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# Appendixes

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## APPENDIX A: WATERWAY ANNIVERSARY RESOLUTION

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### JOINT RESOLUTION RECOGNIZING THE 50TH ANNIVERSARY OF THE ALLAGASH WILDERNESS WATERWAY

HP1174, 127th Maine State Legislature

**WHEREAS**, the Allagash Wilderness Waterway was established by the Maine Legislature on May 11, 1966; and

**WHEREAS**, the people of Maine overwhelmingly passed a \$1,500,000 bond issue on November 8, 1966 to develop the maximum wilderness character of the Allagash Wilderness Waterway; and

**WHEREAS**, the Allagash Wilderness Waterway is a 92-mile water route from the Allagash River's headwaters of Allagash Stream, Allagash Lake and Telos Lake, passing through major lakes and ponds and down the Allagash River, to West Twin Brook near Allagash Village; and

**WHEREAS**, Maine residents and visitors to Maine enjoy paddling, camping and fishing in the Allagash Wilderness Waterway; and

**WHEREAS**, many children from Maine and across the country have completed their first long-distance canoe trip paddling the Allagash Wilderness Waterway and thereby developed a lifelong love of the out-of-doors, the Maine woods and the State of Maine; and

**WHEREAS**, paddling the Allagash Wilderness Waterway has resulted in positive life-changing experiences for many adult and young paddlers; and

**WHEREAS**, the Allagash Wilderness Waterway is rich in Native American history; and

**WHEREAS**, Henry David Thoreau canoed the Allagash River in 1857 and wrote about it in his book, *The Maine Woods*; and

**WHEREAS**, the Allagash Wilderness Waterway is prized for its native wild brook trout fishery; and

**WHEREAS**, the Allagash Wilderness Waterway has played a vital role in the history of logging in Maine; and

**WHEREAS**, the Allagash Wilderness Waterway was designated a Wild River under the federal Wild and Scenic Rivers Act on July 19, 1970; and

**WHEREAS**, the Allagash Wilderness Waterway has attracted many visitors from all over the world to the State of Maine, resulting in significant economic benefits to Maine guides, outfitters and other businesses that provide goods and services to these visitors; and

**WHEREAS**, the employees of the Department of Agriculture, Conservation and Forestry, Bureau of Parks and Lands have cared for and preserved the Allagash Wilderness Waterway for decades; now, therefore, be it

**RESOLVED:** That We, the Members of the One Hundred and Twenty-seventh Legislature now assembled in the Second Regular Session, on behalf of the people we represent, take this opportunity to recognize and celebrate the 50th anniversary of the Allagash Wilderness Waterway.

## APPENDIX B: POTENTIAL ALLAGASH POST-CONTACT ARCHAEOLOGICAL PROPERTIES

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All places where development occurred within the Allagash watershed are potential post–European contact archaeological properties. Following is a list and short description for such places identified during the Storied Lands & Waters project.<sup>a</sup>

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### FORMER SUPPLY DEPOTS AND FARMS

There were probably dozens of woods farms in the Allagash watershed that supported logging activities in the 19th and 20th centuries, and several large supply depots.

- Michaud Farm – There was once a small community at the current Michaud Farm ranger station location (T15 R12 WELS). J. T. Michaud ran a store for as many as 13 families who lived in the area in the 1920s and '30s, when Michaud Farm was a fully operating supply depot. Michaud grew grain and vegetables to support his lumber operation here.
- Cunliffe Depot – William Cunliffe settled on a high bank above the Allagash River, 2 miles upriver from Michaud Farm, in the late 1800s and ran his logging operation out of there until the 1930s. The depot housed the men and animals that worked in the woods throughout the fall and winter seasons. Nine former structure locations (Harper #12-80, 12-100, 12-190, 12-20.0, 12-210, 12-220, 12-230, 12-240 and 12-250) were identified in 1994.<sup>b</sup>
- Five Finger Brook Lumber Camp – Evidence of four walls of one camp building was noted in 2013. Adjacent to Five Finger Brook North campsite (BPL, 2013).
- Harvey Farm – Located on the west shore of Harvey Pond (T12 R13 WELS), this site was the location of a large-scale farm operation, part of a depot established in 1849 by the Houlton, Maine, firm of Cary Brothers. The farm produced hay on 100 to 200 acres for winter operations, summered a herd of horses and oxen, and employed up to 18 men to work the farm (A. Barker, pers. comm., September 9, 2016). It also served as a stopover for those traversing the California Road, which crossed the Allagash at this point. The farm “had been built and land cleared by John Harvey who came upriver in the 1880s with an axe and a pair of oxen” (Dietz, 1968, p. 252). Terry Harper identified extensive former building locations (Harper #11-10

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<sup>a</sup> Source is Bureau of Parks and Lands files unless otherwise noted.

<sup>b</sup> Numbering nomenclature is “Harper #0-0.0,” where the first digit indicates Harper’s site numbers and digits following the dash relate to the items found at that site (Harper, 1994a, 1994b, 1995).

thru 11-60) at the Harvey Farm property. In 1995, the clearings and fields of the farm were still quite clear of growth (Harper, 1995). The map of Moosehead Lake and Northern Maine by Lucius Hubbard in the collection of the Osher Library (Portland, ME) shows “Depot Farm” in this approximate location on the pond, labeled “Round Pond” (now part of Long Lake).

- American Realty Depot – This site on Umsaskis Lake displayed the remains of five structures in 1994, though Harper (1994a) noted that a blacksmith shop identified during a previous visit by a team member was not located, perhaps obscured by the massive amounts of fallen trees bordering the site.
- Barn at Bissonnette Bridge (T10 R12 WELS).
- Churchill Depot – Former “village” housed workers, and other structures that supported operations (T10 R2 WELS). There was a church, and English and French schools. The former location of the tractor shed and a machine shop likely hold information about use of the site by Édouard “King” Lacroix’s Madawaska Company. Of particular note is the machine shop location, approximately 100 feet north of the Waterway headquarters building (Harper, 1994a).
- Drake Brook logging camp – Helen Hamlin makes brief mention of “the old lumber camp” here in *Nine Mile Bridge* (1945, p. 67).
- Tramway/Eagle Lake Rail Terminal – The Tramway Historic District contains archaeological features marking most of the locations of buildings formerly part of the supply depot and the Eagle Lake terminal of the Eagle Lake & West Branch Railroad (EL&WB). While the logging tramway and locomotives are specifically included in the National Register Tramway Historic District, the district nomination does not reference the building sites and railroad-related features.
- Umbazooksus Lake Rail Terminal – This location visited by Harper (1995) is located outside the Storied Lands & Waters study area. It was the southern terminus of the EL&WB railroad.
- Farm Island – Located near Pillsbury Island in Chamberlain Lake, the name implies past use. While on Pillsbury, Thoreau reports “another island visible toward the north end of the lake, with an elevated clearing on it; but we learned afterward that it was not inhabited, had only been used as a pasture for cattle which summered in these woods, though our informant said that there was a hut on the mainland near the outlet of the lake” (Thoreau, 1864, p. 239).
- Chamberlain Farm – The remains of structures identified by Harper (1994a, p. 2) indicate that 12 buildings were present at some time in the farm’s long history. They ranged from the 45- by 80-foot barn (Harper #1-10.0) to the 18- by 24-foot blacksmith shop (1-21.0), “with its coal pile now capped by a large birch tree.” “The farm was first cleared in 1846. . . . Like Chesuncook Village it became the supply depot for the area and a storehouse was constructed. Eventually some 6,000 acres of land were cleared. Thoreau camped on the farm during one rainy evening on his 1857 journey” (Morrison, 1972).

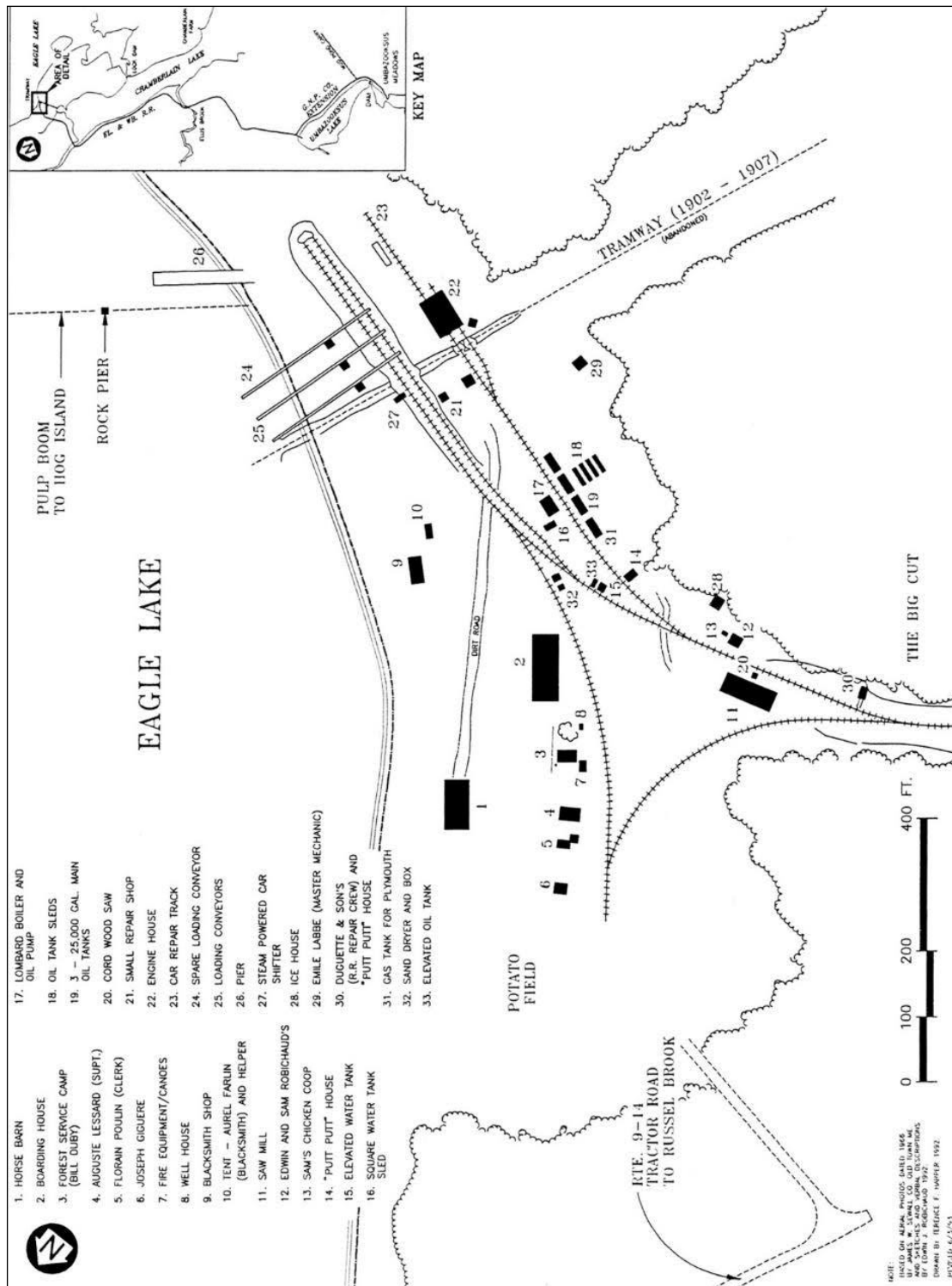


Figure B1. Eagle Lake railroad terminal, 1926–1933 (Harper, 1994b).

- Chamberlain Depot – The remains of a 33-foot by 50-foot structure (Harper #6-4.0) were identified at a site that was probably used as a repair-supply depot by the Eastern Manufacturing Co. and John E. Kelly during their logging operations in Township 9, Range 14, between 1907 and 1914 (Harper, 1994a, p. 5).<sup>c</sup>



Figure B2. Abandoned well at Tramway. (2017, photo by B. Johnston).

- “Dog Town” – Many small settlements supported logging operations, one of which was known as “Dog Town” or << *le Village des chiens* >>. According to Jeannine Paquet Weymouth (2011, p. 46), three families resided below Churchill Depot in the “village of the dogs” in the 1920s and ‘30s. Among them were Joe Giguere and his family, from 1926 to 1938. Giguere left an unpublished memoir (T. Harper, pers. comm., December 13, 2016). I found an undated photo of a log camp in the BPL historian files; the caption reads “village of the dogs, churchill, 1-½ miles past dam” (photo stamped, “John Jenness, Box 51, Augusta, Maine”).
- Long Lake Dam farms – Harper documented “wall mounds” at the site in 1994 that appear to indicate several former buildings (Harper #10-60 and 10-7.0). John Sinclair mentions Long Lake Dam farms in his section, “Farms on the River” (2007, p. 53)
- John’s Bridge Logging Camp – “A circa 1840 to 1880 probable lumbering camp may be located at the bridge location or north of the bridge. Approximately half of the 100 meters of shoreline north of the bridge could be tested in an effort to find this 19<sup>th</sup> century camp. The camp may or may not be eligible for listing in the National Register in and of itself. When found it should be given its own historic archaeological site number” (Spiess, 2003, p. 49).

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<sup>c</sup> Harper (1994a) bases this conclusion on an article, “Log Haulers Twenty Years Ago” by O. A. Harkness in *The Northern*, November 1926. I did not locate that source for this project.



- Telos Farm – The inventories from both Chamberlain and Telos farms list “everything from the number of nails to the number and age of hogs on the farm. . . . Other [record] contains materials such as correspondence, memoranda, maps, and plans” (PEM, 2016).

## FORMER ROADS AND BRIDGE SITES

The Allagash has long been known as a roadless area. Yet, there was a vast network of temporary “tote” and “haul back” roads needed to move logs from stump to water in the 1800s. Nonetheless, there were only a few established roads through the region until the 1950s. All are potential post-contact archaeological sites.

- Bissonette Bridge site – A road still leads from Churchill Depot to “Bissonette Bridge,” the name for this location on the Allagash River. The road is used by BPL to portage canoes, equipment, and passengers around Chase Rapids. The bridge abutments remain at the former bridge site.

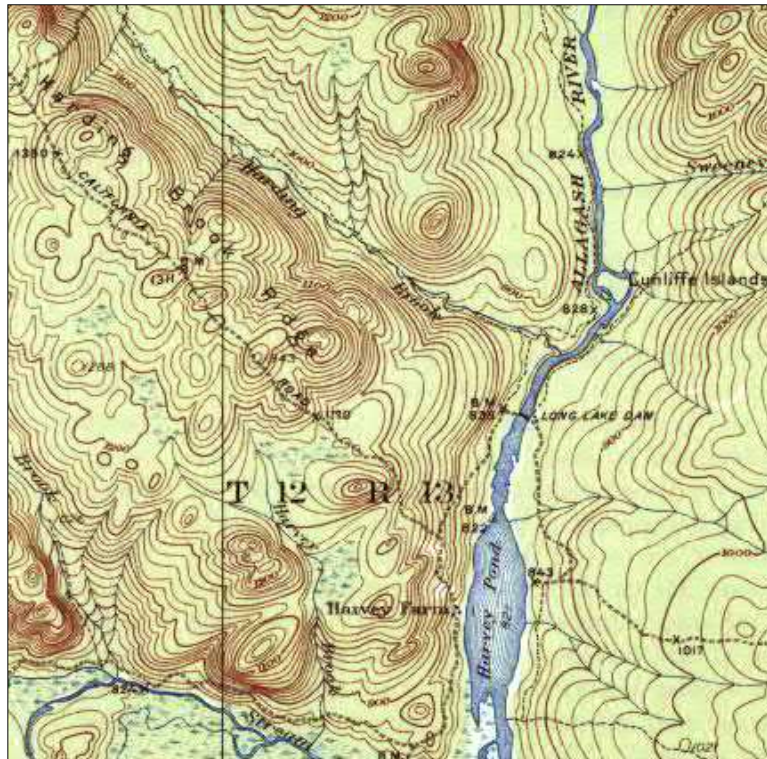


Figure B3. Detail of Umsaskis Lake topo map showing route of the California Road, 1935.

- California Road – According to professor Dean Bennett (2001, p. 79), and others, the California Road ran across Allagash country, connecting Ashland, Maine, to the Province of Québec. The reason for the name is unclear, though assumed to be related to general westward expansion and the Gold Rush at the time of its construction in the late 1840s. It was the major route in the latter 1900s across the generally north–south orientation of the landscape of the Maine Woods region. The Maine Land

Office granted \$790.34 to help finish the road, which opened the route from Canada to Seven Islands, Long Lake, and Machias Lake in 1850 (A. Barker, pers. comm., September 9, 2016). Dietz describes it thus:

The so-called “California Road,” which cut across the Maine wilderness, was established before the Revolution [sic] and served as the single link between Eastern Maine and Canada. It also served as a shortcut between the French Provinces in the Maritimes and Québec. The road, no more than a wagon trail, began at Washburn and went almost due west, crossing at the outlet of Musquacook Lake. It crossed the Allagash at the Harvey Farm and the St. John at Seven Islands at the Fitzgerald Farm. The road crossed into Canada along the Little Black River, just south of St. Pamphile and continued on to the St. Lawrence. Presumably, it was called the “California Road” because it went west for 350 miles and was the most direct route from Maine to the West. Most of the old trail is grown over today, but sections of it are still used as lumber roads. The course of the old road can still be distinguished from the air, for the road during one period was cleared with grub hoes which removed much of the topsoil with the consequence that the swathe supported little but stunted growth (Dietz, 1968, pp. 253–254).

- Ice Bridge Site – Located on private land (T14 R11 WELS, Seven Islands Land Company), this is the site of a temporary ice bridge crossing the Allagash River between 1981 and 1984 and a former ferry crossing (S. Medina, pers. comm., July 26, 2016).
- Schedule Brook Bridge Site – A bridge at this location once carried vehicle traffic over the Allagash River about 1.5 miles north of Round Pond (T13 R12 WELS). Great Northern Paper Company constructed it as a temporary crossing to “salvage a very substantial blowdown over a three to four year period.” According to aerial photographs taken in 1967, just after the Allagash Wilderness Waterway was established, the bridge was no longer intact. In 1973, Blanchet Logging and Lumber Company removed what remained of the structure (BPL unpublished paper titled, “Allagash Wilderness Waterway Bridges,” n.d.)
- Eagle Lake Tote Road (Chamberlain Winter Haul Road) – This road extends from the East Branch of the Penobscot along the shore of Eagle Lake. It is clearly shown on 1860s maps. Thoreau describes it as traversing from Seboeis to the east side of Eagle Lake (Thoreau, 1864, p. 242). Dean Bennett describes its route and cites an 1874 map showing it and other supply routes (2001, p. 88). Also connected to Grant Farm and Katahdin Ironworks in the south.
- Winter Haul Road 9-14 – Harper mentions this road, located on the shore of Eagle Lake approximately near the inlet of Russell Brook (1994b).
- Telos Tote Road. No further information encountered.

## FORMER DAM AND BOOM PIER PROPERTIES

Boom piers were constructed to regulate the movement of logs on the water (see Boom Gear heading in Objects section of *Storied Lands & Waters*, chapter 3). Typically built as a log crib filled with stone, their locations are numerous, though undocumented.

In addition to three functioning dams maintained by BPL (Churchill–1998, Telos–1981, and Lock–1962); the following former dam sites were identified during the Storied Lands & Waters project.



Figure B4. Allagash Falls dam remains, 2017. (photo by T. O’Leary)

- Allagash Falls Dams – Fisheries biologist Paul Johnson reports (pers. comm., November 29, 2016) that a log crib wing dam once stood at the top of Allagash Falls. He cites historian Richard W. Judd (Judd & Judd, 1989, p. 71) who records the dam was constructed in 1851, washed out, was then rebuilt in 1884, and lasted until 1887. Amanda Barker found that 1851 wing dams were built after extensive dynamiting of Allagash Falls (pers. comm., September 7, 2016). The Peabody Essex Museum holds the records of the Allagash Dam Company (1851–1901) which was “incorporated on June 3, 1851 for the purposes of erecting and maintaining a dam across the Allagash Falls on the Allagash River” (see Off-Site Repositories and Manuscript Collections in Objects section of *Storied Lands & Waters*).
- Round Pond Dam – A wing dam structure was at the south end of Round Pond (P. Johnson, pers. comm., November 29, 2016).
- Heron Lake Dams – First erected in 1846, Heron Lake dam’s timber crib structure stood 20 feet high and spanned 250 feet from bank to bank, with wings extending another 150 feet up the east side of the river and 250 up the west side. The dam raised the level of Heron and Churchill lakes to a point that Heron Lake was no longer distinguishable as a separate body of water. Great Northern Paper Company reconstructed it in cooperation with

Lacroix's Madawaska Company in 1925. It breached in 1958 and was replaced upstream in 1968 as "Churchill Dam" (BPL, 2012, p. 29). The breached Heron Lake–1925 dam is visible in the watercourse at low water. According to the BPL Allagash Wilderness Waterway background paper on Churchill/Heron Lake dams, "the historical significance of this site is based on the presence of a dam at or near the outlet of Heron Lake from the 1840s until 1958 [1968], in order to raise the water level behind the dam so wood could be moved south to the Penobscot River and Maine mills or water could be released to drive logs downstream to Van Buren" (n.d.). BPL has plans for the dams from 1926 onward. See Churchill Dams below.

- Churchill Dams – In 1968, an upstream Churchill dam was built was built by Daaquam Lumber Company to replace Heron Lake–1925 dam. Designed by Great Northern Paper Company, the installation was encouraged by the State within the newly established Wilderness Waterway to allow flows to be managed for canoeing. Churchill dam was rebuilt in 1997–98, again upstream of the former structure; this is the modern concrete dam topped with a roadway that exists today.
- Long Lake Dams – This site is located at the north end of Harvey Pond where the St. John Lumber Company built the first Long Lake dam in 1907. It merged Heron Pond and Long Lake. The east end of Long Lake–1907 dam collapsed in 1908, raising the St. John several feet at Fort Kent. By 1911, a rebuilt dam stood 700 feet long, had 18 gates (each 8 feet wide), and held a 15-foot head of water. This Long Lake–1911 crib structure was built of pine logs and cost \$15,000.

When the gates were opened, the force was felt more than one hundred miles away at Van Buren. . . . The dam gave the lumber company better control of water flow down the Allagash River and added ten days to the drive. In better years, it was refilled three and four times during a single summer. (n.d., BPL background paper: Long Lake Dam).

"King" Lacroix had the Long Lake dam remodeled during the winter of 1926–27, raising the head to 17 feet and removing some gates. This, or a successor, dam flooded out in the 1950s (M. Pelletier, pers. comm., December 2, 2016) and now only some bed logs, wooden sills, and rock-filled cribs survive in the river, along with earthen embankments and approaches.

Harper's site #10 is located on the east bank of the pond, which is also the location of a Waterway campsite. Harper notes what "appear to be wall mounds indicating the past presence of several buildings" (Harper, 1995).

- Lower (Eagle Lake) Lock Dam – No vestiges remain of the downstream Lock–1846 dam at Eagle Lake. ("I believe there is still one bed log there, but that needs verification, and most people passing by it would not recognize it as a dam site" [P. Johnson, pers. comm., November 29, 2016].)
- Soper Brook Dam – Helen Hamlin (1945, p. 127) found "the old log dam" a good spot for catching trout.

- Eagle Lake Dam – North end of the lake was once dammed (P. Johnson, pers. comm., November 29, 2016).
- Allagash Lake Dam – The remains of a dam at the outlet of Allagash Lake can be seen today. Paul Johnson relates, “I’ve found no information about when it was constructed or how long it was in use” (pers. comm., November 29, 2016). See Figure 31 in *Storied Lands & Waters*.
- Mud Pond Dam – “old dam” reported by Lucius Hubbard (1884, p. 70).

## FORMER LOOKOUT TOWER SITES

Jeannine Paquet Weymouth identified the following fire towers in an unpublished history of the Clayton Lake area (2011, p. 54).

- Musquacook Mountain – A 60-foot tower was atop this 1,500-foot mountain (T14 R12 WELS).
- Round Pond Mountain – A 65-foot steel tower sits at an elevation of 1,382 feet (T13 R12 WELS).
- Priestly Mountain – This 1,900-foot mountain was topped with a 22-foot wooden tower in 1910, replaced with 24-foot steel tower in 1929 (T10 R13 WELS).
- Clear Lake Mountain – A 24-foot tower stood at this 1,855-foot elevation (T10 R11 WELS).
- Soper Mountain – This 1,460-foot mountain held a 26-foot steel tower (T8 R12 WELS).
- Allagash Mountain – The steel tower of 25 [27] feet sits at 1,400 elevation (T7 R14 WELS).

## FORMER CAMP PROPERTIES

The following locations of private hunting and fishing, trapper, warden, and commercial sporting camps were identified during the Storied Lands & Waters project. Inland Fisheries and Wildlife and BPL still use some of these structures in the Waterway for warden and ranger camps.

- West Twin Brook Camp – In 1981, Allagash Ranger Trevor O’Leary found evidence of a trapper’s camp on West Twin Brook (pers. comm., October 25, 2016).
- Moir farm outbuildings – Moir farm ancillary structures were entered into the Maine historic building inventory in 2007 (MHPC #833-0001).
- Dow Camp – This game warden camp was named after its builder, Harold “Ha” Dow. It is located about halfway between Ramsay Ledge campsite and Cunliffe Depot, on the west side of the river, and is where the current headstone for Joe McKeel was placed.
- Rideout Camp – Melford Pelletier reports an old camp structure about 1,000 feet north of Cunliffe Depot (pers. comm., December 2, 2016).
- Hosea Buck Camp – The Musquacook Mountain fire watchman’s cabin stood on the Allagash River (T14 R12 WELS). It, and the current Waterway

campsite at that location, was named for Hosea Ballou Buck (1872–1937) who was chief fire warden for northern Aroostook County.<sup>d</sup>

- Camp at mouth of McKeen Brook – Built by Tom Gardner, a famous Maine Guide from Allagash, and his wife Gladys (c. 1952).
- Round Pond Camp – Former fire watchman’s cabin.
- Camp at Round Pond outlet (T13 R12 WELS).
- Page Camp (Long Lake) – The University of Fort Kent used this camp on Long Lake until it was destroyed by fire (T12 R13 WELS). A pump house remains. Replaced by the E. H. Violette Wilderness Camp (T13 R12 WELS).
- Sam’s Camps – These five camps were located on Long Lake (T11 R13 WELS).
- Dynamite Camp – On Long Lake (T13 R13 WELS).
- Camp at Grey Brook (T11 R13 WELS).
- Camp at Squirrel Brook (T11 R13 WELS).
- Camp at Chisholm Brook (T10 R13 WELS).
- Blanchett Camp – Harper visited this site, located within the One-Mile Zone near Umsaskis Lake on Grey Brook (N 46° 39’ 12”, W 69° 23’ 37”) in 2003, and found the locations of former buildings. Blanchett had worked as a jobber for Lacroix (pers. comm., November 29, 2016).
- Page Camps (Churchill) – The caption on an undated photo of two camps found in the BPL historian files reads, “[undistinguishable] Page camps, churchill.”
- Camp Pleasant – The current single camp was once part of a set of sporting camps at that Churchill Lake location (T9 R12 WELS).
- Jaws Camp – Located on Jaws Road, near gravel pit (T9 R12 WELS).
- Farrington Camp – Also known as Camp Arthur (T9 R12 WELS).
- Heart O’ Maine Sporting Camp – The former sporting camp location on the Chamberlain Farm lot was developed by George Rear (B. Hardy, pers. comm., April 7, 2017). It is the same property as the Whiteneck camps run by brothers Harold and Lloyd Whiteneck, and was purchased by Al and Patty Nugent in 1960. The camp included “a large central dining hall with kitchen and lounge, three camps for sleeping, two light housekeeping cabins, a woodshed-garage, a machine shop, a gasoline storage shed, and a dug-out ice house. The brothers had their own plane for running errands and transporting guests” (D. B. Bennett, 2001, pp. 206–207).
- Whiteneck Camps – The Whiteneck brothers were operating the camps as Heart O’ Maine Sporting Camp by 1954. Dean Bennett quotes Robert Patterson’s journal of a 1960 paddle on Chamberlain Lake: “Passed

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<sup>d</sup> There is some conjecture here regarding Mr. Buck. The idea that he was chief fire warden came from the website, <http://easternuslookouts.weebly.com/maine.html> (no source given). One *Storied Lands & Waters* reviewer’s suggestion that he was Maine Forest Commissioner (Land Agent) is erroneous, according to Dave Struble of the Maine Forest Service (pers. comm., December 21, 2016). Review of Forest Commissioners’ reports might ascertain Buck’s position in forestry. He is listed as author for published historical compilations of records for several forestland companies. His name also appears as serving on the trustees of the University of Maine and the 1922 Bangor Water Board. Life span dates come from online records of the Mount Hope Cemetery in Bangor, Maine.

Nugent's, then Whiteneck's camps at Chamberlain Farm. We heard later that W. [Whiteneck] wants to sell out—about 500 acres and the buildings. There seems to be no activity there" (2001, p. 293).

- Allagash Lake Trappers Camp – In the 1980s, Paul Johnson, who for 35 years managed fisheries in the headwaters of the Allagash, found remains of the camp on the northwest end of the lake (pers. comm., December 6, 2016).
- Telos Camps – These lumber camps were located in the Telos landing area (T5 R11 WELS).
- Bottle dumps – Archaeologist Dave Putnam has found ample evidence during his years of investigation along the Allagash of the refinements brought into the woods by "rusticators," "sporters," and their guides. Trash dumps are associated with every type of former habitation site (pers. comm., December 6, 2016).

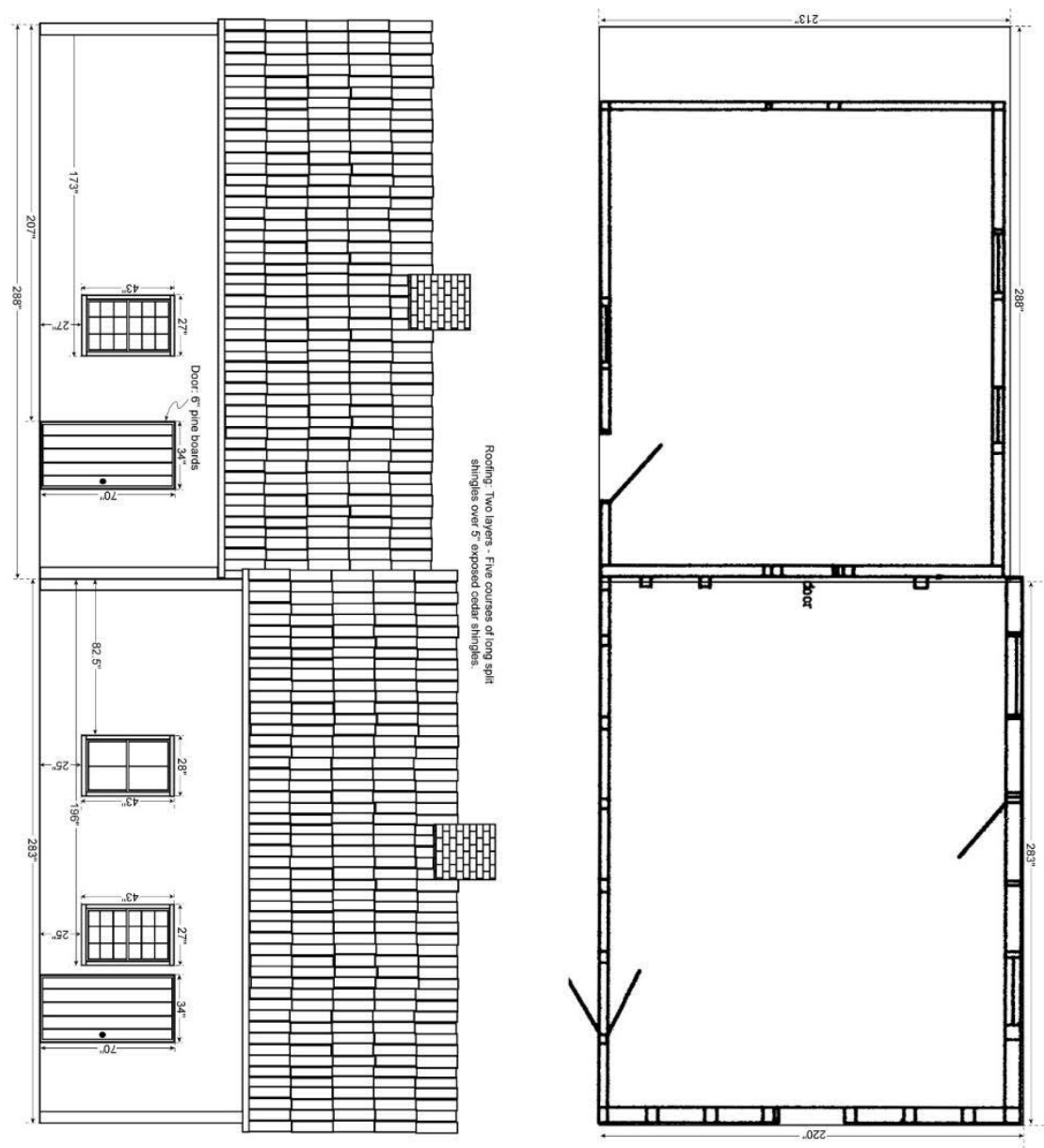
## CAMPING PROPERTIES

Most good camping grounds have attracted travelers on the lakes, ponds, streams, and river of the Allagash watershed throughout time. BPL has developed some locations, such as Ziegler which was used as a log yard for a time. An examination of early journals and published accounts would help identify properties used for camping, many of which predate European contact. For example, Thoreau mentions the three sites below.

- Southwest shore of Chamberlain Lake – Thoreau and his party spent the night of Monday, July 27, 1857, across from Chamberlain Farm. "This was another noble lake. . . . We were about midway its length, on the south side. We could see the only clearing in these parts, called the 'Chamberlain Farm,' with two or three log buildings close together, on the opposite shore, some two and a half miles distant. . . . I was awakened at midnight by some heavy, low-flying bird, probably a loon, flapping by close over my head, along the shore. So, turning the other side of my half-clad body to the fire, I sought slumber again" (1864, pp. 227–230).
- Pillsbury Island, Eagle Lake – Thoreau did not camp on Pillsbury. He and his party did stop, however, to wait out a thunderstorm on Tuesday, July 28, 1857. "We landed on the southeast side of the island, which was rather elevated, and densely wooded, with a rocky shore, in season for an early dinner. Somebody had camped there not long before, and left the frame on which they stretched a moose-hide, which our Indian criticised severely, thinking it showed but little woodcraft" (1864, p. 237).
- Chamberlain Farm – Following their visit to Pillsbury Island, Thoreau, his companion, and guide stopped at Chamberlain Farm, where Thoreau purchased supplies, and where they spent the night of July 28, 1857, on the nearby shore. "We landed on a low and thinly wooded point there, and while my companions were pitching the tent, I ran up to the house to get some sugar, our six pounds being gone. . . . It is remarkable with what pure satisfaction the traveler in these woods will reach his camping-ground on the eve of a tempestuous night like this, as if he had got to his inn, and,



rolling himself in his blanket, stretch himself on his six feet by two of dripping fir-twigs, with a thin sheet of cotton for roof, snug as a meadow mouse in its nest. Invariably our best nights were those when it rained, for then we were not troubled with mosquitos” (1864, pp. 245–246).



**Moir Farm House - Allagash Wilderness Waterway**  
Prepared by Tom Desjardin, Historic Site Specialist  
Maine Department of Conservation, Bureau of Parks & Lands  
January, 2003  
Based on previous sketch-drawings by James W. Yarnell

Figure B5. Moir Farmhouse elevation. (2003, prepared by T. Desjardin)



## OTHER POST–EUROPEAN CONTACT PROPERTIES

Other historical properties are identified below.

- Moir Farm – see *Storied Lands & Waters* chapters 3 and 5, and Figures 18, 19, and B5.
- The McLellan, McKinnon, and Mullins families resided on the river above Allagash falls.
- Finley Bogan – Several families lived at this location about 1 mile north of Michaud Farm (M. Pelletier, pers. comm., December 2, 2016).
- Jalbert Place – This was a family home about 1 mile south of Michaud Farm. The brothers Sam and Willard Jalbert were raised here (M. Pelletier, pers. comm., December 2, 2016).

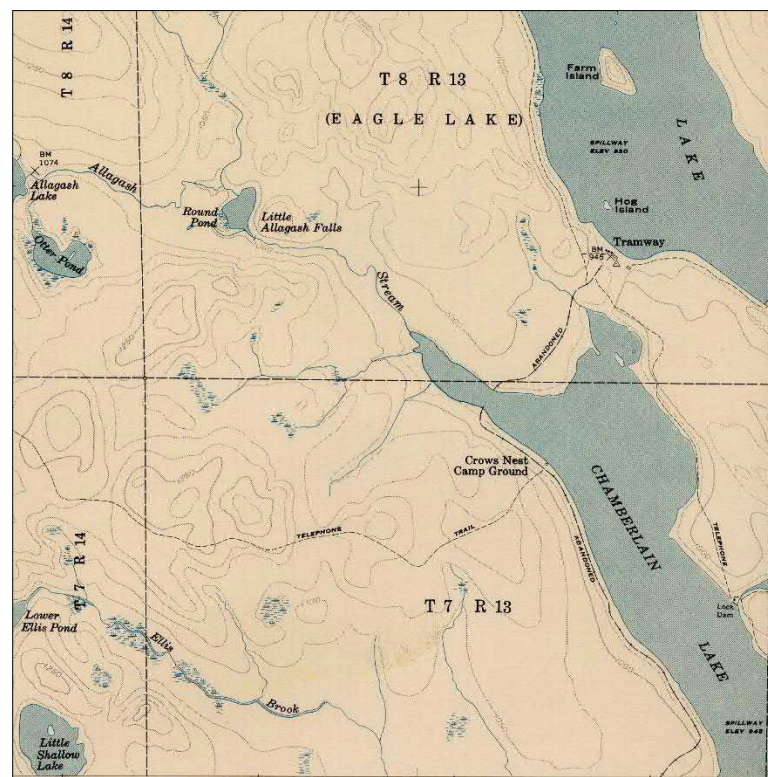
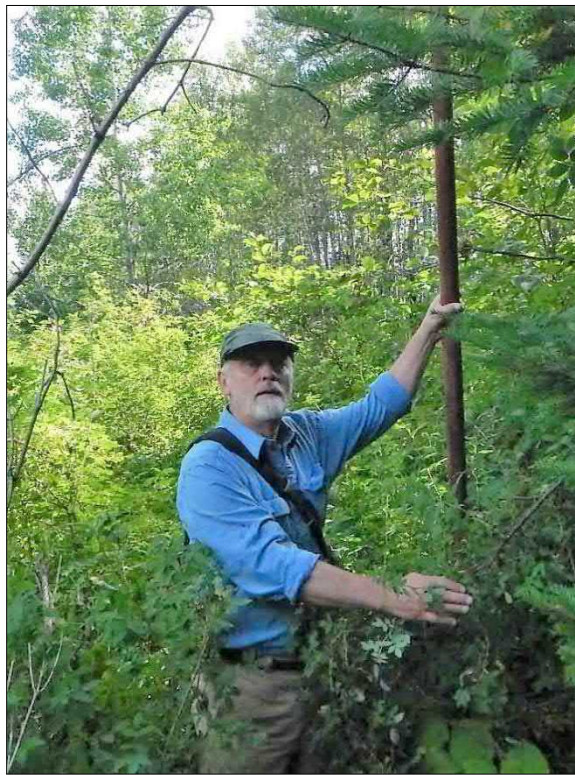


Figure B6. USGS topo map showing telephone lines, c. 1954.

- Utility Lines – Electrical and telephone lines crisscrossed the Allagash landscape during the logging period, for example on Eagle Lake. “The Maine Forestry Service has a network of telephone lines through the country, down the Allagash and St. John rivers, through the Musquacook lakes, Eagle Lake and down to Chesuncook Village, with switches in the more frequently used camps to shift calls and relay them” (Hamlin, 1945, p. 76). Maine Forest Commissioner reports the building of 25 miles of phone line between Chesuncook and Tramway Camps, via Mud Pond, during 1919 (Colby, 1919, p. 14). Older topo maps show utility line routes (see Figure B6).

- International Paper Lodge – Overlooking Umsaskis Lake (T11 R13 WELS), this lodge, which predated IP's ownership, served as IP's area headquarters and then the Waterway headquarters. It was consumed by fire in 1982. Many fondly remember it.
- Heron Lake Sawmill – The site of a sawmill north of Churchill–1998 dam along the west shore of the Allagash River was documented by Harper in 1995.
- Paquett School – Harper identified the remains of nine structures in a clearing at this site on Umsaskis Lake in 1994 (T11 R13 WELS). One structure (Harper #5-1.0) had approximately 2 to 3 feet of its log walls standing. Other structural remains consisted of berms showing wall locations or floor beams.



*Figure B7. Maine Forest Service camp flagpole at Tramway, 2017. (photo by B. Johnston)*

- Ellis Brook Crossing – This location had staff buildings and equipment. It is where Al Nugent kept a velocipede (B. Hardy, pers. comm., April 7, 2017).
- Tramway Forest Service Camp – The Maine Forest Service utilized the EL&WB railway for transportation to access buildings at Tramway after abandonment of the Eagle Lake rail terminal. Their metal flagpole (Figure B7) was still standing in the woods in 2017. Both the flagpole and a 1966 trip on the rail line can be seen on YouTube ([MrLombardguy], 2011) at <https://www.youtube.com/watch?v=m-gtPiqlTLc&sns=em>.

## APPENDIX C: DISTINCTIVE NATURAL RESOURCES

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BPL policy identifies protected natural resource values based on Maine’s Natural Resource Protection Act. Those relevant to the Allagash are significant wildlife habitat, fragile mountain areas, freshwater wetlands, great ponds, rivers, streams, brooks, and, added by BPL, unique or unusual plant communities (BPL, 2000). BPL policy also recognizes high-value natural resources identified by other government agencies. Examples include, but are not limited to the following.

- National Parks Service (NPS): oversees the National Wild and Scenic River System, of which the Allagash is a state-managed component.
- U.S. Fish & Wildlife Service (USFWS): oversees federally listed endangered and threatened plant and animal species and their habitat.
- Maine Department of Inland Fisheries and Wildlife (DIFW): oversees state-listed endangered and threatened animal species and their habitat.
- Maine Natural Areas Program (MNAP): oversees state-listed endangered and threatened plant species and their habitat.
- Other agencies, e.g., Maine Geological Survey, that report on distinctive resources.

Professionals associated with one of these resource agencies or a legislative body has recognized the natural resources noted as distinctive in *Storied Lands & Waters*.

**Allagash Ice Cave** – Reportedly the deepest (95 ft.) and second longest (955 ft.) Maine cave, Allagash Ice Cave is one of three known natural caves in the state where bats overwinter. It has the distinction of being a hibernacula for two endangered bat species, according to periodic surveys by Maine Inland Fisheries and Wildlife: the little brown bat, *Myotis lucifugus*, and northern long-eared bat, *Myotis septentrionalis*. These two species are state endangered, as designated by the Maine legislature (MRSA 12 §12803). The northern long-ear bat is also listed as a threatened species under the federal Endangered Species Act of 1973 by U. S. Fish and Wildlife Service (50 CFR Part 17 posted in Federal Register January 14, 2016). Inland Fisheries and Wildlife rules prohibit entry into any cave in Maine used by over-wintering bats during the period October 1 to April 30 (09-137 CMR ch. 8, amended by filing 2017-05).

*Storied Lands & Waters* does not identify the cave as a prominent feature of the Allagash due to concern about the effects of human activity on bats during hibernation and because it is located on private land (within the One-Mile Zone). Allagash Ice Cave consists of an extensive series of connected crevices; see description and Figure 15 in the body of this report.

**Allagash Falls** – “Remote and spectacularly beautiful, this waterfall is a registered [Maine] critical area” (S. Bennett & Bennett, 1994, p. 12). The Maine Natural Areas Program does not publically list critical areas sites.

**Allagash Lake** – The Maine Department of Inland Fisheries and Wildlife Commissioner listed Allagash Lake as heritage fish waters due to the presence of brook trout, pursuant to 12 MRS §12461.

**Allagash River** – The Maine Natural Areas program identified rare plants growing on ledges within the Allagash River and designated them a critical area (S. Bennett & Bennett, 1994, p. 12). The Secretary of the Interior affirmed the national significance of the Allagash River and the Waterway by including it in the National Wild and Scenic Rivers System, effective July 19, 1970 (35 FR 11525). The Allagash watercourse is the only river segment in Maine designated as part of the national system.

**Bald and Golden Eagles** – The Bald and Golden Eagle Protection Act (16 USC 668-668c) provides protection for bald eagles, even though the species has been delisted under the federal Endangered Species Act. The Eagle Protection Act makes it a crime for anyone, without a permit issued by the Secretary of the Interior, to “take” or possess these eagles, including their parts, nests, or eggs.

**Canada Lynx** – *Lynx canadensis*, or Canada lynx, was listed as a threatened species by the U.S. Fish and Wildlife Service in 2000. It is known to exist in northern Maine.

**Chamberlain Lake Reserve** – The 2,890-acre ecological reserve is part of a state-wide system of lands set aside to protect and monitor Maine’s natural ecosystems. They are designated by the Director of the Bureau of Parks and Lands pursuant to 12 MRS §1805.

**Chase Rapids** – Biologist Janet McMahon recommended Chase Carry Rapids as one of 38 rapids in Maine that be evaluated as Maine Critical Areas (1981, p. 140). The recommendation followed a critical review and consideration of 189 Maine rapids. The Maine Natural Areas Program does not publically list designated critical areas sites.

**Deer Wintering Areas** – Maine Department of Inland Fisheries and Wildlife has designated approximately 50 Deer Wintering Areas in the Allagash watershed, in accordance with Maine's Natural Resources Protection Act (38 MRS §480).

**Little Round Pond** (Eagle Lake TWP) – Listed as “heritage fish waters” by the Maine Department of Inland Fisheries and Wildlife Commissioner due to the presence of brook trout, pursuant to 12 MRS §12461.

**Moose** – Maine statute establishes the moose as the state animal (1 MRS §215).

**Native Eastern Brook Trout** – The eastern brook trout (*Salvelinus fontinalis*), and the subspecies of the arctic charr, *Salvelinus alpinus oquassa* (also known as blueback charr), are the two species designated state “heritage fish” by the Maine legislature (1 MRS §212-A).

**Other Threatened and Endangered Species** – There has been no systematic inventory.

**Round Pond** (T13 R12 WELS) – Listed as heritage fish waters by the Department of Inland Fisheries and Wildlife Commissioner due to the presence of brook trout, pursuant to 12 MRS §12461.

## APPENDIX D: WATERWAY VISION STATEMENTS (c. 2012)

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Vision statements from the 2012 Allagash Wilderness Waterway Management Plan that are particularly relevant to interpretation and the visitor experience. The text is verbatim but its presentation modified (BPL, 2012, pp. 75–79).

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- The views, sounds, and smells of nature dominate throughout the Restricted Zone and on the watercourse.
- Opportunities to have experiences comprised of elements such as solitude, freedom, adventure, self-reliance, relaxation, tradition, appreciation for nature and history, and a sense of connectedness with something larger than one's self abound.
- Waterway management activities will not unduly restrict visitors' sense of freedom, spontaneity, and unconfined recreation. However, Waterway management actions shall still ensure visitor and resource protection as well as the positive experiences of other users. Park staff will be available but will not intrude unnecessarily on the Waterway experience.
- While "priority is placed on providing a memorable wilderness recreation experience to . . . canoeists and fishermen," opportunities are also provided that include but are not limited to the use of small motors on canoes and boats; the use of large motors on Chamberlain and Telos Lakes; hunting; hiking; nature education; wildlife observation; photography; limited float plane access for canoeing and fishing parties; snowmobiling; and ice fishing.
- The Allagash Wilderness Waterway's prominent role as the first State-administered component of the National Wild and Scenic River System as well as its national significance as a canoe-tripping destination is recognized and celebrated.
- Canoe parties will continue to have the opportunity to break the Waterway into trips of varying duration by utilizing various put-in and take-out locations directed to remain available per statute.
- All interpretive materials as well as conversational interactions between visitors and staff will seek to impart to visitors the dynamic history associated with the river and how the current wilderness setting is a unique blend of human history and natural processes.
- Offsite materials such as brochures, webpages, and other digital media will prepare and inform visitors prior to their arrival in the Waterway.

- Interpretative materials (unobtrusive interpretive signs, exhibits, etc.) will be limited to specific locations in the Restricted Zone (such as the Tramway and Churchill Depot).
- Management will strive to maintain and enhance where possible shorelines' predominantly natural character in which evidence of human activity is sparse. Exceptions will exist at access points and bridge crossings defined by statute, designated historical/cultural buildings and campsites, as well as administrative structures deemed essential for safety and management purposes.
- Waterway management recognizes and plans for the local culture of and demand for day-use associated with traditions such as gathering berries and fiddleheads, fishing, hunting, and visiting historic destinations.
- Seasonal distinctions are recognized as part of the overall recreation management approach. Specifically, it is recognized that winter visitation has its own unique character and has specialized policies. Likewise, spring and fall represent seasons in which fishing and hunting demand are especially considered.

## APPENDIX E: ALLAGASH WATERSHED CHRONOLOGY

A chronology in which a few human events are offered in the history of Allagash and the Waterway, which is by no means a complete accounting of what took place in the watershed.

On the Ground		On Paper
Indigenous peoples arrive in the Allagash region, following the last ice age, and travel canoe routes through the area for thousands of years. <sup>f</sup>	11,000 bp	
The English and French claim possession of the Allagash region at different times. <sup>f</sup>	1606– 1776	
Scots-Irish, English, and French begin to migrate into indigenous peoples' Allagash homeland.	1780s	Maine Woods divided into 6-mile-square townships by Massachusetts.  A treaty following the American Revolution places the Allagash within a region of disputed land between Canada and the United States. <sup>f</sup>
	1816	Moses Greenleaf proposes construction of canals to Apmoojenegamook [Chamberlain] Lake. <sup>f</sup>
	1820	Maine admitted to the Union through Missouri Compromise.  Maine pushes U.S. to settle boundary dispute; Great Britain's claim includes Allagash watershed.  Lands in the Allagash region owned jointly by Massachusetts and Maine. <sup>f</sup>
First authorized harvest of white pine in the Allagash headwaters near Telos Lake. <sup>a,c,f</sup>	1835	George W. Coffin's map indicates that Apmoojenemook Point is an unorganized township, although it is incorrectly drawn and labeled according to subsequent maps. <sup>f</sup>
James Hodge passes through the area on Maine's first scientific expedition, under the direction of Charles T. Jackson. <sup>f</sup>	1837	



On the Ground		On Paper
Ansel Smith, Jr., begins Mud Pond Toting Service.	1838	
George Featherstonhaugh passes through the area while directing a survey for the British Boundary Commission and concludes that Chamberlain and Telos lakes are part of Canada. <sup>f</sup>	1839	
Shepard Boody investigates Chamberlain and Telos lakes as potential sites for dams to provide water for river drives. <sup>f</sup>		
Zebulon Bradley and William Parrott survey the boundaries of T7 R12, surrounding Apmoojenegamook Point. <sup>f</sup>	1840	
Telos—1841 dam erected by Amos Roberts and Strickland Brothers (replaced in 1924).  Chamberlain—1841 dam completed on March 1 by Amos Roberts and Strickland Brothers (buried in Lock—1962 dam). <sup>g</sup>  Waters from Telos and Chamberlain lakes diverted into East Branch Penobscot River.	1841	Salem shipping merchant David Pingree purchases his first tract of Maine timberland.
Cary Co. works on opening California Road from Canada. <sup>b</sup>	1842	Webster-Ashburton Treaty establishes U.S.–Canada boundary; Allagash area is within United States.  David Pingree hires Eben S. Coe, an engineer, as his land agent to investigate land holdings in Maine. <sup>f</sup> (Coe prefers to go by “E. S.”)
Samuel Boulton clears farm at confluence of Allagash and St. John Rivers <sup>b</sup> (on west shore of St. John).	1843	
	1844	Land agents of Maine and Massachusetts sell T7 R12 to Francis Blackman, who sells it almost immediately to David Pingree. <sup>f</sup>
Lock—1846 dam erected by E. S. Coe on Eagle Lake (few vestiges of this lower lock dam remain).  E.S. Coe oversees construction of Chamberlain Farm. <sup>f</sup>  Heron Lake—1846 dam erected by E. S. Coe (breached by the freshet of 1852).	1846	D. Pingree owns seven townships at Chamberlain and Eagle Lakes. <sup>f</sup>  Pingree and E. S. Coe establish Chamberlain Farm as a supply depot.
John Glasier cuts pine on Allagash River; Shepard Cary cuts pine on Drake Brook on Umsaskis. <sup>b</sup>  Glasier and Cary drive hangs up above Allagash Falls. <sup>b</sup>  Winter road connects Chamberlain Farm to Great Northern’s Grant Farm near Moosehead Lake. <sup>f</sup>	1847	Rufus Dwinel sells interest in Telos Canal Co. <sup>b</sup>  David Pingree sells one-twentieth of undivided land in T7 R12 to E. S. Coe. <sup>f</sup>



On the Ground		On Paper
Shepard Cary begins operating on Allagash Lakes. <sup>b</sup>	1848	Maine legislature decides allowable toll Rufus Dwinel may charge at Telos Dam (no more than \$0.20/board foot). <sup>g</sup>
Holman Cary brings horseboat (towboat) above Allagash Falls, which he bought for \$200 in Fredericton, New Brunswick. <sup>b</sup>	1849	
California Road opens from Canada to Seven Islands, Long Lake, and Machias Lake. <sup>b</sup>	1850	
Allagash Falls—1851 wing dam erected by Allagash Dam Co. Freshet takes out Allagash Falls dam and damages Heron Lake dam. <sup>b</sup>	1851	Allagash Dam Co. incorporates on June 3 “for the purposes of erecting and maintaining a dam across the Allagash Falls on the Allagash River”; ends 1901.
Repairs made to Allagash Falls—1851 dam. <sup>b</sup>	1855	
Henry David Thoreau visits Chamberlain Lake, camping at the shore July 27 and 28.  Thoreau and his party spend the afternoon of July 28 waiting out a thunderstorm on Pillsbury Island, his northernmost reach into the Maine Woods.  Eagle Lake Tote Road, a winter road from Patten, connects to Chamberlain Farm. <sup>f</sup>  William H. Cunliffe operating on Chemquasabamticook Stream. <sup>b</sup>	1857	
Naturalist Manly Hardy visits the Allagash, recording the trip in journals. Stays at Chamberlain Farm while on a hunting and trapping trip. <sup>f</sup>	1858	David Pingree sells nine-fortieths of undivided land in T7 R12, known as Chamberlain Farm, to E. S. Coe. <sup>f</sup>
	1860	Legislaure approves toll raise for Heron Lake Dam and Lock Dam to fund repairs to both, but plans dropped at start of the Civil War. <sup>b</sup>
Tote road open from Trout Brook Farm to Telos Dam. <sup>b</sup> Second Maine Scientific Survey, under Ezekiel Holmes and Charles Hitchcock, reaches Telos Dam on the Trout Brook Farm road. Surveyors paddle to Chamberlain Farm, where they spend several days. <sup>f</sup>	1861	
Members of second Maine Scientific Survey make brief stop at Chamberlain Farm to replenish their supplies. <sup>f</sup>	1862	
Thomas Moir and Lucinda Diamond settle on shore of Allagash River, above the falls; c. 1874.	1874	John Way, Jr., publishes first map and guidebook to the region for outdoor recreationists. <sup>f</sup>

On the Ground		On Paper
Photographer Thomas Sedgwick Steele visits the Allagash for the first time; publishes his account with photos and maps (1880). <sup>f</sup>	1879	
	1880	New Brunswick census lists Joe McKeel as “death unknown,” though he is known to be alive in Maine. <sup>d</sup>
Photographer Sedgwick Steele visits the Allagash for the second time; publishes his account (1882). <sup>f</sup> Lucius Lee Hubbard (lawyer, geologist, writer, and mapmaker) visits the Allagash; publishes his account (1884).	1881	
Allagash Falls—1884 dam built to replace then existing dam; lasts until 1887.	1884	
	1886	
Naturalists Manly and Fannie Hardy, father and daughter, stop at Chamberlain Farm on a long canoe trip. <sup>b, f</sup> Coe and Pingree produce 700 bushels of oats and 75 tons of hay with 7 workers at Chamberlain Farm; woodcutters’ livestock graze in the summer. <sup>g</sup>	1888	
	1890	International Paper Co. granted a charter. (Two-thirds of American paper production associated with IP by 1908.) <sup>b</sup>
California Road from Ashland to Long Lake is defunct. <sup>b</sup>	1891	E. S. Coe spends \$1,500 on maintenance for California Road between St. Pamphile and Seven Islands. <sup>b</sup>
	1897	Charter for the Northern Development Co. granted to Bangor speculators to develop timber industries and water power on West Branch; becomes Great Northern Paper Co. in 1898. <sup>b</sup>
St. John Lumber Co. has installed 42 fin booms averaging 25 logs apiece on the Allagash River; built a trip boom at the foot of Round Pond, a sheer boom at Three-Mile Island composed of up to 50 logs; and sheered up the “Grab-All,” Five-Finger Island, Allagash Falls, and McGargle Rock. <sup>b</sup>	1900	
Fred P. Dow surveys area between Eagle and Chamberlain lakes for future log conveyor. <sup>g</sup>	1901	Chamberlain Farm leased as headquarters for constructing the tramway. <sup>f</sup>

On the Ground		On Paper
Construction of steam-powered tramway between Eagle and Chamberlain lakes begins on March 1; complete by fall. <sup>g</sup> Sporting camps operate on Telos Lake and Mud Pond Carry. <sup>f</sup>	1902	
Tramway begins operating; ends 1907 due to competition from Lombard log haulers. Paddle steamer <i>H. W. Marsh</i> built at Eagle Lake side of Tramway, complete on May 10. <sup>g</sup> Steam-powered boom towboat <i>George A. Dugan</i> constructed. <sup>f</sup>	1903	Landowners in Allagash region pool finances to hire four fire patrolmen during a dry spell. <sup>b</sup>
G. Stanton Smith travels through the Allagash; publishes account. <sup>b</sup> William Cunliffe, Jr., and Joseph T. Michaud cut 10 to 15 million board feet of timber each for St. John Lumber Co.	1905	
Paddle steamer <i>Charleston</i> wrecks on the St. John River, near Allagash confluence.	1906	
Long Lake—1907 dam erected by St. John Lumber Co. (washed out in its first season raising water at Fort Kent several feet); completed the project in 1911. Eastern Manufacturing Co. uses steam Lombard to link Chemquasabamticook Lake operations with Allagash Stream and the East Branch. <sup>b</sup> New wing dam constructed at Allagash Falls. <sup>b</sup>	1907	St. John Lumber Co. obtains rights to drive lumber down the river and forms the Allagash Improvement Co. <sup>b</sup>
Steam-powered Lombards begin operating in the Allagash; soon replaced by gasoline engines. <sup>a</sup>	1908	
Severe spruce budworm outbreak. <sup>b</sup> Robert J. Potts uses a steam Lombard to link operations at Chemquasabamticook with the Allagash. <sup>b</sup>	1909	Maine Forestry District created and fire patrols organized on Allagash region model (see 1903).
Long Lake—1911 dam complete (rebuild of Long Lake—1907). Henry L. Withee and Horace A. Bailey, two friends, canoe the Allagash in July; Withee prepares a written account with photos.	1911	
Henry K. Moorehead (1922) leaves in May for a 220-mile canoe journey, records 15 “small” archaeological sites along Allagash shores; publishes account (1922).	1912	
Allagash Mtn. Fire Tower installed (current steel tower installed 1924).	1916	American Realty Co. formed as a subsidiary to International Paper. <sup>b</sup>

On the Ground		On Paper
American Realty Road extended from Big Machias Lake to Allagash River at Umsaskis. <sup>b</sup>	1917	
Musquacook Mountain watchman's cabin built (now Hosea B campsite); c. 1919.	1919	
George S. Kephart, a trained forester, stays at Chamberlain Farm off and on while doing wood-cruising work in area. <sup>f</sup>		
Severe spruce budworm outbreak. <sup>b</sup>	1921	
Lock Dam repaired and reroofed. <sup>f</sup>	1922	
Maine Governor Percival Baxter travels through the Allagash; tents on the shore of Chamberlain Lake at the "warden camp." <sup>b, f</sup>	1923	Édouard LaCroix establishes the Madawaska Co.; also purchases Van Buren Lumber Co. holdings. <sup>b</sup>
Telos—1924 dam built to replace Telos—1841.	1924	
Heron Lake—1925 dam built by Great Northern Paper for Madawaska Co. to rehab Heron Lake—1846 (breached by the freshet of 1958). 13-mile route surveyed for anticipated railroad from Eagle Lake to Umbazooksus. <sup>b</sup>	1925	Édouard LaCroix adds St. John Lumber Co. holdings to Madawaska Co. <sup>b</sup>
Long Lake—1926 dam built by Madawaska Co. to replace Long Lake—1911; flooded out in 1950s. Churchill Boarding House constructed by Madawaska Co.: c. 1926. Churchill Storehouse constructed by Madawaska Co.: c. 1926. Clayton Lake boarding house constructed by Madawaska Co.: c. 1926. Édouard Lacroix employs approximately 3,500 in Allagash region. <sup>b</sup>	1926	Édouard Lacroix establishes Churchill Depot as Madawaska Co. headquarters for his Allagash—Musquacook lumber operations; until 1938.
Eagle Lake & West Branch railroad built by Madawaska Co. 1926–27; 13-mile stretch graded by first autumn 1926 snowfall. <sup>g</sup> EL&WB railroad begins operating on June 1, 1927; <sup>h</sup> lasts until 1933.	1927	
Édouard LaCroix's last large-scale Allagash operations. <sup>b</sup>	1929	

On the Ground		On Paper
Farmhouse at Chamberlain Farm burns; many historical records are lost. <sup>f</sup>	1931	
Airplane flights over the area begin. <sup>f</sup>	1930s	
Henry and Alice Taylor build sporting camp on Allagash River; operates into the 1970s: c. 1934.	1934	
Al and Patty Nugent begin building sporting camps on Chamberlain Lake. Conservationist Robert Patterson, Sr., and his wife, Barbara, canoe along the Chamberlain lakeshore. <sup>f</sup>	1936	
Helen Hamlin teaches at Churchill Depot; publishes account of life at the depot in <i>Nine Mile Bridge</i> , 1945. <sup>k</sup> Madawaska Co. conducts final spring drive on Allagash River; “King” LaCroix closes Churchill operation, installs caretakers. <sup>k</sup>	1937 –’38	
Willard Jalbert, Sr., builds camp at Windy Point on Round Pond; replaced several times.	1940s	
Round Pond Mtn. Fire Tower erected (replaced in 1993).	1946	Édouard LaCroix sells Madawaska Co. to K. C. Irving, Ltd.; leaves Canadian operations to two sons; sells Maine timberlands to St. John Sulphite. <sup>b</sup>
Logging road is built to Chamberlain Thorofare. <sup>f</sup>	early 1950s	
Milton Hall maps 36 “Aboriginal campsites” along the southern lakes; completes in 1953. Harold and Lloyd Whiteneck begin building sporting camps on land they have leased at Chamberlain Farm.	1952	Whitlock brothers operating Whitlock Camps as Heart O’ Maine Camps.
	1954	State of Maine proposes and surveys a Maine– Québec Highway that would cross the Allagash. <sup>b</sup>
Governor Edmund S. Muskie stops at Nugent’s Chamberlain Lake Camps on a fishing trip and flies over Chamberlain Farm. <sup>f</sup>	1955	
	1956	Maine State Park Commission suggests Allagash River for acquisition in “A Recreation Plan For Maine.” <sup>a</sup>
Umsaskis (Realty) Bridge built.	1958	

On the Ground		On Paper
National Park Service conducts reconnaissance study of Allagash watershed for proposed national recreation area. <sup>f</sup>	1959	Natural Resources Council of Maine (NRCM) incorporates on June 25; primary cause is creating Allagash Wilderness Waterway. <sup>e</sup>
Supreme Court Justice William O. Douglas visits the Allagash; publishes account of his trip (1961). <sup>f</sup>	1960	Al and Patty Nugent purchase former Heart O' Maine Camps.
	1961	National Park Service releases report, "Proposed Allagash National Recreation Area." <sup>a</sup>
Lock–1962 dam constructed of fill (currently maintained); buried earlier Chamberlain–1841 dam. Justice William O. Douglas visits the Allagash for a second time, also speaking at Fort Kent. <sup>i</sup> Robert and Barbara Patterson stay at Nugent's Camps. <sup>f</sup>	1962	Eva L. Butler and Wendall S. Hadlock publish first survey of Allagash archaeological sites (1962). NRCM releases "Allagash Report," evaluating the Allagash area. <sup>e</sup>
Clovis Jandreau puts up stone memorial to Joe McKeel: c. 1963. <sup>d</sup>	1963	Bureau of Outdoor Recreation releases "A Report on the Proposed Allagash National Riverway." <sup>a</sup> Allagash River Authority created by Maine State Legislature. <sup>a</sup>
	1964	Pingree Heirs form Seven Islands Land Company.
	1965	"Allagash Wilderness Waterway: A Proposal for State Control" prepared. <sup>a</sup> Allagash Wilderness Waterway statute approved by State Legislature.
First waterway visitor survey conducted by Maine Bureau of Forestry. <sup>j</sup>	1966	\$1.5M land acquisition bond issue for the Waterway approved in referendum; voting 2:1 in favor. <sup>a, e</sup> . U.S. Bureau of Outdoor Recreation offers \$1.5M matching funds.
Churchill–1968 dam erected by Daaquam Lumber Co., upstream from Heron Lake–1925. Great Northern Paper Company builds a road to Indian Point behind Chamberlain Farm. <sup>f</sup> BPL builds Michaud ranger station: c. 1968.	1968	National Wild and Scenic Rivers System created by U.S. Congress.
Sheds protecting locomotives at Tramway mistakenly destroyed.	1969	Maine State Museum given management authority for all artifacts found on state-owned lands. <sup>a</sup>

On the Ground		On Paper
Bronze plaque dedicated at Churchill Depot on July 19 for Wild River designation.	1970	U.S. Secretary of the Interior Walter J. Hickel designates Waterway part of National Wild and Scenic River System.
	1972	Land acquisition in Restricted Zone nearly complete using 50% state funds and 50% federal funds. <sup>a</sup>
Survey of Allagash 1,877 parties using the Waterway conducted by BPL. <sup>j</sup>	1973	Allagash Wilderness Waterway Concept Plan complete, which includes guidelines for managing the Waterway. <sup>a, f</sup>
	1974	Fee system for overnight camping established. <sup>a, f</sup> Group size limited to 12 persons, exempting organizations that have guided large groups up to this time. <sup>a</sup>
Chamberlain Thoroughfare Bridge constructed.	1977	BPL loans Lombard hauler from Churchill Depot to Maine State Museum for exhibit; gift permanent April 3, 1986 (accession no. 86.24.1).
Second BPL survey of Allagash visitors contacts 1,309 parties, about 50% of those using the Waterway. <sup>a, j</sup>	1978	
	1979	Tramway Historic District listed in the National Register of Historic Places.
Telos—1981 dam built of timber crib by East Branch Improvement Co. to replace Telos—1924. <sup>a</sup> Seven Islands Land Co. creates temporary Allagash River ice bridge; uses until 1984.	1981	Summer use for the year: 51,194 visitor days.
Waterway headquarters at Umsaskis Lake destroyed by fire in September.	1982	
BPL builds Churchill Depot headquarters building.	1984	Allagash statute amended to require approval by the Bureau of harvesting in Visible Areas north of Churchill Dam. <sup>a</sup>
	1986	John's Bridge closed as a water access point. <sup>a</sup>
Allagash Stream Bridge reconstructed.	1987	
University of Maine graduate student Harry Zinn begins survey of Allagash visitors, completed in 1989. <sup>a, j</sup>	1988	Chamberlain Thoroughfare and Kellogg Brook parking areas approved by the LURC for overnight camping. <sup>a</sup>

On the Ground		On Paper
	1990	Allagash Capital Improvement Fund established.
	1991	Herbicide spraying in the Restricted Zone prohibited by statute.
Privately owned road approaching west side of Churchill dam relocated away from boarding house.	1993	
Terry Harper surveys and marks aboveground Waterway objects, completed in 1995.	1994	
Asbestos removed from Locomotives No. 1 and No. 2 by cooperative efforts among several state agencies.	1995	Allagash Management Plan Advisory Committee created; 1973 Concept Plan no longer provides sufficient guidance for management. <sup>a</sup>
David Putnam begins archaeological surveys on the shores of southern Waterway lakes.	1996	
Churchill Depot shop built by BPL.	1997	Maine Historic Preservation Commission and State Museum issue permit to stabilize locomotives Nos. 1 and 2 at Tramway.
Churchill–1998 dam erected (currently maintained) by BPL upstream from Churchill–1968.	1998	Maine Land Use Regulation Commission (LURC) approves Chamberlain Thoroufare and Kellogg Brook parking areas for overnight camping.
University of Maine at Fort Kent completes E. H. Violette Wilderness Camp (replaces Page Camp lost to fire).	1999	Allagash Wilderness Waterway Management Plan approved that includes detailed policies, objectives, and strategies for management.
Archaeologists Arthur Spiess and David Putnam begin surveys of precontact resources around John’s Bridge; complete in 2004.	2000	Access to watercourse proposed at John’s Bridge which triggers contentious legal dispute over original intent of Allagash Wilderness Waterway.
	2001	2,890-acre Ecological Reserve designated on Waterway’s Chamberlain Arm on January 9.
	2002	BPL and National Park Service enter into memorandum of agreement resulting from Army Corps of Engineers review of construction of Churchill–1998 dam.



On the Ground		On Paper
Community-led work begins to save Taylor Camp; rebuild completed 2012.	2005	
Henderson Brook bridge rebuilt.	2010	Allagash Strategic Plan developed by Advisory Council.
	2012	Revised Allagash Wilderness Waterway Management Plan approved.
Volunteers and BPL complete reconstructed section of the tramway for interpretive purposes.	2015	Lock Dam Lot acquisition completes State ownership of Restricted Zone.
50 <sup>th</sup> anniversary celebrations at Churchill Dam and town of Allagash.	2016	Joint resolution of the Maine Legislature recognizing the 50 <sup>th</sup> anniversary of the Waterway.

### Source of Event Entries

- a. BPL. (2003). *History*. “Final cut” text for the 2012 Waterway Management Plan. Unpublished document located in BPL Historian Files (2016).
- b. Barker, A. (2006, June). *A brief history of the Allagash Waterway*. Unpublished document provided by Amanda Barker (pers. comm., September 7, 2016).
- c. Dietz, L. (1968). *The Allagash*. Holt, Rinehart, and Winston.
- d. Connors-Carlson, S. (2004). *The legend of Joe McKiel: Life above the falls on the Allagash*. Author.
- e. Timeline of NRCM’s history. (2017). Augusta, ME: Natural Resources Council of Maine. Retrieved from <http://www.nrcm.org/about-nrcm/history-of-nrcm/timeline-of-nrcms-history/>
- f. Bennett, D. B. (2001). *The wilderness from Chamberlain Farm: A story of hope for the American wild*. Washington: Island Press. Most entries taken from Appendix A – Time Line of Events Around Chamberlain Farm.
- g. Valteau, S. L. (1975). *Lumbering History of the Allagash* (No. 74-4). Environmental Studies Center of the University of Maine at Orono.
- h. T. Harper, personal communication, July 7, 2017.
- i. H. Whitcomb, personal communication, June 23, 2017, in which he cites Don Nicoll’s Allagash Wilderness Waterway Foundation blog entry “My First Encounters with the Allagash” (2016) and Stewart L. Udall’s papers at University of Arizona, Box #103, Folder 2.
- j. Cieslinski, T. J. (1980). Trends in Allagash Wilderness Waterway users. In *National Outdoor Recreation Symposium* (pp. 147–149). Durham, New Hampshire.
- k. Hamlin, H. (1945). *Nine Mile Bridge: Three years in the Maine Woods*. New York: W. W. Norton & Company.

## APPENDIX F: COMPONENTS OF A HISTORIC CONTEXT

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A National Register White Paper by Barbara Wyatt

April 9, 2009 (verbatim)

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*This paper is not intended to replace information in the National Register Bulletins and other NPS publications. It is intended as a supplement, and if discrepancies are found between this paper and other NPS publications, the existing publications should be considered correct. Comments are welcome and should be directed to the author. After review and discussion, the substance of this paper may be incorporated into future publications.*

### INTRODUCTION

The evaluation of properties for National Register eligibility involves an assessment of the significance of a property in terms of the history of the relevant geographical area, the history of associated historical themes or subjects, and within an historical and contemporary time frame—in other words, its *context*. The purpose of this paper is to provide general guidance on writing a context. It is intended to pertain to all nominations and property types, regardless of the applicable criteria.

More explicit information on developing historic contexts for special property types is included in the National Register bulletins. For example, the bulletin on historic aviation properties gives instructions on addressing the contexts important to those properties. This paper, therefore, provides general information, with the understanding that the person developing a context will need to add his or her mark of creativity and solid research for a context to be a good tool for evaluating related properties.

The applicability of this information to archeological resources may be somewhat limited. For these resources, detailed instructions can be found in the National Register Bulletin *Guidelines for Evaluating and Registering Archeological Properties*.

### Historic Contexts and the Multiple Property Documentation Form

Historic contexts may have been developed for National Register Multiple Property Documentation Forms (MPDF), for statewide historic preservation plans, or for local planning initiatives. Some contexts may be nearly fully developed in individual National Register nominations or in published or manuscript histories. However, for a context to apply to a particular nomination, it must be included in that nomination or a listed Multiple Property Documentation Form must be referenced. The context in a listed MPDF should not be repeated in related nominations, although salient aspects should be summarized. Because the MPDF is considered the model for context development, this paper may seem like instructions for that form. In fact, individual nominations not

related to an MPDF should contain a context that is essentially a microcosm of an MPDF context.

### Format

Historic contexts should be considered a summary document, not a thesis. They should present relevant information, and avoid extraneous information. The author needs to evaluate what is relevant and understand that mere *length* does not lend credence to a subject.

The National Register considers conventions of *The Chicago Manual of Style* (most recent edition) appropriate for all work that pertains to its programs, including context development. To that end, and to emphasize the accuracy required of a context, some information should be cited using footnotes or text citations. The following *Chicago* statement regarding the use of notes pertains to National Register contexts:

Ethics, copyright laws, and courtesy to readers require authors to identify the sources of direct quotations and of any facts or opinions not generally known or easily checked (2003, 594).

### Components of a Context

Every historic context must include the sections discussed below.

**Statement of Context.** Begin the context with a summary statement that identifies the areas of significance or themes, time periods, and geographic areas that are encompassed by the context. Explain why the context pertains to local, state, or national history. Details will be explored in the sections that follow.

**Background History.** Present a brief overview of the history of the geographic area encompassed by the context, with a focus on its relationship to the nominated property. If the context pertains to a city or county, provide an overview of the development of the area. If the context pertains to the entire state or the nation, provide sufficient background to set the stage for a detailed description of a particular theme or Area of Significance. For example, if an Area of Significance relates to Ethnic Heritage, information on general settlement of the state may be used as background to settlement by a particular ethnic group.

**Definition of the Context.** Establish the thematic, temporal, and geographic parameters of the theme or Area of Significance.

**Theme.** The context may pertain to a particular property type, such as Barns of Linn County, Oregon, or Cast Iron Architecture of Baltimore. The context may be based on the Areas of Significance claimed in a nomination. For example, many downtown historic districts are considered significant for their role in the city's commerce or their architectural qualities. Residential districts may pertain to community planning and development or ethnic heritage. An individual industrial building may pertain to engineering, industry, and invention. Each of

these subjects has been identified as an Area of Significance by the National Register.

Explain why the theme is significant in the history of the nation, state, or locality. To be significant, the theme should have had some level of influence on American history or culture. The Areas of Significance used for the National Register form reflect many aspects of American history that have exhibited significant developments, although other Areas of Significance can be defined.

**Geographic Parameters.** Geographic parameters can be based on a variety of factors. They may be determined by the extent of a survey effort, such as Route 66 through Illinois, or by municipal boundaries, such as Covered Bridges of Frederick County, Maryland, and Religious Architecture in Phoenix. Some contexts are more logically discussed at the state level, because they concern properties that are relatively rare or related to an aspect of state history. Examples include Maine Public Libraries and State Parks in Wisconsin. Other contexts are handled at a statewide level because funding and other resources have been allocated for a large-scale study, such as Historic Highway Bridges of California.

The selected geographic parameters should not be arbitrary. The boundaries must be justified in the context; in some cases, smaller areas require greater explanations. For example, generally the boundaries of a historic district do not constitute sufficient geographic parameters for the context of the Areas of Significance identified in the district nomination. If bungalows and four-square houses contribute to an architecturally significant district, the context needs to explain the manifestation of these house types in the broader neighborhood and city. In some cases, the introduction of a style or the occurrence of an event is explained from a statewide or national perspective, as a means of explaining how it filtered into the city and neighborhood.

**Temporal Limits.** The temporal limits of a context are generally based on the earliest and latest occurrence of an event, activity, or date of development/construction. For example, one assumes a context called the *Civil War in Virginia* relates to 1861-1865; however, the context could extend to events leading up to the Civil War and events that happened shortly thereafter. If so, the temporal limits should state the year of the earliest event and latest event that are considered within the parameters of the context. The period of significance for a National Register nomination may differ from the period of significance for a historic context, especially if the nomination is related to a MPDF. For example, a historic district may have a period of significance that ranges from 1848 until 1902 (reflecting dates of construction), but the relevant context may range from 1825 to 1925, reflecting the 100-year period that related architectural styles were being built in the city or state.

**Development of the Theme or Area of Significance.** Address pertinent environmental, economic, cultural, technological, settlement, and governmental factors that may have

influenced development of the context. The nature of information presented varies, depending on the geographic scope of the context. This section of the context should be presented as a summary, although if themes are complex, cover a wide geographic range, and extend over a long period of time, the content will be more complex than a theme more limited in all aspects. Suggestions regarding information to include in contexts that are local, state, and national in scope follow.

**Local Contexts.** For local contexts, describe how and why the theme or Area of Significance developed. Describe the contributions of individuals or groups, and present factors outside the local area that influenced the theme. For example, technological advances, the completion of transportation networks, the emerging popularity of an architectural style, or a boom in the national economy may have had a direct impact on the local context.

**Statewide and National Contexts.** For contexts of national or statewide significance, describe how the historical themes generally unfolded in the state or nation. For example, a historic context for Agriculture, but, more specifically, dairying in Wisconsin, could be developed as follows:

- Set the stage by mentioning types of agriculture that preceded the introduction of modern dairying and why their popularity faded;
- Describe environmental conditions and settlement patterns that fostered the development of dairy farms;
- Describe economic factors that influenced dairying;
- Describe ethnic groups that contributed to the development of dairying;
- Explain technological advances that contributed to the success of dairying;
- Describe the influence of government agencies, such as Extension, and the influence of government oversight, such as codes and regulations that pertain to agriculture, commerce, and health;
- Describe how transportation networks influenced the development of dairying.

**Associated Property Types.** Identify the types of properties that are related to the context and their locational patterns. Property types should be inclusive, reflecting all manifestations, throughout the period and the area encompassed by the theme. All properties acknowledged by the National Register should be addressed: buildings, structures, sites, districts, and objects. For example, properties associated with dairying in Wisconsin may reflect agriculture, as well as transportation, marketing, and technological developments. Therefore, various types of agricultural buildings and landscapes may be associated with dairying, milk and cheese dairies may be related, and facilities at universities where innovations were developed may be associated. Be as specific as possible in identifying property types. In many areas, “dairy barns” is too general to be useful. Instead, the types of dairy barns that were built over time and in specific regions should be identified as property types.

Information about the occurrence and survival of property types should be presented, as well as general impressions about their adaptive uses and condition.

**Physical Characteristics and Integrity.** Outline and justify the specific physical characteristics each property type must possess to be eligible. Describe the associative qualities that must be evident. Discuss the integrity that must be present.

**Relationship to the National Register Criteria.** Address the relevance of each of the National Register criteria to the theme and to each property type. Provide guidance through examples in applying the criteria.

**Bibliography.** The context may distill a great deal of research and field work into a relatively brief document. Because of the summary nature of the documentation, it is essential to include a bibliography of sources consulted in its preparation. The bibliography should not be a “reading list,” but sources that are cited in the text or that directly influenced the content of the context.

## APPENDIX G: “DOWN THE ALLAGASH” EXHIBIT

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*The Maine Historical Society installed an exhibit at Society headquarters in 2016 in celebration of the Allagash Wilderness Waterway’s 50<sup>th</sup> anniversary. The Society has graciously agreed to allow reproduction and installation of the exhibit as part of the Waterway interpretive program (K. McBrien, pers. comm., July 20, 2016). Following are the images and verbatim text from the exhibit.*

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### INTRO PANEL:

#### Down the Allagash: Celebrating the Allagash Wilderness Waterway

The wilderness of Maine has long been alluring to adventurers and nature lovers alike. 2016 marks the 50<sup>th</sup> anniversary of the Allagash Wilderness Waterway, a stunning stretch of wilderness in northern Maine. Through this exhibit, you too can enjoy the rugged beauty of the Allagash through the experiences of Henry L. Withee and Horace A. Bailey, two friends who canoed the Allagash in July of 1911.

### IMAGE 1: HENRY WITHEE

(MMN 15409)

Henry Withee, Rockport, Maine, circa 1915  
MHS collection 1955

Henry L. Withee, a lawyer from Rockport, Withee wrote an account of his 1911 trip on the West Branch of the Penobscot River. Withee was a native of Blanchard, on the banks of the East Branch of the Piscataquis River, where his mother ran a hotel for lumbermen. His father and grandfather had been Maine woodsmen.

Horace A. “Hod” Bailey, a native of Howland, was seven years younger than Withee. Bailey was a lumber salesman in the Boston area when he and Withee planned their Allagash trip. They studied railroad promotional books and maps and read other Maine woods literature.



Figure G1. Henry Withee, Rockport, Maine, c. 1915.

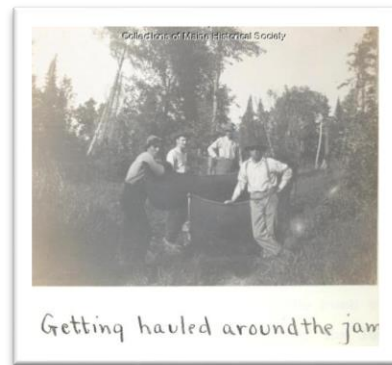
## IMAGE #2: RIVER DRIVERS

(MMN 15404)

River drivers, West Branch, Penobscot River,  
1911

MHS collection 1955

River drivers put the canoe of Henry Withee and Horace Bailey on their tote sled to haul it around a log jam in the West Branch of the Penobscot River. Withee and Bailey were canoeing the Allagash and were stopped frequently on the West Branch by logjams.



*Figure G2. River drivers, West Branch Penobscot River, 1911.*

## IMAGE #3: PORTAGE

(MMN 14057)

Portage, West Branch Penobscot River, 1911

MHS collection 1955, Henry L. Withee Collection

July 6, 1911: “Before starting, we had resolved to do the trip as befitted men accustomed to the woods. We were not to employ a guide, we would tote our canoe and duffle across every carry without aid of any sort, sleep every night under our own shelter and cook and eat our own grub. . . . We kept all but three of these resolutions.”



*Figure G3. Portage, West Branch Penobscot River, 1911.*

## IMAGE #4: CAMP

(MMN 14058\_

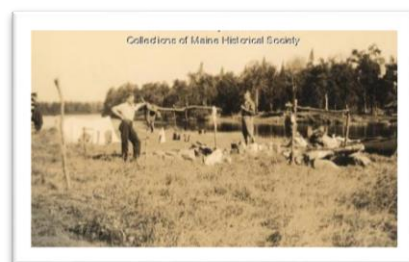
Camp on West Branch, 1911

MHS collection 1955/3, Henry L. Withee  
Collection

July 6, 1911: “We arrived at the lake at seven, took the canoe on our shoulders and started back, replying chestily to some drummers who sat on the store steps.

”Our gait was brisk until we got into the woods out of sight of the store—then, with perfect accord, we cast the canoe from us and sat down by the road.

“That craft was scheduled to weigh sixty-five pounds. It deserved excess baggage charge of two hundred pounds more, in our opinion.”



*Figure G4. Camp on West Branch, 1911.*



### IMAGE #5: LOBSTER LAKE

(MMN 14059)

Lobster Lake, 1911

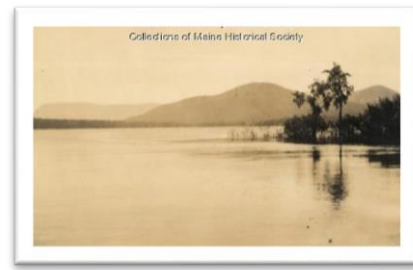
MHS collection 1955/6, Henry L. Withee Collection

July 7, 1911: "Hod came in sight, dirty and haggard with his six-mile tramp in the fierce heat.

"His face lighted up when he saw the soup and he sat down while I started to lift it off the cross-stick.

"At this instant one of the supporting sticks gave way and there in the tote-road lay every last drop of the erbswurst!

"It was a moment of profound sorrow."



*Figure G5. Lobster Lake, 1911.*

### IMAGE #6: DRY KIE

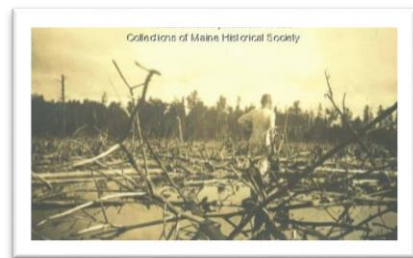
(MMN 17550)

In the dry kie, Chesuncook Lake, 1911

MHS collection 1955/20, Henry L. Withee Collection

July 8, 1911: "I think it safe to say we had an hour which would satisfy the heart of any man who loves action and excitement. It was dangerous sport, however.

"Once we pulled to the shore, jumped out, and picked the canoe clear from the water just in time to escape an enormous spruce which had pursued us down the falls."



*Figure G6. In the dry kie, Chesuncook Lake, 1911.*

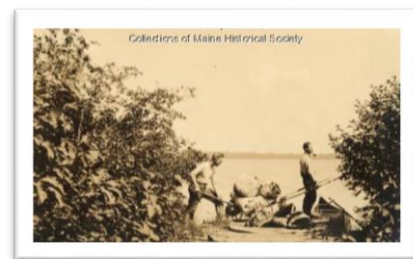
### IMAGE #7: MUD POND

(MMN 13417)

Mud Pond portage, 1911

MHS collection 1955/31, Henry L. Withee Collection

July 8, 1911: "We went directly north across the upper end of the lake [Chesuncook] toward the mouth of Umbazooksus (pronounced Am-zux-us) Stream. . . . We had hurdled log-jams, raced rapids with the big spruce, played tag with the monarchs of the forest and covered twenty miles. It had been a great day."



*Figure G7. Mud Pond portage, 1911.*

## IMAGE #8: LUNCH

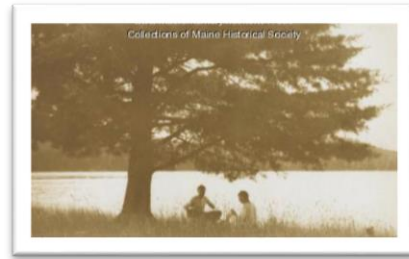
(MMN 17553)

Noon Lunch, Eagle Lake, 1911

MHS coll 1955/50, Henry L. Withee Collection

July 10, 1911: "As we entered Churchill Lake we were again struck with the beauty of the county.

"Here, the surrounding hills were higher; to the northeast stood purple Allagash Mountain; at the left, as we rounded a point running into the lake, was a long curved beach with a deer standing motionless on the white sand, its red body reflected in the water; the whole, a picture which alone repaid all our efforts."



*Figure G8. Noon lunch, Eagle Lake, 1911.*

## IMAGE #9: CHASE'S CARRY

(MMN 17555)

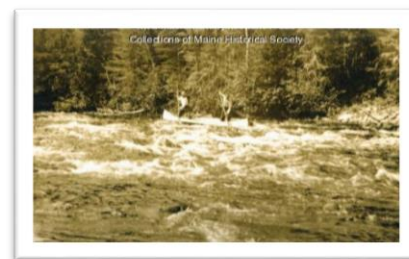
Chase's Carry, 1911

MHS collection 1955/66, Henry L. Withee Collection

July 10, 1911: "Chase's Carry was marked as next on the map, but we had been told it could be run without taking out.

"We speedily found out all about the place. . . .

If any person wishes to qualify as to endurance and skill, let him present an affidavit of having gone through Chase's Carry without mishap . . . I believe there is no equal stretch of rough going in Maine."



*Figure G9. Chase's Carry, 1911.*

## IMAGE #10: ALLAGASH FALLS

(MMN 14064)

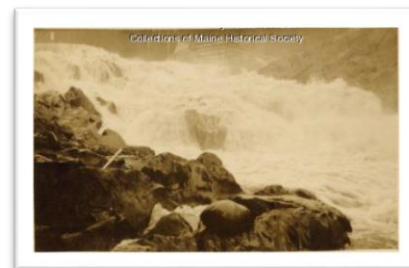
Allagash Falls, 1911

MHS collection 1955/83, Henry L. Withee Collection

July 13, 1911: "We now ran down three miles to Allagash Falls and decided to camp at that place of surpassing beauty.

"We found an abundance of blueberries here and before long had supper ready.

"Baked potatoes, trout rolled in corn meal and fried in bacon fat, fresh biscuit, cake and blueberries, tea and milk made up the menu.



*Figure G10. Allagash Falls, 1911.*

“Truly a feast for a king as well as for a pair of jacks, as Horace expressed it.”

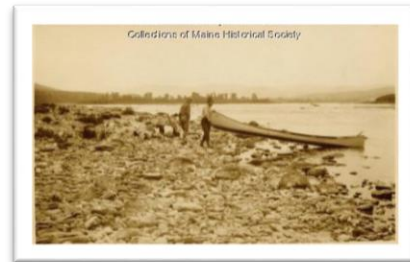
### IMAGE #11: CONFLUENCE

(MMN 14065\_  
Confluence of Allagash and St. John Rivers, 1911  
MHS collection 1955/86, Henry L. Withee  
Collection

July 13, 1911: “At Cross Rock Rapids, so called on the map, we had a stirring half hour.

“As we entered the rapids, at its head a rock beneath the black surface caught the canoe in the middle and held it pivoted.

“The current swung the canoe around and in a second would have either tipped it over, sending occupants and dunnage down into the churning pool below, or have sent it down the pitch sideways with the same probable result.”



*Figure G11. Confluence of Allagash and St. John Rivers, 1911.*

### IMAGE #12: END

(MMN 14066)  
End of Allagash trip, Fort Kent, 1911  
MHS collection 1955/90, Henry L. Withee  
Collection

July 14, 1911: “After our return, so our folks tell us, it was some time before the spell of the woods left us. We were quiet, serene, and the voice of the river seemed to be still with us.

“At night we were shooting rapids, or struggling over log-jams, or catching thousands of trout. The spell gradually wore away, but the memory of that trip will remain for many years.

“And if we live, we shall go again, for the enchantment which falls upon those who have gone into the woodland is never broken.”



*Figure G12. End of Allagash trip, Fort Kent, 1911.*