settlement in the mid-1870s

(courtesy Amos L. Hinds, Maine Historic Preservation Commission
MHPC.S 10444)

(courtesy James Polk Armbrust, Maine Historic Preservation
Commission, MHPC.S 11619)

Chesuncook House

Circa late 1870s (courtesy Ed and Shirley Raymond)

Circa late 1870s
courtesy Thomas Sedwick Steele,
(Canoe and Paddle)
The 1870 census listed 11 dwellings in the community, with three of them vacated. The resident individuals included Baxter Smith (62) with wife Almira, ten children, and laborer Nason Scribner (58); John Bridge Sr. (81) with his three sons and laborer William Andrews (37), his wife and one infant son; John Smart (35) with wife Adeline and four young children; Jesse Murphy (38), wife Mary and two young children, housekeeper Ella Brown, domestic servant Mary Hall, and 10 male laborers that included Ansel Smith's sons Charles D. and Ansel B.; Harriet S. Felix (23) with five children, the oldest being five; Alonzo (25, Native American) and Elizabeth Davenport and two young children; and Benjamin Speering (34), a lumberman. With the exception of Speering these folks were all engaged in farming. Given the size of the Murphy household Jesse was managing the large Chesuncook farm that also served travelers.

Perhaps one of the vacated residences was that of John Baker with daughter Ella as housekeeper, son Marshall as a farm worker, and Barnaby Octave, a servant. John operated through the decade.

At some point during the 1870s the Ansel C. Smiths returned, and an individual and three new families joined the community. Ansel C. and Olive Smith came to live with perhaps their son Charles and wife Jane, who had three young children and two female teenagers living with them. Ansel died at Chesuncook in late December 1879. In 1874 Thomas Gero married Esther Bridge of the community's Bridge family. Farmer Hiram Hathaway (35, Native American) arrived with his wife Ann M., Emma, a sister, and Ruel Pooler, a servant. Layfayette Brown (54, Native American) came with wife Ellen, and son Samuel R. (27) with his wife Hera and two young children. Abram Turcott (53, Native American) moved in with his wife Angie and four children between the ages of 10 and 14; by 1867 they were on a farm just south of Chesuncook settlement in T4R13 and presumably moved to the settlement before 1880.

By the end of the decade the community had twelve dwellings and the following had moved from the community: Timothy Meservey, Jesse Murphy family, Harriet Felix, and Benjamin Speering. Baxter Smith returned to Monson, but his son Joshua Smith (27) with his mother Elmira, sister Eva, brothers Joseph, George, Levi, Baxter, Bradbury, Ichabod, and cousins Ansel B. and Frank, remained to continue the farm.

In 1879 six farms were included in the agricultural census. Their owners or managers were Joshua Smith (300 acres), Hiram Hathaway (650 acres), Layfayette Brown (190 acres), and Abram Turcott (110 acres), those of the previous decade were John Baker (200 acres) and John Smart (190 acres). The amount of tilled land ranged from 30 to 250 acres that produced 110–945 bushels of oats, 20–150 bushels of potatoes, 4–80 tons of hay, and farm animals that included milk cows, cattle, sheep, swine, and chickens. Hiram Hathaway's farm was the Chesuncook farm of which he was the manager for John Eveleth.

Throughout the 1870s John Eveleth continued to amass "lots A–I" of the 1859 lotting survey. In 1872 the state land agent deeded him "lot D" and in 1878 "lot I." Thomas Bridge sold him his father's (John Bridge) "lot F" with the condition that his father could live out his life on a designated 10 acres. Eveleth apparently hired Thomas Bridge (now married to Britty with two young children) and his brother John to run their father’s farm, for they were still present in 1879. In 1877 Eveleth bought out his partner Jesse Murphy in their ownership of "lots A–C" and some odd small parcels of land within "lots A–C" from Henry Hudson who had obtained them from John Hall to whom Murphy sold as relief from some of his financial problems. By the end of the decade Eveleth owned "lots A–F" and "I." John Baker owned "lot G" and the land agent still had control of "lot H."

During the Murphys’ nearly 15 years in the settlement Mary gave birth to three sons and a daughter. They apparently thought highly of the Stricklands for they named one son Hastings and another Philo. Upon leaving the settlement they all moved to a Kenduskeag farm. Jesse died there in 1900 and Mary died in 1918.

Just south of the Chesuncook settlement on the north edge of T4R13 in 1870 were two family farms. Abram and Angelica Turcott with three children (8, 4, 18 Lafayette Brown (1826–1896) was born in Gardiner and died in Corinth.
2) and 13-year-old Sarah Arbo, daughter of the Chesunc
cook James Arbo family, operated one farm. The sec
ond family was Lindley H. Folsom’s; he had previously
been involved with land in the Chesuncook settlement
in the 1850s and 1860s. One of these two families was
on the Chesuncook Lake Tote Road immediately below
the south townline of T5R13. The other was between the
road and the lake and just above the stream that flows
into the cove immediately north of Togue Point. Folsom,
along with Hastings Strickland and Jonathan Gilman,
was a petitioner to the legislature for a mill site in T4R13.
Although approved for construction apparently no one
built such a structure.

The first sportsman’s guide book to this area, John
Way’s guide of 1874, mentioned the “Chesuncook
Farm” as owned by Jesse Murphy and he kept a tavern
in which to host travelers. The farm had always host-
ed travelers, but nearly all of those had been teamsters,
loggers, surveyors, scalars, hunters and trappers, all of
whom continued to use the accommodations. The ap-
pearance of the guidebook suggested sports were already
a presence and their numbers would increase over the
decade. They supported the farm and the local men, who
now had an income from guiding.

The increase in visitors and John Eveleth’s continued
presence might have lead to a more formal store pres-
ence connected to the hotel. Guides perhaps had begun
using the site to replenish supplies.

**Chesuncook dam settlement**

A settlement at Chesuncook dam apparently first
developed on the north side of the dam when its north
wing began to have operable gates in the late 1860s. In
1876 access to raising and lowering of the gates was still
from the north side. Another indicator was that the road
north through Ripogenus Stream valley to Telos Lake
started on the cove on the dam’s north side. Further-
more, with the drive camp on the north side, log drivers
had the protection of the cove for handling releases from
the boom bags.

Lucius Hubbard’s guidebook printed in 1879 made
no mention of structures or a residence in the carry area,
which was south of the dam.

**Logging and other related activity**

**Drive Bosses**

- 1870 – Hosea Maynard
- 1871 – John Ross
- 1872 – James L. Smart
- 1873 – John Ross
- 1874 – John Ross
- 1875 – John Ross
- 1876 – James L. Smart
- 1877 – James L. Smart
- 1878 – James L. Smart
- 1879 – Samuel W. Hodgdon

**PLDC activity**

Beginning in 1871 the PLDC’s operations were en-
chanced when the key landowners sought and received a
Maine State legislative charter for the West Branch Dam

---

23 The Turcotts were either here or in the Chesuncook settlement by 1867 given a son was born at Chesuncook in 1867. Abram was born in Quebec in 1849.

24 Henceforth in this text the phrase “Chesuncook House” is used instead of “Chesuncook Farm.” “Chesuncook farm” always refers to the settlement’s first farm, that of Ansel C. Smith.

25 The PLDC awarded the original contract to Henry F. Davis of Old Town, but for unknown reasons he relinquished it to John Ross in February 1873. The record of such action appeared in Maine Supreme Judicial Court, [Ira] Weymouth v. Penobscot Log Driving Company, 71 ME29 (February 13, 1880).

26 The men listed as incorporators of this charter were: Gorham L. Boynton, George W. Pickering, Samuel F. Hersey, Davis R. Stockwell, Thomas N. Egery, Dudley E. Leavitt, E.S. Cole, Levi Bradley, Hastings and Lysander Strickland, Henry Prentiss, Samuel S. Drummond, and William H. McGrillis.
and Improvement Company. This company had the right to erect dams and make waterway improvements on the West Branch and its tributaries south of the head of Chesuncook Lake and the PLDC could contract for the care of its Chesuncook and North Twin dams. This meant the organization had the right to build dams where and when it wanted without any further permissions. A number of streams already had dams as built by owners of the land impacted by a dam. Once the company recouped its construction expenses plus 12 percent interest the dam became the property of the PLDC.

In August 1872 rain raised the water in Chesuncook Lake by 11 feet. This tremendous amount of water probably washed over the top of the dam. Since the dam apparently did not wash out, this confirms that the dam was built with the anticipation of water washing over its full length. One dam construction strategy was to build the butt ends of the dam to a higher level than the rest of the dam to force the water over the top of the dam and as a hedge against water washing around the dam ends.

In 1874 the PLDC hired James L. Smart to lead the crew in repairing the Chesuncook dam structure and its gates. This work probably took place in the fall at low water. The use of the word gates was the first discovered indicator that at some undiscovered past point in time some form of gates were part of the dam; probably in the 1860s when a crew replaced the north wing.

In 1874–1875 James Polk Amburst (1844–1919), a photographer and granite quarry, boarding house, and restaurant owner of Vinalhaven, passed through Chesuncook and photographed the river between Chesuncook and Ripogenus lakes. His spring pictures of the dam revealed a very broad and apparently ungated spillway through which logs passed; the dam had no driving gate with sluice at this time. Logs had jammed up on top of the dam, suggesting that at some point during the drive the water was close to or had washed over the top of the dam.

In 1877 William Jasper Johnston was back at Chesuncook dam at the behest of the PLDC to make repairs and build a new booming pier (location unspecified). This assignment suggested that a booming pier had been pre-

---

27 Bangor Daily Whig and Courier, August 20, 1872
28 Up until 1900 gates of dams were left open after the drive and not closed until snow was ready to melt the following year.

29 The dam featured in the Stodder 1876 picture matched those of an “old dam” included on a GNP schematic for the 1903 dam. The map was available at the Millinocket Historical Society.
The presence and locations of any piers above the dam were based on deductive reasoning. The 1874 dam pictures indicated that the drivers had created some form of a channel leading to the spillway. The first pier was probably built in the mid-1860s when the north wing was added and broadened the flowage behind the dam. Strings of boom logs linked these earlier piers to the north shore. Another pier or two might have been added on the south side to create a boom-lined channel to the spillway and an anchor point for both the south end of the trip boom and a boom string anchored to the south shore.

Two years later in early August 1879 the PLDC sent John Ross and a crew north to repair the Chesuncook dam breaks that occurred that spring. The water was very low at the time, but in two weeks time so much rain came down that the dam repairs had to stop until the water receded. His crew completed the repairs by October 11th.\(^3\)

**Driving routes with dams**

The *Hubbard Guide Book to Moosehead Lake and Northern Maine*, 1879 included the dams he encountered on his explorations and travel in the area. His information and that of other sources was added in italics.

\(^3\) Bangor Daily Whig and Courier, August 7 and 21 and October 11, 1879
to the “Driving routes with dams” section that appeared first in Chapter 5 1860–1869.

Some potential indicators of dams were from drive records. In 1874 Eben Thissell drove from Mud Pond (T4R12). William T. Pearson and C.L. Chase drove on Quaker Brook in 1877. White and Hodgdon cut on the Cuxabexis drainage and drove into and through Moose Pond in 1879.

Moose Pond, according to Lucius Hubbard’s experiences as published in his guidebooks, was a two-thirds of a mile deadwater paddle from Chesuncook Lake. A dam was apparently unnecessary. A trip boom at the mouth of the pond held logs until a crew was ready for them on the lake.

Quaker Brook might not have had a dam to assist with driving. No discovered records intimated a dam on Quaker Brook. Those who have walked the lower end when the water in Chesuncook was low found no remains that might have been a dam in the flooded portion. The brook extends 2.99 miles from the lake to a

<table>
<thead>
<tr>
<th>Table of Driving Routes with Dams</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Italic is used for dams built in this decade; the date in (…) is the decade and chapter in which the dam’s information first appears.</strong></td>
</tr>
<tr>
<td><strong>Ripogenus Lake:</strong> dam to block the outlet south channel</td>
</tr>
<tr>
<td><strong>Ripogenus Stream:</strong> dam about 4–5 miles upstream, which, in terms of distance, was at the foot of what in 2022 was Brighton deadwater; a second dam about 2.7 miles above the first</td>
</tr>
<tr>
<td><strong>Harrington Lake:</strong></td>
</tr>
<tr>
<td><strong>Soper Brook:</strong> a dam about 1.65 miles above Harrington Lake</td>
</tr>
<tr>
<td><strong>Chesuncook Lake:</strong> outlet dam (1840)</td>
</tr>
<tr>
<td><strong>Quaker Brook:</strong> one dam (location in following text)</td>
</tr>
<tr>
<td><strong>Chesuncook Stream:</strong></td>
</tr>
<tr>
<td><strong>Mud Pond:</strong> one dam (see picture caption for location)</td>
</tr>
<tr>
<td><strong>Red Brook:</strong> one dam at mile 4 and another at mile 6</td>
</tr>
<tr>
<td><strong>Cuxabexis Stream:</strong> a dam on Cuxabexis Stream .28 miles below the foot of Cuxabexis Lake (5–6-foot head) (1860)</td>
</tr>
<tr>
<td><strong>Moose Pond:</strong> dam not needed</td>
</tr>
<tr>
<td><strong>Duck Pond</strong> (T5R12): outlet dam with 8-foot head and 75 feet long on the outlet stream .4 miles below the open body of the pond (1860)</td>
</tr>
<tr>
<td><strong>Umbazooksus Stream:</strong></td>
</tr>
<tr>
<td><strong>Umbazooksus Lake:</strong></td>
</tr>
<tr>
<td><strong>Longley Pond:</strong> outlet dam, 7-foot head and 60 feet long</td>
</tr>
<tr>
<td><strong>Caucomgomoc Stream and Black Pond:</strong></td>
</tr>
<tr>
<td><strong>Little Scott Brook:</strong> dam in T6R14; .48 stream miles from Black Pond (1860)</td>
</tr>
<tr>
<td><strong>Caucomgomoc Lake:</strong></td>
</tr>
<tr>
<td><strong>Ciss Stream:</strong></td>
</tr>
<tr>
<td><strong>Round Pond:</strong></td>
</tr>
<tr>
<td><strong>Dagget Lake:</strong> two old dams at unknown locations on stream between Dagget and Shallow lakes</td>
</tr>
<tr>
<td><strong>Shallow Lake:</strong> outlet dam with 6-foot head</td>
</tr>
<tr>
<td><strong>Poland Pond:</strong></td>
</tr>
<tr>
<td><strong>Wadleigh Brook:</strong></td>
</tr>
<tr>
<td><strong>Wadleigh Pond:</strong></td>
</tr>
<tr>
<td><strong>Loon Stream</strong> (T6R14);</td>
</tr>
<tr>
<td><strong>Big Scott Brook:</strong> dam (in T6R14) .29 miles below the mouth of Big Scott Brook¹ at Loon Stream; and dam (in T5R14) (7–8-foot head) .97 stream miles south of the south town line of T6R14</td>
</tr>
<tr>
<td><strong>Loon Pond:</strong> outlet dam on the west town line of T6R14</td>
</tr>
<tr>
<td><strong>Bear Pond</strong> (T6R15);</td>
</tr>
<tr>
<td><strong>Loon Stream</strong> (T6R15);</td>
</tr>
<tr>
<td><strong>Withey Brook</strong> T6R15);</td>
</tr>
<tr>
<td><strong>Loon Stream Deadwater</strong> (T6R16);</td>
</tr>
<tr>
<td><strong>Caribou Lake:</strong></td>
</tr>
<tr>
<td><strong>Caribou Brook / Kelly and Green ponds:</strong> three roll dams on the brook; all within a half mile of each other and about 1.5 miles from Caribou Lake</td>
</tr>
<tr>
<td><strong>Bear Pond</strong> (T2R13);</td>
</tr>
<tr>
<td><strong>Ragged Stream:</strong> two dams: John Ross Dam (T2R12), 2.40 stream miles downstream from the T2R12 west town line; Ragged Lake Dam Company dam (T2R13), 1.19 miles upstream from T2R12 west town line</td>
</tr>
<tr>
<td><strong>Black Brook:</strong></td>
</tr>
<tr>
<td><strong>Black Pond:</strong></td>
</tr>
<tr>
<td><strong>Bear Pond Brook</strong> T1R13;</td>
</tr>
<tr>
<td><strong>Ragged Lake:</strong></td>
</tr>
</tbody>
</table>

¹ In early years Big Scott Brook flowed into Caucomgomoc Lake. Later mapmakers had Big Scott Brook flowing into Loon Stream, which flowed into Caucomgomoc Lake.
fork, with the west fork being predominant. It has a small bog at its head and that might have had a dam. At mile 2.49 from the lake was another possible site, but the current bridge (2022) eliminated any evidence. The 2.49-mile site was of interest because its impoundment would have created an impoundment to which teamsters could haul; the distance to the lake exceeded the usual two miles.

Hubbard did not travel up Ripogenus Stream beyond the fork to Harrington Lake, but surveyor Edwin Rose’s 1832–1833 T4R12 survey assessed the stream as drivable from T4R12. Given the early cutting on the lower part of the stream, loggers probably continued on upstream. From the head of the Brighton dam on Ripogenus Stream it was about 2.7 miles upstream to the next dam at the foot of a deadwater.

A visit to Mud Pond helped establish the dam’s location. Using a USGS map and Google Earth the current natural Mud Pond water elevation was 988 feet and the outer edge of the surrounding bog 994-plus feet. Mud Pond’s open body of water was egg shape: 1.45 miles long and .67 miles wide. A wide definitive open channel, as shown in the picture, carries water from the pond through open bog .67 miles in a relatively straight line to the dam at the low point of the picture’s tree line. Given the USGS map elevations the dam had a head of at least six feet with its abutment elevations no lower than 994-plus feet and less than 1,000. To exceed the unknown level between 994 feet and 1,000 feet would have required a side dam on the bog at the northeast corner of the open water. The Google Earth view suggested the dam had one gate. Curiously, the land I walked in the woods next to the bog shows little previously flooded land, suggesting the dam’s floor was below the outlet floor. (Bill Geller photo 2022)

Soper Brook dam: When I walked up Soper Brook from the Telos Road in July 2022 I found definitive remains of one dam site and the possible remains of a much older one (1860s) farther upstream. They were both between the road and the foot of the first deadwater that in its natural state was 1.91 miles long in 2022. The older remains were below some riffles at the shallow exit of the deadwater; here a dam’s head, less than five feet, would have flooded out the shallows. The other dam site downstream was about 150 yards above the Telos Road culverts. It had a head of up to about 15 feet and could have nearly doubled the length of the deadwater. Given that in 1878 a tote road followed the east side of Soper Brook and dead-ended in its headwaters, one of these was the site of the early dam that Hubbard noted in 1878 about two miles upstream from Harrington Lake. (Bill Geller photo)

In the 1870s loggers were also working their way up Soper Brook. Hubbard did not travel the road paralleling Soper Brook above Harrington Lake. A visual inspection of the brook in July 2022 found a narrow brook with shallow water. The natural spring flow would have been enough for a limited quantity of pine logs cut as early as the 1850s; the substantial pine in the Harrington Lake area would have attracted loggers. Someone probably built the dam in the 1870s since it was not on the Wells’ list. A recent log crib dam spanned the brook 100 yards above the Telos Road crossing and had as much as a 15-foot head; this might have been built on top of the original dam. A more likely spot for a dam of the 1870s was another few hundred yards up the brook at a small riffle with two apparent crib logs protruding from an embankment. A dam here could have had a five-foot head with an impoundment that reached the natural upstream deadwater. Either dam was near the upper limit
of an oxen haul to Harrington Lake. Consequently, the nearly two-mile-long impoundment was a landing for logs cut beyond the hauling distance to Harrington. Wherever the dam was the road crossed over it.

Over in the Caribou Lake area Hubbard’s map of 1879 marked three dam locations on the outlet stream from Kelly Pond, which drains to the south end of the lake. Based on old maps at least two of the locations were below the 2022 Golden Road and another possible site was no more than .25 miles above it. An inspection of the stream in July 2022 found a stream that was a mere trickle with nearly undefined banks. The inspection route led through incredibly thick brush to the first deadwater (.25 miles) above the road; no remains were visible. Obviously to drive the brook required dams.

Dam building on Ragged Lake drainage started sometime after 1868 and resulted in two dams. At some point before 1873 John Ross built a dam at the foot of the largest deadwater on the lower end of Ragged Stream in T2R12. In 1873 Samuel H. Blake, Ebenezer S. Coe, Gorham L. Boynton, Henry M. Prentiss, Samuel R. Strickland, and Isaac R. Clark received a legislative dam charter for the Ragged Stream Dam Company for dams on Ragged Lake and Stream, but not in T2R12, and the company had to repair and maintain the Ross dam.

Interestingly, John Ross built his dam, the first in Ragged Stream drainage, about 2.3 stream miles up Ragged Brook from the Caribou Lake shore at that time; a straight-line distance of 1.75 miles. This might have indicated that he wanted a body of water to land his logs on so his crews could log beyond the two-mile mark from Caribou Lake. He might have also anticipated the cutting on Fisher and Black brooks that drain into Ragged Stream just above the head of his mile-long impoundment.

The site of the Ragged Stream Dam Company dam was at the Chesuncook Tote Road’s ford of Ragged Stream, a straight line 1.25 miles south of Ragged Lake outlet. The reasons for this site were probably tactical. It enabled loggers to cut farther up the Bear Pond Stream drainage and provided more water for drives out of Ragged Lake. The impoundment might not have quite reached the mouth of Ragged Lake at that time.

Cutting records, the drive, and related information

The number of known new loggers and drive bosses during this decade increased to 33, nearly double the previous decade. They joined six loggers, John Ross, Gilman Davis, Samuel White, James Thissell, Cornelius Murphy, and J.B. Emery from the previous decade. Within the 33 only nine logged in this area in a successive decade: Samuel Hodgdon, 12 times, 1870–1900; James L. Smart, 12 times, 1876–1891; Roderick Sutherland, 11 times, 1878–1896; Nahum Emery, twice, 1871 and 1902;
John Ross dam on Ragged Stream: To confirm my suspicion about this early dam site I walked the stream from Caribou Lake to the foot of the stream’s largest deadwater and found evidence of the site in the gut 100 yards below the mouth of the deadwater. The dam reached from bank to bank (75 feet), had a base of 48 feet saddling a ledge to help keep it in place. The top of the cliff of its south abutment was 15 feet high, its maximum head. No evidence of a dam appeared at the foot of the other deadwaters. The natural deadwater was a 1.28 mile ribbon in 2022. (Bill Geller photos)

Charles Brown, six times, 1873–1892; C.L. Chase, four times, 1874–1880; Whidden brothers, 11 times, 1878–1900; Edward T. Spencer, five times, 1879–1890.

The cutting information that follows came from three sources: news reports in the Bangor Daily Whig and Courier (footnoted), the Henry Prentiss stumpage records, and the Ebenezer S. Coe stumpage ledger.31 Those entries with no italic or parenthetical note were from the Coe ledger.

1870

T2R12: Charles Nealley (Prentiss permit)
T2R13: Charles Moores and F.W. Leavitt
T4R13: W.A. and Carleton S. (Jr.) Bragg
T5R13: Lindley H. Folsom
T6R14: Gilman H. Davis
T7R14: C.A. Babb and F.W. Hill

31 The Prentiss and Coe material was available at the University of Maine Raymond Fogler Library Special Collections.
Chapter 6  1870–1879

T7R15: C.A. Babb and F.W. Hill

1871

T2R12: Nahum Emery and H.K. Robinson (Prentiss permit)
T2R13: Mills Patterson
T5R15: Cutler, Thatcher and Company
T6R14: Gilman H. Davis
T7R14: J.W. Davis
T7R15: C.H. Shepherd

1872

T3R12 or T3R13: Ira Weymouth logged on half the east half (Prentiss permit)
T2R12: Herbert and Meldon Nealley, and H.K. Robinson and Jones Kelley (Prentiss permit).
T2R13: C.F. Jordan
T6R14: Gilman H. Davis

Ragged Stream, Ross dam looking into the impoundment

Ragged Stream, John Ross dam site
Rendezvous at Chesuncook

Ragged Lake dam scenes: The Ragged Lake dam in 1872 was a little over 2.1 miles below the mouth of Ragged Lake on Ragged Stream. The dam spanned the stream channel and had a long east wing. It had enough head for the impoundment to probably reach the lake. The dam also served as a bridge for the Chesuncook Tote Road. The Ragged Lake Stream Dam Company maintained the dam at this site. Sometime post-1878 when John Morison rebuilt the dam it was 264 feet long with three gates, a 9-foot head and two run-around dams totaling about 400 feet. In July 2022 the current cement dam, .5 miles below the first dam and awaiting repairs, held back no water, so I walked the drained lakebed to the natural lake body of Ragged Lake (order of the pictures). The old dam remains (first picture) did not hold back water and evidence of its wings on the east side were present (next two pictures). I observed no sunken long logs or boom logs or boom chains or any other metal. No eye pins (ring pins) were visible; this was probably because the little rock ledge that existed was mostly shale. The lakebed looked manicured. I saw no evidence of a dam in the original Ragged Lake outlet area (last two pictures). (Bill Geiler photos)
Those logging on and driving from Caribou Lake included Mayo, Ramsey, and Mills Patterson.\textsuperscript{32}

\section*{1873}

\textbf{T2R12:} Jones Kelley (Prentiss permit)

\textbf{T2R13:} Mills Patterson

Ira Weymouth landed 600,000 board feet of logs on the stream between Caribou and Chesuncook lakes; the drive crew left them behind and he took the PLDC to court. The court initially found in his favor, but on appeal he lost (February 1880).\textsuperscript{33}

John Ross had his logs boomed in Chesuncook Lake and was towing them by May 23. About 30 million board feet of logs of other crews were about to enter the lake. Two of those loggers were Jordan and Charles Brown. H.K. Robinson and Douglas were either on Ripogenus Stream or Ripogenus Lake.\textsuperscript{34}

\section*{1874}

\textbf{T3R12:} H. K. Robinson had a crew on Ripogenus Stream. While the crew was away cutting in mid-January the logging camp burned to the ground. They discovered it when they returned that evening. Nothing remained to be salvaged.\textsuperscript{35}

\textbf{T4R11:} Elbridge H. Hunting and H.K. Robinson

\textbf{T4R12:} Charles Brown cut and hauled to Red Brook and Eben Thissell drove from Mud Pond (Prentiss permits).

\textbf{T4R13:} J.B. Emery, Charles Moores, and J.J. Holbrook

\textbf{T5R13:} Jesse Murphy

\textbf{T6R14:} Gilman H. Davis and Con Murphy

\textbf{T6R15:} James A. and Eben Thissell

\section*{1875}

\textbf{T2R12:} Mills Patterson (Prentiss permit)

\textbf{T2R13:} C.F. Jordan and George W. Averill

\textbf{T4R11:} John Morison and Elbridge H. Hunting

\textbf{T4R12:} (east half on lots 4, 5, 10, 11, and 16): Charles Brown (Prentiss permit for pine, spruce, and cedar)

\textbf{T4R13:} J.J. Holbrook and J.B. Emery

\textbf{T5R13:} Jesse Murphy

\textbf{T6R15:} Gilman H. Davis and Con Murphy on Loon Lake and Stream

In 1876 the PLDC charter was again amended to include drives coming from both the Main Branch (West Branch west of Chesuncook Lake) and Caucomgomoc Stream. No reasons or suggestions as to why this change occurred were discovered.

The Ira Weymouth court case of 1873 was still unresolved.

\section*{1877}

\textbf{T2R12:} Mills Patterson (Prentiss permit for pine and spruce)

On Chesuncook Lake: Ira Weymouth and perhaps Charles A. Nealley.\textsuperscript{36}

\textbf{T4R11:} John Morison and Elbridge H. Hunting

\textbf{T4R13:} William T. Pearson and C.L. Chase on Quaker Brook

\textbf{T5R13:} Eben Thissell

Mills Patterson landed logs in the vicinity of Caribou Lake. He had the logs boomed and tied off four miles above Chesuncook dam. He asked the PLDC if the drive would take them from that site. He never got an answer other than the drive did not include them. Apparently the agreement was that loggers had to have their logs at

\textsuperscript{32} Bangor Daily Whig and Courier, July 10, 1872

\textsuperscript{33} Bangor Daily Whig and Courier, October 29, 1878

\textsuperscript{34} Bangor Daily Whig and Courier, May 23, 1873

\textsuperscript{35} Bangor Daily Whig and Courier, January 22, 1874

Rendezvous at Chesuncook

the dam.\textsuperscript{37} Patterson filed a court case against the PLDC in 1877.

In 1877 the drive from Chesuncook Lake to Ambejus Lake took only 13 days (May 18 to 31); the shortest of all previous times.\textsuperscript{38}

Snow depth was always of interest to loggers. On April 8, 1878 thirteen feet were on the ground and a year later on April 9 the measured amount was four feet one inch.\textsuperscript{39}

\textbf{1878}

\textbf{T2R12:} Mills Patterson (Prentiss permit)

\textbf{T2R13:} Mills Patterson

\textbf{T4R11:} John Morison and Elbridge H. Hunting

\textbf{T4R13:} William T. Pearson, M.V. Whidden, and C.L. Chase

\textbf{T5R13:} Jesse Murphy

\textbf{T6R14:} Con Murphy on Shallow Pond, Gilman H. Davis and Con Murphy on Little Scott and Caucomgomoc streams

\textbf{T7R15:} Roderick Sutherland drove into Ross Pond and Caucomgomoc Lake.

\textbf{1879}

\textbf{T4R11:} John Morison and Elbridge H. Hunting

\textbf{T4R13:} William T. Pearson

\textbf{T6R14:} Gilman H. Davis on Little Scott Brook

\textbf{T7R14:} Roderick W. Sutherland

\textbf{T7R15:} Roderick W. Sutherland

In 1879 White and Hodgdon cut on the Cuxabexis drainage and their logs were in Moose Pond by May 20. At that same time Con Murphy was booming his logs landed on Chesuncook Lake.\textsuperscript{40} Ed Spencer had his logs in the lake by May 23,\textsuperscript{41} and Thissell had his logs there by June 3.\textsuperscript{42}

The 1879 drive left the head of Chesuncook on May 24. About 10 days later water washed out part of the Chesuncook dam. The drivers continued their work sending the logs through the breach, but a jam occurred on the falls below the dam that took three days to break. Adding to the woes of drive boss Samuel Hodgdon was that water was low and rain needed. His crew cleared a jam, but about June 14 they had to leave a few thousand board feet of logs in both Chesuncook and Ripogenus lakes where they remained for the year. At the time North Twin dam had only eight feet of water with which to work.\textsuperscript{43}

\textsuperscript{37} Bangor Daily Whig and Courier, October 28, 1878

\textsuperscript{38} Bangor Daily Whig and Courier, June 5, 1877

\textsuperscript{39} Bangor Daily Whig and Courier, April 11, 1879

\textsuperscript{40} Bangor Daily Whig and Courier, May 20, 1879

\textsuperscript{41} Bangor Daily Whig and Courier, May 23, 1879

\textsuperscript{42} Bangor Daily Whig and Courier, June, 1879

\textsuperscript{43} Bangor Daily Whig and Courier, May 27, June 5, 12 and 14, 1879
Chapter 7   1880–1889

Fall 1880: “Up Umbazooksus [Stream], grassy meadows … puzzling to tell … where to find the main channel. We go astray at first, should follow right bank of stream (Northwest)… Entrance to stream proper very pretty … Old pines standing here & there along the banks, crooked, water very quick… poled… then we got out …walked…”

1 notes from an 1880 trip guided by Louis Neptune of Old Town, “East Branch trip;” available at Maine Historic Preservation Commission, transcribed by Steven Pinkham
# Chart for 1880–1889 Biographical Sketches

*The biographical sketches for the first men engaged in these townships between 1880 and 1889*

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name</th>
<th>Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Major landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Daniel</td>
<td>Davis</td>
<td>Bangor lawyer and politician</td>
</tr>
<tr>
<td>1890</td>
<td>William</td>
<td>Engel</td>
<td>Bangor area sawmill owner</td>
</tr>
<tr>
<td>1890</td>
<td>Frank</td>
<td>Gilman</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Eugene</td>
<td>Hale</td>
<td>Ellsworth lawyer and politician</td>
</tr>
<tr>
<td>1890</td>
<td>Clarence</td>
<td>Hale</td>
<td>Portland lawyer</td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Morison</td>
<td>Corinth farmer and logger</td>
</tr>
<tr>
<td>1890</td>
<td>Penobscot &amp; Kennebec Land Co. (Davis, Engel, Gilman, Hale, &amp; Hale)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Joseph G.</td>
<td>Blake</td>
<td>Bangor clothier merchant</td>
</tr>
<tr>
<td></td>
<td>Nathaniel M.</td>
<td>Whittemore</td>
<td>Gardiner lawyer</td>
</tr>
<tr>
<td><strong>Settlers and guides</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Family Charles Bullen Dunn</td>
<td>Greenville guides</td>
<td></td>
</tr>
<tr>
<td></td>
<td>John Foss</td>
<td></td>
<td>Chesuncook village, hotel keeper</td>
</tr>
<tr>
<td></td>
<td>Leonard Hilton</td>
<td></td>
<td>Chesuncook village, hotel keeper</td>
</tr>
<tr>
<td></td>
<td>Charles Meservey</td>
<td></td>
<td>Greenville guide and logger</td>
</tr>
<tr>
<td></td>
<td>David T. Sanders</td>
<td></td>
<td>Chesuncook village, Greenville merchant</td>
</tr>
<tr>
<td></td>
<td>Edwin D. Southard</td>
<td></td>
<td>Ragged Lake farmer and logger</td>
</tr>
<tr>
<td><strong>Drive boss</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Cornelius</td>
<td>Murphy</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td><strong>Loggers who were not landowners</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>John W. Atwell Ballard*</td>
<td>Bangor lumber businesses</td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Henry W. Bowman</td>
<td></td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>J.W. Burke*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>William Cole</td>
<td></td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Cote*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Levi T. Davis</td>
<td></td>
<td>Old Town store keeper</td>
</tr>
<tr>
<td>1890</td>
<td>George Dillingham*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Charles H. Dudley</td>
<td></td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>G.W. Fiske</td>
<td></td>
<td>Medway grocer</td>
</tr>
<tr>
<td>1890</td>
<td>William W. Freese</td>
<td></td>
<td>Argyle farmer and lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Norman Gray</td>
<td></td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Brothers Lawrence*</td>
<td></td>
<td>loggers</td>
</tr>
<tr>
<td>1890</td>
<td>John W. Mayo</td>
<td></td>
<td>Orono lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>James McLeod</td>
<td></td>
<td>Old Town sawmill owner</td>
</tr>
<tr>
<td>1890</td>
<td>M. McPheters*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Charles Meservey</td>
<td></td>
<td>Greenville guide</td>
</tr>
<tr>
<td>1900</td>
<td>Oliver Monsel</td>
<td></td>
<td>Greenville logger</td>
</tr>
<tr>
<td>1890</td>
<td>Mrs. C. Morris*</td>
<td></td>
<td>wife of a logger</td>
</tr>
<tr>
<td>1890</td>
<td>Nash*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Henry Poor*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>W.J. Reed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Rogers*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Joel Smith</td>
<td></td>
<td>Greenville blacksmith</td>
</tr>
<tr>
<td>1890</td>
<td>Edward Stevens*</td>
<td></td>
<td>Bangor teamster</td>
</tr>
<tr>
<td>1890</td>
<td>Eben Thissell</td>
<td></td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td><strong>Others</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>William Perccey Johnston</td>
<td></td>
<td>Bangor dam builder</td>
</tr>
</tbody>
</table>

* no biographical sketch
Biographical sketches of those joining between 1880 and 1889

During this decade 10 new names appeared on the list of landowners and nine of those continued into the next decade. They joined 33 owners from previous decades. Another 31 new loggers cutting on stumpage contracts joined the nine from the previous decades. Fourteen of the 31 continued in the following decade.

Major landowners

Daniel Davis (1843–1897), Penobscot and Kennebec Land Company member, born in Freedom and admitted to the bar in 1867, began his legal practice in East Corinth. The voters elected him to the Maine House of Representatives in 1871, the Maine Senate in 1875, and the governorship for 1880–1881. Following his governorship he practiced law in Bangor and from 1882–1886 served as the federal collector of customs of the port of Bangor. He was a charter member of North Branch Dam Company that built the first dams at Big Bog on the North Branch and at Seboomook Falls (1893).

William Engel (1850–1909), Penobscot and Kennebec Land Company member, was born in Germany, and came to the United States in 1866. For his first 18 years he worked as and became a highly regarded dealer in dry goods for the S. & J. Adams Company of Bangor. After leaving them he sold for Wheelwright and Clark for three years and during this time began to buy timberland. By 1887 he had formed Stratton (I.F.), Gilman (Frank), and Engel and bought a sawmill at Webster in 1887. With his partners’ deaths by 1893 he became sole owner under William Engel & Company and in 1895 built a mill at Great Works. Three years later he created the partnership Lowell & Engel, owners of the Great Works mill and two at East Hampden, with a total work force of over 1,000 men. He was active in the Bangor City Council, served in the Maine House of Representatives 1883. In 1893 he was a charter member of the North Branch Dam Company that built the first dams at Big Bog on the North Branch and at Seboomook Falls. He retired from law and politics in 1911.

Clarence Hale (1848–1934), Penobscot and Kennebec Land Company member and brother of Eugene Hale, was born in Turner and a member of the class of 1869 at Bowdoin College. He was a private practicing lawyer in Portland from 1871–1902. He was appointed judge of the US District Court for the District of Maine in 1902 and served until his death. He served in the Maine House of Representatives from 1883–1886 and was a charter member of the North Branch Dam Company that built the first dams at Big Bog on the North Branch and at Seboomook Falls (1893).

John Morison (1817–1904), son of Robert and Sally and born in Livermore, moved with his parents and siblings in 1822 to Sebec where Robert joined his brother William in building and then running a saw and grist mill. John worked with his father until he was 21 years of age. A year later his father died leaving a debt that John paid off and then financially set up his mother for the rest of her life (d.1875). In 1841 he was driving an oxen team for the Stricklands on Chamberlain Lake. In 1847 John moved to Orono, bought the Island Mills...
property and nine years later sold it, and then bought a Corinth farm to which he moved in 1858. In 1860 the farm included 60 improved acres and 100 unimproved. By 1870 the farm was valued at $58,000. The farm in 1880 was 345 acres of tilled land and 218 of forest, and 130 tons of harvested hay. He also continued in the lumbering business, typically employing 100–150 men, and became involved in state government, serving as a Corinth selectman, in the state house of representatives by 1861 and in the state senate 1873–1874. He was still involved in lumbering in 1900 as were his sons John, Abner, and Frank.³

Other landowners

Joseph G. Blake (1847–1916), born in Portland and son of a congregational minister, moved to Bangor, married and raised two sons. He started as his own storeowner, did well and joined in increasing levels of partnership with increasingly larger stores that included Wheelwright & Clark; Clark & Blake; Emerson, Blake & Adams; and Robinson & Blake, the last in his career as a clothier. He was active in his church, the local YMCA, Bangor Theological Seminary, and the Good Will Home.⁴

Nathaniel M. Whittemore (1812–1900) was born in Connecticut, apparently did not marry, and was a lifelong Gardiner lawyer.

Drive bosses

Cornelius Murphy (1841–1918) was born in Northumberland, New Brunswick, Canada to Irish-born farming parents. He immigrated through an unknown port in 1866, perhaps to Old Town where he with his wife Mary Ann and five daughters lived in 1870. Mary bore his son William H. in 1875. Apparently he had been a logger and river driver in Canada for in 1871 he was a drive leader for John Ross who was the drive boss that year. Nate (Nathaniel) McCausland, lumberman, river driver and Old Town merchant, told the story of Murphy saving his life and that of another man just above Grand Pitch on the West Branch on July 4, 1871. The crew had just released a jam. Another jam was forming just above the pitch downriver so Ross told the men to take the boats through the infamous heater to get there. Cornelius was in the first boat and they got through, but had a boat full of water when they landed. The second boat with Nate and eight others swamped at about the midpoint, dumping the men in the river. Murphy saw it happen, shouted “we got to save them” and with three men heaved their bateau into a wild river full of logs. Nate was the second and last man with a head still above water. They pulled him into the boat and he automatically grabbed an oar to help pull to shore. When a log went under the bow Murphy jumped out on it and started rolling it. Frank Gilman called the orders and with everyone responding the boat swung clear of the log Murphy was on and he jumped back in the boat.⁵ Murphy lived the rest of his life in Old Town as a logger and logging contractor, and became a prominent citizen. In at least 1892 he was a director of the Penobscot Lumbering Association and the Penobscot River Dam and Improvement Company. In 1897 he served as a director of the East Branch Log Driving Company. By 1903 his son had joined him and they formed Cornelius Murphy and Son. After his death in 1918 his son continued the company and was a lumberman into the 1930s.

Loggers (not landowners)

John W. Atwell (1825–1890) grew up and died in Orono, and was always in the lumber business. In 1850 he was a mill man and with his wife Fanny was raising two young sons. In 1860 he listed his work as lumberman and had another son. By 1870 he was a sawmill owner and lumberman and between 1871 and 1874 he served in the Maine House of Representatives. He also served in town government. As a mill owner he was an investor in the Penobscot Railroad Company, which helped move milled lumber to the wharves of Bangor. At the time of his death he was living in Orono, probably as a mill owner and lumberman.⁶

“Ballard” perhaps Ira Ballard (1857–post 1930), spent his first years in Argyle, moved to Old Town with

---

³ "Biographical Sketch of John Morison," History of Penobscot County, Maine, p.820
⁴ Biographical Sketches of Representative Citizens of the State of Maine, 1903; available online
⁵ Bangor Weekly Commercial, April 20, 1905
his parents in 1870, worked on lumber by 1880, and soon became a lumberman. Sometime in the early to mid-1920s he became a canoe dealer. He and his wife Hattie raised two sons.

**Henry W. Bowman** (1837–1908), was born in Machias and remained there until the 1860s when he went west to California. However, he returned to Old Town by 1870 as a lumberman, married Ella Gray, and continued that work until his death in Old Town.

“**J.W. Burke**” was perhaps J.H. Burke who according to the Bangor area directory was dealing in lumber in at least 1887 and 1888.

**William Cole** (1824–1908) was a lifelong lumberman who was born in Bathurst, New Brunswick. By 1850 he was working as a laborer in Machias. Ten years later he and his wife Frances, along with a new son and daughter, moved to Old Town and he referred to himself as a lumberman until his death. He and his wife had two more children and raised them all in Old Town where he died.

“**Levi T. Davis**” was perhaps Levi Y. Davis (1840—___) who was an Old Town storekeeper in 1860 and at some point became a lumberman and served as such through 1900.

**Charles Dudley** (1852–1900) was born in Mattawamkeag on a farm. The family moved to a Winn farm by 1860, a Stacyville farm with his wife Ruth by 1880, and back to Winn by 1890. In 1897 he moved to Old Town, and in at least 1899 was a director of the PLDC. His death certificate listed his occupation as lumberman.

“**G.W. Fiske**” was the name of a Medway grocer in 1880, a male married in Lincoln in 1877, and a person who died in Mattawamkeag in 1894.

“**Freese,**” perhaps William W. Freese (1841—___) of Argyle, was probably of the Freese family who were among the first to log on the West Branch in the late 1820s. As his early family members, he was an Argyle farmer who was also a river driver and lumberman for life. He and his wife Melissa raised their three children in Argyle and they were still there in 1900.

“**Norman Gray**” was perhaps either George N. Gray (b.1833) who worked in lumber, or perhaps both, meaning these were the same person.

**John W. Mayo** (1814–1894), a lifelong lumberman, was born in Monroe and at some time before 1860 moved to Orono where he and his wife Mary raised a son and two daughters. He was an incorporator of the Orono Savings Bank in 1868, a proprietor of the Orono bridge in 1869, and actively engaged in town government in the mid-1870s. His son Edward N. graduated from the National Medical College at George Washington University in Washington, DC in 1860 and in 1867 moved his practice to Orono. John died in Orono.

**James McLeod** (1832–1904) was born in Scotland, moved to Nova Scotia by 1836, and arrived in the Old Town area in 1855 to take up residence with a relative, William Jameson, an Upper Stillwater lumberman and sawmill owner with a farm. James and his wife Mary raised two sons, Charles and Archie, both born before 1870, who were in the lumber business until their deaths. James continued with farming in Old Town and lumbering until his death in Orono.

“**McNulty**” was either John or his older brother James M.. John (1847–1896) was born in Skowhegan, moved to Madison, and was in Old Town with his parents by 1870 and working on lumber. Ten years later he was a cooper and presumably was so until his death in 1896. James M. (1860–1932) went to work by 1880 in an Old Town sawmill and by 1900 referred to himself as a lumberman. He married twice and his second wife Wena bore his first child in 1903. By 1910 he owned a Bangor sawmill. In 1920 the family lived in Orono and by 1930 he had a fox farm. He died in Bangor.

**Charles Meservey** (1842–1912), son of a civil engineer, was born, raised, and married in Greenville. He lived the life of a guide and apparently logged in the winter as did many men who lived in the Greenville area.

**Oliver Monsel, likely Oliver E. Monsel** (1831–1898), a Greenville lumberman, was born in Shirley and farmed there. In 1855 he married his wife Sarah Young, a Greenville woman. By 1870 they moved to a Greenville farm where the couple raised their four

---

6 W. Chase, *History of Penobscot County, Maine*, 1882, p.453
children. Commencing with the 1880 census he was a Greenville lumberman for the rest of his life.

“Mrs. C. Morris” was Mrs. Charles Morris whose sister-in-law was Nellie Patterson, who ran the Deer Pond farm with her husband Mills. After Nellie was widowed in 1880 Mr. and Mrs. Morris moved to the farm to help her run it and continued to do so after she left and before she sold. Morris’ probably had farming experience prior to arriving at the site. By continuing to run it they appreciated its importance to loggers.

“W.J. Reed” was perhaps William J. Reed (1847–1891) who grew up on a farm in Lee and by 1880 was a lumberman living in Winn with his wife Aura and three daughters.

Joel Smith (1837–1890) was apparently born in Bingham and began his lifelong work as a blacksmith there. By 1870 he and his wife Clymana and four children moved to Greenville when he continued his blacksmith work. He died in Bingham in 1890.

Eben Thissell (1839–1885) was a son of James A. Thissell the long-time Milford lumber dealer. By 1867 he had followed his father into the woods and worked with lumber. He and his wife Fannie lived in Bangor and raised one son, who chose another profession. Eben died in Greenville at 46 years of age; whether or not the cause was related to logging activity was not discovered.

Dam builder

William Percy Johnston (1868–1928) joined his father in dam construction at a young age. In 1890 he was engaged as a river man and by 1892 he was building dams. He married Mary James in 1894 and began to raise a family. With the advent of GNP he became a preferred man in charge of dam construction and river improvements, and led the 1903 construction of the Chesuncook dam. He transitioned easily from the rock crib dams to those made with concrete. As did his father, he also did work for H.P. Cummings and became a company vice president. If he had a specialty it was in large cement dams. Those he built included the Aziscohos, Madison, Shawmut, Pittsfield, and Rumford dams. He died in Bangor.

Those without a biographical sketch

Searches for the following names yielded no probable results: George Dillingham, Lawrence brothers, M.M. McPheters, Nash, Henry Poor, and Rogers. Holbrook was perhaps the same person as J.J. Holbrook (see 1870 listing).

Land ownership by township

Within this decade only four new first-time owners in these 18 townships joined those of previous decades: Joseph G. Blake, Bangor clothier merchant in T4R12; John Morison, Corinth farmer in T2R12; Nathaniel M. Whitemore, a lifelong Gardiner lawyer in T4R13; and the Penobscot and Kennebec Land Company (five men) in T4R12. They all continued into the 1890s.

The major landowners during this decade included: Gorham Boynton, Levi Bradley, John Cassidy, Ebenezer S. Coe, Samuel Hersey, Pingree heirs, Stetson brothers, and members of the Strickland family.

T2R12 (access to Chesuncook via Ragged Stream, Kelly Ponds & south end of Caribou Lake)

What previous decade land transactions owners E.G. Rawson, Bangor attorney, or John Cassidy, Bangor wholesale grocer and sawmill owner, or Henry M. Prentiss for the Henry Prentiss heirs, or William H. and Philo Strickland, Bangor lumbermen and timberland investors, were involved in during this decade were undiscovered. However an undated Rawson lot map after a sale by Charles A. Nealley, a Brewer grocer and sawmill owner, to Cassidy, the landowners were Cassidy (9 lots), George Pickering, Bangor lumber merchant (6 lots), Isaac R. Clark, state land agent in 1855, 1864, 1879 (15 lots), and Charles A. Nealley (3 lots).

T2R13 (southern two-thirds of Ragged Lake draining through Ragged Stream to Caribou Lake to Chesuncook)

Elbridge Hunting, Corinth farmer and logger, Ebenezer S. Coe, Bangor lumberman and timberland investor, and Samuel Blake, Bangor attorney, bank president, and investor, continued to own most of the land.

T3R11 (split west to east by the West Branch from Ripogenus Lake a mile above its dam through the gorge and the steep hillsides to the foot of Horserace Falls)

The land ownership during this decade included: William T. Pearson, Bangor sawmill owner, Dudley F.
Leavitt, Bangor lumber and land dealer, William H. Smith, Bangor lumber dealer, and Joseph Smith, Old Town lumberman.

T3R12 (most of Ripogenus Lake, the southern portion of Chesuncook Lake and its entry point from Caribou Lake)

Samuel Blake sold his half share in the east half to John P. Webber, timberland owner and manager, in 1884. In the west half George W. Ladd, Bangor druggist and merchant, had repaid the 1877 loan by 1886 and took another mortgage from Bangor Savings Bank that he repaid by 1889.

T3R13 (northern half of Ragged and Caribou lakes and Deer Pond)

The landowners of the previous decade remained the same during this decade: George Thatcher, Bangor lumber merchant, fifteen-fortieths; William Crosby, Bangor lawyer, five-fortieths; Gorham Boyton, Bangor banker and timberland investor, five-fortieths, and Carlton Bragg, Bangor lumber merchant, ten-fortieths.

T4R11 (Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake)

This decade’s two largest landowners continued to be St. John Smith, Portland merchant and investor, and Asa Pingree, a large Topsfield, Massachusetts farm owner and brother of David Pingree; neither of them had any deed transactions.

T4R12 (east shore, midsection Chesuncook Lake and Mud Pond)

In 1880 Jonathan G. Clark, Bangor clothing and dry goods wholesale merchant, bought another undivided half (from St. John Smith) and sold an undivided quarter of the original George Jewett half of the township to Joseph G. Blake, Bangor clothier merchant. By 1888 Eugene and Clarence Hale, William Engel, Frank Gilman and Daniel Davis (Hale et al. known as the Penobsco Lake Company) owned the original Jewett half of the township. Samuel H. Blake continued to own the original Cyrus S. Clark half of the township.

T4R13 (west shore, midsection Chesuncook Lake)

In December 1885 Ebenezer S. Coe, who owned the township, sold some specifically designated acres to Nathaniel M. Whittemore, a Gardiner lawyer. Both men continued their ownership through at least 1889.

T5R12 (east side, north end Chesuncook Lake with Cuxabexis Lake and Duck Pond)

Hastings Strickland family, presumably William H. and Philo since Hastings died in 1883, Bangor lumbermen and timberland investors, and Hinckley (heirs as of 1865) and Egery, Bangor iron foundry owners, continued their ownership of the whole township.

T5R13 (head of Chesuncook Lake with lower ends of Umbazooksus and Caucomgomoc streams)

William McCrillis, a Bangor lawyer and timberland investor, sold his one third interest in the former George Jewett land bordering the first four miles of the Main Branch west of Chesuncook Lake in April 1880 to John Cassidy, a Bangor grocer and timberland investor, whose ownership was still intact in 1889. With the exception of “lots A—I” the other township owners were, Ebenezer S. Coe, Bangor lumberman and timberland investor, Asa Pingree, owner of a large farm in Topsfield, Massachusetts and David Pingree’s brother, and the Pingree heirs.

The land transactions involving the Ansel C. Smith farm and the farms on both sides of the lake in that area known as “lots A—I” are under “Chesuncook farm and settlement.”

T5R14 (Little Scott Brook draining north to Black Pond)

The Hastings Strickland family members, presumably William H. and Philo since Hastings died in 1883, retained ownership of the township and logged the land through 1889.

T5R15 (Big Scott Brook draining to Loon Stream to Caucomgomoc Lake)

Pingree heirs and Bangor timberland investors Levi Bradley, lumber merchant, and Gorham Boynton, Bangor banker, each retained their shares of the northwest quadrant; as did William McCrillis, Bangor lawyer and timberland investor, and Samuel F. Hersey, Bangor lumberman, for the rest of the township.

T6R13 (Longley Pond and Umbazooksus Lake)

Samuel F. Hersey, Bangor lumberman, retained his half share of the township through the decade. In 1889 Dudley C. Hall, Medford, Massachusetts merchant and timberland financier, owner of the other half, sold to John Cassidy, Bangor wholesale grocer and timberland investor, his undivided half of the township and his half of the grass and timber rights on the public lands.
Rendezvous at Chesuncook

T6R14 (outlet and east half Caucomgomoc Lake, to Black Pond to Chesuncook)

The decade’s transactions resulted in the owners being Samuel Hersey, John Cassidy, the Bucksport contingent, Ebenezer S. Coe, and Gorham Boynton and Levi Bradley. In 1885 the Bucksport contingent sold one-eighth of their three one-eighth shares to Ebenezer S. Coe. Dudley C. Hall sold his quarter share of the township and its grass and timber rights to John Cassidy.

T6R15 (Loon Lake and Stream to Caucomgomoc Lake)

The landowners, all timberland investors, Pingree heirs, Ebenezer S. Coe, Gorham Boynton, and Levi Bradley retained ownership of the township through the decade.

T7R14 (Little Shallow, Shallow, and Daggett lakes, Round and Poland ponds, Ciss Stream)

The previous decade’s landowners, Ebenezer S. Coe and Pingree heirs, and Gorham Boynton and Levi Bradley, conducted no transactions in this decade.

T7R15 (Wadleigh Brook)

Stetson family members, timberland investors Charles, George, and Isaiah, continued their ownership of the west half, as did the Pingree heirs with two-thirds of the east half.

T8R15 (southwest corner and Wadleigh Pond)

Stetson family members Charles, George, and Isaiah continued their ownership of the whole township.

Maps and Access

The most significant changes of the decade for lumbermen were the completion of the railroads from Brownville to Katahdin Iron Works in 1882 and Blanchard to Greenville in 1884. Toting to the camps now started in either Greenville or KIW.

Two new roads appeared on two maps of the decade. The Lucius Hubbard maps of 1882 and 1883 both had one from Black Pond on Caucomgomoc Stream to Shallow Pond to Chamberlain Lake. The other road appeared on an 1881 T3R13 survey map by Wilson Crosby and Charles Brown. It ran from the west side of Chesuncook Lake due east to Deer Pond and continued westerly with some zig-zags to end at the mouth of Moosehorn Stream on the West Branch (Main Branch). The Chamberlain Lake Tote Road was still in use during this decade. By November 20, 1882 10-Mile Shanty had opened for the toting season. In November 1887 and again in October 1888 H.E. Chapin, manager of the Silver Lake Hotel at Katahdin Iron Works (KIW) sent a crew of 15 men north on the road to clear and repair it and rebuild bridges for the coming toting season. The railroad, which had reached KIW in 1882, built a large freight shed in KIW in support of logging operations in the Chesuncook and Chamberlain lakes’ area and hired Chapin for the roadwork. For the cutting season of 1888–1889 John Cassidy used the road; he had a large cutting operation at the foot of Chesuncook Lake, an area known as Cooperstown at that time.

In 1880 and 1881 Thomas Sedgewick Steele made two journeys from the head of Chesuncook Lake to Chamberlain Lake via Umbazooksus Lake and Mud Pond. The first year they dragged the canoes nearly the length of Umbazooksus Stream. The following year Mr. Smith, who lived on the east side of Chesuncook Lake, was offering portage service over the six mile Umbazooksus portage to the shore of Mud Pond. No portage service in either year was available from Mud Pond to Chamberlain Lake. Mr. Smith was either one of the Baxter Smith sons or one of Ansel C. Smith’s sons; they were cousins who lived in the Chesuncook community.

Farms and settlements

With the railroad reaching Greenville and KIW a wave of less rugged sports from Maine and elsewhere in New England and beyond began arriving at these two destinations. In both communities they spent the night in a hotel. The next morning in KIW sports traveled north with a guide by cart and horse on the Chamberlain Lake Tote Road. Those in Greenville took a ferry with a guide to travel to a destination on Moosehead Lake where they departed for the deeper woods. Some got off the boat at Lily Bay to stay at the Lily Bay House, which catered to sports in season and loggers in the off season. For those going on to Roach River House they

7 Julia Barnard, Ephraim G. Thurston, and Theodore G. Woodman
8 available at Maine State Archives

9 Bangor Daily Whig and Courier, November 20, 1882; not all shanties were year-round operations; this being one of those.
10 Bangor Daily Whig and Courier, October 24 and November 2, 1888
11 Bangor Daily Whig and Courier, October 17, 1888
12 Steele simply referred to the man as Mr. Smith in Paddle and Portage...; The Northern of September 1927 indicated Ansel B. Smith operated the Mud Pond carry service for a few years.
boarded the house’s stage with runners in the winter and wheels in the summer. The “houses” had guides available to serve their clientele.

**Lily Bay farm**

Shaw family members continued to retain ownership of the Lily Bay House through the decade. In 1881 a deed transaction among family members indicated the farm was 160 acres, and a property transaction in 1887 added more land.

The two families present in Lily Bay township in 1880 were Charles Ray with a wife and two children and Alex McNear with a wife and three children and four servants. The Ray farm had 100 tilled acres and 100 forested acres. The McNear farm perhaps had 200 tilled acres, 200 acres of pasture land, and 300 acres forested and was likely the Lily Bay House given the number of folks living at the farm. Alex and his wife Lynda had three children. George, a farm laborer, was 13; his sister Winnie, a domestic, was 15, and their sister Alice was one. Four farm laborers also boarded with them.

By 1885 the evolving summer business stimulated M.G. Shaw and Son to replace the old hotel with a new one. They rehired Mr. & Mrs. Alfonzo Bradeen to manage the new house. Whether or not Bradeen also had responsibility for the farm was not discovered.

The site continued to be important to loggers. The wharf that served both loggers and non-loggers was on the lake point at the southwest corner of a smaller cove of Lily Bay. Here deep water accommodated the landing of the lake’s steamers. By early fall steamers were bringing in logging supplies for the coming cutting and driving season. These supplies were off-loaded and stored in large barns at the wharf until teamsters began toting on the Chesuncook Tote Road. The road started at the wharf, passed over the cleared farmland and by the hotel with its view of the bay, and lastly the farm buildings and the junction of the winter tote road from Greenville.

**Roach River farm**

Elbridge Hunting’s ownership continued through the decade of the 1880s and he continued to develop the business so that it served both loggers and non-loggers. Hunting’s usual partner during this decade was John Morison, also of Corinth, but whether or not that partnership included this parcel of land was undiscovered.

They owned the year-round stage line that ran from Lily Bay to the farm and beyond; perhaps meaning Ragged Lake (Grant) farm as Hunting owned that too. During the summer the hotel provided buckboard service to and from the hotel to Lily Bay on a schedule that matched that of the steamboats.

The farm supported the large logging operation in the area. By 1880 the Levi Davis family of Athens was running the farm, which at the time had 200 tilled acres, 200 acres of pasture, and 300 acres of woodland. At the beginning of the decade the farm hands were tending five horses, 25 chickens, and two milk cows, harvesting 50 tons of hay, 325 bushels of oats from eight acres, and 100 bushels of potatoes from one acre.

In 1889 Hunting and Morison enlarged the premises by building two two-story cottages connected by a veranda; the total number of buildings was now about nine. The hotel had 33 rooms. The Mr. and Mrs. Charles Griffin family were the overall managers and continued in the 1890s. Mr. Ray managed the farm and F.H. Drummond of East Corinth was in charge of the hotel.

**Ragged Lake (Grant) farm**

The Hunting and Morison farm ownership continued through the 1880s and they insured its continued operation for loggers as they worked to grow their summer vacationer business. They hired someone to run the farm, and presumably someone else to run the hotel as they did at the Roach River House. By April 1886 they engaged a steamboat from Greenville to specifically serve their hotel. They also had their own winter stage line from Greenville that crossed the lake on a well-marked brush road to Lily Bay. The stage line apparently only served their needs at Ragged Lake and did not extend on to Chesuncook settlement. In some unknown year they built a 100 by 50 foot barn that was still standing after the turn of the century.

---

13 Bangor Daily Whig and Courier, April 29, 1885 and Oct 5, 1886
15 Bangor Daily Whig and Courier, April 1, 1886 and May 5, 1890
16 Bangor Daily Whig and Courier, August 22 & September 9, 1889; whether or not this was the same Ray as that of Lily Bay during this decade was undiscovered.
17 Bangor Daily Whig and Courier, January 20, 1887
18 Moosehead Messenger, July 16, 1986
Rendezvous at Chesuncook

Deer Pond farm

In January 1880 Mills Patterson, who had been operating the farm, died, but had prepared for his cancer death when he wrote his will in 1879 at the farm. The 1880 U.S. census, taken after his death, suggested that Mills’ wife Nellie Patterson and members of her family were continuing the operation. The family included her brother Charles Morris and his wife Nellie, Mary LePage, a sister, Grace LePage, an aunt, and three servants. At this time they were tilling 100 acres, using 100 acres for pasture, and 150 were wooded. The family tended to six horses, eight milk cows, 14 cattle, four calves, six swine, and 23 chickens. They were harvesting 65 acres of hay, 50 bushels of barley on three acres, 500 bushels of oats on 30 acres, and 250 bushels of potatoes on two and a half acres. Apparently Nellie Patterson had departed by December 31, 1881 and Mrs. C. (Charles) Morris was the new proprietor.19

In 1886 Edwin D. Southard (1849–1907) of Bradley bought the farm from Nellie Patterson Gorham, widow of Mills Patterson and now wife of Frank Gorham of Boston. Edwin was born, raised, and still worked on his parent’s small farm in 1880. When he married in 1892 he listed his residence as Dover. He sold the “Morris farm” after ten years of ownership. From about 1893–1898 he was either the manager or shared in the management of the Winnegarnock House owned by George Luce at North East Carry on Moosehead Lake. From 1910 until about 1930 he was a logging partner of William J. Hodgins in the region between Chesuncook and Moosehead lakes.20

Chesuncook farm and settlement

The collection of farms and permanent residents resulted in the development of a community that included both sides of the lake in T5R13. By 1880 the Chesuncook House (previously referred to as Chesuncook farm) with manager Hiram Hathaway provided accommodations for 20 people and had a store. The community occasionally had school in the winter, but it had no church.21 Whether or not John Eveleth or anyone else helped to organize stage service that connected to such services that ran between Lily Bay and the Ragged Lake farm was undiscovered.

In 1880 six farms were in operation: John Baker (200 acres) and John Smart (190 acres), both of whom were

---

19 Bangor Daily Whig and Courier, December 31, 1881

20 Bill Geller, West of Chesuncook & North of Moosehead: Log Drives & Sporting Camps, 1830–1971; available online at University of Maine Raymond Fogler Library Special Collections
21 Charles A.J. Farrar, Farrar’s Illustrated Guide Book to Moosehead Lake and Vicinity, 1880 and 1884
present in the previous decade; Joshua Smith (300 acres) who took over his father’s farm (Baxter), Lafayette Brown (190 acres), and Abram Turcott (110 acres). Hi-ram Hathaway was managing the Chesuncook farm (650 acres) that included the land of the Ansel C. Smith 1847 deed and now owned by John Eveleth; Jesse Murphy was the previous manager.

The 1880 population census included 81 individuals, 13 families, 12 households, and 23 children 10 and under: farmers John Jr. and Thomas and Prilly Bridge and two young children; John and Sophia Baker with daughter Ella, son Marshall, and Barnaby Octave; John and Adaline Smart with seven children ages 4 to 19; Joshua Smith (Baxter Smith family) with his mother Elmira, cousin Eva (17), six brothers between 20 and 31, and two cousins age 24 and 28; Charles (son of Ansel C. Smith) and Jane Smith with three children (Charles, Jesse, Eva) ages six to one and Oliver Hull and his daughter Lizzie; Thomas Gerow (Gero) (39) and his wife Esther with four children under 11; four generations of Tomers (Native American), Lizzie (78), Mary (52), Francis (35, born at Chesuncook), with wife Rose and five children under 11 who all came to farm; and William Cunningham who was a single man (64, Native American) and a laborer.

The Jules and Elmere Pease family joined the community soon after the 1880 census. Where they first resided in the community was undiscovered. Jules and perhaps Elmere emigrated from Quebec to Maine in 1879. Their first son Henry was born in 1881 at Chesuncook settlement. Jules was both a guide and woodsman. Over the next 19 years Elmere bore another nine children; Jule, John, and Octave in the 1880s; and Rose, Fred, Edward, Thomas, and Bellver in the 1890s.

The first discovered reference to health care in the settlement appeared on the birth certificate of Jule Pease born in 1883. Adeline Smart, a resident in the settlement since 1861 “assisted with the birth.” No doubt Adeline performed midwife services for both past and future mothers. No discovered account through the 1880s indicated that a medical doctor ever came to the settlement to tend to someone. The few references to medical matters indicated that people at a settlement or logging camp took care of such matters and if they could not, then, if possible, they bundled up the person and arranged teamster transportation to Greenville and Bangor. Such travel sometimes exacerbated the patient’s condition.

The state land agent continued his sales of the lots at the head of Chesuncook Lake. In 1880 he released the deed for “lot G” to John Baker for having fulfilled his commitments beginning in 1856. In 1885 the agent sold “lot H” (130 acres) to Henry Guilford Hudson. He also owned “lot G” that Baxter Smith had acquired from Ansel C. Smith, the land agents assignee in 1862.

In 1883 John Eveleth sold “lot I” to David T. Sanders, a Greenville storeowner. Sanders (1837–1910), born in Bath and son of a tailor, disliked farming and convinced his parents to let him become a merchant’s apprentice. He moved to Greenville to apprentice for John Eveleth and by the time he was 21 he was running a Greenville grocery store that eventually also dealt in loggers’ supplies. In 1857 he founded D.T. Sanders & Company that four generations of Sanders continued to operate. Sanders’ teamsters tooted the supplies he sold to the logging camps. He died in Greenville.

The manager of the Chesuncook House beginning in 1885 was Leonard Hilton (1839–1897) and he continued through 1888, when he took a two-year break and then returned for a final year in 1891. Hilton, son of a farmer, grew up in Kingsbury and eventually took over the family farm. He was also a logger in the Chesuncook Lake area. In some unknown year he began to reside at Chesuncook village and was still living there in 1890.

In the 1892 Forest Commissioner’s report he was the fire warden stationed at Chesuncook. Whether or not he continued to live here is unknown; he died in Greenville as a lumberman.

John Eveleth’s interests in trying to further develop the community continued in October 1886 when he petitioned the county government to locate a highway, presumed to be year-round and to replace the winter road that existed from North East Carry to the village. Landowners spoke against the petition at a hearing at Chesuncook village citing the $20,000 to $30,000 cost.

---

22 By 1893 Frances and his family were living at Kineo where a 10-month-old son died. They buried him in Greenville.

23 Harrie B. Coe, Maine Biographies, available online and “Sanders Store to Northwoods Outfitters…,” available on the Moosehead Historical Society webpage.

24 The site https://www.pennypost.org noted that Hilton owned the Chesuncook House from 1885 to 1893. According to deed research John Eveleth owned the land and hotel. The Maine Register and State Yearbooks included the hotel from 1885–1887, but listed no manager until 1888, Hilton with John Foss as manager in 1889 and 1890, and Hilton in 1891.

25 according to the 1890 veteran’s census.
they would have to absorb, the lack of village inhabitants, and the navigable Main Branch, which the lumbermen used. The commissioners did not support the petition.26

In 1889 and 1890 John Foss (1837–__) served as the Chesuncook House manager. Foss and Leonard Hilton knew each other from childhood as they both grew up on Kingsbury farms and might have logged together. Sometime in the 1860s Foss left the Kingsbury farm, but where he was and what his work was between then and c.1888 was unclear.

The store was part of the Chesuncook House enterprise in 1880. When it first opened in the 1870s and in what form remained undiscovered, but it was a presence through at least the turn of the century. It seems probable that the store would accept individuals’ orders for items not on the shelf.

Those sports leaving the Chesuncook House and heading to either the Allagash River or the East Branch of the Penobscot River in 1880 used the carry service from Umbazooksus to Mud Pond. The Thomas Sedgwick Steele party in 1880 paddled from the house across the head of the lake and had to drag their canoes up Umbazooksus stream to a landing at the Smith farm (perhaps Joshua Smith), a house with an attached barn. Smith, using two sleds each pulled by two horses, moved the canoes and dunnage six miles to the edge of Mud Pond.28

Presumably his route was the Chamberlain Tote Road to the Umbazooksus to Mud Pond carry.

In another 1880 carry service account Ansel B. Smith, Joshua’s cousin, who had been working at the Chamberlain farm and studying the traffic over the carry from

26 Bangor Daily Whig and Courier, September 21 and October 2, 1886
27 Bangor Daily Whig and Courier, September 28, 1887
Umbazooksus to Mud Pond (1.3 miles long), decided to reopen the carry’s portage business and used a pair of horses and sled. His advertising was for five dollars a trip, but he charged some folk $3.75 in 1881 when his seasonal abode at the site was a tent. Smith lived here running the service for the next 11 years.\(^{29}\)

At an undiscovered location near or on Chesuncook Lake George Cunningham, born in 1818 in Washington of Knox County and known as the “Hermit of Chesuncook,” died on October 31, 1883 at 65. He moved to the lake about 1858 and lived in his small cabin alone for 25 years. A stroke of paralysis immobilized him and he lay alone in his camp for eight days before he was found, badly bitten by insects. His finders transported him to the Greenville doctor who personally cared for him until he soon died.\(^{30}\) Whether or not George was the same person as or related to William Cunningham (b.1816 in Maine) who by 1859 lived for a while in Chesuncook settlement (T5R13) and on the east side of the lake in T4R12 in the 1870s was undiscovered.

**Chesuncook dam settlement**

Colby’s 1886 Atlas of Maine, Piscataquis County, included the portage link between Chesuncook Lake shore below the dam to Ripogenus Lake below the inlet where it positioned two structures. These could have been storehouses where teamsters making the one-day round trip tote from Ragged Lake farm left supplies for those crews working on the Ripogenus, Harrington Lake, and Soper Brook waterways.

None of Lucius Hubbard’s printed materials of the 1880s mentioned any structures or persons living in the dam and portage area.

With the construction of a bigger Chesuncook dam with more gates in late 1887, the PLDC might have begun to hire a yearly crew to man the dam. Such work would have commenced with the closing of the gates in the spring before the drive, managing the flow of water throughout the drive and leaving the gates totally open upon the logs reaching Medway. Those manning the gates perhaps used the structures built by Jasper Johnston on the dam’s north side when he rebuilt it in 1887.

Some of the buildings used by Johnston might have existed previously.

### Logging and other related activity

**Drive bosses**

<table>
<thead>
<tr>
<th>Year</th>
<th>Bosses</th>
</tr>
</thead>
<tbody>
<tr>
<td>1880</td>
<td>John Ross</td>
</tr>
<tr>
<td>1881</td>
<td>James L. Smart</td>
</tr>
<tr>
<td>1882</td>
<td>Elbridge H. Hunting and James L. Smart</td>
</tr>
<tr>
<td>1883</td>
<td>Elbridge H. Hunting and John Ross</td>
</tr>
<tr>
<td>1884</td>
<td>Elbridge H. Hunting and James L. Smart and John Ross</td>
</tr>
<tr>
<td>1885</td>
<td>Elbridge H. Hunting and James L. Smart and John Ross</td>
</tr>
<tr>
<td>1886</td>
<td>Elbridge H. Hunting</td>
</tr>
<tr>
<td>1887</td>
<td>Cornelius Murphy and James L. Smart and John Ross</td>
</tr>
<tr>
<td>1888</td>
<td>Cornelius Murphy</td>
</tr>
<tr>
<td>1889</td>
<td>Philo A. Strickland</td>
</tr>
</tbody>
</table>

Some of the buildings used by Johnston might have existed previously.

---

\(^{29}\) Who, if anyone, might have run the service between Thurlotte and Smith was undiscovered. *The Northern*, November 1926 and the notes of an “East Branch trip” held by Maine Historic Preservation Commission and transcribed by Steven Pinkham

\(^{30}\) *Bangor Daily Whig and Courier*, November 2, 1883

In 1887 William Jasper Johnston rebuilt the Chesuncook Dam and wings along a straight north/south axis and probably did not change the head. The northmost end of the dam (88 feet) was at a slight angle; too small for this map’s scale to be evident. The deductions used to position the eight piers Johnston worked on in 1889 are in the text. The maximum water level behind the dam was 926 feet. (Bill Geller drawing)
PLDC activity

In 1880 the PLDC drive from Chesuncook started a little before June 10th. Drive boss John Ross had a crew of 100 men and over 50 million board feet of logs to drive. The Chesuncook dam soon washed out and the PLDC was not able to get all the logs out of the lake. To not be able to move all the remaining logs through the dam suggested that the broad spillway section of the dam spanning the main (south) channel, as opposed to the wings, let go. The PLDC repair crew left Bangor on August 10, 1880 to commence the rebuilding and the Bangor Daily Whig and Courier reported work as completed in its October 23 paper.31

In 1882 the PLDC hired William Jasper Johnston to rebuild the north part of Chesuncook dam’s shallow gate section, and rebuild the dam at the Ripogenus dryway and the one at the “east arch” of Ripogenus Gorge.31

The legislature amended the PLDC charter in 1883 so that it had dam building rights and maintenance obligations for dams on the “Lakes Cauquomog,” which, based on old maps were presumed to be Caucomgomoc Lake, and Round and Poland ponds. A crew built the Caucomgumoc dam, but whether or not construction took place at the other possible sites during this decade remained undiscovered. The Caucomgumoc dam probably had a head that created an impoundment that flooded out Ciss Stream and ran into Round Pond, and made a Round Pond dam unnecessary. A dam at Poland Pond outlet was probable since loggers were driving Wadleigh Stream.

The PLDC hired dam repair crews again in 1884 and 1886. Johnston was back with a crew in 1884 making unspecified repairs on Chesuncook dam. A crew made extensive repairs in fall 1886 before the cold weather set in.32

31 Louis Clinton Hatch, Maine: A History, volume 3, 1919, p.693; Bangor Daily Whig and Courier, June 10, 1880

32 Bangor Daily Whig and Courier, September 30, 1886
PLDC drive boss James L. Smart reported on May 14, 1887 that parts of the dam had washed out again. This time the water took out 40 feet of the dam’s midsection, the “west wing,” and part of the “wasteway.” With what was left he thought he could get in two-thirds of the drive.33 William H. Strickland, president of the PLDC, immediately dispatched PLDC member John Ross to the site to inspect.34 He found the situation not as dire and that repairs could keep the head up, and sent back word to send up 15 men.35 Ross’s crew was apparently successful for the Bangor Daily Whig and Courier reported in its June 8 paper that the head rose to 13 feet nine inches since the repairs and was rising at two inches per day. The drive crews had four log boom bags of 12–14 million board feet of logs between Sandy Point and the mouth of Caribou Stream, and another boom at the head of the lake ready to start. John Ross thought that within 36 hours with a favorable wind 20 million of the board feet would be in position for sluicing that could be completed within two days. In its June 16 issue was a report that the dam had a 12.5-foot head, and 150 drivers were present and another 40–50 were expected.36 About a month later the paper reported water was not a problem at Chesuncook.37

Recognizing the temporary nature of the spring 1887 repairs at Chesuncook dam the PLDC hired and sent Jasper Johnston with his son Percy, Elmer Proutz, an en-

---

33 Bangor Daily Whig and Courier, May 17, 1887
34 The North Twin dam also had extensive damage and Strickland sent Jasper Johnston there to survey the damage. His assessment was like that of Ross. (Bangor Daily Whig and Courier, May 28, 1887)
35 Bangor Daily Whig and Courier, May 18, 1887
36 Bangor Daily Whig and Courier, June 16, 1887
37 Bangor Daily Whig and Courier, July 15, 1887
Rendezvous at Chesuncook
Scenes from the 1887 Chesuncook dam construction, here and the following two pages
(courtesy Raymond Fogler Library Special Collections, William Jasper Johnston Papers)
gineer, and 25 men in September to do the work that included rebuilding the sluice. An additional 12 men soon followed. Their work also involved the building of a dam at the foot of Ripogenus Lake. They finished both projects by December 10, 1887.

The number of men reportedly hired by Johnston seemed small in comparison to the amount of work they completed as revealed through periodic photographs taken during the project. The pictures suggested that in addition to rebuilding the sluice/spillway that the crew also replaced and repositioned all the remaining dam sections. A picture places the new rebuilt sluice/spillway slightly downstream and the new dam extended from that due north across the north channel (six gates) followed by a wing (three gates) that angled slightly east to a new north wing with its north end elevation at 926 feet. Similarly the dam’s south wing extended from the

---

38 Bangor Daily Whig and Courier, September 14, 16 and 23, 1887
39 Bangor Daily Whig and Courier, November 3 and December 3, 1887

40 This was a deductive conclusion based on a 1903 dam schematic with the 1876 dam included. Also the lake elevation after the Ripogenus dam of 1917 was 942 feet; that dam raised the elevation in Chesuncook by 10 feet. The altering of the Chesuncook dam in 1903 increased the lake’s elevation by six feet. Thus, the 1902 lake elevation was 926 feet; consequently any dam prior to that could not have created a lake level that exceeded 926 feet.
sluiceway south to a 927 foot elevation point. The distance across the river between the 927 and 926 feet elevation points was 824 feet. The dam apparently raised the Chesuncook Lake water elevation level from 921 to 926 feet.

Johnston’s camp had at least three structures that were on the north side of the dam. The office and sleeping quarters for Johnston and his lead men was close to the north wing abutment above 926 feet in elevation. The workers camp was nearby, as was a stable.

The pictures of the dam construction revealed what was built. The dam’s design allowed for high water to wash over its top as it had in the past. The spilling was unmilled logs. The dam now had nine gates instead of the previous six or seven. The height of the dam did not change the elevation of Chesuncook Lake level. Men who would tend the dam could walk the top of the dam on a walkway as far as the sluiceway so they could tend the sluice and raise or lower any of the nine gates as needed. The hoist at the south edge of the spillway might have raised or lowered the undefinable large mass suspended over it; perhaps a gate. The pictures show some squared timbers in the gate area, which suggested that Johnston probably had use of a portable sawmill.

To fill the cribs with rock Johnston’s men probably blasted in the area’s plentiful ledges. The geological makeup of the earth when exposed in fall 2021 had no substantial boulder fields. It was mostly ledge and sand.

Johnston’s dam work included the small side dam that was independent of the main dam. It blocked a 40-foot wide passage through a five-to-nine-foot deep channel between 926-foot elevation points on the south side.

At Ripogenus Lake in 1887 the PLDC built the first dam across the mouth of the north channel. Its initial work at Ripogenus Lake outlet was an ungated roll dam across the south channel into what became known as the dryway (1865). The 1887 dam had no gates, and had a broad spillway that served as a log sluice. Its position was

---

41 These measurements were from a 1902 Chesuncook dam engineering drawing; available at the Millinocket Historical Society.
42 a Chesuncook 1902 engineering drawing; available at the Millinocket Historical Society.
such that the dryway dam forced water into the north channel and the sluice. Crews constructed both dams so water could wash over the tops and not wash them out.

Also in 1887 the PLDC once again took up the matter of a steamboat on the lake for towing boom bags. Three years later the company had its first steamboat on the lake. Following the 1888 drive the PLDC decided on Chesuncook dam alterations, the nature of which remained undiscovered. The work commenced in the fall at low water, but rain raised the level and hampered the work, but the crew completed it in time for the next drive.43

In mid-August 1889 the Johnstons were back again; this was the year Jasper performed his last work for the PLDC. The work included: 15 piers and cradles at the head of Chesuncook; eight piers and a wharf at the foot of the lake; and at Ripogenus dam seven piers and a side dam, perhaps a rebuilding of the dryway dam. The crews spent three months on the projects.44

The reason for the wharf most likely reflected the future presence of a steamboat for towing, but its location remained a matter of speculation. The site was perhaps in one of two places. Both sites appeared on a T3R12 1916 GNP survey map. The most likely site, given the support structures for the recent dam’s rebuilding, were immediately north of the dam where the lake shore bent southeast; remains of this wharf were still visible at low water in 2022.45 This was also possibly the landing site for the road present by 1879; it went north-northeast directly to Telos Lake in the East Branch of the Penobscot River watershed.

The second site was in the cove immediately south of the dam. The wharf’s construction here perhaps reflect-

![Piers were at the south end of Chesuncook Lake at Chesuncook Pond Stream. Within this picture are 10 pairs of piers divided into two distinct sets starting at the lake’s edge on the left; all of them lined the stream. If Johnston was responsible for any of them it would have been the first set and of those perhaps only the large pair at the stream’s mouth. (Bill Geller photo 2021)](image)

43 Bangor Daily Whig and Courier, October 28, 1888 and the William Jasper Johnston Papers at University of Maine Raymond Fogler Library Special Collections

44 Bangor Daily Whig and Courier, August 7, 1889

45 courtesy of Chuck Harris, curator of the Chesuncook Boom House Museum
the sluice was from this side of the dam based on Johnston's pictures.

The pier building engendered two questions: to what degree did the PLDC drives previously rely on piers and were these new piers or a rebuilding of piers or a combination thereof? The PLDC's contracting for these piers probably reflected the increase in the head of the reconstructed Chesuncook dam in 1887. Any previous piers were now underwater and a crew needed to heighten them in order to be of use.

Prior to Johnston's 1889 pier work four confirmed piers existed. Two piers, first built in 1856, were present at the mouth of the West Branch at the head of the lake. Based on Johnston's construction pictures at least two piers were present at the foot of the lake before 1887; others might have been outside the image. Furthermore, the construction pictures reveal the building of perhaps new piers.

What the pier work involved in 1889 was a matter of speculation. On the basis of the dam construction pictures those of 1887 seem to have lined the channel to the spillway (sluice). The boom logs connecting these might have been doubled and planked so men could walk between cribs and keep the logs moving. Certainly the piers closest to the dam held a trip boom, which controlled the flow of logs to the sluice. A poor 1887 photo showed such a headworks anchored to one of the existing piers. Other piers might have been arranged so as to create storage areas on the north side of the channel.

If Johnston's “south end of the lake” included Chesuncook Brook then two of the eight piers were there. Two large piers were visible at low water on December 1, 2022. Nine more pairs lined the stream as it passed through the flooded portion of the lake, but not all of those were needed to meet the needs of a lake raised to 926 feet elevation.

The “south end of the lake” definition might have applied to the six piers of the wood wharf on the west side of the lake well below the inlet from Caribou Lake. A wood wharf was where the towboat took on cord wood for its boilers.

At the lake’s north end the intended use and locations for the 15 piers and an unspecified number of cradles was undiscovered. The cradles, wooden frameworks to support or lift a boat being built or repaired, reflected the PLDC’s interest in having a boat tow filled boom bags as opposed to headworks.

In late fall 2022 a number of piers were visible above low water (down 22.56 feet, elevation 919.44; the original lake level was 913.5). The remains of the first two piers built in 1856 at the mouth of the West Branch were present; they were perhaps built higher. Eight piers were on the old Main (West) Branch channel between where it bends south through the exposed mud flats and the two piers of 1856. Another two were visible in the vicinity of Caucomgomoc Stream. Others were probably buried in the silt that had accumulated at the head of the lake from Caucomgomoc and Umbazooksus streams.

The eight piers on the Main Branch marked the river course and strings of boom logs kept the logs in the main current. At the river’s bend to the south three of the six piers were part of a trip boom that could stop logs from...
The three photos at left: Pier scenes of those William Jasper Johnston crews perhaps built in 1889 on the Main Branch channel at its bend to the west above the piers of 1856. All three pictures were taken from the same pier. (Bill Geller photos 2021)

A string of boom logs linked the pier at the base of the picture to the distant two that marked the original banks of the river; those two held the trip boom.

A string of boom logs also linked this pier, the same as that in the first picture, to a series of piers ending at the 1856 piers, which are just beyond the picture’s right edge.

Just above these three piers were two stump anchoring points that might have predated the piers or held the trip boom during the piers’ construction. The chains indicated they were also in use after 1885 at low water. (Bill Geller photos 2021)

The Main Branch above the three piers; the purpose of all these piers and the chain of boom logs connecting them was to keep logs in the main current and out of the shallow areas which are the vast sandy areas.
Three below: Between the piers at the bend and those of 1856 at the head of the lake were three others about equally spaced. Strings of boom logs connected these to keep logs out of the shallows. (Bill Geller photos 2021)

Looking upriver from the third pier to the one at the bend, left edge of picture

Looking south from the second pier to the 1856 pier

Looking downriver across the flats that these piers prevented logs from reaching. These piers were near the outer edge of the flood plain in 1902; the sandy area increased with future dams.

Caucomgomooc Stream is on the right. Off the picture’s left side was another crib in the lake water; it was perhaps a Johnston-built crib. The original course of the stream was unclear. (Bill Geller photo).

flowing into the lake. The 1856 piers, two of the eight, were still the anchor points for filling a boom bag, due to the shallow depth of the impoundment above them.

Over on Cauicomgomooc Stream below the first falls the water flowed within deep substantial banks that opened into a flat, rock-free area where Umbazookasus Stream joined it. One pair of piers was on either side of the stream near the opening to Cauicomgomooc Bay and they held a trip boom as well as a string of boom logs connecting to the shore closest to each pier. Another three piers marked the river channel at the flooded-out junction of Cauicomgomooc and Umbazookasas streams and three more lined the west side of the Cauicomgomooc Stream channel to its 1859 lake entry point; the location of the east side shore line had not changed appreciably. A string of boom logs lined the channel and the southernmost pier was one end of a trip boom; the other was an anchor point on shore. Depending on water level boom bags could have been filled at this site.
On Umbazooksus Stream with Chesuncook Lake elevation at 926 feet, drivers probably created a set of trip boom piers. The water reached well up Umbazooksus Stream; the stream now looked more like a river. The water level was not yet high enough to create Gero Island. Piers were probably near the mouth of the stream marking the main channel at its junction with Caucomgomoc Stream. They were each linked with a string of boom logs to the shore closest to each and a trip boom spanned the gap.

**Piers elsewhere on the lake**

In addition to the pier sites assigned to Johnston, other possible sites for booming piers on Chesuncook Lake were near or at the mouth of waterways that flowed into it. Their purpose was to either hold a trip boom to keep logs from floating into the lake or a boom bag or both. Large trees at the mouth of such waterways could serve the same purpose. Russ Landry, the state employee who has managed the campsites on the lake for more than a decade, had not seen pier remains at Quaker Brook, Cuxabexis Stream, Duck Pond, Red Brook, and Mud Pond Stream. Chuck Harris, head of the Chesuncook Boom House museum, noted some old rock work at the mouth of Ripogenus Stream at very low water, but too little of it remained to ascertain its purpose.

Caribou Lake outlet thoroughfare at its narrowest spot had a set of piers on either side of the natural stream channel. At a Chesuncook Lake water elevation of 926 feet its impoundment did not influence the water level in Caribou Lake. The piers would have held a trip boom for holding logs within Caribou Lake.

During this decade loggers probably took advantage of all those dams that had been built during the previous decades. They would have repaired or rebuilt them or perhaps altered a dam’s location. If there were any first-time dams, then they were upstream of a predecessor as loggers moved farther into a drainage.

Hubbard continued to issue guidebooks and maps through the 1880s, but none of his materials or those of Joseph Farrar provided updated information about dam sites. The additions to the chart for this decade were from other sources.
### Table of Driving Routes with Dams

*Italic is used for dams built in this decade; the date in (…) is the decade and chapter in which the dam’s information first appears.*

<table>
<thead>
<tr>
<th>Location</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ripogenus Lake</td>
<td>dam to block the outlet south channel (1860); outlet dam on the north channel</td>
</tr>
<tr>
<td>Ripogenus Stream</td>
<td>dam about 4–5 miles upstream, which, in terms of distance, was at the foot of what in 2022 was Brighton deadwater (1860); a second dam about 2.7 miles above the first (1870); a third dam on the stream’s east fork at mile 1.24</td>
</tr>
<tr>
<td>Harrington Lake</td>
<td>Soper Brook: a dam about 1.65 miles above Harrington Lake (1870); another dam above the lower dam at mile 4.31</td>
</tr>
<tr>
<td>Chesuncook Lake</td>
<td>outlet dam (1840)</td>
</tr>
<tr>
<td>Quaker Brook</td>
<td>one dam (1870, see text for location)</td>
</tr>
<tr>
<td>Chesuncook Stream</td>
<td>Mud Pond: one dam (1870, see picture caption for location)</td>
</tr>
<tr>
<td>Red Brook</td>
<td>one at mile 4 and the other at mile 6 (1860)</td>
</tr>
<tr>
<td>Cuxabexis Stream</td>
<td>a dam on Cuxabexis Stream .28 miles below the foot of Cuxabexis Lake (5–6-foot head) (1860)</td>
</tr>
<tr>
<td>Moose Pond</td>
<td>dam not needed (1870)</td>
</tr>
<tr>
<td>Duck Pond (T5R12)</td>
<td>dam with 8-foot head and 75 feet long on the outlet stream .4 miles below the open body of the pond (1860)</td>
</tr>
<tr>
<td>Umbazooksus Stream</td>
<td></td>
</tr>
<tr>
<td>Umbazooksus Lake</td>
<td>Longley Pond: outlet dam (60 feet long and 7 feet high)(1860)</td>
</tr>
<tr>
<td>Caucomgomoc Stream and Black Pond</td>
<td>Little Scott Brook: dam in T6R14; .48 stream miles from Black Pond (1860); probable dam at outlet Little Scott Pond</td>
</tr>
<tr>
<td>Caucomgomoc Lake</td>
<td>outlet dam</td>
</tr>
<tr>
<td>Ciss Stream</td>
<td></td>
</tr>
<tr>
<td>Round Pond</td>
<td>Daggett Lake: two old dams on stream between Daggett and Shallow lakes (1870)</td>
</tr>
<tr>
<td></td>
<td>Shallow Lake: outlet dam with 6-foot head (1860)</td>
</tr>
<tr>
<td></td>
<td>Poland Pond: charter to build at outlet of lower pond</td>
</tr>
<tr>
<td></td>
<td>Wadleigh Brook: probable dam site (see text)</td>
</tr>
<tr>
<td>Wadleigh Pond</td>
<td>dam at outlet</td>
</tr>
<tr>
<td>Loon Stream (T6R14)</td>
<td>Big Scott Brook: dam (in T6R14) .29 miles below the mouth of Big Scott Brook on Loon Stream; and dam (in T5R14) (7–8-foot head) .97 stream miles south of the south town line of T6R14</td>
</tr>
<tr>
<td></td>
<td>Loon Pond: its outlet dam was on the west town line of T6R14 (1860)</td>
</tr>
<tr>
<td>Bear Pond (T6R15)</td>
<td>probable dam .87 miles below the pond’s main body of water</td>
</tr>
<tr>
<td>Loon Stream (T6R15)</td>
<td>probable dam .52 miles above Bear Pond and just below mouth of Withey Brook</td>
</tr>
<tr>
<td></td>
<td>Withey Brook T6R15: probable dam at mile 1.99</td>
</tr>
<tr>
<td>Loon Stream Deadwater (T6R16)</td>
<td>Caribou Lake</td>
</tr>
<tr>
<td></td>
<td>Caribou Brook / Kelly and Green ponds: three roll dams on the brook; all within a half mile of each other and about 1.5 miles from Caribou Lake (1870); the Buck dam was a mile-plus above the lower roll dams and three roll dams were in a span of a half mile just below the mouth of Grassy Pond outlet brook³</td>
</tr>
<tr>
<td></td>
<td>Bear Pond (T2R13): horse dam⁴</td>
</tr>
<tr>
<td>Ragged Stream</td>
<td>two dams: John Ross Dam (T2R12), 2.40 stream miles downstream from the T2R12 west town line; Ragged Lake Dam Company dam (T2R13), 1.19 miles upstream from T2R12 west town line (1870)</td>
</tr>
<tr>
<td></td>
<td>Black Brook: a first dam was probably .67 miles upstream from its confluence with Ragged Stream and two more possible dam sites were on the stream above that</td>
</tr>
<tr>
<td></td>
<td>Black Pond: the dam just below the foot of the pond was perhaps built during this time period</td>
</tr>
<tr>
<td>Bear Pond Brook (T1R13)</td>
<td>dam on brook at 500 feet south of T1R13 north town line.</td>
</tr>
<tr>
<td></td>
<td>Ragged Lake</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Notes:**

1 This date and those that follow in this chart indicate the decade the dam is first mentioned in this book.

2 In early years Big Scott Brook flowed into Caucomgomoc Lake. Later mapmakers had Big Scott Brook flowing into Loon Stream, which flowed into Caucomgomoc Lake.

3 T2R12 1884, map Sewall Company

4 A temporary dam made by having an ox or horse drag a few big logs across the outlet and covering with wood debris and earth; the drive crew blew it up to release the water with the harvested logs.
Driving routes with dams

The Ragged Lake Dam Company received an amendment to its charter in 1880. Its incorporators at the time were John Morison, Elbridge Hunting, Ebenezer S. Coe, S.P. Strickland and Samuel H. Blake. This charter extended the company’s right for stream improvements and dam construction or reconstruction, including the Ross dam, on Ragged Stream and its tributaries between Ragged and Caribou lakes. Gorham Boynton was designated to assess the costs to the company for any of its activity in T2R12.

The charter included Ragged Stream tributaries of Bear Pond and Bear and Black brooks. The logging conducted by the charter’s incorporators on Black Brook occurred nearly yearly during the decade with little logging in the following decade. This action probably signaled their crews built the first dams on each brook at some point during this decade. An undated township survey map placed a dam on Bear Brook (east branch) at about the south town line of T2R13 about 1.84 miles above its junction with Ragged Stream. About another mile upstream at the 2022 Greenville Road crossing was a possible site for what was probably the uppermost dam. On the west branch fork a probable dam site was .42 miles above the lower dam on the town line; it created a half-mile long impoundment.

The first dam site on Black Stream above Ragged Brook was at .67 miles; it created an impoundment that might have reached 1.17 miles upstream and flooded out .5 miles of the lower end of Fisher Brook. A second dam was perhaps just upstream of its impoundment in T2R12. Whether or not the cutting extended into T1R12 remained undiscovered, but the impoundment flowed into the township. About three-tenths of a mile above this impoundment was another probable dam site, which was .6 miles below Black Pond outlet. The dam at the pond might have been about 500 feet below the pond where the stream enters a narrows from a swampy area.

By 1884 Caribou Stream had a sequence of dams. A quick succession of three dams was below the junction of the outlet streams from Grassy and Kelly ponds. Farther downstream was the “Buck dam” and below it and just above the deadwater leading into Caribou Lake was a succession of three roll dams. These were all necessary to drive from either pond.

In 1886 Cornelius Murphy, a highly experienced and successful lumberman and log driver, drove from Wadleigh Pond in T8R15 through Caucomgomoc to Chesuncook. To do so probably required at a minimum a dam at Wadleigh Pond outlet to help push the logs to Poland Pond roughly 10 miles downstream. The one likely place for a dam on the stream was about a mile above the flowage at the head of the Poland Ponds. Such a dam would have created a 1.4 mile-long, narrow, relatively straight impoundment covering a winding and threaded stream bed. The Stetsons, owners of the townships, did not need a charter for a dam(s). If other loggers preceded Murphy, then the dam’s presence would have been earlier.

Murphy’s logging presence at Wadleigh Pond at the end of a small 10-mile section of a stream was an indicator that other loggers had reached far up other similar watercourses to the south, like Big and Little Scott brooks, Soper Brook, Ripogenus Stream, Black Brook, and Bear Brook, where crews could create a dam whose flowage helped push logs downstream.

Ripogenus and Soper brooks both drained the northern portion of T4R11 and R12 and provided the only passage for such logs. The Telos Lake Road was already present and provided the necessary access. From the head of the Brighton dam on Ripogenus Stream it was about 2.7 miles upstream to the next dam, 4.63 to the stream’s fork, and 5.81 miles to the uppermost dam site on the east fork and seven miles to Ripogenus Pond on the west fork. Whether anyone at this time drove from Ripogenus Pond down the west fork remained undiscovered. However, all the land drained by the west fork was well within the two-mile haul radius of the east fork, which had the more substantial water flow.

---

47 available at University of Maine Raymond Fogler Library Special Collections
48 A copy of an undated E.G. Rawson map of T2R12 copied by surveyor T. Rose with a notation of 1884 in the map’s upper right corner was in the J.W. Sewall collection at University of Maine Raymond Fogler Library Special Collections. E.G. Rawson was a major T2R12 landowner in 1857. The 1886 Colby Map of Piscataquis County Maine has a dam between the end of the lake and the road location of that time and three other dams in quick succession below Kelly Pond. In July 2022 I followed the stream from the Golden Road toward Kelly Pond; it was generally ankle deep and without banks. I could not locate evidence of the dam on the Colby map above the end of the lake; I went as far as the first open swamp below the Golden Road. The forest brush was extremely thick. Obvious to me was the need for the seven dams used to catch enough water needed to drive the stream.
Little Scott Brook, which drains north starting in T5R14 and passes through T6R14 into Black Pond of Caucomgomoc Stream, had an 1860s dam in T6R14. The most likely site was at the foot of the deadwater about .64 miles from the pond. The probable site of the 1880s decade dam was at the outlet of Little Scott Pond 3.1 miles from Black Pond. A dam at Little Scott Pond allowed for loggers to cut the vast bowl south of the pond and haul to the enlarged impoundment; in some places the hauling distance exceeded the usual two miles. Timber in this area had no other water route to market.

On Big Scott Brook the Wells report placed a dam in T6R14 and another in T5R14. The brook as labeled on 1880 maps clearly ended at Loon Stream between Loon and Caucomgomoc lakes, but Wells probably observed Big Scott flowing all the way to Caucomgomoc and Loon Stream.

Bear Pond (T2R13) outlet was an ideal site for a horse dam, a temporary dam purposely blown to start the drive. The outlet was wide (200 feet) and had defined opposing banks about four feet high. The outlet stream exited in braids that came together in a channel about 500 feet below the pond. No evidence of a crib dam rested in this area. Many ax cut long logs were in the outlet area; no pulp-length wood was in the mix.

The watershed was cut and reportedly driven. For the drive all the logs were gathered on the ice near the dam and below it on the brook, which was clearcut in the defined channel. The logs currently jammed at the outlet were a collection of residue logs, which did make it out of the pond with the rest of the logs.

A third of a mile and 25 feet lower in elevation the logs entered the next deadwater, also a third of a mile long. The outlet area at the foot of this bog was a forest swamp that continued through to the next open bog. No evidence of a dam was present and the lay of the land was not conducive to a dam. (Bill Geller photo)

Historical documents placed the lower dam on Bear Brook “near the south town line of T2R13.” Starting north of the town line at a 2022 bridge over the stream, the only dam evidence was on a site 150 yards south of the south town line of T2R13. The east berm of an old dam extended about 150 feet to an embankment. The old barrow pit was downstream near this berm. The dam had one gate or spillway whose floor was probably the stream bottom. Some old logs, perhaps part of the dam and gate, were in the mud and grass on the far side. The gate was perhaps 10 feet wide with a head of 5–6 feet. The narrow impoundment was 1.55 miles long and crossed by the Chesuncook Tote Road, Greenville Road in 2022, at about its midpoint. (Bill Geller photo)

The majority of Loon Stream, 10.51 miles, was above the Loon Pond dam ending 2.27 miles into T6R16 at Loon Stream Deadwater, its headwater body. Loon Stream Deadwater was small and probably did not have a dam during this era. The dam sites on the stream were apparently on the stream .87 miles below the foot of Bear
Rendezvous at Chesuncook

From the middle of the third impoundment, I walked downstream and found dam remains at mile .89. The dam once had a 4–6-foot head and two 8-foot gates, and based on contour lines was perhaps 400 feet long. It flooded out a mile of stream and created a “Y” shaped impoundment with the base of the “Y” being .25 miles long and the west arm .68 miles long and the east arm .41 miles long. Water from this dam pushed the logs through the quarter-mile channel in deadwater below it and into the streambed cleared of rocks. (Bill Geller photos 2022)

Cutting records, the drive, and related information

During the 1880s another 27 new loggers and drive bosses joined the 12 who had cut in the previous decade and continued to do so in this decade. Within the 27 three men cut in five or more years before 1900; three cut into the early 1890s; and 22 cut only in the 1880s.

By the end of this decade Henry W. Bowman, Hurbert Gray, and James McLeod joined and expanded the predominant loggers’ list to 15 men: John Ross, Gilman Davis, Samuel White, James Thissell, Cornelius Murphy, all from the 1860s; Samuel Hodgdon, 12 times, 1870–1900; James L. Smart, 12 times, 1876–1891; Roderick Sutherland, 11 times, 1878–1896; Charles Brown, six times, 1873–1892; Whidden brothers, 1878–1900; Edward T. Spencer, five times, 1879–1890.

The cutting information that follows came from three sources: news reports in the Bangor Daily Whig and Courier (footnoted), Henry Prentiss stumpage records, Stetson stumpage records, and the Ebenezer S. Coe stumpage ledger.49 Those entries with no footnote were from the Coe ledger.

49 The Prentiss, Stetson, and Coe files were available at the University of Maine Raymond Fogler Library Special Collections.
Upper dam on Soper Brook: The dam was about 270 feet long, linking contour lines at 1270 feet. The head was perhaps six feet. The spillway was on the east end and about 8 feet wide. The dam had three gates, but they probably reflect use at different times in the dam’s history. The two prominent gates, 5–6 feet wide with a rock crib between them (pictured) were in direct line with the stream below and on the west side of the dam; they were most recently used. The third gate, which looked like it was purposely blocked, did not line up well with the current stream channel below the dam. The impoundment flooded out .35 miles of stream and was roughly .41 miles wide. This was a dam that had space enough behind it to control a large log flow and water as opposed to a dam designed to flood out an obstacle. (Bill Geller photos 2022)
1880

T2R13: Elbridge H. Hunting landing on Berry, Bear, and Ragged streams

T5R13: Eben Thissell

T6R14: Con Murphy and G.H. Davis

During the two decades prior to this one horses began to replace oxen for toting and hauling. Based on the logging reports that follow, by the end of this decade the horse predominated.

1881

T2R12: A Prentiss permit for pine, spruce, cedar, white ash, and brown ash: White and Murphy on the Clark and Pingree lots

Kennedy and Clark on the Clark lots

William Cole at an unrecorded site

F.M. Cunningham

T2R13: Elbridge H. Hunting with four camps

T5R13: M.V. Whidden

T6R14: Eben Thissell cutting for John Cassidy

T6R15: Roderick W. Sutherland

T7R14: Roderick W. Sutherland and G.H. Davis

Caucomgomoc: Roderick W. Sutherland and G.H. Davis

1882

T2R12: George Dillingham and Ballard cut on Stetson land

T2R13: Elbridge H. Hunting

T4R11: W.J. Reed

T4R13: M.V. Whidden

T6R14: Eben Thissell

Other lumbermen with logging crews included: Sutherland and G.H. Davis, Ed Spencer, Charles Meservey, M. McPeters, Oliver Monsel, Joel Smith, and Lawrence Brothers

On June 17, 1882 the two rear booms had just left the lake. The dam had a good head but high winds were holding up the drive.

1883

T2R13: Elbridge H. Hunting

T4R11: W.J. Reed

T6R14: Roderick W. Sutherland and G.H. Davis

T7R14: Roderick W. Sutherland and G.H. Davis landing on Shallow Lake

All the logs for the drive were in Chesuncook by May 28.

1884

T2R12: M.V. Whidden, E.H. Hunting, and William Cole

T2R13: John Morison and Elbridge H. Hunting

T4R11: John Morison and Elbridge H. Hunting

Brandy Brook: Rod Sutherland and Davis

Chesuncook Lake below Weymouth Point: Freese and Brown with eight horses and 25–30 men

Ragged Lake: John Morison and Elbridge Hunting operating from Grant Farm

Ripogenus Lake: J.L. Smart and Company

The Main Branch between North East Carry and Chesuncook was frozen by November 14.

1885

T2R13: John Morison and Elbridge H. Hunting

T4R11: John Morison and Elbridge H. Hunting

T6R14: G.H. Davis on Black Brook

T6R15: Eben Thissell on Hurd Pond

Chesuncook, Caucomgomoc, and Loon lakes: John Ross, Smith and Ed Spencer, Rod Sutherland and Gilman Davis

53 Bangor Daily Whig and Courier, June 17, 1882

54 Bangor Daily Whig and Courier, May 26, 1883

55 Prentiss permits at University of Maine Raymond Fogler Library Special Collections

56 Bangor Daily Whig and Courier, April 17, 1884

57 Bangor Daily Whig and Courier, April 17, 1884

58 Bangor Daily Whig and Courier, January 31, 1884

59 Bangor Daily Whig and Courier, November 14, 1884

60 Bangor Daily Whig and Courier, Feb 7, 1885
Big Scott Brook and Loon Lake: John Ross
Ragged Lake: John Morison and Elbridge Hunting

This year’s drive boss trio of Elbridge Hunting, John Morison, and John Ross used an unknown number of boom chains, which they purchased as the contractors; there might have been 198 of them. This was their first documented use on the West Branch in this area. The PLDC made its first purchase of boom chains a year later. Whether this purchase was of the 198 or 198 more was unclear. The chains were available in Maine by 1833 at seven cents a pound.

By deduction the priority for use of the chains was probably replacing the yellow birch pins used to link the boom logs of the strings used for trip booms. Another probable priority use was for linking the boom logs of a boom bag. In both cases they helped minimize breaks in the boom string and loss of logs. A boom string for a boom bag typically had about 120 logs.

In 1885 boom chains began replacing the shot pins used to hold together boom logs for boom bags or trip and other forms of booms or to affix boom logs to anchoring points. The weight of the links and length of the chain varied depending upon use. (courtesy Patten Lumbermen’s Museum, Bill Geller photo)

1886

T2R12: M.V. Whidden, E.H. Hunting, and William Cole

T4R11: John Morison and Elbridge Hunting
T2R13: John Morison and Elbridge H. Hunting
T4R13: Charles S. and Levi T. Davis

By May 24 the rear of Ross’ drive was through the [Big] Scott Brook dam; rain made it possible and will insure he gets into Chesuncook.

The Industrial Journal reported the following:

Scott Brook: John Ross with 24 horses about 75 men
3.5m bfl

Caucomgomoc: Gilman H. Davis with eight horses about 25 men for 1m bfl

Mud Pond: Eben Thissell (estate) with eight horses about 25 men for 1m bfl

Chesuncook: William Cole with six horses about 18 men for .8m bfl

Deer Pond and Black Brook: John Morison and Elbridge Hunting with 50 horses about 150 men and 6m bfl. (They might have to leave logs on Black Brook given the low water levels.)

Ripogenus Lake: Hodgdon and Holbrook with 10 horses and about 30 men for 1.3m bfl

Ripogenus Lake: Charles Davis with six horses for .8m bfl

Head of Chesuncook Lake: G.W. Fiske with 10 horses and about 30 men for 1m bfl

Head of Chesuncook Lake: Burke and Cassidy with 14 horses about 42 men for 1.5m bfl

Black Brook: Whidden Brothers with 10 horses

Wadleigh Pond: Con Murphy

Black Brook, Bear Brook: Morison and Hunting with 50 horses for 6m bfl.

Ragged Lake: A Morison and Hunting crew of 150 men were on Ragged Lake booming up logs in late April 1886 when George Rockwell of Monson drowned trying to cross the lake ice after work.

61 “Timberlands Journal” in Coe Papers at University of Maine Raymond Fogler Library Special Collections
63 Prentiss permit at University of Maine Raymond Fogler Library Special Collections
64 Prentiss permit at University of Maine Raymond Fogler Library Special Collections
65 Bangor Daily Whig and Courier, May 24, 1886
66 Industrial Journal, February 12, 1886 unless otherwise noted. This was the first year that they reported such activity.
67 Bangor Daily Whig and Courier, August 7, 1886
68 Bangor Daily Whig and Courier, May 24, 1886
69 Bangor Daily Whig and Courier, February 16, 1886
70 Bangor Daily Whig and Courier, May 13, 1886
71 Bangor Daily Whig and Courier, February 16 and Apr 29, 1886

1887

16 firms with 250 horses were scheduled to cut 25m bfl above Chesuncook dam. The largest cut was that of Morison and Hunting at 5m bfl. Another large crew was that of William Cole and Charles Nealley who were hauling to Chesuncook Cove. Morison and Hunting were on Ragged Lake and 20 of their horses left for the Morison farm about April 23 with Ed Stevens, a Bangor teamster, who thought this was the toughest of his last 35 years in the woods; deep snow was the problem.

Other lumbermen with crews included: John Ross, Sutherland, Davis, Atwell, and McLeod.

1888

T2R12: Freese and Brown, and Con Murphy
T2R12: White and Murphy
T4R13: I.A. Terrill
T7R14: J.H. & P. Lawler and St. John Smith

Ragged Lake: Elbridge H. Hunting and John Morison with 100 men and 30 horses

Caucomgomoc: Roderick Sutherland with 50 men and 16 horses

Cutting at unknown locations above Chesuncook dam:
John Mayo with 30–40 men and 13 horses
John Ross with 80 men and 26 horses
Gilman H. Davis with 34 men, eight horses, four ox
Atwell and McLeod with 30 men and 10 horses
Samuel White with 35 men and 10 horses
Given the 117 horses used by these men the board feet of logs cut was probably about 11.7 million board feet of logs (8–10 animals per 1m bfl).

The drive work started May 8 under the direction of James L. Smart with John C. Holmes as clerk and Elbridge H. Hunting as contractor.

1889

T2R12: E.H. Hunting and Freese and Charles Brown
T2R13: John Morison and Elbridge H. Hunting
T4R11: Averill, Rogers, and Hersey make trespass payment for logs cut
T4R11: Charles Dudley, and Rogers and Hersey
T6R14: G.H. Davis on Big Scott Brook
T7R14: H.W. Bowman and George H. and Hubert Gray

Chesuncook: William Engle
Caucomgomoc: Gilbert Davis and Rodney Sutherland

As reported in the Bangor Daily Whig and Courier of February 8, 1889:

Caucomgomoc: Bowman and Gray with 16 horses, 55 men for 5m bfl; they hauled to Poland Pond and had a camp at its NW corner and cut in T7R14; they also cut on the brook to Wadleigh Pond.

Scott Brook: G.H. Davis with 10 horses and four oxen, 50 men for 1.4m bfl

Mud Brook: Nash and McNulty with eight horses and 30 men for 1.2m bfl

---

72 Bangor Daily Whig and Courier, June 10 and 14, 1886
73 Bangor Daily Whig and Courier, February 16, 1887
74 Bangor Daily Whig and Courier, November 16, 1886
75 Prentiss permits at University of Maine Raymond Fogler Library Special Collections
76 Stetson permits at University of Maine Raymond Fogler Library Special Collections
77 Bangor Daily Whig and Courier, Apr 23, 1887
78 Bangor Daily Whig and Courier, April 8, 1887
79 Stetson permit at University of Maine Raymond Fogler Library Special Collections
80 Bangor Daily Whig and Courier, May 24, 1888
81 The source did not provide a definition of contractor; Bangor Daily Whig and Courier, September 8, 1888
82 Stetson permits at University of Maine Raymond Fogler Library Special Collections
83 Prentiss permits at University of Maine Raymond Fogler Library Special Collections
84 Bangor Daily Whig and Courier, March 16, 1889
85 Bangor Daily Whig and Courier, May 9, 1889
Black Brook: Elbridge Hunting with 18 horses, six oxen, and 75 men for 3m bfl

Foot of Chesuncook and on Caribou Lake: Charles Brown and Freese with eight horses and 30 men for 1m bfl

Ripogenus Stream: Cots and Kennedy with eight horses and 30 men for 1.5m bfl

The Bangor Daily Whig and Courier reported that adverse winds on Chesuncook had stalled booming and their movement [towing] on the lake, but by May 28 the drive was underway.86

Guides and sports

Beginning in 1885 and continuing for the next 30 years Charles Bullen Dunn and his son John Warner Grigg Dunn took the train from Philadelphia to Greenville where they engaged Greenville guides Henry Trembley and John Hildreth. They left Greenville on the steamer Henry M. for Lily Bay where they departed with a teamster toting the gear and canoes so they could fish the Roach Ponds and Ragged Lake. In 1885 they were at Caribou Lake and the Bear Pond landing. At Ragged Lake in 1887 they used an abandoned logging camp. In 1896 and 1901 they were in an encampment on Sandy Point of Ragged Lake; a site with tent platforms and a dining tent on a platform. About this time Trembley was advertising as a guide with a Ragged Lake camp; this was perhaps his site.

Charles Dunn (1837–1926), a prosperous Philadelphia banker with iron company interests, was born in England, moved to Philadelphia in 1857, became a bank clerk, devoted himself to outdoor sports and went on to form Dunn Brothers Banking House; his interests in fly fishing continued until his death. His son John (1869–1941) entered the University of Pennsylvania in 1887, but his health issues, which in part stimulated the Maine trips, forced him to withdraw just before his senior year. He continued to travel to Ragged Lake area until c.1904 when he moved to St. Paul, Minnesota. Charles continued to make the Maine trips with other family members.87

---

86 Bangor Daily Whig and Courier, May 22 and May 30, 1889

87 The Maine Historical Society had a collection of pictures and diaries by John Warner Grigg Dunn. Bibliographical information was readily available on the internet with one book being Herringshaw’s American Blue-book of Biography.
Chapter 8  1890–1902

“May 1891 …. Knit red full body underwear…. some trousers cut off above the knee and others below. Old mittens were used as patches. Short knit stockings were fastened up by large safety pins. They wore low shoes buckled on or high boots with a strap at the top or boots with the top cut off. Some wore belts and others suspenders. Most wore a bright colored shirt. Some wore only underwear and a shirt…..”

~ Fanny Hardy Eckstorm journal on the drive at Ripogenus Dam

---

1 Fanny Hardy Eckstorm journal; available at University of Maine Raymond Fogler Library Special Collections
## Chart for 1890–1902 biographical sketches

The biographical sketches for the men first engaged in these townships between 1890 and 1902.

<table>
<thead>
<tr>
<th>Last Active Decade</th>
<th>First Name Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Major landowners</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890</td>
<td>Northern Maine Land Co.</td>
<td>Mullen, Rice, Bass, Mudgett, Lunt, Hegarty</td>
</tr>
<tr>
<td>1890</td>
<td>Thomas Upham Coe</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landowners in a lumbering business</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1890 Franklin H. Holyoke</td>
<td>Brewer lumber merchant</td>
<td></td>
</tr>
<tr>
<td>1890 Nathan C. McCausland</td>
<td>Old Town log scaler</td>
<td></td>
</tr>
<tr>
<td>1890 Frank P. Morison</td>
<td>Corinth farmer; Bangor lumberman and fertilizer manufacturer</td>
<td></td>
</tr>
<tr>
<td>1890 Horace B. Morison</td>
<td>Corinth farmer and Bangor lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 Frank L. (son of Charles) Stetson</td>
<td>timberland investor and sawmill owner</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other landowners</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1890 Henry A. Appleton</td>
<td>Bangor lawyer</td>
<td></td>
</tr>
<tr>
<td>1890 Joseph Bass</td>
<td>Bangor publisher</td>
<td></td>
</tr>
<tr>
<td>1890 Frances Pearson Hallett</td>
<td>Old Town &amp; niece of William T. Pearson</td>
<td></td>
</tr>
<tr>
<td>1890 Harriet Pearson Margerson</td>
<td>Old Town &amp; niece of William T. Pearson</td>
<td></td>
</tr>
<tr>
<td>1890 Millard Mudgett</td>
<td>Bangor publisher</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Settlers, guides, sports</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1890 Thomas Martindale</td>
<td>a sport &amp; Philadelphia grocer at Umbazooksus</td>
<td></td>
</tr>
<tr>
<td>1890 Thomas Thomas</td>
<td>Chesuncook guide</td>
<td></td>
</tr>
<tr>
<td>1890 Henry Trembley*</td>
<td>Greenville guide</td>
<td></td>
</tr>
<tr>
<td>1890 Andrew J. Kennedy*</td>
<td>Greenville guide &amp; logger</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Drive bosses</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1890 Frederick W. Ayer</td>
<td>Bangor lumber manufacturer; PLDC drive boss 1899</td>
<td></td>
</tr>
<tr>
<td>1890 Fred Gilbert</td>
<td>Orono lumberman; PLDC drive boss 1900, 1901, 1902</td>
<td></td>
</tr>
<tr>
<td>1890 Harry F. Ross</td>
<td>Bangor lumberman with other businesses &amp; PLDC drive boss 1898</td>
<td></td>
</tr>
<tr>
<td>1890 Saac A. Terrill</td>
<td>Bangor lumberman &amp; PLDC drive boss 1893, 1896, 1897</td>
<td></td>
</tr>
<tr>
<td>1890 Charles W. White*</td>
<td>Lumberman &amp; PLDC drive boss 1892</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Loggers who were not landowners</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1890 A.W. Bragg</td>
<td>Bangor coffin maker</td>
<td></td>
</tr>
<tr>
<td>1890 N.R. Bragg*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890 William W. Brown</td>
<td>Argyle lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 W.A. Buzzell</td>
<td>Costigan logger</td>
<td></td>
</tr>
<tr>
<td>1890 C.L. Chase*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890 John Clark*</td>
<td>logger</td>
<td></td>
</tr>
<tr>
<td>1890 Joseph Cota</td>
<td>Old Town mill man</td>
<td></td>
</tr>
<tr>
<td>1890 Charles Cota*</td>
<td>logger</td>
<td></td>
</tr>
<tr>
<td>1890 P.H. Coombs*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890 F.M. Cunningham</td>
<td>Old Town logger &amp; Milford sawmill owner</td>
<td></td>
</tr>
<tr>
<td>1890 James A. Dubay</td>
<td>lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 Thomas Gilbert</td>
<td>Orono lumberman &amp; best “gang man” on the Penobscot</td>
<td></td>
</tr>
<tr>
<td>1890 William Grant</td>
<td>Bangor mill man</td>
<td></td>
</tr>
<tr>
<td>1890 George A. Gray</td>
<td>Old Town merchant and lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 Herbert Gray</td>
<td>Bangor woolen mill owner</td>
<td></td>
</tr>
<tr>
<td>1890 Charles L. Hathaway</td>
<td>Passadumkeag merchant and lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 Charles Haywood* &amp; Co</td>
<td>Old Town &amp; Co</td>
<td></td>
</tr>
<tr>
<td>1880 John Hinch</td>
<td>Danforth lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 Andrew J. Kennedy</td>
<td>Greenville lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 John Kennedy*</td>
<td>lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 J.F. Kimball</td>
<td>Medway merchant</td>
<td></td>
</tr>
<tr>
<td>1890 Patrick J. Lawlor</td>
<td>Benedicta farmer and lumber camp foreman</td>
<td></td>
</tr>
<tr>
<td>1890 Thomas H. Lawlor</td>
<td>Benedicta and Orono farmer</td>
<td></td>
</tr>
<tr>
<td>1890 M. &amp; J.D. Leau*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890 Herbert W. (Hubert) Marsh</td>
<td>Argyle farmer &amp; lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 Alexander A. McLaine</td>
<td>logger and sporting camp owner</td>
<td></td>
</tr>
<tr>
<td>1890 C.J. McLeod*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1890 D.A. McLeod</td>
<td>Bangor logging contractor</td>
<td></td>
</tr>
<tr>
<td>1890 James McNulty</td>
<td>Old Town lumberman</td>
<td></td>
</tr>
<tr>
<td>1890 Samuel Morse*</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Chapter 8  1890–1902

Biographical sketches of those joining between 1890 and 1902

Joining the landowners list within this decade were only four owners from families who were not previously involved with land ownership in these 18 townships. Forty-three new loggers who cut with stumpage contracts joined the 19 who continued from previous decades.

**Major landowners**

Northern Development Company’s charter members included: Charles Mullen, a University of Maine educated engineer who oversaw the building of the 1893 rail line from Brownville to Aroostook County and envisioned what could be built harnessing the power of the falls at what later became Millinocket; James Rice, superintendent of Henry Poor & Son tanneries of Winn; Joseph P. Bass, Bangor publisher; Millard E. Mudgett, Bangor publisher; Clarence S. Lunt, city editor of the Bangor Daily Commercial; and Thomas F. Hegarty. Garret Schenck, head of the Rumford Falls Paper Company that eventually became Great Northern Paper Company, joined later.

**Thomas Upham Coe** (1837–1920) was a half-sibling of Ebenezer S. Coe, married with a family, and a Bangor physician. When Ebenezer died Thomas continued with some timberland management.

**Landowners in a lumbering business**

Franklin H. Holyoke (1843–1911), son of Brewer lumber merchant Caleb Holyoke (d.1888), joined his father in the business and continued it after Caleb’s death. The father and son engaged in logging and land ownership west of Chesuncook Lake on the South Branch of the West Branch of the Penobscot River and in the area of the confluence of the North and South branches beginning in 1870 and continuing through the rest of the century. Caleb was a charter member of the 1870 Penobscot Stream Dam Company. In 1880 he and his son bought land in Pittston township that included the area of the Knights farm, Pittston farm post-1906. Franklin and his father specialized in ship’s spars and lumber. Franklin’s son Caleb Jr. (1863–1933) joined his father and specialized in ship’s knees and lumber.

**Nathan C. McCausland** (1845–1926), born in Hartford, worked on his father’s farm in 1870 and by 1880 was a log scalar living in Old Town. During the first decade of the 1900s he was a deputy collector for the IRS. At some point before 1910 he formed N.C. McCausland & Company, purveyors of coal, wood, and ice. In 1910 he was the company’s treasurer and in 1920 the manager of a coal company.

**Frank P. Morison** (1871–1951), a son of Corinth farmer and lumberman John Morison, grew up and lived on the farm with his wife Linnie (m.1893). As did his other brothers, he worked in lumbering with his father. Sometime before 1909 the childless couple moved to Bangor where Frank and his brother Abner entered the fertilizer manufacturing business, which they successfully sustained into at least the early 1940s.

**Horace B. Morison** (1864–1937) was a son of Corinth farmer and lumberman John Morison and lived for a time on the family farm with his wife Helen (m.
1892). They had no children. By 1909 he was living in Bangor as a lumberman who also had a mill through at least 1921. He was still in the lumbering business in 1930 and president of the Pistol Stream Dam Company in 1934, but living back in Corinth. He died in New York City.

Frank L. Stetson (1850–1903), son of Charles and Emily Stetson, the prominent Bangor family with extensive lumber dealings in both Maine and New Brunswick, married Annie Niebor in 1877, and by 1880 they were living in St. John, New Brunswick where they raised four children. Frank apparently moved there to work in the lumbering business. By 1890 he was a partner in Stetson, Cutler & Company that had a sawmill. When he died in St. John he was still with the company. His family buried him in Bangor.

Other landowners

Henry A. Appleton (1849–1903), the son of lawyer and timberland owner John Appleton, apparently followed quietly in his father’s business. He became a lawyer and he formed his own partnerships with lumbermen like John Mayo in 1877. Prior to the 1890s the Bangor directory was silent on his occupation and then connected him to lumber and timberland dealings. He and his wife Maria had no children.

Joseph P. Bass (1835–1919) was born in Vermont and moved to Bangor where in 1864 he was a dry goods dealer. In the 1870s he moved into real estate and patent rights. By 1882 he formed J.P. Bass & Company, publishers of the Bangor Daily Commercial (1872–1949) and the Bangor Weekly Commercial and Democrat, whose last issue was in 1882. His company also printed books. In 1897 Bass became part of “the syndicate,” a group of seven speculators organized by Charles Mullen under the name Northern Development Company, whose purpose was to harness the power of the Penobscot River to provide power to lumber operations. By legislative act in 1899 this became Great Northern Paper Company.

Frances P. Hallett (1847–1919), sister of Harriet Pearson Margerson (Margesson), was born in Lincoln to Orpealyer and Susan Pearson. Her presumed brother was William T. Pearson, Bangor sawmill owner. Her husband Ansel owned Ansel C. Hallett & Company dealers in hides, skins, and wool.

Harriet Pearson Margerson (Margesson) (1845–post-1920) was a daughter of Orpealyer and Susan E. Dennett Pearson of Old Town. Her father and presumed uncle Menander were West India goods traders who moved into lumber by 1848. Harriet’s presumed much younger brother William T. Pearson worked for his father in 1846. Apparently upon William’s death the land he owned in T3R11 went to his widowed niece Harriet who was living with her mother in the Boston area. William was also widowed and had no living children.

Millard E. Mudgett (1852–1900), the son of a Guilford physician, moved to Lincoln at 18 years of age and served as a store clerk. By 1880 he had become a printer in Bangor and became a partner with Joseph P. Bass in J.P. Bass & Company and remained as such until his death in 1900. Mudgett also joined Bass as one of the syndicate members as organized by Charles Mullen in 1897.

Drive bosses (not necessarily landowners)

Frederick W. Ayer (1855–1936), was the son of longtime Bangor merchant Nathan C. Ayer who dealt in West India goods other than lumber through perhaps 1860 and by 1867 he apparently formed N.C. Ayer & Company (lumber). In 1877 he was president of Second National Bank of Bangor. He continued in the lumber business into the late 1880s. Following in his father’s path F.W. was a clerk for Fogg & Bridges at 18, and four years later formed his first company, Blunt & Ayer. His work as a lumber merchant was well underway by 1879. He bought the Palmer & Johnson (P.&J.) mill by 1882 and established F.W. Ayer & Company, lumber manufacturers. In support of his mill business he was active in the Penobscot Log Driving Company and a director in at least 1892 and perhaps through 1899 when he was selected as drive boss by the PLDC; he understood the work of the log driver as well as that of a president of a complex company. Over the next two decades he grew the mill to be what at the time was the largest bandsaw mill in New England. In 1889, so as to not waste the mill scraps, he built a sulfite pulp mill, and in 1896 he
began to make paper. In 1899 he incorporated using the name Eastern Manufacturing Company, a company that remained in operation under various like names until it closed in 2005. In 1915 he bought out the Katahdin Pulp and Paper Company of Lincoln and 15 years later the Orono Pulp and Paper Mill.2

**Fred A. Gilbert** (1866–1938), son of lifelong highly respected Orono logger Thomas Gilbert, grew up in Orono and joined his father in logging as a member of Thomas Gilbert and Son Company. For the 10-plus years they worked together they were primarily on the South Branch of the West Branch. In 1898 his father retired and Fred joined loggers James A. McNulty and Frank Stetson. Two years later in 1900 the new Great Northern Paper Company hired him as head of its woodland operations. In 1900, 1901, and 1902 the PLDC hired Fred as the West Branch Drive boss. In 1903 he retired from the firm McNulty & Stetson and worked solely for GNP. In 1928, after building the massive GNP woods operations and in conflict with new GNP leadership, Fred left its employ to manage his investments until he died. Fred and Janet married in 1915 and they raised a daughter and a son in Hampden. Fred was a trustee of the Eastern Trust and Banking Company of Bangor and was actively involved in over eight civic organizations.

**Harry F. Ross** (1874–1955), the youngest child of Mary and John Ross, grew up in Bangor and after graduating from Harvard College in 1897 joined his father who formed John Ross & Son Company. Some of his earliest logging experiences were in the Lobster Lake area followed by those from Katahdin’s Basin Ponds south to Millinocket Lake. In addition to his lumberman responsibilities he set up an ice harvesting, vending, and shipping company with his brother-in-law in 1899. Harry also had interests in mining and metallurgy and with his father’s support found investment opportunities in Halifax and around 1910 moved to Halifax to oversee those investments. After the family Bangor home burned in the 1911 Bangor fire his father spent time at Harry’s home in Halifax where he died in 1913. John Ross and Son Company apparently dissolved after the death, but Harry continued to manage the timberland until his death in 1955. When Harry might have sold their Halifax mining interests was undiscovered, but by 1926 he was president of J.P. Bass Publishers and by the mid-1940s was also president of the Bangor Daily Commercial. Harry and Martha married late in life with their oldest daughter being 25 at the time of his death and his wife being 55. Their five children were all a year apart with the last four born in Bangor.

**Isaac A. Terrill** (1848–1940), was born in New Brunswick, Canada, and came to Bangor without his parents in 1866. By 1880 he owned a farm in Argyle, and his father arrived in Bangor after 1881. When he became active in the lumber trade remained undiscovered, but by 1892 he was a director of the Penobscot Log Driving Company and it might have been in that capacity that the PLDC hired him as the drive boss in 1893.3 In the post-1900 era he remained in the lumbering and logging contracting business until sometime in the 1920s; he had retired by 1929 and became a hardware store owner in Old Town. He was active in the Methodist Church of Old Town and died in Vanceboro.

**Charles M. White** (1838–1907) was born, raised, worked, and died in Old Town. By the age of 22 he was working on lumber and continued to do so for the rest of his life. His death certificate noted his occupation as a lumberman as did the Bangor directory of 1903. The 1900 census taker used the term logging contractor for his occupation. In 1906 he was a director of the Penobscot Lumbering Association. Charles married, fathered a daughter who died at 15 years and a son within a few months of birth. He divorced in 1875 and remarried (Augusta).

**Loggers (not landowners)**

“A.W. Bragg” was probably William A. Bragg (1849–1929), who was a son of Carleton S. Bragg, Bangor lumber dealer, and joined him in his work until he

---

2 Frederick W. Ayer biographical information was available in the Eastern Manufacturing Company Papers at the University of Maine Raymond Fogler Library Special Collections.

3 The PLDC took bids for the drive, but if they were not satisfied with the bids then the company hired one of its own.

4 Bangor Daily News, December 4, 1940
died in 1876. In 1880 he was a coffin manufacturer and in 1889 married his wife Isabelle.

Between 1900 and his death he was an employment agent specializing in hires for lumber companies.

William W. Brown (1842–1924) was born in New Brunswick and by 1880 was a lumberman living in Argyle where he resided until he died. He and his wife Nellie had no children living with them in 1880. He worked as a lumberman until early in the 1900s and was selling insurance by 1910; he retired from that by 1920.

“W.A. Buzzell” was living in Cositigan just above Orono in the 1890s. A W.A. Buzzell was born in 1831 and had a farm in Enfield in 1860. His first wife and two young children died before 1860. He married again and was buried in Enfield.

Joseph Cota (1851–1924) was born in Canada and moved to Old Town with his parents in 1869. Both he and his father immediately began to work on wood and in the mills. By 1900 he and his wife Amanda had three children.

“F.M. Cunningham,” likely Franklin M. Cunningham (1836–1898), was born in Jefferson and became an Old Town logger and lumberman. In at least the early 1870s he owned a Milford sawmill. He was the owner of Knights farm at the junction of the North and South branches of the West Branch and used it to support his logging operations in that area over a number of years. He died at Seboomook Falls on the spring 1898 drive; accidental drowning. His wife and two sons survived him.

James A. Dubay (1867–1949) grew up in Hamlin Plantation, lived there before moving to Old Town with his wife Alice (m.1899) c.1900 and worked as a lumber foreman. In 1910 his wife, sister, and parents were with him in Hamlin Plantation, Aroostook where he was a lumber camp foreman. The couple had a son, Fred J., in 1911. At some point between Fred’s birth and 1930 they moved to Seattle, Washington where James continued as a laborer in the lumber industry. Their son also worked with lumber.

Charles H. Dudley was perhaps a person of this name who was born to a farming family in Mattawamkeag in 1852. He and his wife Ruth married in 1879 and began raising their family of four children on a Stacyville farm. He apparently logged in the off-season and at some point before 1900 moved to Old Town where he was known as a lumberman. He died at Old Town in 1900.

Thomas Gilbert (1828–c.1900), born in St. Francis, Quebec and self-educated, arrived in Orono by 1850 and quickly establish himself as an excellent mill man, the best “gang man” on the Penobscot; an expert lumberman.5 He married Esther in 1864 and they raised 10 children, all of whom he ensured completed high school and had opportunities for education beyond that, including his daughters. Two of his sons, Fred A. (1866–1938), the oldest, and Charles (1872–retired 1930) followed him into the lumbering business. At 22 in 1888 Fred already had experience and his father formed Thomas Gilbert and Son Company and they worked together for the next 12 years, primarily on the South Branch of the West Branch of the Penobscot River and drove from there to Chesuncook Lake and on to Bangor (179 miles). They built the first successful Canada Falls dam and solved the infamous problem of “The Oxbow” by digging a canal across it. Thomas logged with Fred on the South Branch into the later part of the 1890s, the end of his lifelong logging career.

William Grant was perhaps a Bangor man, who was a mill man for F.W. Ayer Company in 1892, an employee of William Engle and Company in 1903, and worked as a teamster in 1912. It is possible that he was a lumber camp boss for at least Ayer and Engel at different times.

George A. Gray (1846–1928), a lifelong Old Town resident, was a butcher by 1870 and a paper maker in 1880 before becoming a lumberman and business owner by 1900. He sold hardwood and in 1910 he owned a hardware store and sold lumber, an operation he ran until his death. At some point he married and with his wife Mary raised three children.

Herbert Gray (1854–1947), younger brother of George A. Gray, lived with his wife Hattie and four children in Old Town. He began working as a farm hand at age 16 and had an Old Town farm by 1880. From at

5 Maine: A History, Volume 4
least 1900 to 1930 he was owner of the Old Town Woolen Company.

William Hastings was in the Bangor directory from 1885 through 1907 as a lumberman. Beginning in 1909 and extending to 1916 the directory had his profession as an “expressman,” one who packs, manages, and ensures delivery of any cargo. His wife died in 1921 and he continued to reside in Bangor.

Charles L. Hathaway (1837–1909) was the son of a first settler in Passadumkeag and followed in his father’s footsteps in farming, lumbering, trading, and living in the community. By 1880 he was dealing in retail groceries and lumber, and was raising two daughters with his wife Harriett. Ten years later he was a widower living with his son-in-law in Passadumkeag. He remained a lumberman until his death in Passadumkeag.

John Hinch was probably John W. Hinch (1860—__) who in 1880 was working on his family’s farm in Bancroft. By 1900 he was a lumberman with a farm in Danforth where he and his wife Ida raised two children. He partnered in a number of instances with timberland owner and lumberman John Cassidy. In at least 1901 he was a member of the Penobscot Lumbering Association and was still a lumberman in 1910. He served as a director of the Merchants National Bank in Bangor in 1914.

Andrew J. Kennedy (1860–1931) was perhaps such a person who was born in Canada, immigrated to Maine in 1865, lived with foster parents in Madison in 1870 and became a US citizen in 1893 when he was residing in Greenville, where he died. In 1910 the census indicated he was a truckman, in 1920 a guide, and in 1930 a fur trapper.

“J.F. Kimball” was probably James F. Kimball (1848–1914) who was a son of a Bangor grocery merchant. By 1870 he was living in Medway and opened a grocery business that he sustained through at least 1910. His Medway business interests included dealing in lumber by forming the Kimball and Adams Company that included lumbermen partners John Morison and Charles H. Adams in at least 1891 and 1893. He died in Millinocket and was buried in Bangor.

“Patrick J. Lawlor” was probably Patrick A. Lawlor (1856–1912) as per the death certificate. He was the son of a Benedicta farmer and became a Benedicta farmer and logger. He and his wife Ellie began raising their six children on the farm, but by 1907 had moved to Bangor and he continued his woods work as a foreman until he died.

Thomas H. Lawlor (1856–1942) was a brother of Patrick Lawlor and farmed in Benedicta where he and his wife Ellen raised nine children. Some time between 1911 and 1920 they gave up the farm and moved to Orono where Thomas served as a farm foreman. By 1930 he was a widower working on a farm in Haverhill, Massachusetts.

Herbert (Hubert) W. Marsh (1851–1940) grew up on his parents Argyle farm, was working on the farm and lumber by 1870, married his wife Georgiana in 1876, took over the family farm by 1880 and continued with lumber. In 1900 he referred to himself as a lumberman. Sometime in 1931 he retired from the wood dealing business. He lived in Orono at the time of his death.

Alexander A. McLaine (1841–1912), also known as Albert McLaine (sometimes spelled McLane) was born, married, raised a family and lived in various communities in Penobscot County before moving to Chesuncook settlement sometime in the 1880s to log and operate a sporting camp. He also had an abode at Chesuncook dam. He was a logger, hunter, trapper, and farmer and was buried at Passadumkeag.

D.A. McLeod’s (—–__) name appeared in the Bangor Directory of 1907 and 1914 as a logging contractor.

“C.W. Mullen” was Charles W. Mullen (1858–c.1928) who grew up in Greenbush and lived nearly all his life in Old Town and Bangor. He was a graduate of the University of Maine in civil engineering. His first job was that of a school teacher. His engineering work involved the development of the mills in Berlin, New Hampshire and in 1891 he laid out the rail line from Milo north into Aroostook County. On that job he recognized the value of the falls at what would become Millinocket. He had the vision for harnessing the water power for what would become GNP. He did not stay with GNP, but continued his lumbering interests with his own
sawmills and lumber operations. His sawmill at North Twin Dam on the West Branch served the construction needs of the GNP mill and continued after the mill was up and running. He remained a timberland owner into the 1920s. He also served his community as a state house representative from Old Town, a state senator, and mayor of Bangor; all before 1915.

Jeremiah D. Perry (1848–1920) was a Benedicta farmer and lumberman. He had eight children and at some point after 1900 moved to Bangor, where he was a surveyor of lumber for the city.

James Rice was James C. Rice, a West Branch lumberman who c.1880 bought a small farm on the north side of the West Branch not far below Shad Pond. He was a PLDC director in at least 1901 and 1902 when he voted in favor of having GNP take over the drive above Shad Pond. He sold his small farm to GNP and it became known as the Rice farm. In 1904 he logged on Pemadumcook Lake near Millinocket.

Enos Sawyer (___–1907) was a Howland farmer who logged extensively on the lower end of the Piscataquis River on Prentiss stumpage contracts. He died in Howland.

“J.F. Smith” was probably Joshua F. Smith (1852–___) who grew up and lived his life in Chesuncook village. His father, Baxter Smith, was one of the first settlers with his family. By 1880 Joshua was running the farm, and as most of the farmers of the village, he logged in the off-season. He married his wife Eunice some time after 1880 and they apparently had no children.

“Snow” was perhaps Charles L. Snow (1855–1910), a Bangor man who worked in cordage and mill supplies, and was a ship chandler. By 1885 he was dealing in coal and wood and in 1890 he was working with Nealley and Company and Hinck’s and Company in dealing with the same. By 1903 he was president of Snow and Nealley Company. He and his wife Minnie raise a daughter.

Roderick W. Sutherland (1849–___) was born and educated in Nova Scotia where he lived through at least 1871. By 1882 he was living in Brewer with his wife Isabelle Eaton of Blue Hill and a newborn. Sutherland held stumpage contracts on the West Branch drainages in the Chesuncook area for 11 years between 1878 and 1896.

“Elijah Webster,” presumably Elijah J. Webster (1825–1906), was born in Glenburn and grew up on his family’s Orono farm. By 1870 he was a lumberman and he and his wife Martha moved to a farm in Patten. Ten years later they were back in Orono with four sons and a daughter and he continued with his lumbering interests. By 1903 he retired as a lumberman. He died in Orono.

Others

“S.D. Leach,” builder of the Chesuncook towboat the John Ross, was probably Silas D. Leach (1838–1914), a lifelong ship’s carpenter. He was born on his father’s farm in Penobscot and in 1847 moved with the family to Brewer and lived his life in the Brewer and Bangor area. By 1864 he was a ship’s carpenter. He and his wife Sarah raised four children. He died in Brewer.


Place names

Brighton Deadwater, a term perhaps first used in 1893, appeared in Hubbard’s guidebook of that year. A search for a Brighton living in Maine proved unsuccessful.

Land ownership by township

The list of those who still owned land from previous years and continued to do so going into the 1890s included: John Cassidy, Elbridge Hunting, and John P. Webber of the 1870s; Levi Bradley, Carleton S. Bragg, St. John Smith, William Crosby, and Stetson brothers Charles, Isaiah, and George from the 1860s; Joseph W. Clark, Thomas Edgery, the Prentiss heirs, Asa Pingree, and George W. Ladd from the 1850s; and John Eveleth, George Boynton, Ebenezer Coe, the Pingree heirs, William McCrillis heirs, the Strickland family, and Samuel Hersey trustees from the 1840s. Only four others who were not members of any of the above families joined the list in the 1890s.
By the end of this decade the number of continuing landowners in these 18 townships shrunk to the John Eveleth heirs; John Cassidy; David Pingree heirs; Ebenezer S. Coe; Asa Pingree; the Strickland family; Henry Prentiss heirs; Samuel H. Blake heirs; St. John Smith; Gorham Boynton; Levi Bradley; Charles, Isaiah, and George Stetson; Thomas Egery; William McCrillis heirs; Morison family; and the Penobscot and Kennebec Land Company.

This decade included a total of 12 first-time landowners of whom four were not heirs or family members of owners of the previous decade; their deeds were only in T3R11, T3R12, and T3R13. The first land sale to what would become Great Northern Paper Company (GNP) in 1899 occurred in T3R13.

T2R12 (access to Chesuncook via Ragged Stream, Kelly Ponds & south end of Caribou Lake)

At some point before 1900 Henry M. Prentiss, manager of the Henry Prentiss estate, purchased the Joseph W. Clark, a Dedham, Massachusetts financial broker, 15 lots and the George W. Pickering, Bangor lumber merchant, six lots, for in 1900 he issued a mortgage deed to John Cassidy, Bangor wholesale grocer and timberland investor, for a quarter of a one-third of eight-ninths of these two sets of lots. The landowners by the end of this decade were Cassidy and the Prentiss heirs, and perhaps Charles A. Nealley, Brewer grocer and sawmill owner.

T2R13 (southern two-thirds of Ragged Lake draining through Ragged Stream to Caribou Lake to Chesuncook)

In 1890 John Morison, Corinth farmer and lumberman, bought a quarter undivided share from Elbridge Hunting, also a Corinth farmer and lumberman, and in 1891 a quarter share from the Samuel Blake, Bangor attorney (bank president and timberland investor) estate and in 1892 he obtained another undivided quarter from Hunting. By 1900 Ebenezer S. Coe, Bangor lumberman and timberland investor, and Morison were the township’s only landowners.

T3R11 (split west to east by the West Branch from Ripogenus Lake a mile above its dam through the gorge and the steep hillsides to the foot of Horserace Falls)

Joseph Smith, Old Town lumberman, sold a one-eighth share (half of his quarter) to Nathan C. McCausland, Old Town log scalar, in 1891. William H. Smith, Bangor lumber dealer, by trustees sold a quarter share to Joseph Bass and Millard Mudgett, both Bangor publishers, in 1892. In 1897 William T. Pearson, Bangor sawmill owner, by trustees sold a half share of the township to a niece Harriett Pearson Margerson (Margesson) and her sister Frances Pearson Hallett.

T3R12 (most of Ripogenus Lake, the southern portion of Chesuncook Lake and its entry point from Caribou Lake)

Samuel H. Blake estate retained his half of the east half through at least 1910 and his five-sixths of the other half of the east half. John P. Webber retained his half of the east half. George W. Ladd, Bangor druggist and merchant, sold the west half to Franklin H. Holyoke, Bangor logger specializing in ship’s spars. Holyoke issued a stumpage contract to Edward T. Spencer in 1899. Holyoke still owned the land in 1901.

T3R13 (northern half of Ragged and Caribou lakes and Deer Pond)

By the early 1890s two buyers began purchasing the many parts as held by George Thatcher, Bangor lumber merchant, William Crosby, Bangor lawyer, Gorham Boynton, Bangor banker and timberland investor, and Carlton Bragg, Bangor lumber merchant. John Cassidy, Bangor dry goods wholesaler and timberland owner, made his first purchase in 1891 when he bought the 100-acre Corinth farmer and lumberman John Morison 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 GNP was the other major purchaser.

T4R11 (Soper Brook to Harrington Lake to Ripogenus Stream to Ripogenus Lake)

This decade’s two largest landowners continued to be St. John Smith, Portland merchant and investor, and Asa Pingree, owner of a large Topsfield, Massachusetts farm and brother of David Pingree.

T4R12 (east shore, mid-section Chesuncook Lake and Mud Pond)

Eugene and Clarence Hale, William Engel, Frank Gilman and Daniel Davis (Hale et al), Penobscot and Kennebec Land Company, owned the original George Jewett half of the township. Samuel H. Blake heirs continued to own the original Cyrus S. Clark half of the township.

T4R13 (west shore, mid-section Chesuncook Lake)
In December 1885 Ebenezer S. Coe sold some specifically designated acres to Nathaniel M. Whittemore, a Gardiner lawyer. Both men continued their ownership through at least 1899.

**T5R12** (east side, north end Chesuncook Lake with Cuxabexis Lake and Duck Pond)

William H. and Philo Strickland, Bangor lumbermen and timberland investors, and Thomas Egery, Bangor iron foundry owner, continued their ownership of the whole township. After Thomas Egery’s death his daughter sold in 1902 to Stanley P. Dennett.

**T5R13** (head of Chesuncook Lake with lower ends of Umbazooksus and Caucomgomoc streams)

John Cassidy, Ebenezer S. Coe, Asa Pingree, and the Pingree heirs continued to own the land excluding “lots A–I.” The land transactions involving the Ansel C. Smith farm and the farms on both sides of the lake in that area, known as “lots A–I” are under “Chesuncook farm and settlement.”

**T5R14** (Little Scott Brook draining north to Black Pond)

The Strickland family members retained ownership of the township and logged the land through 1899.

**T5R15** (Big Scott Brook draining to Loon Stream to Caucomgomoc Lake)

Timberland investors David Pingree heirs, Levi Bradley, Bangor merchant, and Gorham Boynton, Bangor banker, each retained their shares of the northwest quadrant, as did William McCrillis heirs (Bangor lawyer and timberland investor) and Samuel Hersey, Bangor attorney, bank president, and investor, for the rest of the township.

**T6R13** (Longley Pond and Umbazooksus Lake)

Having bought Medford, Massachusetts merchant Dudley Hall’s half of the township in 1889, John Cassidy purchased a quarter share of Samuel Hersey’s land and grass and timber rights in 1890, and Charles Stetson, Bangor lawyer and timberland investor, bought the other quarter.

**T6R14** (outlet and east half Caucomgomoc Lake, to Black Pond to Chesuncook)

The Samuel Hersey trustees retained some land, but sold John Cassidy a one-eighth share of the township and grass and timber rights. In 1895 the Bucksport contingent sold its remaining two one-eighth shares to timberland investors John Cassidy and Charles Stetson. Ebenezer S. Coe, timberland investor, retained his ownership through the decade.

**T6R15** (Loon Lake and Stream to Caucomgomoc Lake)

In 1899 Levi Bradley, Bangor lumber dealer, and Gorham Boynton heirs (Bangor manufacturer) sold what they owned to Ebenezer S. Coe and the Pingree heirs, who now had sole ownership of the township.

**T7R14** (Little Shallow, Shallow, and Daggett lakes, Round and Poland ponds, Ciss Stream)

The previous decade’s landowners, Ebenezer S. Coe and Pingree heirs, and Gorham Boynton and Levi Bradley, conducted no transactions in this decade.

**T7R15** (Wadleigh Brook)

Stetson family brothers and timberland investors Charles, George, and Isaiah, continued their ownership of the west half, as did the Pingree heirs with their two-thirds of the east half and St. John Smith, Portland merchant and investor, with his one-third of a quarter share in the east half.

**T8R15** (southwest corner and Wadleigh Pond)

Stetson family brothers Charles, George, and Isaiah continued their ownership. After Isaiah died, the family retained his share of the property.

**Maps and access**

During this decade loggers continued to use the tote roads established in the previous decades. That section of the Hubbard 1899 map covering these 18 townships matched that of his map of the previous decade.

**Farms and settlements**

The farms continued their important roles in serving the late fall, winter, and early spring logging operations. What was continuing to develop and expand was their summer business. By the mid-1890s a few rugged well-to-do sports from Maine and beyond had taken trips with guides for a number of years and with their help began to build their own camps, generally on leased land, and hired a guide to look after it. They used the waterways and existing road network and farms to reach

---

6 The census records for the 1890s were lost in a fire; none were known to exist.
their sites. Some guides had enlarged their two-to-three-person hunting camps so they could accommodate more than one or two sports. Others were on canoe trips and tented along the waterways. The railroad, also wanting off-season business, advertised to sports, and with the lure of game and fish many came and guides multiplied. The less rugged and an increasing number with families stayed at Lily Bay House, Roach River House, Ragged Lake farm, and Chesuncook farm. The accommodations at these sites continued to improve and expand.

**Lily Bay farm**

The Shaw family continued with their ownership through the decade. In 1895 William M. Shaw received the deed for the land originally obtained from the Evelthts and in 1897 he transferred it to the M.G. Shaw Lumber Company. Alfonzo and Sally Bradeen continued as managers with John Dyer Borden as guide and Charles Shaw as the postmaster in 1900. The steamer called at the wharf daily.7

---

7 *Bangor Daily Whig and Courier, May 5, 1890 and July 21, 1891*

**Roach River farm**

John Morison and Elbridge Hunting continued to own the farm and the Mr. and Mrs. Charles Griffin family continued to oversee it and the hotel. John’s son Abner ran the daily stage line year round between the farm and Greenville.8 The farm operated throughout the year, but the hotel and post office closed for a few winter months and reopened in the spring.

---

8 *Bangor Daily Whig and Courier, January 20, 1890*
9 *Bangor Daily Whig and Courier, June 18, 1892*
10 *Bangor Daily Whig and Courier, May 21, 1894*
11 *Bangor Daily Whig and Courier, November 12, 1896*
12 *Bangor Daily Whig and Courier, March 28, 1898*
13 [canadaroadchronicles.wordpress.com](http://canadaroadchronicles.wordpress.com)
Scenes at Roach River Farm: The fields seen from the dam were opposite the farm, and owned by Deacon Ford who was a lessee of the Roach River farm. (courtesy Charles Leadbetter family)

Scenes at Roach River Farm: Looking across Ford’s field to Roach River farm (courtesy Charles Leadbetter family)
vintagemailimages.com, 17706)

Scenes at Roach River Farm: Loggers working in the area boarded at the Roach River Farm (courtesy Charles Leadbetter family) of Maine Historical Society, vintagemailimages.com, 17706)
600-acre farm and all associated with it, and the hotel and cottages, to Elizabeth J. Sawyer of Bangor in 1901. Whether or not Elizabeth was related to either Enos Sawyer or W.A. Sawyer, both of whom had logging crews in the Chesuncook area at the time, could not be confirmed. The only Elizabeth Sawyer found in Bangor was the wife of John Sawyer, a Hampden farmer who died in 1902.

**Ragged Lake (Grant) farm**

In 1892 the Hunting heirs sold Elbridge's share to his partner John Morison so that he was sole owner of the designated lots. In 1891 Fanny Hardy Eckstorm and her father visited the farm and learned Morison intended to tear down the existing structure (built 1878) and build anew. In 1892 the family built a stick-frame farmhouse, plus a barn and blacksmith shop. By 1899 H.B. Morison, John's son, served as proprietor. In 1897 the farm produced 100 tons of hay, 50 bushels of cabbage, 35 of beets, 50 of turnips, 750 of potatoes, and had 12 acres of oats.

The newly established Great Northern Paper Company (GNP) bought the farm from Frank Morison, a son of John Morison, in 1901 with the intent of developing it to serve their future logging operations.

East of the Ragged Lake (Grant) farm in the next township, T2R12, in 1900 John L. and Ada McCord farmed with the help of Jeremiah Spencer. Based on the postal records, the McCord farm was at an undiscovered location on the road from Ragged Lake (Grant) farm to the Chesuncook dam area. John (1870–1933) grew up on an Exeter farm and married Ada in 1886. The 1900 census also listed them as having a farm in Corinth. Their presence in T2R12 was probably related to Corinth's John Morison and Sons logging operations in this vicinity. In December 1904 John was appointed postmaster in what the postal service records listed as Morison and he continued as such until November 1907 when Frank P. Lane took over.

---

14 Fanny Hardy Eckstorm Papers, “Notes from 1888–1918,” University of Maine Raymond Fogler Library Special Collections
15 Leroy Thomas Carlton, *Carlton’s Pathfinder and Gazetteer of Hunting and Fishing*, 1899
16 *Maine Woods in the 20th Century*, University of Maine Studies
17 I found no clues to the location of this farm.
Ada McCard died in Corinth in 1906 and John soon moved back to Corinth. By 1910 he bought a sawmill on Kenduskeag Stream. He remarried (Elizabeth) and continued with his sawmill until he died. He fathered no children.

**Deer Pond farm**

Edwin Southard continued to operate the farm, but after he married in 1891 and moved to Dover he probably leased it. He completed his mortgage payments to John Cassidy in 1891; a loan that suggested Cassidy, a landowner in this area, probably wanted an operational farm he could depend upon. In 1896 Southard sold to Frank L. Shaw of Portland. Shaw was son of Jason and Lucy Shaw and president of Shaw’s Business College of Portland and apparently not related to the Milton G. Shaw family. Shaw ran the place as a sporting camp, Camp Greenwood, that sports knew as the “Old Joe Morris Place.” His access to Chesuncook Lake was via the old Morris landing about two miles east of the camp and two miles south of Quaker Brook. Whether or not he continued to run the camp after 1898 when he, as a member of the Portland Club, acquired land on the lake and had a camp, was undiscovered in terms of his sale of the Morris property.

To what degree if any Shaw hired someone to manage the site during the logging season and serve teamsters and transients as it had previously was not discovered. The fact that Shaw was able to buy the property as opposed to Cassidy buying it back suggested it was no longer important to loggers. This might have been a result of the continuing improvement of the road between Ragged Lake and Chesuncook settlement. A loaded team headed north could reach Deer Pond in a morning, switch sleds with a teamster headed south, and return.

**Chesuncook farm and settlement**

In 1890 John Foss continued as manager of the Chesuncook House with its store and beds for 20 guests.

---

18 Leroy Thomas Carlton, *Carlton’s Pathfinder and Gazetteer of Hunting and Fishing*, 1899
Leonard Hilton was back again as manager in 1891. The following year the manager was Ansel B. Smith, who would remain as such well into the next century. During the preceding decade Smith had been running the Mud Pond carry service, but he sold it to his brother Frank in 1891 (continued in the following “Guides and Sports” section).

Between 1880 and 1899 the list of families that moved in and moved out was incomplete; the 1890 US Census was lost in a Washington, DC fire. Those who had resided here in the 1870s and were still present in the 1880s included: Joseph Smith (hotel cook) and Joshua Smith, both sons of the Baxter Smith family; Charles D. Smith (hotel cook), Ansel B. (hotel manager), his brother Frank and their sister Eva (hotel housekeeper), all of the Ansel C. Smith family; John and Adeline Smart (farmers), and their sons William (laborer), and Thomas (guiding). Olive Smith, who had previously returned to live with her children, died here in 1893. Thomas Bridge, son of John Bridge, died in 1895 in Newfoundland, but his widow and second wife Minnie (b.1870), daughter of Alman

---

Scenes from Chesuncook Settlement between 1890–1902

(All photos courtesy Barron family heirs except top left courtesy Moosehead Historical Society, 00-1-52)
Meservey of Greenville, and their four children continued to reside in Chesuncook. The Thomas Gero family who moved here by 1880 continued as residents after Thomas died in 1901. The Pease family, who were present by 1881, expanded with another five children. Lonnie Barnes probably moved to the community in the early 1880s, as he married Linda Smart of Chesuncook’s John Smart family in 1884 and built a house for his family in 1891.

The 1900 census revealed that the community had 15 dwellings, which included those on both sides of the lake, with 62 individuals of whom 19 were 14 years of age or younger. In 1900 the families and boarders residing in abodes on the east side of the lake had a lease from one of the following landowners: John Eveleth, David T. Sanders, or Henry C. Hudson. Beginning with the northmost lot the families were Gero, Pease, Black, and Smith (Joshua).

William Gero (farmer) with his father Thomas and mother Esther and three brothers, James, Thomas, and Joseph (guiding), were on 1.1 acres with a single structure. Thomas Gero (1841–1901) was born on Prince Edward Island, arrived in this country in 1866, married in 1874, moved to Greenville before 1880 and moved to Chesuncook by 1880 where his son William (1882–1913) was born. In November 1901 Esther Bridge Gero killed her husband Thomas with a hunting knife during an argument. Alcohol was a factor; they were known to sell alcohol and drink with those to whom they sold. She was convicted, served time, and returned to Chesuncook by 1920 to live with some of her children.20

Jules (guiding) and Elmira Pease,21 with oldest sons Henry and Jule working as laborers, and eight other children, lived on 1.83 acres with two structures and a schoolhouse. This was the farm previously owned by the Baker family who had moved from the community.

Lester (laborer) and Minnie (Smart) Black and son Lloyd had 2.9 acres with a house and barn. Lester Black (1876—___) was born and raised in Greenville, and in 1897 married Minnie M. Smart, who was a daughter of John and Adaline Smith and born and raised in Chesuncook.

Joshua Smith was a son of Baxter Smith and resided in Chesuncook his whole life. Eunice was born in Canada and died at Chesuncook in 1931. Albert was born in 1873 in Chesuncook to Minnie and Alfonzo Davenport (Native American) who moved to a Greenville farm sometime in the 1890s. Levi Soucie was born in Canada in 1881, emigrated to Old Town in 1895 with his parents and apparently by 1910 was married and farming in Aroostook.

On the west side of the lake and on the Main Branch the abode owners and boarders from north to south included: McLaine,22 Smith (Joseph), Barnes, Smart, Hull, Smith (Ansel B.), Smith (Effie), and Washburn. Beginning with the Hulls each apparently had a lease from John Eveleth. Whether or not Eveleth owned the land of the others remained undiscovered.

Albert McLaine (Alexander A.) (sporting camp proprietor), Thomas Smart (guide), and widowed Minnie (Meservey) Bridge (housekeeper) with four children were on the north side of the West Branch near the water’s edge just above where it entered the lake. Albert McLaine was born in 1841, married, raised a family and lived in various communities in Penobscot County; he died in 1912 and was buried at Passadumkeag. Whether he used this residence or one he had at Chesuncook Dam for his sports was undiscovered.

Joseph Smith, son of Baxter Smith, Charles D. Smith, cousin of Joseph and son of Ansel C. Smith, and Gerry Thomas (b.1880) and Ray Harthorn (b.1854, married, at Sebec in 1880) (laborers) lived in an abode on the south side of the river near the water.

Lonnie (guiding) and Linda (Smart) Barnes and daughter Addie lived in the next house on the south side of the river, which Lonnie built in 1891. Lonnie (Alonzo) was born in Canaan in 1862 and grew up on the family farms in Topsham and Hartland. He probably arrived in Chesuncook to work on a farm, perhaps the John Smart farm. Lonnie and Linda married in 1883 and their daughter Addie (Adeline) was born in 1886. By 1900 they moved in with Linda’s parents and Lonnie ran the post office from this house once appointed in September 1900.23

20 Bangor Daily News, November 2, 1901
21 The 1900 census used the names Joseph P. Pease and Delmier Pease with birth dates and a list of children matching Jules and Elmira Pease.
22 This Albert McLaine, sometimes spelled McLean, was probably the same person as Alexander A. McLaine, a name that also appeared on the census for living at Chesuncook dam.
23 ancestry.com information also included U.S. Postal records
Chapter 8  1890–1902

John and Adeline Smart (farmers) lived in the house abutting the north edge of the wangan ground area above Graveyard Point. This might have been the site of the original farm they started in the settlement in 1861. They were definitely at this location by 1890.

Oliver (guiding) and Margaret Hull24 lived just south of the church, which was near the southwest corner of the cemetery on Graveyard Point. The Hulls married in 1884, and soon moved to Chesuncook where they resided for the rest of their lives.

PLDC’s storehouse was at the water’s edge at the village cove as a part of the wharf.

The Chesuncook House building cluster as managed by Ansel B. Smith, son of Ansel C. Smith, was on 3.71 acres and living there were Eva Smith (Ansel’s sister), William M. Smart (son of John Smart), and Joseph Labree (laborer).

Effie Smith (b.1871, Monson, mother was Nellie), granddaughter of Baxter Smith and daughter of Joseph W. Smith, held the next 1.47 acres that had no structures marked on a 1902 survey map. She did not live in the settlement at the time.

Daniel Washburn (farmer) and Isabelle Meservey and Herbert Stanchfield (farm hand) held the next 5.51 acres that included their house and two barns plus an abode lived in by Frank (laborer) and Marie Dufour (hotel cook). Daniel Washburn (b.1848) was a servant at Lily Bay in 1880 and living on a farm in Greenville in 1890. Isabelle (b.1845) was hired help and married, with a farm in Greenville where she had resided since at least 1870. Her husband Almond (d.1903) was a younger brother of Timothy Meservey of Chesuncook (1870) and son of Charles Meservey, a guide and logger in Greenville. Herbert Stanchfield grew up in Old Town and was working in slate in 1880 and then went north to Chesuncook and thereafter he, as a single man, moved to Minneapolis, Minnesota. Frank Dufour was born in 1859 in New Brunswick and by 1880 was living in Old Town and working on lumber. In 1898 he was guiding from Kineo when he married his wife Maria of Greenville. They were still in Chesuncook in 1910.

The 1903 survey map, the source of the names above, did not include three other abodes of the 1900 census: Joseph (laborer) and Ellen Landry (daughter of the Thomas Gero family) and son; Horatio (laborer) and Jessie Carrick and daughter; Alexander (laborer) and

---

24 The Hulls, Oliver (1863–1937) and Margaret (1866–1832) were related by marriage to the Ansel C. Smith family; Oliver’s daughter Elizabeth (Lizzie) married Frank Smith, grandson of Ansel C. and brother of Ansel B. Smith.
John and Adeline Smart’s farm between 1890 and 1902
(photos courtesy Barron family heirs)
Ellen McDonald (daughter of the Pease family) and son August. The Landry’s might have been in a structure on the Gero farm and the McDonalds in one on the Pease farm. Joseph Landry was born in New Brunswick in 1873, arrived in Maine in 1886, and in 1896 married Ellen Josephine Gero. He died at Chesuncook in 1920. Alexander McDonald was born in 1870 and married Ellen (Helen) Pease of Chesuncook settlement in 1897. They moved to Greenville by 1910 where he was a sawyer.

The settlement’s first excitement in this decade was in May 1890\(^{25}\) when they observed the John Ross, built at North East Carry, floating through Pine Stream falls and powering down the river into Chesuncook Lake.

The John Ross wintered in cradles at the lake’s north end, where a William Johnston crew built them in 1889. The site was probably north of Graveyard Point on the “wangan ground” given gentle, dam-controlled shallows as opposed to the plunging depths in front of the village where a boat out of the water, once the dam left its gates open after the drive as was the law during this decade, would have been on a steep bank not conducive to cradles or performing repairs. A group in fall 1898 coming down the West Branch and into Chesuncook Lake noted the John Ross moored in the cove north of Graveyard Point.\(^{26}\)

The John Ross operated only during the drive. The drive boss(es), who paid the PLDC a rental fee for its use, hauled it out as soon as they completed their boom tow-

\(^{25}\) Some sources list the date as 1891, because of a date stamp on the engine. I used 1890 because that was the year reported in the Bangor Daily Whig and Courier, May 16, 1890.

\(^{26}\) Maine Sportsman, January 1898
The limited use was perhaps a function of the rental fee and the cord of wood per hour it burned.

When Chesuncook village first had a wharf in the cove on the south side of Graveyard Point was a matter of speculation, but it definitely had one by 1900. The water in front of the Chesuncook House was deep and the wharf could have accommodated variations in the lake level and the John Ross. Some pictures showed the boat nosed into the wharfless village embankment. Pictures of the A.B. Smith (post-1903) show it floating near the shore with what appear to be long boards spanning the bow’s railing. Long planks carried on the bow of both boats probably provided access to either the wharf or the shore or both in this location or elsewhere on the lake. By 1902 the wharf at this site had an accompanying PLDC storage barn.27

The need of a wharf prior to the John Ross’ presence was probably minimal given that supplies arrived here by tote teams on either the Chamberlain Lake Tote Road or up the lake ice. Even though the boat did not transport supplies, a crew did need to load it with cordwood, which its two boilers burned at a cord an hour. The village pier was probably not a wood-loading site, given the vast fields.

27 The wharf was in a picture and on a 1902 map of the north end of Chesuncook Lake; available at Moosehead Historical Society. Beginning at an unknown time, probably prior to this decade, but if not, certainly early in this decade, the PLDC rented a barn for storage from John Eveleth who owned lots E and D, the surrounding area. This is part of the annals of the community’s oral history.
Chapter 8  1890–1902

The Coe stumpage sales contained a record of steamboat cords cut in T4R13, near the midpoint of the lake. The boat burned eight cords of wood running at a half-mile per hour to make one 16-mile trip down the lake to the dam. The design of the boat was to accommodate cordwood as opposed to sundry logging supplies. The pictures of the boat with some cordwood on board suggest it might have held enough for one trip down the lake.28

In 1900 a number of events added to the sense of community in this settlement. By late July the community was connected to the outside world by a phone line.29 On September 29, 1900 Lonnie Barnes became the settlement’s first postmaster.30 In January 1900 the 19th Century Club of Bangor, an organization with interest in education in the unorganized lands and specifically Chesuncook settlement, began to advocate for such with the state. The state superintendent W.W. Stetson commenced activity by surveying the parents of the settlement and found they had no interest in education for their children. However, by early May he assigned a teacher and the school was about to open.31 In May Reverend Mr. Boyes of Silver Ridge32 was headed to the settlement to take charge of a new church and also a new school.33 At about this same time the Honorable N.A. Luce, a state agent inspecting the unorganized towns’ 40-plus schools where problems abounded, was headed to Chesuncook.34

Absent from the community was apparently any form of medical care or formal public transportation. As the community had since its inception, the populace took care of the medical needs of community members and when they could not they took them to Greenville. The ferry service for crossing the lake continued to operate, perhaps provided by the Chesuncook House and farm; a scow pulled by bateau or canoes or both. The first steamboat, Geo. A., for transporting people around the lake operated before 1903 and was owned by an undiscovered resident. The owner might have been Jule Pease, who built the second and third steamboats on the lake. The Chesuncook House apparently had no stage that linked it to Lily Bay and the Moosehead Lake ferries, as did the Ragged Lake (Grant) farm and the Roach River House. Those wanting a ride in or out could probably obtain one with one of the steady stream of teamsters coming to and going from the community. Given their settlement interests and business acumen Ansel B. Smith and John Eveleth would have likely commenced such a service had they thought the community needed it.

In terms of sports, it appears that most of them were on a canoe adventure and arrived at the settlement via the West (Main) Branch from North East Carry on Moosehead Lake or were returning there.

**Chesuncook dam settlement**

With the launching of the John Ross in 1890 a settlement at Chesuncook dam might have begun to slowly evolve into something more than the spring drive’s yearly focal point. In 1890 no one seemed to live year round at the dam or in the surrounding area given the lack of a

---

28  Some reports implied that at times it towed a barge of cordwood. According to Hempstead this was true of the A.B. Smith, launched in 1902. He also noted the Smith could not carry wood on its decks. Perhaps this was true for a time but at least one picture showed its decks full of firewood.
29  Bangor Daily News, July 24, 1900
30  US Postal Service Records as available online at ancestry.com
31  Bangor Daily News, January 29, 1900 and May 2, 1900
32  Silver Ridge, a Maine township, was a plantation from 1878 into the 1950s; it is south of Sherman and east of Benedicta.
33  Bangor Daily News, May 25, 1900; G.H. Bowie was the reverend according to the paper of June 4, 1901
34  Bangor Daily News, May 23, 1900
Scenes from a trip on the *John Ross* from Chesuncook settlement to Chesuncook dam in the 1890s

(courtesy Moosehead Historical Society, 00-1-51, 00-1-108, 00-1-109, 00-1-50)

*From left to right: Jessie Garrick, Minnie Bridge, Lizzie Smith, Annie Mulligan, and Maggie Smith with John Bridge as captain*
1900 census count for T3R12, the township in which the dam rests. The only discovered persons with an 1890s abode were guide Al McLaine and the Pease brothers; all three were residents of Chesuncook settlement.

In his 1893 guidebook Hubbard did not note abodes or a wharf or a portage service or the storage buildings near the end of the carry. He did write that the new roll dam (1887) at the foot of Ripogenus Lake raised the water high enough to flood out the river between the carry’s put-in at the half-mile mark and its previous three-quarter-mile end mark. Perhaps the office, camp, and stable, all of which were at the north end of the dam and used by Johnston in 1887, and likely in 1888 and 1889, were still of use by the PLDC in this decade.

The PLDC had a wharf (built 1889) at some unknown site at the lake’s south end; presumably on one side of the dam or the other. One use of such would have been an anchoring point for the boat so it did not have to navigate the lake at night. It might have also provided wind protection. The highest priority for a wharf in this area might have been to load the cordwood needed for the boat’s two boilers.

The Thomas Bridge dam repair crew that was here in 1891 probably used the same buildings as Johnston did. In preparation for the dam’s rebuilding in 1903 a crew might have been in to create the needed accommodations or move the structures on the north end of the dam out of the new flood plain.

John Morison of the Ragged Lake (Grant) farm announced plans on August 14, 1900 for a new camp at an unrevealed location at the foot of Chesuncook Lake. Whether he or anyone else built the camp remained undiscovered. The implication of his intention was perhaps a reflection of a good road from Ragged Lake to the Chesuncook Lake dam area, one over which he could comfortably transport sports.

In 1901 a telephone line to serve the drive linked the dam to Millinocket.

**Logging and other related activity**

**Drive bosses**

- 1890 – Cornelius Murphy and James L. Smart
- 1891 – Cornelius Murphy and James L. Smart
- 1892 – Charles M. White (Old Town)
- 1893 – Isaac A. Terrill (1896, 1897)
- 1894 – Cornelius Murphy
- 1895 – Cornelius Murphy

35 The five oldest Pease boys in 1900 included: Henry (17), Jule (15), John (14), Octave (11), and Frank (9).

36 Bangor Daily News, August 14, 1900
37 Ann Howe, author of a piece about the Grant farm; available at Moosehead Historical Society
PLDC activities

In 1890 the PLDC focus was on launching and working with the John Ross. In 1889 the PLDC appointed William H. Strickland, John Morison, Cornelius Murphy, and John Ross to look into the procurement of a steamer for both Chesuncook and North Twin lakes. The outcome was the building of the John Ross by S.D. Leach at North East Carry on the shores of Moosehead Lake. The boat was a basic scow with side paddlewheels. A ship-looking bow was added later to improve maneuverability. The material for the boat, including its twin 25-horsepower steam engines, came from Bangor to Greenville and across the lake by ferry. The crew started to build the boat during the fall of 1889, and finished and launched it in time for the 1890 drive. With perhaps some snow and ice still on the ground horses skidded the boat to the Main Branch and as soon as the river was ice free, Captain Louis Gill floated it down the river. On Monday May 12, 1890 Gill turned the boat into Lobster Stream for a test run on Lobster Lake. The test, which involved towing a filled boom bag, was successful and the next day the John Ross returned to the river headed for Chesuncook.

At Pine Stream Falls the crew snubbed the boat, probably with a 1,000-foot rope used on a headworks, down the pitch. With the boat at the end of the rope length, a crewmember cut it and the current carried the boat through the lower part of the falls.

The first use of the boat for towing booms was spring 1890 by drive bosses Cornelius Murphy and James L. Smart, who paid the PLDC $2,000 to rent the boat. The towboat typically went no more than a half-mile per hour. It maneuvered awkwardly, but it served well enough for the PLDC to build a boat for North Twin Lake the next year. The John Ross operated through 1902.

Having such a boat meant the PLDC hired an off-season crew to cut the cordwood for the towboat’s fuel. In this decade crews cut and piled the wood at differ-
ent places; at least two sites eventually had what became known as wood wharves. One was just north of the dam area on the east side and in 2021 the remains of the piers were still evident at low water. The site above the dam might have been the wharf Johnston built at the south end of the lake in 1889.

The wharf on the west side not far above the 2022 campsite at Sunset Cove was probably built later. It included three pairs of piers that were parallel to the shore. The location was not at the end of a tote road, but it abutted a high ridge that probably had hardwood growth and that wood might have been cut for firewood for the John Ross. The wood could have been stored on the wharf for whenever the towboat needed it.42

At some point in the 1890s it seemed probable that the PLDC had a wharf on the cove on the south side of the Chesuncook dam, but it did not according to the PLDC inventory at the time of its sale to GNP.43 The inventory included the wood wharf north of the dam, and

ent a wharf and boat cradles at the north end of the lake. Thus the John Ross wintered at the north end of the lake, perhaps in the cradles on the wagan grounds near the settlement.44

The availability of the John Ross raised the question as to whether or not it could enter and tow boom bags from Caribou Lake. In spring 1863 at the time of the drive cruiser G. C. Pickering paddled across the lake and down the shallow stream in rapids to Chesuncook Lake.45 In 1893 Lucius Hubbard, who typically traveled in August and September noted, “at times [the outlet stream] was

42 Russ Landry, a State of Maine employee and maintainer of the campsites around the lake, provided this location, but knew of no other similar set of piers farther up the lake on either side.

43 Marc Johnson Papers; available at University of Maine Raymond Fogler Library, Special Collections.

44 Great Northern Papers; available at University of Maine Raymond Fogler Library, Special Collections.

partly rapid.” The elevation of Chesuncook Lake by 1891 was no higher than 926 feet. A Geller estimate for Caribou Lake’s natural water elevation was 930 feet.

In 1891 the PLDC hired Thomas Bridge to rebuild the north wing of the Chesuncook dam. Bridge (1848–1923) was born in New Brunswick and moved with his father and siblings to Days Academy on Moosehead Lake to farm and log. From there they moved to Chesuncook village by 1870 and Thomas continued to farm and log. He married by 1880. His father continued to live at Chesuncook village and would do so until his death. In 1895 Thomas was still working in the woods and guiding.

Prior to the drives of 1900, 1901, and 1902 a Percy Johnston crew made repairs on the Chesuncook and Ripogenus dams.

In 1900 GNP joined the PLDC as a logging entity like the other stumpage loggers and participated in the PLDC drive. The difference was that the drive crew had to sort out their logs before the drive left Quakish Lake at Millinocket.

About 1901 the PLDC membership decided it was time to retire the John Ross and build a new towboat that the members named the A.B. Smith for Ansel B. Smith, still living and managing the Chesuncook House. He was son of Ansel C. Smith, and born and raised, and lived his life in the village area. He was a much-admired man devoted to the lake's activities. Like the John Ross, the A.B. Smith burned cordwood, and had a crew of six: captain, mate, engineer, cook, and two firemen. It towed boom bags of 4,000 cords of wood.

In 1902 the PLDC hired a crew to build and launch the A. B. Smith for which they used the two boilers of the John Ross. By deduction a crew built it at Chesuncook dam. Whereas the John Ross had the flat bottom of a scow that could handle the shallows above Graveyard Point, the A.B. Smith had a more typical boat hull that probably required deeper water to float it. Such a site was below the dam’s south end; certainly the site for future

![Image](https://via.placeholder.com/150)

boatways for building, launching, and storing. The depth control as offered by the dam seemed reasonable for handling a boat like the A.B. Smith. Furthermore, at this time a winter tote road from Lily Bay to the dam provided shortest and easiest access for materials and men. Teamsters probably toted in the oak needed for the boat as opposed to ferries carrying it up Chesuncook Lake as done for the John Ross.

In 1901 the PLDC members began their planning for raising the Chesuncook dam’s head by six feet. The land survey map with contour lines and the position of the 1887 dam revealed what would be flooded. The engineers included Harry S. Ferguson, GNP’s chief engineer. With the PLDC’s approval GNP might have taken the lead role in construction as they would do 10 years later at Seboomook and Canada falls dams, both of which were owned by independent dam companies. Even at this early juncture Ferguson knew the value of the Chesuncook impoundment not simply for driving logs but also for water storage for future mill operations. The work at the Chesuncook Dam site commenced in early fall 1903 and the crew completed it in time for the spring 1904 drive. One impact of the new dam was that it created Gero Island.

In October 1901 the drive included 80 million board feet of logs with 50 million for GNP’s Millinocket mill. The 30 million for the Bangor sawmills were not yet there.

The PLDC voted in late 1902 to support a new organization that would take over its jurisdiction on the West Branch above Shad Pond at Millinocket beginning January 1, 1903. The new organization conducted the yearly drive from the head of Chesuncook Lake to the head of Shad Pond at Millinocket. The PLDC would continue to conduct the drive on the Millinocket Stream drainage and the West Branch below the head of Shad Pond to Bangor. The new company, the West Branch Driving and Reservoir Dam Company, purchased the assets of the PLDC; land, dams, piers, boats, and other equipment. The new organization directed the drive in 1903 and agreed to have the drive in Shad Pond by August 20 and by August 5 thereafter. The legislature approved the charter (March 12, 1903) and also gave the company, a

![Image](https://via.placeholder.com/150)

46 Lucius Hubbard guide book of 1883; available online at Internet Archives
47 In fall 2021 Chesuncook Lake’s water dropped 22.56 feet, a rounded elevation of 923 feet and Caribou Lake was not part of the impoundment. Assuming that the Maine inland Fisheries and Wildlife depth chart was based on 942 feet “normal water level” the depth at the outlet was estimated at 13 feet, which equated to an elevation of 929 feet. The typical flow from the lake without any dams might be a foot. Thus, my estimated elevation for Caribou Lake was 930 feet.
48 Bangor Daily News, February 14, 1900 and February 13, 1902
49 Some folks asked if I knew where the PLDC scuttled the John Ross. No, but the remains of West Branch No. 2 rest on the bottom of Holmes Hole.
50 Louis Clinton Hatch, Maine: A History, volume 3, 1919, p.693
### Table of Driving Routes with Dams

*Italic is used for dams built in this decade; the date in (…) is the decade and chapter in which the dam’s information first appears.*

<table>
<thead>
<tr>
<th>Dam Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ripogenus Lake</strong></td>
<td>dam to block the outlet south channel (1860); dam on the north channel (1880)</td>
</tr>
<tr>
<td><strong>Ripogenus Stream</strong></td>
<td>dam about 4–5 miles upstream, which, in terms of distance, was at the foot of what in 2022 was Brighton deadwater (1860); a second dam about 2.7 miles above the first (1870); a third dam on its east fork (1880)</td>
</tr>
<tr>
<td><strong>Harrington Lake</strong></td>
<td>remained damless for the years covered in this book&lt;sup&gt;2&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Soper Brook</strong></td>
<td>a dam about 1.65 miles above Harrington Lake (1870); another dam above the lower dam at mile 4.31 (1880)</td>
</tr>
<tr>
<td><strong>Chesuncook Lake</strong></td>
<td>outlet dam (1840)</td>
</tr>
<tr>
<td><strong>Quaker Brook</strong></td>
<td>one dam (1870)</td>
</tr>
<tr>
<td><strong>Chesuncook Stream</strong></td>
<td>perhaps a dam below the pond and outlet dams (2)</td>
</tr>
<tr>
<td><strong>Mud Brook</strong></td>
<td>one dam 1870&lt;sup&gt;3&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Red Brook</strong></td>
<td>one at mile 4 and the other at mile 6 (1860)</td>
</tr>
<tr>
<td><strong>Cuxabexis Stream</strong></td>
<td>a dam on Cuxabexis Stream .28 miles below the foot of Cuxabexis Lake (5–6-foot head) (1860)</td>
</tr>
<tr>
<td><strong>Moose Brook</strong></td>
<td>dam not needed (1870)</td>
</tr>
<tr>
<td><strong>Duck Brook</strong></td>
<td>(T5R12), outlet dam with 8-foot head and 75 feet long on the outlet stream .4 miles below the open body of the pond (1860)</td>
</tr>
<tr>
<td><strong>Umbazooksus Stream</strong></td>
<td>remained without a dam</td>
</tr>
<tr>
<td><strong>Umbazooksus Lake</strong></td>
<td>no dam before 1893 based on excursion reports and perhaps not until after 1902</td>
</tr>
<tr>
<td><strong>Longley Pond</strong></td>
<td>outlet dam (60 feet long and 7 feet high)(1860)</td>
</tr>
<tr>
<td><strong>Caucomgomoc Stream and Black Pond</strong></td>
<td>Little Scott Brook: dam in T6R14; .48 stream miles from Black Pond (1860); probable dam, outlet Little Scott Pond (1880)</td>
</tr>
<tr>
<td><strong>Caucomgomoc Lake</strong></td>
<td>outlet dam (1880)</td>
</tr>
<tr>
<td><strong>Ciss Stream</strong></td>
<td>Round Pond: Daggett Lake: two old dams on stream between Daggett and Shallow lakes (1870)</td>
</tr>
<tr>
<td><strong>Shallow Lake</strong></td>
<td>outlet dam with 6-foot head (1860)</td>
</tr>
<tr>
<td><strong>Loon Stream</strong></td>
<td>Big Scott Brook: dam (in T6R14) .29 miles below the mouth of Big Scott Brook&lt;sup&gt;4&lt;/sup&gt; on Loon Stream; and dam (in T5R14; 7–8-foot head) .97 stream miles south of the south town line of T6R14</td>
</tr>
<tr>
<td><strong>Loon Pond</strong></td>
<td>its outlet dam was on the west town line of T6R14 (1860)</td>
</tr>
<tr>
<td><strong>Bear Pond (T6R15)</strong></td>
<td>probable dam .87 miles below the pond’s main body of water (1880)&lt;sup&gt;5&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Loon Stream (T6R15)</strong></td>
<td>probable dam .52 miles above Bear Pond and just below mouth of Withey Brook (1880)</td>
</tr>
<tr>
<td><strong>Withey Brook (T6R15)</strong></td>
<td>probable dam at mile 1.99 (1880); second dam 1.18 miles below the head of the deadwater of the southwest finger of the lower dam</td>
</tr>
<tr>
<td><strong>Loon Stream (T6R16)</strong></td>
<td><strong>Caribou Lake</strong>: remained without an outlet dam</td>
</tr>
<tr>
<td><strong>Caribou Brook / Kelly and Green ponds</strong></td>
<td>three roll dams on all within a half mile of each other and about 1.5 miles from Caribou Lake (1870); the Buck dam was a mile-plus above the lower roll dams and three roll dams were in a span of a half mile just below the mouth of Grassy Pond outlet brook&lt;sup&gt;6&lt;/sup&gt; (1880)</td>
</tr>
<tr>
<td><strong>Bear Pond (T2R13)</strong></td>
<td>horse dam (1880)</td>
</tr>
<tr>
<td><strong>Ragged Stream</strong></td>
<td>two dams: John Ross Dam (T2R12), 2.40 stream miles downstream from the T2R12 west town line; Ragged Lake Dam Company dam (T2R13), 1.19 miles upstream from T2R12 west town (1870)</td>
</tr>
<tr>
<td><strong>Black Brook</strong></td>
<td>a first dam was probably .67 miles upstream from its confluence with Ragged Stream and two more possible dam sites were on the stream above that (1880)</td>
</tr>
<tr>
<td><strong>Black Pond</strong></td>
<td>the dam just below the foot of the pond was perhaps built during this time period (1880)</td>
</tr>
<tr>
<td><strong>Bear Pond Brook (T1R13)</strong></td>
<td>dam on brook at 500 feet south of T1R13 north town line (1880)</td>
</tr>
<tr>
<td><strong>Ragged Lake</strong>: never an outlet dam</td>
<td></td>
</tr>
</tbody>
</table>

---

<sup>1</sup> This date and those that follow in this chart indicate the decade the dam was first mentioned in this book.

<sup>2</sup> Lucius L. Hubbard, *Hubbard’s Guide to Moosehead Lake and Northern Maine*, 1893; available online at Internet Archives.

<sup>3</sup> This dam and a road to it from Chesuncook Lake first appeared on Hubbard’s 1894 map of *Moosehead Lake and Northern Maine*. Hubbard first mentioned the dam in 1879.

<sup>4</sup> In early years Big Scott Brook flowed into Caucomgomoc Lake. Later mapmakers had Big Scott Brook flowing into Loon Stream, which flowed into Caucomgomoc Lake.

<sup>5</sup> At some unknown point in time a crew dug a short sluice from the north end of the dam and drove the logs into Bear Brook.

<sup>6</sup> T2R12 1884, map Sewall Company.
subsidiary of GNP, the right to increase the head of Chesuncook Lake by six feet in 1903. The incorporators of the company included: Fred H. Appleton, J. Fred Webster, Fred A. Gilbert, J. Sanford Barnes, Jr., Payne Whitney, R. Somers Hayes, and Garret Schenck.51

Driving routes with dams

By 1893 loggers referred to the lowest dam on Ripogenus Stream as the Brighton Dam.52

On Withey Brook another dam site was in use; probably beginning in the 1890s. It was 1.18 miles above the head of the deadwater of the southwest finger of the lower dam. Its 1.41-miles-long impoundment enabled loggers to cut and haul from the great bowl that surrounded it.

Chesuncook Pond might not have had a dam before 1902. The 1840 surveyors noted that Chesuncook Stream was drivable. Moses P. Wadleigh logging on it in 1841 was the only specific logging reference found. He hauled logs the .62 miles to Ripogenus Lake and others went into Chesuncook Lake on some portion of Chesuncook Stream; 1.98 miles if floated from the pond. Hauling was possible and eliminated the expense of what would have been at least two dams, one for each of the two outlets. One outlet was narrow and easily blocked. A dam on the south-running outlet channel would have been much longer given the low flat land.

The other clue to dam building at Chesuncook Pond and perhaps on the stream below the pond was the numerous rock crib piers, two sets of five, lining the stream in the Chesuncook Lake impoundment. One set of five pier pairs was probably built when Chesuncook dam head increased by six feet in 1903. Of this set the two resting on or near the probable 1902 lake edge at the mouth of the stream might have been built at an earlier time to hold boom bags for gathering the logs driven on the stream. The expense of all the other piers, eight pairs, suggested that a high volume of logs floated through the stream and that volume would have likely exceeded the naturally available water flow; hence, the need for a dam or dams.

Cutting records, the drive, and related information

Between 1890 and 1902 48 loggers new to this area cut during at least one season. Herbert W. Marsh cut nine years in a row, 1893–1902; Fred Gilbert cut five times; and F.M. Cunningham and Charles Dudley each cut four years. Twelve men cut two to three times and 25 cut once.

This decade included the last year for some of those on the predominant logger’s list for this area: Elbridge Hunting, 1874–1891; James L. Smart, 1874–1891; Charles Brown, 1873–1892; Gilman Davis, 1866–1894; Cornelius Murphy, 1866–1895; Roderick Sutherland, 1878–1896; Norman Gray, 1889–1896; James McLeod, 1888–1899; Whidden brothers, 1878–1900; Edward T. Spencer, 1879–1890; H.W. Bowman, 1889–1900; Samuel White, 1865–1900; Samuel Hodgdon, 1870–1900; John Morison and Sons, 1875–1901; John Ross, 1864–1901.

By the turn of the century those loggers cutting the most seasons in these 18 townships were: John Ross, 25 of 35 years; Gilman H. Davis, 25 of 35 years; Samuel White, 12 of 35 years; Cornelius Murphy, 15 of 29 years; John Morison, 21 of 27 years; James Thissell, 11 of 25 years; Samuel Hodgdon, 12 of 21 years; Roderick Sutherland, 15 of 18 years; and Elbridge Hunting, 18 of 18 years.

Based upon the reports in the Industrial Journal for the drive seasons of 1887, 1889, and 1890, the ratio of board feet of logs to be cut to the number of men and to the number of horses and oxen per a million board feet of logs (m bfl) was typically three men per animal and 8–10 animals per million board feet of logs.

For each the following years an unfootnoted entry or one without a permit name means the information came from that year’s Industrial Journal drive report.

1890

Those booming at the head of the lake:

F.M. Cunningham with 34 horses, 100 men, 3.75m bfl;
McLeod & Atwell with 16 horses and 66 men, 2m bfl;
Cote & Company with 10 horses and 30 men, 1m bfl;
G.H. Davis with eight horses and 25 men, 1.3m bfl;
R. Sutherland with 18 horses and 73 men, 2m bfl;
C.L. Chase with six horses and 20 men, .45m bfl;
John Ross with 40 horses and 130 men, 4.5m bfl;
C.L. Chase and Ross with four horses and 15 men, .5m bfl;
Whidden with six horses and four oxen and 30 men, 1m bfl;

51 Acts and Resolves of the State of Maine, 1903
52 Lucius L. Hubbard, Hubbard’s Guide to Moosehead Lake and Northern Maine, 1893; available online at Internet Archives
Chapter 8 1890–1902

W.A. Buzzell & Son (Costigan) logged with eight horses and 25 men, .8m bfl.

Those driving into or operating on the southern end of the lake:

Charles Brown and Freese with six horses and 22 men, .8m bfl
Andrew J. Kennedy and Company (Clark) with 12 horses and 33 men, 1.5m bfl
Isaac A. Terrill and Company with 14 horses and 62 men, 1.5m bfl
Whidden (for John Ross) with some horses, four ox, and 40 men, 1.2m bfl53
John Morison and Elbridge Hunting on Caribou Lake with 20 horses and 60 men, 2m bfl54

Samuel Hodgdon and Cornelius Murphy on Black Brook with 24 horses and 70 men, 3m bfl55

T2R12: W.W. Brown and Morison and Hunting, Stetson permit
T2R12: Moses B. Wadleigh and Con Murphy, Prentiss permit
T4R11: Charles H. Dudley, Prentiss permit
T4R11: John Clark and John Kennedy on Harrington Lake and Stream, Coe permit
T5R13: J.W. Atwell and Company east of Longley Brook, Coe permit
T6R14: G.H. Davis east of Little Scott Brook, Coe permit
T6R15: George A. and Herbert Gray in the NE quadrant and Joseph Cota on Avery Brook, Coe permit
T7R15: Henry W. Bowman and Gray with 10 horses and 30 men for 1m bfl on Caucomgomoc and Avery Brook, Prentiss permit

Unknown township locations:

Henry A. Appleton was logging on Chesuncook.56
Elijah Webster and James McLeod57
On May 24, 1890 the drive crews had eight booms ready for the John Ross to tow.58 The drive left Chesuncook about June 1.59 During the John Ross’ towing of the last boom the captain slowly increased speed to see how fast it could move. After the boom was in, the engineer discovered a four-inch crack in the shaft.

1891

The snow was deep and fluffy this year, making hauling difficult. An unknown disease killed some horses. Both factors slowed the hauling.60

T2R12: John Morison and Elbridge Hunting logged on Stetson land at Caribou Lake 61
T4R11: Isaac Terrill on Harrington Lake, Prentiss permit

53 Bangor Daily Whig and Courier, February 12, 1890
54 Bangor Daily Whig and Courier, December 20, 1889 and February 12, 1890
55 Bangor Daily Whig and Courier, December 20, 1889, February 12 and May 29, 1890
56 Bangor Daily Whig and Courier, November 22, 1890
57 Bangor Daily Whig and Courier, May 26, 1891
58 Bangor Daily Whig and Courier, May 24, 1890
59 Bangor Daily Whig and Courier, June 5, 1890
60 Bangor Daily Whig and Courier, January 15, 1891
61 Bangor Daily Whig and Courier, May 23, 1891
Why was there not yet a dam on Harrington Lake? Hubbard, who described in detail the nature of the waterway from Ripogenus Stream to Duck Pond to Harrington Lake in his guide books between 1879 and 1893 never mentioned dams at the outlets of either body of water. I was curious if one might have appeared between 1893 and 1902. Duck Pond’s (T4R11) nearly bankless outlet had no apparent old dam evidence. However, about 200 yards below the outlet at the site of the abandoned road bridge in 2022 was a possible site. Such a dam sufficiently flooded the ankle deep outlet for floating through logs, but the impoundment would not have reached back into Harrington Lake. With the exception of its northern end Harrington Lake is in a deep pocket so that to raise the water level substantially would have required a lengthy dam of over 1,000 feet achieving a head of little more than a few feet. (Bill Geller photo)
Chapter 8  1890–1902

T4R11: F.W. Ayer and Company and Isaac Terrill on Harrington Lake, Coe permit

T5R13: J.W. Atwell and Company and James McNulty on Caucomgomoc, Coe permit

T6R14: G.H. Davis landing on Caucomgomoc Lake and Stream, Coe permit

Henry A. Appleton and Company on Caribou Lake – 1.8m bfl
Elijah Webster on Caucomgomoc thoroughfare 1m bfl

Mr. McLean logging at the foot of Chesuncook Lake (assumed to be Alexander A. McLean (McLain) who lived at Chesuncook dam in 1910)

John Atwell and James McNulty had two logging camps on Chesuncook Lake with 60 men cutting 2m bfl; Col. John Atwell had just died and his son took over the operations on the Bangor end.

The Cornelius Murphy and Samuel Hodgdon cut came through Caribou Lake; by May 23 their logs were all in Chesuncook Lake. High water had slowed their progress.

Other loggers included: Henry W. Bowman and Norman Gray and Elijah Webster and James McLeod.

62 Bangor Daily Whig and Courier, January 15, 1891
63 Bangor Daily Whig and Courier, December 13, 1890
64 Bangor Daily Whig and Courier, December 16, 1890
65 Bangor Daily Whig and Courier, May 23, 1891
66 Bangor Daily Whig and Courier, May 30, 1891

The John Ross underwent extensive repairs before the start of the season. The crew as led by S.D. Leach, the boat’s builder, went to the lake about February 25, lengthened the boat with a new bow, and replaced the drive shaft with a larger one. The old shaft had cracked at the end of the previous season when the captain tried speeding up the boat. The repairs were deemed a success and by May 23, 1891 four booms had already crossed the lake.

1892

The following loggers had crews cutting at unknown locations in the Chesuncook area:

T2R12: John Morison with 75 men and 22 horses, 2.5m bfl
N.E. Whidden with 26 men and 10 horses, .75m bfl
M. and J.D. Leau; all Stetson permits

T2R13: A.B. Morison on Ragged Stream above the dam, Coe permit
Isaac A. Terrill with 75 men and 30 horses, 4m bfl
Charles Brown and Norman Gray with 75 men and 30 horses, 3.5m bfl
John Ross with 100 men and 32 horses, 4m bfl
Winton Maxfield with 40 men and 14 horses, 1.5m bfl

67 Bangor Daily Whig and Courier, February 25, March 23, and May 16, 1891
68 Bangor Daily Whig and Courier, May 23, 1891
Edward Perry with 40 men and 20 horses, 2m bfl
J.W. Burke with 40 men and 20 horses, 2m bfl
Nathan C. McCausland with 35 men and eight horses, 2m bfl
Roderick Sutherland with 75 men and 22 horses, 3.5m bfl
Fred Gilbert with 50 men and 20 horses, 2m bfl
Samuel Hodgdon with 75 men and 26 horses, 4m bfl
Gilman L. Davis with 25 men and eight horses, 1m bfl
F.M. Cunningham with 25 men and eight horses, 1m bfl

1893
Lumbermen with crews at the head of Chesuncook included:

- Norman Gray, 3m bfl; Gilman L. Davis, 1m bfl;
- Herbert W. Marsh, 1.5m bfl; John Ross, 3m bfl;
- Winton Maxfield, 1.8m bfl; Edward Perry, 91.5m bfl

At the foot of the lake the crews were those of: John Ross and M.V. Whidden, 2m bfl; Isaac W. Terrill, 4m bfl; John Morison, 2m bfl

T2R12: H.B. Morrison & Company cut on Caribou Stream, Stetson permit

T2R12: James McLeod, Prentiss permit

T4R13: PLDC crew cut cordwood for the John Ross, Coe permit

1894
Lumbermen with crew logging this season included:

- Fred Gilbert and Frank Stetson, 2.2m bfl
- Roderick Sutherland, 1.5m bfl
- Samuel N. Hodgdon, 1m bfl
- Edward Perry, 1.5m bfl
- Winton Maxfield, 2m bfl
- John Ross, 4m bfl
- Isaac A. Terrill, 2m bfl
- F.M. Cunningham and Gilman L. Davis, 1.1m bfl
- Henry W. Bowman and Norman Gray, 2.5m bfl
- Herbert W. Marsh, .7m bfl
- Charles M. White and Samuel W. Hodgdon, 1.5m bfl

James McLeod cut on Black Brook and his drive took 25 days to reach Chesuncook Lake.70

T2R12: H.B. Morrison and Company, Stetson permit

T4R13: F.W. Ayer and Company and Isaac A. Terrill cut on Quaker Brook and Chesuncook and John Ross pays for a trespass cut of 1890–91, Coe permit

T5R13: H.W. Marsh and W.F.S. Grant, Coe permit

T6R14: G.H. Davis, Coe permit

T6R15: Samuel White and Samuel W. Hodgdon on Hurd Pond, Coe permit

Joseph Bennett was the engineer on the John Ross this season.71

1895
Henry W. Bowman and Norman Gray were on Cuxabexis with 40 men
Hubert W. Marsh and Frederick W. Ayer were on Caucomgomoc with 75 men and 10 horses
Isaac Terrill was on Caucomgomoc72
Charles M. White and Samuel W. Hodgdon cut on the Horserace and Caucomgomoc73

T2R12: H.B. Morrison and Company, Stetson permit

T4R13, F.W. Ayer and Isaac Terrill on Quaker Brook, Coe permit

T6R14: H.W. Marsh and Ayer and Terrill on Caucomgomoc Stream, Coe permit

T6R15: Samuel White and Samuel W. Hodgdon on Hurd Pond, Coe permit

1896
Red Brook, Jeremiah D. Perry, 2m bfl
Caribou Lake, John Ross, 3m bfl, 200 men 160 horses, 6.5m bfl
Loon and Caucomgomoc lakes, Charles M. White and Samuel W. Hodgdon, 4m bfl, 120 men 45 horses, 2 camps
Caucomgomoc Lake, Frederick Ayer and Isaac A. Terrill, Scott Brook and Loon Lake, 4m bfl
Ragged Lake, John Morison with 2 camps, 2.5m bfl

70 Bangor Daily Whig and Courier, May 18, 1894
71 Bangor Daily Whig and Courier, October 24, 1894
72 Bangor Daily Whig and Courier, November 28, 1894
73 Bangor Daily Whig and Courier, May 27, 1895
Caribou Lake, John Ross cut and hauled to Chesuncook; 200 men, 100 horses, 6.5m bfl
North of Caucomgomoc, Henry W. Bowman, 1m bfl and Norman Gray, 2.5m bfl
Unknown locations: Roderick Sutherland, 2.2m bfl; Fred Gilbert and Frank Stetson, 2.5m bfl; Charles Hathaway 1.5m bfl

T2R12: H.B. Morrison, Stetson permit
T2R13: Horace B. and Frank P. Morison on Berry Brook and Ragged Stream, Coe permit
T4R11: Charles H. Dudley, Prentiss permit
T4R12: John Perry, Prentiss permit
T5R15: F.W. Ayer and Isaac A. Terrill on Loon Stream, Coe permit
T6R14: H.W. Marsh and F.W. Ayer on Caucomgomoc, Coe permit
T6R15: Samuel White and Samuel W. Hodgdon, Coe permit
T7R14: Herbert W. Marsh and Frederick W. Ayer, 2m bfl, Prentiss permit

1897
Ragged Lake area: John Morison and Son

T2R13: Horace B. and Frank P. Morison on Ragged Lake and below dam on Ragged Stream, Coe permit
T4R11: Charles H. Dudley, Prentiss permit
T4R12: T.H. and P. Lawler, Prentiss permit
T4R13: Isaac A. Terrill and F.W. Ayer, Coe permit
T5R15: Isaac A. Terrill and F.W. Ayer on Loon Lake, Coe permit
T6R14: Terrill and Ayer on Little Scott Brook and Marsh and Ayer north of Caucomgomoc Lake, Coe permit
T6R15: Samuel White and Samuel W. Hodgdon, Coe permit
T7R14: T.H. and P. Lawler, Prentiss permit

T7R15: H.W. Marsh and F.W. Ayer on Caucomgomoc and Rowe Pond, Coe permit

1898
Cutting with Coe permits:
T2R13: Horace B. and Frank P. Morison on Ragged Lake and below dam on Ragged Stream
T4R13: Isaac Terrill and F.W. Ayer
T5R15: Terrill and Ayer on Loon Stream
T6R14: Terrill and Ayer and H.W. Marsh and Ayer
T6R15: Samuel White and Samuel W. Hodgdon
T7R14: Marsh and Ayer, Prentiss permit
T7R15: Marsh and Ayer, Prentiss permit
T7R15: H.W. Marsh and F.W. Ayer on Poland Pond

1899
James McLeod and Son hauled to Chesuncook Lake; John Morison and Son cut on Ragged Lake; Charles M. White and Samuel W. Hodgdon were on Loon Lake

Cutting with Coe Permits:
T2R13: Horace B. and Frank P. Morison on Ragged and Bear brooks and John Ross paid for a trespass in 1897 and 1898
T4R13: Whidden
T5R15: I.A. Terrill
T6R15: Samuel White and Samuel W. Hodgdon south of Loon Stream and Lake
T7R14: T.H. and P. Lawlor on Caucomgomoc Stream and west of Ellis stream
T7R15: H.W. Marsh on Caucomgomoc Stream
Cutting with Prentiss permits:
T7R14: T.H. and P. Lawler
T7R15: Herbert W. Marsh and Frederick Ayer logged on Caucomgomoc, and Terrill and Ayer were on Loon Lake.

In September 1899 the Bangor Daily Whig and Courier reported a number of small fires around the area’s lakes in the past season. The opinion as to the sources was careless use of campers’ fires. One fire was on Ripo-

---

74 Bangor Daily Whig and Courier, February 12, 1896
75 I found no information about a Norman Gray.
76 Bangor Daily Whig and Courier, January 12, 1897
77 Bangor Daily Whig and Courier, October 6, 1899
Rendezvous at Chesuncook

... genus Stream near Soubunge Mountain on Ebenezer S. Coe and James H. Smith lands.78

1900

Cutting with Coe permits:

T2R13: Horace B. and Frank P. Morison on Ragged and Bear Brooks
T4R13: John Ross
T5R13: M.V. Whidden
T5R15: Samuel White and Samuel W. Hodgdon, 3m bfl
T6R15: Samuel White and Samuel W. Hodgdon on Loon and Hurd ponds
T7R14: T.H. and P. Lawlor north of Caucomgomoc stream and H.W. Marsh on Caucomgomoc Lake
T7R15: H.W. Marsh on Caucomgomoc Lake, 3.5m bfl

H.B. Morison & Company, E.T. Spencer, Bowman and Gray79

Loggers listed in Bangor Daily News, February 14, 1900:
D.A. McLeod on Chesuncook Lake, 2.6m bfl
E.T. & S.H. Spencer on Chesuncook Lake, 1m bfl
Cornelius Murphy on Chesuncook Lake, 1m bfl
John Morison and Company on Chesuncook Lake, 3m bfl

The drive of White and Hodgdon from Loon Lake and that of William M. Marsh from Caucomgomoc Lake engaged 90 log drivers who left Bangor in one group on April 19 on a train for Greenville. Their route north was probably by tote road to Chesuncook.80

1901

Cutting under Coe permits

T4R13: PLDC cuts 28 cords for the John Ross
T7R14: H.W. Marsh
T7R15: H.W. Marsh

Loggers listed in a PLDC account book:
J.M. McNulty, Gilbert & McNulty,
H.W. Marsh, D.A. McLeod & Company on Mud Pond, 1.7m bfl

Ross & Appleton, C.M. Mullen,
J.F. Smith, Enos Sawyer,
GNP, John Ross & Son,
H.B. Morison & Company, Sylvester Spencer,
A.W. Bragg & Sons, Snow & Nealley,
Charles Haywood & Co., Rice & Miller,
E.&I.K. Stetson, H.B. Morison,
Sylvester Smith, George A. Gray on Ripogenus,
2.5m bfl
W.A. Sawyer, W. Maxfield,
J.F. Kimball, Jordan Lumber Co.,
John Hinch, N.R. Bragg & Son

Loggers listed in Bangor Daily News, March 9, 1901:
Marsh and Ayer on Caucomgomoc, 5m bfl
Joshua Smith on Umbazooksus, 1m bfl
H.B. Morrison & Company on Ragged Stream,
2.5m bfl
L.M. Spencer on Chesuncook Cove, 1m bfl

Loggers listed in Bangor Daily News, March 17, 1901:
E.T. & S.N. Spencer, 1m bfl
Cornelius Murphy, 1m bfl
John Morison and Son, 3m bfl

1902

Loggers listed in the PLDC files:
C.J. McLeod, John Largay & Son,
Nahum Emery, Gilbert & McNulty,
J. Cassidy & Son, W. Maxfield,
H.W. Marsh, D.A. McLeod & Company,
W.D. Smith, Ross & Appleton,
GNP, Twin Lakes lumber (Mullen),
James Rice & Company, George A. Gray,
I.A. Terrill, H.B. Morison, Snow and Nealley,
Morse & Coe, P.H. Coombs,
Jordan Lumber Co., A.W. Bragg,
Charles Haywood & Co., Sylvester Smith

Loggers with a Coe permit:
T2R13: John Cassidy
T4R11: D.A. McLeod
T4R13: a PLDC crew cut 144 cords for the towboat
T6R15: H.W. Marsh
T7R15: H.W. Marsh

Loggers listed in the Industrial Journal of April 1902:
E.J. Smart and Maxfield on Chesuncook, 1.5m bfl

78 Bangor Daily Whig and Courier, Sept 22, 1899
79 PLDC account book; available at Millinocket Historical Society
80 Bangor Daily News, April 20, 1900
George Gray on Ripogenus, .86m bfl
Marsh and Ayer on Caucomgomoc, .5m bfl
J.F. Smith on Chesuncook and Umbazooksus, 1m bfl
John Largay on Cuxabexis, 3m bfl
McLeod and McNulty on Ripogenus, 5m bfl
J. Cassidy and Son on Caribou, 1.5m bfl

The cutting records cited above reflect the fact that GNP’s first cutting operations were not on Chesuncook Lake or within the 18 townships of this book. They were west of Chesuncook Lake on the Main and North and South branches (the West Branch of the Penobscot River watershed). Like all other cutting operations, GNP crews drove their logs into Chesuncook Lake in order to join the PLDC drive. GNP’s first land holdings around Chesuncook Lake (c.1900) were relatively small parcels in T3R11 and R13, and T4R12 and R13.

**Guides and sports**

The **Bangor Daily Whig and Courier** reported in its October 2, 1891 paper that guides in the Moosehead and Chesuncook lakes’ area had never seen as many campers as in this past season; white tents of sportsmen and health seekers dotted the shorelines everywhere.

**Mud Pond Carry**

In 1891 Frank Smith, brother of Ansel B. Smith, took over the Mud Pond carry, cleared land and built a sizable abode. The 1900 US census had Frank and Lizzie Smith and three children ages eleven, eight, and one living here in T6R13. At some point the family operated “Smith Camp” at the carry on Umbazooksus. The Smith’s sold in 1902 to Howard Colby, a New Jersey sportsman who had previously been at the site. The Smiths moved to Days Academy on Moosehead Lake where Frank and his oldest son worked as a hunters and trappers. Colby hired guide Ed Ronco to run the camp and the carry service.

**Caucomgomoc Lake**

Camp Keewayden Canoe Camp had its first season in 1893 on Caucomgomac Lake at a base camp that at that time had the name Camp Kah Kou. The boys’ camp offered wilderness trips down the St. John River. By 1901 the name had changed to Camp Keewayden and it had two other camps. One was on Lake Temagami in Ontario and another on Lake Dunmore in Vermont. Both camps still operated in 2021; they were now coed and the Vermont camp sponsored trips in New England and New York.

**Umbazooksas Lake**

About 1896 Thomas Martindale (1845–1916), a popular and highly successful Philadelphia grocer and outdoor writer, and three friends came north to Greenville on the train and took the ferry to North East Bay on Moosehead Lake where they met their guides. This was apparently not their first big game hunting trip to Maine; they paddled through Rocky Rips in the dark. Pictures from 1905 show Martindale at a rustic traditional log hunting camp on Umbazooksus Lake. Whether or not it was his camp or that of one of his guides remained undiscovered.

Martindale, a self-made man, was born in England to a poor family that immigrated first to Canada and a few years later to Oil City, Pennsylvania in 1858. In 1868 he bought into a grocery business in Oil City, married his wife Rosanna in 1870, and fathered a son in 1872. By the mid-1870s the family moved to Philadelphia and established and grew a highly successful and well-known grocery business. He was deeply engaged with the community and a person people turned to for help. For his big game hunting he traveled to Maine, New Brunswick, the mid-west, and Alaska. He died on his last trip, a journey in the Upper Yukon of Alaska. He was in poor health during the year preceding the trip, but his doctor encouraged him to go. Between 1897 and 1913 Martindale wrote five books about his hunting excursions. The first three of the books had stories from the Chesuncook area. None of them mentioned a camp on Umbazooksus or any landmarks except Chesuncook village and the West Branch.

---

81 John E. McLeod, *The Great Northern Paper Company*, vol. 1–6, unpublished manuscript, 1978; available online at Raymond Fogler Library Digital Commons
82 *Bangor Daily Whig and Courier*, October 2, 1891
83 Alexandra Conover Bennett, and the internet
85 Martindale’s first book was *Sport Royal I Warn You* (1897), the second *Sport Indeed* (1901), and the fourth *With Gun and Guide* (1910).
Rendezvous at Chesuncook

Ragged Lake

In 1898 guide Andy Kennedy (1861–1931) had a camp with an unknown location on Ragged Lake and was guiding from it. Kennedy, a single man, was born in Canada, came to Maine in 1865, and obtained citizenship in 1893. He was a well-regarded guide into the 1920s. At some point before 1900 he moved to Greenville where in 1900 he listed his occupation as “truckman.” On an unknown date in the Greenville area he rescued two bald eagle hatchlings and raised them. In the advertisement to sell them after they were grown he noted that one was quite tame and the other “savage.”

Ragged Lake’s Alex Brown, known as the king of sable trappers, intended to remain in the woods for a time yet as reported in the Bangor Daily Whig and Courier of April 23, 1898. The location of his trapper’s camp was undiscovered.

Another guide with a camp on Ragged Lake by at least 1900 was Henry Trembley of Greenville. He and his family and his wife’s parents worked the Lily Bay Farm of the Eveleths (c.1870). In the mid-1880s he was guiding the Dunn family into the Ragged and Caribou lakes area. He advertised in In the Maine Woods in 1901 citing

86 It was perhaps on what became known as Kennedy Cove, the deep cove at about the midpoint of the west side of the lake. Berry Pond outlet stream flows north into this cove.

“Smith’s Camps” at Umbazooksus Lake were accessible from the Chamberlain Lake Tote Road, which left from the farm at the northeast corner of Chesuncook Lake. The Smiths were Frank and Lizzie and three children. Frank was a son of Baxter Smith, a first settler in Chesuncook settlement. (courtesy Collection of Maine Historical Society, vintagemaineimages.com, 15346)
furnished camps; this could have been a tent camp or old logging camp.

**Chesuncook Lake**

In 1898 Thomas Smart (1870–1937), son of John Smart of Chesuncook village and nearly a lifelong resident, was advertising as a guide with camp; the camp location was not provided unless it was assumed to be a home in the village or a trapper’s camp in an unknown location. In 1900 he boarded in Chesuncook village with Albert McLaine and listed his occupation as a guide. He continued to reside in the village in 1910 when he boarded with Ansel B. Smith and also worked with lumber. By 1920 he owned his own home in the village and his two teenage daughters were with him. In 1930 he was a short mile walk north from what became known as Togue Point and so labeled on maps. The club’s compound, which was on a bluff overlooking the lake, had a number of structures. The largest one had two distinct sections: a one story 24 by 25-foot section with a veranda wrapped around the east and south sides, and a two story 24 by 20-foot section with dining on the first floor and sleeping on the second. The other structures included five private camps and a 20 by 16-foot guides’ camp. A guide lived year round at the camp and in the summer tended a garden, which provided the fresh foodstuffs. During the fall when members often came for extended stays the club also hired a cook.

---

88 The word probably was based on deductive reasoning involving Trembley’s advertising, pictures of the Dunn party at the sites and that Trembley was a guide they used; typically sports used the same guides year after year.


90 Bangor Daily Whig and Courier, October 3, 1899

91 The lotting map for T4R13 can be found at: https://digitalmaine.com/context/planbook_4/article/1076/type/native/viewcontent

92 Bangor Daily News, October 7, 1901
In 1891 West Branch drive bosses Cornelius Murphy and James L. Smart had one of their crews breaking this jam near Ripogenus dam as Fanny Hardy Eckstorm was watching. For their drive they employed nearly 200 men. The only thing that the drive bosses could not manage was the weather, but they knew how to deal with whatever it was and bring in the drive with nearly a 100 percent success rate for 54 years; a remarkable achievement. (source, Benton Hatch Collection, Raymond Fogler Library Special Collections)
…. He [John Ross] fairly shed his own blood to make those logs get in by July 4th; if they didn’t, there had to be a reason why. … [Charles M.] Mullen had come to him [John Ross] before the meeting and questioned him on point after point, drawing him out on every detail….; they then went to the [legislative] meeting [1903] and got the charter on the results of Ross’ life work. They never even offered him a share [in the company that replaced the PLDC on the West Branch]. But after that the logs were weeks, months late… So there is no work for the [Bangor] mills…. 

~ Mrs. C. Vey Holman, John Ross’ daughter, as recorded by Fanny Hardy Eckstrom in her journal, 1904
The Drive Bosses

From 1848 through 1902 twenty-two different men, each of whom served as PLDC drive boss for at least one year, ensured that the West Branch drive reached the Penobscot River and the Bangor sawmills. These men were intelligent, industrious, and ingenious strategists and leaders who consistently instilled a log-driving pride and spirit for over 50 years. The drive achieved a faceless legendary status, but more importantly and sadly unheralded, year after year its leaders produced consistent and amazing results. The face at the center of the legendary yearly drive crews was the drive boss. These 22 men’s accomplishments, their pictures, and their biographical sketches rarely appear in print. They were as important to Maine’s lumber industry and its economy for over a half-century as those whose pictures do appear. The purposeful appearance of their faces and biographical sketches in this book provides recognition not heretofore presented.

1848, 1850, 1857, 1858, 1859, 1860, 1861, 1863

Aaron Babb (1812–1876) was one of the first to log along the Main Branch and drive into Chesuncook. Beginning in the 1840s he was a frequent partner with Strickland family members in land purchases and logging on the Main Branch and around Chesuncook. In 1846 he was an advocate for PLDC changes and was drive boss for eight of the first 15 drives. Fellow lumberman Lysander Strickland engaged Babb as a partner for the last seven years of Babb’s life.

1849

A. Orlando Gilman (1813–1882) moved to Milford by 1840, and partnered with Eliphas Gulliver by 1842. They typically bought, logged, and then sold the land. By the 1860s they owned dam and mill rights and opened what became Veazie Manufacturing Company. They sold out in 1865 and Gilman moved to Boston.

1849

Eliphas Gulliver (1816–1877) came to North Milford in 1830, soon partnered with Orlando Gilman. Primarily interested in the largest pine, they were among the first to log on the West Branch west of Chesuncook Lake by 1840. In 1865 Gulliver moved to Saginaw, Michigan where he became a prominent logger, mill owner, and citizen.

1849

Richard Hinman (1817–1889), son of a Baptist minister, moved to Bangor to enter the lumber business, bought a wharf and built a second to support his lumber dealings. He married, fathered three children, and was active in city government. His brother-in-law was Joab Palmer.

1849

Joab W. Palmer (1821–1915) moved to Bangor in 1835 to begin his lifelong logging career, and was a sawmill owner and lumber dealer at age 21. By 1862 he was employing up to 250 men at his mill. He logged not only on the West Branch, but also on the Mattawamkeag, and from 1878–1887 on the West Branch of the Pleasant River where he successfully dealt with Gulf Hagas.

1851

Jesse Wadleigh

Jesse Wadleigh (1798–1874), along with three of his brothers, all loggers, moved from New Hampshire to Old Town in 1816 at 18 years of age. He partnered with brother Ira looking after their interests in Old Town, its

---

1 picture by J.F. Garrity Company; appeared in “Representative Men of Bangor,” Evening Commercial Supplement, October 28, 1899
2 source History of Penobscot County Maine, 1892
first hotel, a sawmill, post office, Episcopal church, and its general development. He was a supporter of benevolent activities. His son and grandson continued in logging.

1852, 1855
Samuel Brailey (1811–1869) was a lifelong Old Town logger. In 1840, perhaps as a sawmill owner, he housed over 20 men. He was among the first lumbermen to cut in the headwater areas of the North Branch, 70 river-miles to Chesuncook. He died of an injury while logging in New Brunswick, and his contemporaries named Brailey Brook in the Fifth St. John Pond area for him.

1853
Lysander Strickland

Lysander Strickland (1822–1895) at age 16 joined his older Strickland cousins in Bangor, working on their logging operations and at their mill. By 1859 he was also dealing in lumber. He formed a partnership with Aaron Babb and in 1870 owned a Bradley sawmill until he died. He was active in city government and mayor of Bangor in 1880. In his last years he partnered with his nephew Frederick H. Strickland.

1854
George W. Smith (1805–1891) grew up in Veazie, had a farm in Hermon, became a specialist in West India trade in corn and flour, bought half of T3R12 in 1847 and turned to lumbering by the 1850s. By 1871 he was treasurer of the Brewer Brick Company and worked for the company through 1888.

1864–1869, 1871, 1874, 1875, 1880, 1883, 1884, 1885, 1887
John Ross

John Ross (1831–1913) moved from Nova Scotia to Milford to work on lumber before he was 19. Five years later he married, moved to Bangor, and became a devoted family man. Others quickly recognized his business acumen. His “second family” was the collective of men who worked for him, a taskmaster who joined them in what he asked of them. Before he died he was legendary as a logger and drive boss.

1870
Hosea Maynard (1832–1900) best known as the designer and builder of the fabled Penobscot log driver’s bateau, started building in Fairfield in the 1840s, perfected his design in the 1860s, and then moved to Bangor to build until his death. The market for his bateau included Minnesota and beyond.

3 source Phillips-Strickland House, Bangor, Maine website

4 picture by J.F. Garrity Company; appeared in “Representative Men of Bangor,” Evening Commercial Supplement, October 28, 1899
1872, 1876–1878, 1881, 1882, 1884, 1885, 1887, 1890, 1891

James L. Smart

James L. Smart (1825–1897) was a Sebec farmer and logger until about 1860 when he began to establish his presence as a log driver on the Penobscot, St. Croix, Kennebec, Androscoggin, and Connecticut rivers. He also contracted for other PLDC work, like repairing dams. When not logging he was with his family tending to his farms on the Piscataquis River in the Milo area.

1873

Gilman Henry (G.H.) Davis

Gilman Henry (G.H.) Davis (1822–1898) was a family man and for 48 years a successful Old Town farmer and logger. His farm of 300 acres was one of the most highly valued in the township. In the Chesuncook area between 1867 and 1894 he held stumpage contracts during 21 of those years; one of a small group of loggers with such a record.

1879

Samuel W. Hodgdon

Samuel W. Hodgdon (1826–1908) was a son of a Nobleboro schoolteacher, moved to Brewer and by 1864 was a lumberman, married and father of two children, and continued as a lumberman until he died. For 12 years between 1880 and 1900 he had crews cutting in the Chesuncook area.

---

5 source Library of Congress

6 source Oregon Historical Society
1882, 1883, 1884, 1885, 1886, 1887

Elbridge H. Hunting

Elbridge H. Hunting (1836–1894), a single man until 1891, worked his father’s Corinth farm, and by 1850 was also a stage line proprietor. In terms of logging he was in the Chesuncook area in 1873 and for the next 18 successive years he logged in the Ragged Lake area and owned both the Roach River farm and the Ragged Lake (Grant) farm. He partnered with Corinth farmer John Morison.

1887, 1888, 1890, 1891, 1894, 1895

Cornelius Murphy

Cornelius Murphy (1841–1918) arrived from Nova Scotia in 1866, probably with logging experience. In 1871 as one of John Ross’ lead men, he demonstrated his driving skills by miraculously saving a driver’s life. Over a 29-year period on the West Branch he had contracts in 15 of those years. In other years he was also on the lower West Branch and the East Branch. His son joined him and continued in the business.

1889

Philo A. Strickland

Philo A. Strickland (1831–1925), a son of Hastings Strickland, joined the family’s lumbering business interests that his father started when he moved to Bangor in 1831. The business included timberland ownership; logging operations in the Chesuncook Lake area; wilderness farms on the Main Branch, Brandy Pond, and Chesuncook Lake; and a sawmill on Kenduskeag Stream. He was active in Bangor’s civic affairs and a trustee of the University of Maine.

1892

Charles M. White (1838–1907) was a lifelong Old Town resident, worked on lumber from age 22, married and fathered two children, partnered with Samuel W. Hodgdon in the 1890s, and was a director of the Penobscot Lumbering Association through 1906.

---

7 source *The Northern*, April 1922, Great Northern Paper Company
8 *Bangor Daily News*, April 20, 1905
9 identified on unlabeled photo, a Geller deduction, source Bangor Historical Society
Isaac A. Terrill (1848–1940) arrived from New Brunswick at 18 without parents and became a successful Argyle farmer and logger and director of the PLDC who had crews cutting in the Chesuncook area every year of the 1890s. He retired about 1920 and moved to Old Town where he became a hardware store owner. He was active in the Methodist church.

Harry F. Ross (1874–1955) grew up in Bangor, graduated from Harvard College in 1897, and in 1898 began partnering with his father. Their logging took place in the Lobster Lake area, followed by that in Katahdin’s Basin Ponds and Sandy Stream. They also founded an ice harvesting company and a vending and shipping company. Harry also invested in mining in Halifax. By 1926 he was president of Bangor’s J.P. Bass Publishers. He managed the family’s timberland until his death.

Frederick W. Ayer (1855–1925), son of a Bangor lumber company owner, clerked at age 18, formed his first company at age 22, bought a sawmill and formed F.W. Ayer Company at age 27, built a sulfite pulp mill so as to not waste his mill’s scraps at age 34, began to make paper at age 41, and founded Eastern Manufacturing Company at age 44 (1899). This company endured under a number of different names until 2005.

Fred A. Gilbert (1866–1938), son of lifelong and highly respected Penobscot logger Thomas Gilbert, finished high school at his father’s insistence before joining him in logging. From about the mid-1880s until 1898 the duo logged yearly west of Chesuncook in the West Branch drainage. After Thomas retired in 1898 Fred’s logging partners were James McNulty and Frank Stetson until 1903, when he began working full-time as GNP’s woodlands boss, a position he held until 1929.
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 landowners and lumbermen, and Maine legislative acts and resolves provided 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.

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**

Jackson, C.T., *C.T. Jackson’s Geology of the Public Lands Belonging to the Two States Of Maine and Massachusetts*, 1838; available online at Hathi Trust
Pickering, G. C., “A Tramp within the Shadow of Katahdin;” available online
Treat, Joseph, *Joseph Treat 1820 Maine Exploration*; available at Digitalmaine Repository, Digitalmaine.com

**Logging operations**

Bennett, Dean, *The Wilderness from Chamberlain Farm: A Story for Hope for the American Wild*, Islandport Press, 2001
Geller, Bill, *832,000 Acres: Maine’s 1825 Fire and its Piscataquis Logging Aftermath* (2020); available online at Digital Commons of University of Maine Raymond Fogler Library Special Collections

—. *West of Chesuncook & North of Moosehead: Log Drives & Sporting Camps, 1830–1971*; available online at Digital Commons of University of Maine Raymond Fogler Library Special Collections

Hempstead, Alfred G. *The Penobscot Boom and The Development of the West Branch of The Penobscot River for Log Driving*, Orono, ME: University Press, 1931
McLeod, John E. *The Great Northern Paper Company*, vol. 1–6, unpublished manuscript, 1978; available online at Raymond Fogler Library Digital Commons

**Historical repositories**

Ancestry.com
Bangor Historical Society
Google books Internet site
Hathi Trust, an Internet site for word-searchable historical documents
Internet Archives
Maine State Archives
Maine Historical Society
Massachusetts 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
Peabody Essex Museum, Phillips Library, Salem, Massachusetts

**Personal papers**
(available at University of Maine Raymond Fogler Library Special Collections)

William Engel papers
Coe Family papers 1836–1943
Fanny Hardy Eckstorm papers
Fred Gilbert papers
Marc Johnson Collection 1890–1994
William Jasper Johnston papers
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
Pingree and Coe Papers: available at Phillips Library, Peabody Essex Museum, Salem, Massachusetts

**Print media**
(these are alphabetical by publication title)

*Bangor Daily Whig and Courier*, 1832 through 1899 are searchable at newspaperarchive.com or Newsvault: Archival British and US Newspapers

*Moosehead Gazette* (1979–)

*The Industrial Journal*; available on microfilm at University of Maine Raymond Fogler Library

*The Maine Sportsman*, 1894–1907; published monthly

*The Northern*, Alfred Hempstead, editor; published monthly September 1921–December 1927; available in Great Northern Paper files at University of Maine Raymond Fogler Library Special Collections and online at this site

*Pittston Farm Weekly*, Felix Fernald, editor; published November 1962–June 1966; available in GNP files at University of Maine Raymond Fogler Library Special Collections and online at this site

**Guidebooks**
Note: The following Farrar, Hubbard, and Way pieces are available online at Hathi Trust.

Carlton, Leroy Thomas, *Carlton’s Pathfinder and Gazetteer of Hunting and Fishing*, 1899


**Other**


*Bibliographic Sketches of Representative Citizens of the State of Maine*, 1903; available online

Bright, William, *Native American Place Names of the United States*, 2004


Chase, W., *History of Penobscot County, Maine*, 1882; available online

Coe, Harrie B., *Maine Biographies*; available online

*Collections of the Piscataquis County Historical Society “Defeated Legislative Resolves,”* Maine State Archives

Folsom, Lindley H., 1915 letter to Frederic A., Davenport; Lindley was a child of Joshua Folsom of Chesuncook settlement (available Moosehead Historical Society)

Krohn, William, Manly Hardy 1832–1910 *The Life and Writings of Manly Hardy …*, The Maine Folklore Center, Orono, Maine 2005
Native American Place Names of Maine, New Hampshire, and Vermont, 2001; available at Internet Archives
Parker, Everett, *Moosehead Reflections*, 1986
Walker, *First-Second Annual Report Upon the Natural History and Geology of the State of Maine*, 1862; available online
Wells, Walter, *The Water Power of Maine, Maine Hydrographic survey*, 1869; available online

**Government related**

Acts and Resolves Passed by ___ Legislature of the State of Maine; a volume exists for each year of a legislative session; those through the mid-1920s are online at Hathi Trust
Maine Inland Department of Fish and Wildlife water body studies, Piscataquis County; available online
Maine Register State Year-Book and Legislative Manual, a yearly publication beginning about 1870 consistently organized by county and township; those through the mid-1920s are online at Hathi Trust
Piscataquis County Registry of Deeds, Dover-Foxcroft, Maine
Report of the Forest Commissioner of the State of Maine, ___[year]; available online at Hathi Trust
Resolves of the General Court of the Commonwealth of Massachusetts Passed at their session of 1820
United States Census Records; available in their most basic form through ancestry.com

United States Postal Service postmaster records; available through ancestry.com

**Maps – broad areas of Maine**

Colby Atlas of Maine 1886–7, Houlton, ME: Colby and Stuart, 1887; available online
Colton, J.H., *Colton’s Railroad and township map of the State of Maine*, 1852; available online at Library of Congress
Deane, John G., *Map of the State of Maine, 1840*; available online at Library of Congress
Greenleaf, Moses, *Map of the State of Maine, 1820*; available online at Library of Congress
——, *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 Raymond Fogler Library Special Collections and Osher Map Library at University of Southern Maine
——, *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 has an index that is organized alphabetically by county by township. The years of the surveys were generally within distinct short blocks of time. The earliest block is 1811–1815; followed by one-year blocks: 1827, 1833, 1840, 1850–51. A distinct map void follows for the next nearly 50 years. Beginning in the late 1890s to nearly 1920 a notable number of landowners hired surveyors who created township maps.

Board of State Assessors, commissioned township surveys in 1827, 1833, 1841, and 1850–51; the written field notes, “plans,” are all indexed and available on microfilm at Maine State Archives.


Current USGS quadrangle maps; available online at hillmap.com

Photographs

Bangor Historical Society; available online
Barron family heirs collection; privately held
Lord, Elsie Prentiss, a collection of Stodder photographs, Bangor Public Library
Maine Historic Preservation Commission – The commission has an extensive photographic collection that is viewable online.
Maine Historical Society, Vintage Maine Photographs; available online
Millinocket Historical Society
Moosehead Historical society
Shettleworth, Earle Jr., “Early Photos Tell the Story of Maine’s Granite Industry;” maineboats.com
University of Maine Raymond Fogler Library Digital Commons
<table>
<thead>
<tr>
<th>Chapter Decade</th>
<th>First Name</th>
<th>Last Name</th>
<th>Residence &amp; Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1830</td>
<td>Joseph</td>
<td>Adams</td>
<td>Danvers, MA trader</td>
</tr>
<tr>
<td>1840</td>
<td>Frank</td>
<td>Adams</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1870</td>
<td>John</td>
<td>Appleton</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td>1890</td>
<td>Henry A.</td>
<td>Appleton</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td>1840</td>
<td>James</td>
<td>Arbo</td>
<td>Chesuncook farmer and logger</td>
</tr>
<tr>
<td>acknowledgements</td>
<td>James Polk</td>
<td>Armbrust</td>
<td>Maine photographer</td>
</tr>
<tr>
<td>1880</td>
<td>John W.</td>
<td>Atwell</td>
<td>Bangor lumber businesses</td>
</tr>
<tr>
<td>1870</td>
<td>F.R.</td>
<td>Atwood*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>George W.</td>
<td>Averill</td>
<td>Old town lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Frederick W.</td>
<td>Ayer</td>
<td>Bangor lumber manufacturer</td>
</tr>
<tr>
<td>1840</td>
<td>Aaron</td>
<td>Babb</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>C.A.</td>
<td>Babb</td>
<td>lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>Ballard*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1860</td>
<td>Julia</td>
<td>Barnard</td>
<td>Bucksport, NH counselor</td>
</tr>
<tr>
<td>1870</td>
<td>Icabod</td>
<td>Bartlett</td>
<td>Portland, ME merchant</td>
</tr>
<tr>
<td>1890</td>
<td>Joseph</td>
<td>Bass</td>
<td>Bangor publisher</td>
</tr>
<tr>
<td>1850</td>
<td>Samuel H.</td>
<td>Blake</td>
<td>Bangor attorney</td>
</tr>
<tr>
<td>1850</td>
<td>Newell</td>
<td>Blake</td>
<td>Bangor lumber merchant with a milling and shipping firm</td>
</tr>
<tr>
<td>1860</td>
<td>William A.</td>
<td>Blake</td>
<td>Bangor lawyer, banker, &amp; merchant</td>
</tr>
<tr>
<td>1880</td>
<td>Joseph G.</td>
<td>Blake</td>
<td>Bangor clothier merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Shepherd</td>
<td>Boody</td>
<td>Old Town logger</td>
</tr>
<tr>
<td>1890</td>
<td>Henry W.</td>
<td>Bowman</td>
<td>lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>Robert</td>
<td>Boyd</td>
<td>merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Gorham</td>
<td>Boynton</td>
<td>Bangor banker &amp; timberland investor</td>
</tr>
<tr>
<td>1803</td>
<td>Samuel A.</td>
<td>Bradley</td>
<td>lawyer</td>
</tr>
<tr>
<td>1840</td>
<td>Daniel W.</td>
<td>Bradley</td>
<td>Bangor merchant &amp; timberland investor</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel A. &amp; John</td>
<td>Bradley</td>
<td>Fryeburg attorneys</td>
</tr>
<tr>
<td>1860</td>
<td>Levi</td>
<td>Bradley</td>
<td>Bangor man working in lumber and timberland</td>
</tr>
<tr>
<td>1830</td>
<td>Zebulon</td>
<td>Bradley</td>
<td>Charleston surveyor</td>
</tr>
<tr>
<td>1860</td>
<td>Carleton S.</td>
<td>Bragg</td>
<td>lumber dealer</td>
</tr>
<tr>
<td>1870</td>
<td>Warren A.</td>
<td>Bragg</td>
<td>grocer</td>
</tr>
<tr>
<td>1890</td>
<td>A.W.</td>
<td>Bragg*</td>
<td>coffin maker</td>
</tr>
<tr>
<td>1890</td>
<td>N.R.</td>
<td>Bragg*</td>
<td>logger</td>
</tr>
<tr>
<td>1850</td>
<td>Samuel</td>
<td>Bragley</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>William S.</td>
<td>Bridge</td>
<td>Milford, MA trader</td>
</tr>
<tr>
<td>1840</td>
<td>John C.</td>
<td>Brown</td>
<td>Providence, RI merchant</td>
</tr>
<tr>
<td>1870</td>
<td>Charles</td>
<td>Brown</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>William W.</td>
<td>Brown</td>
<td>lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>Charles D.</td>
<td>Bryant</td>
<td>Bangor land surveyor</td>
</tr>
<tr>
<td>1860</td>
<td>James H.</td>
<td>Burgess</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>J.W.</td>
<td>Burke*</td>
<td>logger</td>
</tr>
<tr>
<td>1860</td>
<td>B.F.</td>
<td>Butler*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>W.A.</td>
<td>Buzzell</td>
<td>logger</td>
</tr>
<tr>
<td>1870</td>
<td>John</td>
<td>Cassidy</td>
<td>Bangor wholesale grocer and sawmill owner</td>
</tr>
<tr>
<td>1870</td>
<td>George S.</td>
<td>Chalmers</td>
<td>Bangor lumber dealer</td>
</tr>
<tr>
<td>1860</td>
<td>James N.</td>
<td>Chandler</td>
<td>Bangor accountant for Pingree and Coe</td>
</tr>
<tr>
<td>1870</td>
<td>C.L.</td>
<td>Chase*</td>
<td>logger</td>
</tr>
<tr>
<td>1830</td>
<td>Joseph W.</td>
<td>Clark</td>
<td>Boston manufacturer</td>
</tr>
<tr>
<td>1840</td>
<td>Cyrus S.</td>
<td>Clark</td>
<td>Bangor lumberman &amp; sawmill owner</td>
</tr>
<tr>
<td>1850</td>
<td>Joseph W.</td>
<td>Clark</td>
<td>Dedham, MA financial broker</td>
</tr>
<tr>
<td>1870</td>
<td>Jonathon G.</td>
<td>Clark</td>
<td>Bangor clothing and dry goods merchant</td>
</tr>
<tr>
<td>1830</td>
<td>Enoch W.</td>
<td>Clark</td>
<td>Boston banker</td>
</tr>
<tr>
<td>1890</td>
<td>John Clark*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1840</td>
<td>Ebenezer S.</td>
<td>Coe</td>
<td>Bangor lumberman &amp; timberland investor</td>
</tr>
<tr>
<td>1840</td>
<td>Ebenezer</td>
<td>Coe</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1890</td>
<td>Thomas Upham</td>
<td>Coe</td>
<td>manager of E.S. Coe estate; half sibling of Ebenezer S.</td>
</tr>
<tr>
<td>1880</td>
<td>William</td>
<td>Cole</td>
<td>lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Samuel</td>
<td>Cony</td>
<td>Old Town lawyer</td>
</tr>
<tr>
<td>1890</td>
<td>P.H.</td>
<td>Coombs*</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Joseph</td>
<td>Cota</td>
<td>mill man</td>
</tr>
<tr>
<td>1890</td>
<td>Charles</td>
<td>Cota*</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Cote &amp; Company*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1860</td>
<td>William</td>
<td>Crosby</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td>1830</td>
<td>Stephen</td>
<td>Cummings</td>
<td>Portland doctor</td>
</tr>
<tr>
<td>1830</td>
<td>F. T.</td>
<td>Cummings</td>
<td>Portland physician</td>
</tr>
<tr>
<td>Chapter Decade</td>
<td>First Name</td>
<td>Last Name</td>
<td>Residence &amp; Occupation</td>
</tr>
<tr>
<td>----------------</td>
<td>------------</td>
<td>--------------------</td>
<td>----------------------------------------------------</td>
</tr>
<tr>
<td>1890</td>
<td>F.M.</td>
<td>Cunningham</td>
<td>sawmill owner</td>
</tr>
<tr>
<td>1870</td>
<td>John L.</td>
<td>Cutler</td>
<td>sawmill owner</td>
</tr>
<tr>
<td>1830</td>
<td>Charles W.</td>
<td>Cutter</td>
<td>Portsmouth, NH counselor</td>
</tr>
<tr>
<td>1860</td>
<td>Gilman H.</td>
<td>Davis</td>
<td>lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>Daniel</td>
<td>Davis</td>
<td>Bangor lawyer and politician</td>
</tr>
<tr>
<td>1880</td>
<td>Levi T.</td>
<td>Davis*</td>
<td>store keeper</td>
</tr>
<tr>
<td>1860</td>
<td>Charles S.</td>
<td>Davis*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>J.W.</td>
<td>Davis*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>John</td>
<td>Demeritt*</td>
<td>Boston, MA</td>
</tr>
<tr>
<td>1840</td>
<td>Nathaniel</td>
<td>Dillingham</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>Theodore</td>
<td>Dillingham</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>George</td>
<td>Dillingham*</td>
<td>logger</td>
</tr>
<tr>
<td>1830</td>
<td>John C.</td>
<td>Dodge*</td>
<td>Attleboro, MA counselor</td>
</tr>
<tr>
<td>1850</td>
<td>John</td>
<td>Dodge</td>
<td>New York City</td>
</tr>
<tr>
<td>1870</td>
<td>Douglas*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1840</td>
<td>William H.</td>
<td>Dow</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1890</td>
<td>James A.</td>
<td>Dubay</td>
<td>lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>Charles A.</td>
<td>Dudley</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Charles H.</td>
<td>Dudley</td>
<td>lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>Joseph G.</td>
<td>Dummer</td>
<td>Old town grocery merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Alexander</td>
<td>Duncan</td>
<td>Providence, RI merchant</td>
</tr>
<tr>
<td>1880</td>
<td>Family</td>
<td>Charles Bullen</td>
<td>Dunn guide</td>
</tr>
<tr>
<td>1840</td>
<td>Rufus</td>
<td>Dwinel</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1850</td>
<td>Calvin R.</td>
<td>Dwinel</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1860</td>
<td>Darius</td>
<td>Eddy</td>
<td>lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Thomas H.</td>
<td>Egery</td>
<td>Bangor iron foundany owner</td>
</tr>
<tr>
<td>1840</td>
<td>William</td>
<td>Emerson</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1860</td>
<td>J.B.</td>
<td>Emery</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Nahum</td>
<td>Emery</td>
<td>logger</td>
</tr>
<tr>
<td>1880</td>
<td>William</td>
<td>Engel</td>
<td>Bangor area sawmill owner</td>
</tr>
<tr>
<td>1840</td>
<td>John</td>
<td>Eveleth</td>
<td>Greenville businessman</td>
</tr>
<tr>
<td>1840</td>
<td>Oliver</td>
<td>Eveleth</td>
<td>Greenville businessman</td>
</tr>
<tr>
<td>1840</td>
<td>Isaac</td>
<td>Farrar</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Messenger</td>
<td>Fisher</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1830</td>
<td>Benjamin</td>
<td>Fiske</td>
<td>Lexington, MA trader</td>
</tr>
<tr>
<td>1830</td>
<td>John</td>
<td>Fiske</td>
<td>Boston merchant</td>
</tr>
<tr>
<td>1880</td>
<td>G.W.</td>
<td>Fiske</td>
<td>grocer</td>
</tr>
<tr>
<td>1870</td>
<td>L.H.</td>
<td>Folsom</td>
<td>logger</td>
</tr>
<tr>
<td>1840</td>
<td>Enoch “Deacon”</td>
<td>Ford</td>
<td>Mayfield farmer and logger</td>
</tr>
<tr>
<td>1880</td>
<td>John</td>
<td>Foss</td>
<td>hotel keeper</td>
</tr>
<tr>
<td>1880</td>
<td>William W.</td>
<td>Freeze</td>
<td>lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>William</td>
<td>Frost</td>
<td>Boston merchant</td>
</tr>
<tr>
<td>1850</td>
<td>William</td>
<td>Frost</td>
<td>Boston, MA merchant</td>
</tr>
<tr>
<td>1830</td>
<td>Robert</td>
<td>Gibson</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Fred</td>
<td>Gilbert</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Thomas</td>
<td>Gilbert</td>
<td>lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>Orlando W.</td>
<td>Gilman</td>
<td>Milford lumberman &amp; sawmill owner</td>
</tr>
<tr>
<td>1880</td>
<td>Frank</td>
<td>Gilman</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>John T.</td>
<td>Goddard</td>
<td>Portsmouth, NH merchant</td>
</tr>
<tr>
<td>1840</td>
<td>John</td>
<td>Goddard</td>
<td>Orono logger</td>
</tr>
<tr>
<td>1840</td>
<td>Ard</td>
<td>Godfrey</td>
<td>Orono millwright</td>
</tr>
<tr>
<td>1830</td>
<td>Cryus</td>
<td>Goss</td>
<td>Bangor merchant &amp; sawmill owner</td>
</tr>
<tr>
<td>1840</td>
<td>Thomas F.</td>
<td>Gould</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>William</td>
<td>Grant</td>
<td>mill man</td>
</tr>
<tr>
<td>1840</td>
<td>Thomas J.</td>
<td>Grant</td>
<td>Monson farmer and logger</td>
</tr>
<tr>
<td>1880</td>
<td>George A.</td>
<td>Gray</td>
<td>lumber and hardware store owner</td>
</tr>
<tr>
<td>1880</td>
<td>Herbert</td>
<td>Gray</td>
<td>sawmill owner</td>
</tr>
<tr>
<td>1890</td>
<td>George A.</td>
<td>Gray</td>
<td>merchant and lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Herbert</td>
<td>Gray</td>
<td>woolen mill owner</td>
</tr>
<tr>
<td>1880</td>
<td>Norman</td>
<td>Gray</td>
<td>lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>Eliphas</td>
<td>Gilliver</td>
<td>Milford lumberman &amp; saw mill owner</td>
</tr>
<tr>
<td>1880</td>
<td>Eugene</td>
<td>Hale</td>
<td>Ellsworth lawyer and politician</td>
</tr>
<tr>
<td>1880</td>
<td>Clarence</td>
<td>Hale</td>
<td>Portland lawyer</td>
</tr>
<tr>
<td>1840</td>
<td>Dudley C.</td>
<td>Hall</td>
<td>Medford, MA merchant</td>
</tr>
<tr>
<td>1890</td>
<td>Frances</td>
<td>Pearson</td>
<td>Old Town &amp; niece of William T. Pearson</td>
</tr>
<tr>
<td>1850</td>
<td>Abner R.</td>
<td>Hallowell</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1870</td>
<td>James S.</td>
<td>Hamilton</td>
<td>Orono lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>Charles</td>
<td>Hamlin</td>
<td>Bangor lawyer</td>
</tr>
<tr>
<td>1840</td>
<td>Rufus</td>
<td>Hardy</td>
<td>Bangor lumber merchant employee</td>
</tr>
<tr>
<td>Chapter Decade</td>
<td>First Name</td>
<td>Last Name</td>
<td>Residence &amp; Occupation</td>
</tr>
<tr>
<td>---------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>--------------------------------------------------------</td>
</tr>
<tr>
<td>1850</td>
<td>Manly</td>
<td>Hardy</td>
<td>fur dealer</td>
</tr>
<tr>
<td>1890</td>
<td>Charles L.</td>
<td>Hathaway</td>
<td>merchant and lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>William B.</td>
<td>Hayford</td>
<td>wholesale grocer and sawmill owner</td>
</tr>
<tr>
<td>1870</td>
<td>Nathaniel</td>
<td>Haynes (Haines)</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Charles &amp; Co</td>
<td>Haywood*</td>
<td>logger</td>
</tr>
<tr>
<td>1830</td>
<td>James</td>
<td>Head</td>
<td>merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel F.</td>
<td>Hersey</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>E. Hickey*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1840</td>
<td>Henry T.</td>
<td>Hildreth</td>
<td>Greenville blacksmith</td>
</tr>
<tr>
<td>1840</td>
<td>William</td>
<td>Hildreth</td>
<td>Greenville farmer and logger</td>
</tr>
<tr>
<td>1840</td>
<td>Henry T. Jr.</td>
<td>Hildreth</td>
<td>Greenville farmer and logger</td>
</tr>
<tr>
<td>1860</td>
<td>Roderick D.</td>
<td>Hill</td>
<td>Bangor real estate dealer</td>
</tr>
<tr>
<td>1870</td>
<td>F.W.</td>
<td>Hill</td>
<td>lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>Leonard</td>
<td>Hilton</td>
<td>hotel keeper</td>
</tr>
<tr>
<td>1880</td>
<td>John</td>
<td>Hinch</td>
<td>lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Daniel</td>
<td>Hinckley</td>
<td>Bangor iron foundry owner</td>
</tr>
<tr>
<td>acknowledgements</td>
<td>Amos L.</td>
<td>Hinds</td>
<td>Maine photographer</td>
</tr>
<tr>
<td>1840</td>
<td>Richard G.</td>
<td>Hinman</td>
<td>Bangor logger, merchant &amp; sawmill owner</td>
</tr>
<tr>
<td>1870</td>
<td>Samuel W.</td>
<td>Hodgdon</td>
<td>lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>James T.</td>
<td>Hodge</td>
<td>Massachusetts</td>
</tr>
<tr>
<td>1870</td>
<td>J.J. Holbrook*</td>
<td></td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Franklin H.</td>
<td>Holyoke</td>
<td>Brewer lumber merchant</td>
</tr>
<tr>
<td>1830</td>
<td>Nestor</td>
<td>Houghton</td>
<td>Boston commission merchant and financial broker</td>
</tr>
<tr>
<td>1840</td>
<td>Alexander G.</td>
<td>Houston</td>
<td>Monson postmaster</td>
</tr>
<tr>
<td>1860</td>
<td>Thomas</td>
<td>Howe</td>
<td>Dorchester, MA lumber dealer</td>
</tr>
<tr>
<td>1870</td>
<td>Lucius L.</td>
<td>Hubbard</td>
<td>geologist and chronicler</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel L.</td>
<td>Hunt</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>Elbridge</td>
<td>Hunting</td>
<td>Corinth farmer and logger</td>
</tr>
<tr>
<td>1860</td>
<td>Aaron</td>
<td>Ingalls</td>
<td>lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>William</td>
<td>Ireland</td>
<td>Boston lumber dealer</td>
</tr>
<tr>
<td>1830</td>
<td>Charles T.</td>
<td>Jackson</td>
<td>Massachusetts</td>
</tr>
<tr>
<td>1850</td>
<td>William</td>
<td>Jameson</td>
<td>Upper Stillwater lumberman and sawmill owner</td>
</tr>
<tr>
<td>1840</td>
<td>James</td>
<td>Jenkins</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>John</td>
<td>Jerrard</td>
<td>Plymouth farmer</td>
</tr>
<tr>
<td>1830</td>
<td>George</td>
<td>Jewett</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1860</td>
<td>A.W.</td>
<td>Johnson*</td>
<td>Belfast businessman</td>
</tr>
<tr>
<td>1860</td>
<td>William Jasper</td>
<td>Johnston</td>
<td>dam builder</td>
</tr>
<tr>
<td>1880</td>
<td>William Percy</td>
<td>Johnston</td>
<td>dam builder</td>
</tr>
<tr>
<td>1840</td>
<td>Leonard</td>
<td>Jones</td>
<td>Bangor lumber merchant</td>
</tr>
<tr>
<td>1870</td>
<td>Charles F.</td>
<td>Jordan</td>
<td>logger</td>
</tr>
<tr>
<td>1870</td>
<td>Jones</td>
<td>Kelley</td>
<td>Orono lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>Joseph L.</td>
<td>Kelsey</td>
<td>Guilford surveyor</td>
</tr>
<tr>
<td>1890</td>
<td>Andrew J.</td>
<td>Kennedy*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>John</td>
<td>Kennedy*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>J.F. Kimball</td>
<td></td>
<td>merchant</td>
</tr>
<tr>
<td>1850</td>
<td>George W.</td>
<td>Ladd</td>
<td>Bangor druggist &amp; merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel</td>
<td>Lorraine</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1880</td>
<td>Patrick J.</td>
<td>Lawlor</td>
<td>logger</td>
</tr>
<tr>
<td>1880</td>
<td>Thomas H.</td>
<td>Lawlor</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Patrick J.</td>
<td>Lawlor</td>
<td>lumber camp foreman</td>
</tr>
<tr>
<td>1890</td>
<td>Thomas H.</td>
<td>Lawlor</td>
<td>farmer</td>
</tr>
<tr>
<td>1880</td>
<td>Bros</td>
<td>Lawrence*</td>
<td>loggers</td>
</tr>
<tr>
<td>1890</td>
<td>S.D.</td>
<td>Leach*</td>
<td>ship’s carpenter</td>
</tr>
<tr>
<td>1890</td>
<td>M. &amp; J.D.</td>
<td>Leau*</td>
<td>loggers</td>
</tr>
<tr>
<td>1840</td>
<td>Dudley F.</td>
<td>Leavitt</td>
<td>Bangor lumber &amp; land dealer</td>
</tr>
<tr>
<td>1860</td>
<td>F.W.</td>
<td>Leavitt</td>
<td>lumber dealer</td>
</tr>
<tr>
<td>1860</td>
<td>Caleb</td>
<td>Leavitt</td>
<td>Bath surveyor</td>
</tr>
<tr>
<td>1850</td>
<td>A.W.</td>
<td>Leavitt*</td>
<td>lumber dealer</td>
</tr>
<tr>
<td>1850</td>
<td>Richard</td>
<td>Lord</td>
<td>Orono lumber scaler</td>
</tr>
<tr>
<td>1840</td>
<td>Enoch R.</td>
<td>Lumbert</td>
<td>Bangor sawmill owner</td>
</tr>
<tr>
<td>1840</td>
<td>William</td>
<td>Lumbert</td>
<td>Bangor lumber manufacturing</td>
</tr>
<tr>
<td>1840</td>
<td>John D.</td>
<td>Lumbert</td>
<td>Bangor lumber manufacturing</td>
</tr>
<tr>
<td>1890</td>
<td>Harriet Pearson</td>
<td>Margerson</td>
<td>Old Town &amp; niece of William T. Pearson</td>
</tr>
<tr>
<td>1890</td>
<td>Herbert W. (Hubert)</td>
<td>Marsh</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Thomas</td>
<td>Martindale</td>
<td>grocer</td>
</tr>
<tr>
<td>1870</td>
<td>Hosea</td>
<td>Maynard</td>
<td>Bangor bateau builder</td>
</tr>
<tr>
<td>1880</td>
<td>John W.</td>
<td>Mayo</td>
<td>lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>George</td>
<td>McCausland</td>
<td>lower West Branch farmer</td>
</tr>
<tr>
<td>1890</td>
<td>Nathan C.</td>
<td>McCausland</td>
<td>Old Town log scaler</td>
</tr>
<tr>
<td>Chapter</td>
<td>Decade</td>
<td>First Name</td>
<td>Last Name</td>
</tr>
<tr>
<td>---------</td>
<td>--------</td>
<td>---------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>William</td>
<td>McCrillis</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>John</td>
<td>McDonald</td>
</tr>
<tr>
<td>1850</td>
<td></td>
<td>Moses</td>
<td>McDonald</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Alexander A.</td>
<td>McLaire</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>D.A.</td>
<td>McLeod</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>C.J.</td>
<td>McLeod</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>James</td>
<td>McNulty</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>M.</td>
<td>McPeters</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>John</td>
<td>Meserve</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Charles</td>
<td>Mesvery</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Charles</td>
<td>Mesvery</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>William R.</td>
<td>Miller</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Preserved Mills</td>
<td>Mills</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>T.D.</td>
<td>Mitchell</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Oliver</td>
<td>Monsel</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Charles</td>
<td>Moody</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Enoch</td>
<td>Moody</td>
</tr>
<tr>
<td>1860</td>
<td></td>
<td>Charles</td>
<td>Moores</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>John</td>
<td>Morison</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Frank P.</td>
<td>Morison</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Horace B.</td>
<td>Morison</td>
</tr>
<tr>
<td>1860</td>
<td></td>
<td>Joseph</td>
<td>Morris</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Mrs. C.</td>
<td>Morris</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Dorilus</td>
<td>Morrison</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Samuel</td>
<td>Morse</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Solomon</td>
<td>Mudge</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Enoch R.</td>
<td>Mudge</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Benjamin</td>
<td>Mudge</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Millard</td>
<td>Mudgett</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>C.W.</td>
<td>Mullen</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>Jessie</td>
<td>Murphy</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Cornelius</td>
<td>Murphy</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Nash</td>
<td>*</td>
</tr>
<tr>
<td>1860</td>
<td></td>
<td>Charles A.</td>
<td>Nealley</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>Herbert</td>
<td>Nealley</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>Meldon</td>
<td>Nealley</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Nicholas</td>
<td>Norcross</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Joseph C.</td>
<td>Norris</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Northern Maine</td>
<td>Land Co.</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Enoch</td>
<td>Paine</td>
</tr>
<tr>
<td>1830</td>
<td></td>
<td>Seth</td>
<td>Paine</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Albert W.</td>
<td>Paine</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Joab W.</td>
<td>Palmer</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Solomon</td>
<td>Parsons</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>William H.</td>
<td>Parsons</td>
</tr>
<tr>
<td>1860</td>
<td></td>
<td>Mills</td>
<td>Patterson</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>William T.</td>
<td>Pearson</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Waldo</td>
<td>Peirce</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Hayward</td>
<td>Peirce</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Penobscot &amp;</td>
<td>Kennebec Land Co.</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Jeremiah D.</td>
<td>Perry</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>Edward</td>
<td>Perry</td>
</tr>
<tr>
<td>1890</td>
<td></td>
<td>John</td>
<td>Perry</td>
</tr>
<tr>
<td>1860</td>
<td></td>
<td>George H.</td>
<td>Peters</td>
</tr>
<tr>
<td>1850</td>
<td></td>
<td>Rufus</td>
<td>Philbrook</td>
</tr>
<tr>
<td>1850</td>
<td></td>
<td>Charles E.</td>
<td>Phillips</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>George</td>
<td>Pickering</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>David</td>
<td>Pingree</td>
</tr>
<tr>
<td>1850</td>
<td></td>
<td>Asa</td>
<td>Pingree</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>Henry</td>
<td>Poor</td>
</tr>
<tr>
<td>1850</td>
<td></td>
<td>Henry</td>
<td>Prentiss</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>Henry M.</td>
<td>Prentiss</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>Henry, son of Henry</td>
<td>Prentiss</td>
</tr>
<tr>
<td>1860</td>
<td></td>
<td>C.H.</td>
<td>Purrington*</td>
</tr>
<tr>
<td>1870</td>
<td></td>
<td>Ramsey</td>
<td>*</td>
</tr>
<tr>
<td>1850</td>
<td></td>
<td>Ebenezer G.</td>
<td>Rawson</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Harvey</td>
<td>Reed</td>
</tr>
<tr>
<td>1840</td>
<td></td>
<td>Henry</td>
<td>Reed</td>
</tr>
<tr>
<td>1880</td>
<td></td>
<td>W.J.</td>
<td>Reed</td>
</tr>
<tr>
<td>Chapter Decade</td>
<td>First Name</td>
<td>Last Name</td>
<td>Residence &amp; Occupation</td>
</tr>
<tr>
<td>----------------</td>
<td>--------------</td>
<td>---------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>1890</td>
<td>James</td>
<td>Rice</td>
<td>lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>Amos</td>
<td>Roberts</td>
<td>Bangor lumber merchant &amp; sawmill operator</td>
</tr>
<tr>
<td>1840</td>
<td>Jeremiah L.</td>
<td>Robinson</td>
<td>Exeter, New Hampshire gentleman</td>
</tr>
<tr>
<td>1870</td>
<td>H.K.</td>
<td>Robinson*</td>
<td>logger</td>
</tr>
<tr>
<td>1880</td>
<td>Rogers*</td>
<td></td>
<td>logger</td>
</tr>
<tr>
<td>1830</td>
<td>Edwin</td>
<td>Rose</td>
<td>Rockland surveyor</td>
</tr>
<tr>
<td>1860</td>
<td>John</td>
<td>Ross</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Harry F.</td>
<td>Ross</td>
<td>lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>Edward</td>
<td>Rundlet</td>
<td>Portsmouth, NH physician</td>
</tr>
<tr>
<td>1880</td>
<td>David T.</td>
<td>Sanders</td>
<td>merchant</td>
</tr>
<tr>
<td>1830</td>
<td>Matthias P.</td>
<td>Sawyer</td>
<td>Boston investor</td>
</tr>
<tr>
<td>1890</td>
<td>Enos</td>
<td>Sawyer</td>
<td>farmer</td>
</tr>
<tr>
<td>1890</td>
<td>W.A.</td>
<td>Sawyer*</td>
<td>logger</td>
</tr>
<tr>
<td>1860</td>
<td>Michael</td>
<td>Schwartz</td>
<td>bangor saw manufacturer</td>
</tr>
<tr>
<td>1870</td>
<td>Family</td>
<td>Milton G.</td>
<td>Shaw</td>
</tr>
<tr>
<td>1870</td>
<td>C.H.</td>
<td>Shepherd</td>
<td>lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>James L.</td>
<td>Smart</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Thomas</td>
<td>Smart</td>
<td>guide</td>
</tr>
<tr>
<td>1840</td>
<td>George W.</td>
<td>Smith</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Ansel C.</td>
<td>Smith</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel</td>
<td>Smith</td>
<td>Bangor investor</td>
</tr>
<tr>
<td>1860</td>
<td>Joseph W.</td>
<td>Smith</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>St. John</td>
<td>Smith</td>
<td>Portland merchant and investor</td>
</tr>
<tr>
<td>1860</td>
<td>William H.</td>
<td>Smith</td>
<td>Bangor lumber dealer</td>
</tr>
<tr>
<td>1870</td>
<td>G.D.</td>
<td>Smith</td>
<td>lumberman</td>
</tr>
<tr>
<td>1870</td>
<td>Sylvanns</td>
<td>Smith</td>
<td>teamster</td>
</tr>
<tr>
<td>1880</td>
<td>Joel</td>
<td>Smith</td>
<td>blacksmith</td>
</tr>
<tr>
<td>1870</td>
<td>Frederick H.</td>
<td>Smith</td>
<td>Marlboro, MA box manufacturer</td>
</tr>
<tr>
<td>1890</td>
<td>J.F.</td>
<td>Smith</td>
<td>farmer</td>
</tr>
<tr>
<td>1890</td>
<td>Sylvester</td>
<td>Smith*</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>W.D.</td>
<td>Smith*</td>
<td>logger</td>
</tr>
<tr>
<td>1890</td>
<td>Charles L.</td>
<td>Snow</td>
<td>wood and coal merchant</td>
</tr>
<tr>
<td>1880</td>
<td>Edwin D.</td>
<td>Southard</td>
<td>logger</td>
</tr>
<tr>
<td>1860</td>
<td>J.G.</td>
<td>Spaulding*</td>
<td>logger</td>
</tr>
<tr>
<td>1860</td>
<td>Edward T.</td>
<td>Spencer</td>
<td>logging contractor</td>
</tr>
<tr>
<td>1860</td>
<td>Charles G.</td>
<td>Stern</td>
<td>Bangor sawmill owner</td>
</tr>
<tr>
<td>1860</td>
<td>Charles</td>
<td>Stetson</td>
<td>Bangor real estate investor</td>
</tr>
<tr>
<td>1860</td>
<td>Isaiah</td>
<td>Stetson</td>
<td>Bangor businessman with timberland investments</td>
</tr>
<tr>
<td>1860</td>
<td>George</td>
<td>Stetson</td>
<td>Bangor businessman with timberland investments</td>
</tr>
<tr>
<td>1890</td>
<td>Frank L. (son of Charles)</td>
<td>Stetson</td>
<td>sawmill owner</td>
</tr>
<tr>
<td>1880</td>
<td>Edward</td>
<td>Stevens*</td>
<td>teamster</td>
</tr>
<tr>
<td>1840</td>
<td>J.W.</td>
<td>Stinchfield</td>
<td>Lincoln surveyor</td>
</tr>
<tr>
<td>1860</td>
<td>David R.</td>
<td>Stockwell</td>
<td>Bangor manufacturer</td>
</tr>
<tr>
<td>acknowledgements</td>
<td>James C.</td>
<td>Stodder</td>
<td>Maine photographer</td>
</tr>
<tr>
<td>1840</td>
<td>Hastings</td>
<td>Strickland</td>
<td>Bangor lumberman and timberland investor</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel P.</td>
<td>Strickland</td>
<td>Bangor lumberman and timberland investor</td>
</tr>
<tr>
<td>1850</td>
<td>Lysander</td>
<td>Strickland</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>William H.</td>
<td>Strickland</td>
<td>Bangor lumber company owner</td>
</tr>
<tr>
<td>1860</td>
<td>Philo</td>
<td>Strickland</td>
<td>Bangor lumber company owner</td>
</tr>
<tr>
<td>1890</td>
<td>Roderick W.</td>
<td>Sutherland</td>
<td>lumberman</td>
</tr>
<tr>
<td>1890</td>
<td>Isaac A.</td>
<td>Terrill</td>
<td>lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>George</td>
<td>Thatcher</td>
<td>Bangor lumber commission merchant</td>
</tr>
<tr>
<td>1870</td>
<td>Benjamin B.</td>
<td>Thatcher</td>
<td>sawmill owner</td>
</tr>
<tr>
<td>1840</td>
<td>John E.</td>
<td>Thayer</td>
<td>Boston, MA financial broker</td>
</tr>
<tr>
<td>1860</td>
<td>Nathaniel</td>
<td>Thayer</td>
<td>Boston, MA banker and railroad investor</td>
</tr>
<tr>
<td>1840</td>
<td>James</td>
<td>Thissell</td>
<td>Milford lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>Eben</td>
<td>Thissell</td>
<td>lumberman</td>
</tr>
<tr>
<td>1860</td>
<td>Ephraim</td>
<td>Thurston</td>
<td>Bangor lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>Josiah</td>
<td>Towle</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1860</td>
<td>John</td>
<td>Town</td>
<td>Brewer dam builder</td>
</tr>
<tr>
<td>1840</td>
<td>Robert</td>
<td>Treat</td>
<td>Frankfort trader</td>
</tr>
<tr>
<td>1890</td>
<td>Henry</td>
<td>Trembley*</td>
<td>guide</td>
</tr>
<tr>
<td>1850</td>
<td>John</td>
<td>Trickey</td>
<td>Bangor lumberman &amp; sawmill owner</td>
</tr>
<tr>
<td>1830</td>
<td>Ellis</td>
<td>Usher</td>
<td>logger</td>
</tr>
<tr>
<td>1850</td>
<td>Bowman</td>
<td>Varney</td>
<td>Bangor employed in lumber industry</td>
</tr>
<tr>
<td>1830</td>
<td>Phineas</td>
<td>Varnum</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1840</td>
<td>Jones</td>
<td>Veazie</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>Chapter Decade</td>
<td>First Name</td>
<td>Last Name</td>
<td>Residence &amp; Occupation</td>
</tr>
<tr>
<td>----------------</td>
<td>------------</td>
<td>---------------</td>
<td>----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel</td>
<td>Veazie</td>
<td>Bangor merchant &amp; sawmill owner</td>
</tr>
<tr>
<td>1840</td>
<td>Ira</td>
<td>Wadleigh</td>
<td>Old Town lumberman</td>
</tr>
<tr>
<td>1840</td>
<td>Moses P.</td>
<td>Wadleigh</td>
<td>Bangor logger</td>
</tr>
<tr>
<td>1840</td>
<td>Samuel</td>
<td>Wadleigh</td>
<td>Old Town</td>
</tr>
<tr>
<td>1870</td>
<td>Jesse R.</td>
<td>Wadleigh</td>
<td>Old Town lumberman &amp; sawmill owner</td>
</tr>
<tr>
<td>1870</td>
<td>John P.</td>
<td>Webber</td>
<td>Bangor timberland investments and lumbering business</td>
</tr>
<tr>
<td>1890</td>
<td>Ebenezer</td>
<td>Webster</td>
<td>Bangor family lumber business</td>
</tr>
<tr>
<td>1890</td>
<td>Elijah</td>
<td>Webster</td>
<td>lumberman</td>
</tr>
<tr>
<td>1850</td>
<td>Jesse R.</td>
<td>Wadleigh</td>
<td>Bangor lumberman &amp; sawmill owner</td>
</tr>
<tr>
<td>1850</td>
<td>Melvin M.</td>
<td>Weston</td>
<td>Cambridge lawyer</td>
</tr>
<tr>
<td>1850</td>
<td>Nathaniel</td>
<td>Weston</td>
<td>Augusta attorney &amp; judge</td>
</tr>
<tr>
<td>1870</td>
<td>Ira</td>
<td>Weymouth</td>
<td>logger</td>
</tr>
<tr>
<td>1840</td>
<td>Joseph</td>
<td>Wheelwright</td>
<td>Bangor merchant</td>
</tr>
<tr>
<td>1870</td>
<td>Nelson E.</td>
<td>Whidden</td>
<td>logger</td>
</tr>
<tr>
<td>1870</td>
<td>Melvin V.</td>
<td>Whidden</td>
<td>sawmill owner</td>
</tr>
<tr>
<td>1880</td>
<td>Samuel</td>
<td>White</td>
<td>Orono sawmill owner and lumber dealer</td>
</tr>
<tr>
<td>1890</td>
<td>Charles W.</td>
<td>White*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1880</td>
<td>Nathaniel M.</td>
<td>Whittemore</td>
<td>Gardiner lawyer</td>
</tr>
<tr>
<td>1860</td>
<td>E.</td>
<td>Wilder*</td>
<td>lumberman</td>
</tr>
<tr>
<td>1830</td>
<td>John</td>
<td>Williams</td>
<td>Dover, NH manufacturer</td>
</tr>
<tr>
<td>1830</td>
<td>Benjamin</td>
<td>Willis</td>
<td>Boston merchant</td>
</tr>
<tr>
<td>1830</td>
<td>George</td>
<td>Willis</td>
<td>Portland broker and auctioneer</td>
</tr>
<tr>
<td>1840</td>
<td>John</td>
<td>Winn</td>
<td>Salem, MA manufacturer</td>
</tr>
<tr>
<td>1840</td>
<td>Hezekial</td>
<td>Winslow</td>
<td>Portland merchant</td>
</tr>
<tr>
<td>1860</td>
<td>Foster</td>
<td>Wood</td>
<td>farmer</td>
</tr>
<tr>
<td>1860</td>
<td>Theodore</td>
<td>Woodman</td>
<td>Bucksport attorney</td>
</tr>
</tbody>
</table>

* no biographical sketch