
Part Two: Heritage Resource Assessment

3. ALLAGASH HERITAGE RESOURCES

Historic and cultural resources help us understand past human interaction with the Allagash watershed, and create a sense of time and place for those who enjoy the lands and waters of the Waterway. Today, places, objects, and ideas associated with the Allagash create and maintain connections, both for visitors who journey along the river and lakes, and those who appreciate the Allagash Wilderness Waterway from afar.

Those connections are expressed in what was created by those who came before, what they preserved, and what they honored—all reflections of how they acted and what they believed (Heyman, 2002). The historic and cultural resources of the Waterway help people learn, not only from their forebears, but from people of other traditions too. “Cultural resources constitute a unique medium through which all people, regardless of background, can see themselves and the rest of the world from a new point of view” (U.S. Department of the Interior, National Park Service, 1998, p. 49529).

What are these “resources” that pique curiosity, transmit meaning about historical events, and appeal to a person’s aesthetic sense? Some are so common as to go unnoticed—for example, the natural settings that are woven into how Mainers think of nature and how others think of Maine. Other, more apparent resources take many forms—buildings, material objects of all kinds, literature, features from recent and ancient history, photographs, folklore, and more (Heyman, 2002). The term “heritage resources” conveys the breadth of these resources, and I use it in *Storied Lands & Waters* interchangeably with “historic and cultural resources.”

Storied Lands & Waters is neither a history of the Waterway nor the properties, landscapes, structures, objects, and other resources presented in chapter 3. The purpose of this resource overview is to describe the surviving physical features that express the heritage of the Allagash. We must look to others for scholarly works about the watershed’s past.

HERITAGE RESOURCE MANAGEMENT

Many physical attributes of past use persist along the Allagash. Yet, many have vanished, and once heritage resources are gone nothing can bring back the authenticity of those missing links to a collective past. “The primary concern of cultural resource management, therefore, is to minimize the loss or degradation of culturally significant material” (U.S. Department of the Interior, National Park Service, 1998, p. 49530). One of the prime purposes of the Storied Lands & Waters project is to identify significant resources appropriate for focused management by BPL, and others.

Resource Categories

Employing categories makes consideration of resources more manageable: It's helpful to group resources that share common attributes. Categorization may, however, also obscure the interdisciplinary nature of many heritage resources; not all fit squarely in a single category. "An early farmhouse, for example, may be filled with 19th-century furniture, form the centerpiece of a vernacular landscape, and occupy the site of a prehistoric burial mound. . . . A stone ax can be both an archaeological resource and a museum object, just as a fence may be viewed as a discrete structure, the extension of a building, and part of a landscape" (U.S. Department of the Interior, National Park Service, 1998, p. 49531). I adopted categories established by BPL in its management policies; they are defined in the Terminology section of chapter 1. The categories are:

- | | |
|-------------------------------------|----------------------------------|
| A. archaeological properties | E. ethnographic resources |
| B. historic and cultural landscapes | F. burials and cemeteries |
| C. structures | G. submerged cultural resources. |
| D. museum objects | |

Bureau Policy

BPL policy calls attention to historic and cultural resources that possess integrity of location, design, setting, material, workmanship, feeling, and association. And, that may have one or more of the following characteristics:

- association with events that have made a significant contribution to the broad patterns of our history
- association with the lives of persons significant in our past
- reflection of a type, period, or method of construction, representation of the work of a master, possession of artistic values
- possession or likely possession of information important in prehistory or history
- are more than 50 years old (BPL, 2000, p. 33).

The Waterway Advisory Council's 2010 strategic plan sets a broad vision for the Waterway (see Mission and Guiding principles, page 17). Thus, the Allagash Wilderness Waterway Management Plan (BPL, 2012) is built, in large part, on the strategic plan's goals. Two policies adopted in the 2012 management plan are intended to identify, protect, and manage the Waterway's heritage resources: Policy 3 and Policy 7. One applies to the 400- to 800-foot strip of state ownership extending from the watercourse (the Restricted Zone) and the other to the area within 1 mile of the watercourse (the One-Mile Zone).

Restricted Zone

The Bureau recognizes that heritage resources within the Restricted Zone help impart “a sense of place upon which the Allagash Wilderness Waterway’s character is built.” Thus, these resources—which are under the control of BPL—are vital components of its land stewardship, and of visitor experiences within the Waterway (BPL, 2012, p. 125).

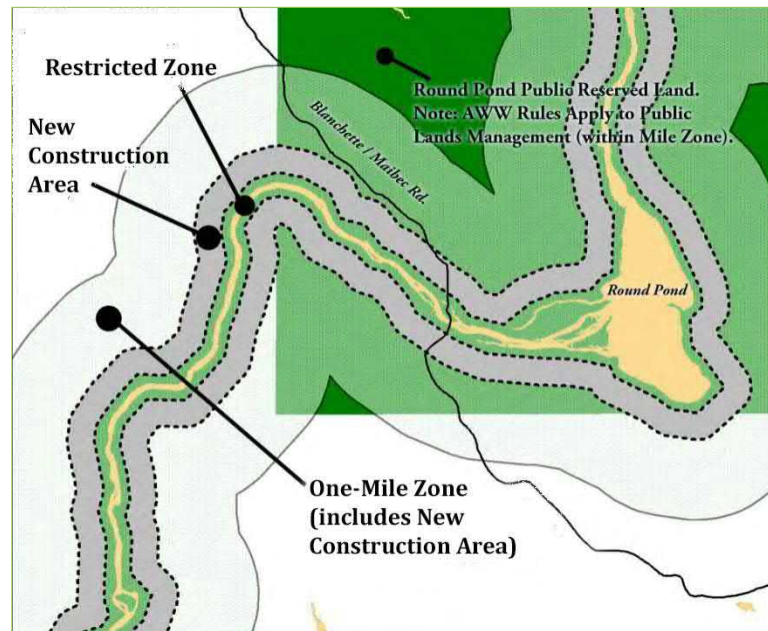


Figure 6. Schematic of Waterway Protection Zones (BPL, 2012).

Waterway Policy 3 states:

Assure resource identification, protection, and appropriate management within the Restricted Zone by working with those agencies responsible for historical, cultural, natural, wildlife, and fishery resources (BPL, 2012, p. 125).

One-Mile Zone

Heritage resources associated with the Allagash extend beyond the Restricted Zone and “follow patterns derived from the interaction of humans with the watercourse and surrounding lands. Collaboratively working with landowners in the One-Mile Area [Zone] to manage historical/cultural resources gives a more holistic perspective than simply focusing on the Restricted Zone alone” (BPL, 2012, p. 150).

Waterway Policy 7 states:

Identify and encourage appropriate management of natural, recreational, historical, cultural, wildlife, and fishery resources located in the working forest of the One-Mile Area [Zone], outside of the Restricted Zone, that are visited by Waterway users or that contribute to the wilderness character of the Restricted Zone, by working with landowners and public and private organizations (BPL, 2012, p. 147).

More specifically, Objective 7.3 of the 2012 Waterway plan establishes that BPL will “work with landowners to identify and protect important historical and cultural structures, features, and resources located within the One-Mile Area [Zone] that complement the management objectives of the Restricted Zone” (BPL, 2012, p. 150).

ARCHAEOLOGICAL PROPERTIES

Archaeology is the study of past ways of life through material remains. Archaeologists reconstruct the sequence of societies and events, and attempt to understand how and why human societies have changed over time. They reconstruct the way people “made a living” (how they obtained or raised food, for example), the ways they used the landscape, and their interactions with other societies and within their own society.

Archaeology can provide answers to questions about the past that are unobtainable from other sources. The answers are held in archaeological properties. These places convey information when archaeologists record and analyze materials located there. Archaeological properties are the “places where the remnants of a past culture survive in a physical context that allows for the interpretation of these remains” (Little B. & Knoerl, 2000, p. 7). They can be as small as a pile of chipped-stone tools left by a Native American hunter who paused to sharpen a spear point, or large complex landscapes modified by lumbermen.

Potentially, a range of archaeological properties is present within the Waterway, each holding answers to questions about the long and complex history of human use of the Allagash watershed. Yet, the amount of important information within those potential properties, and their distribution along the 92-mile length of the watercourse, varies depending on the period of history considered—from the earliest occupation by indigenous people to the more recent use of the landscape for logging and recreation.

The Maine Historic Preservation Commission maintains inventories of post-contact (historic) and precontact (prehistoric) sites identified in the state. All of the identified archaeological properties within the Allagash Waterway are associated with use of the watershed prior to European contact. Surveys of these precontact sites began in the 1950s, with the most recent completed in 2008. There have been no archaeological surveys of post–European contact properties.

Because archaeological sites are finite, fragile, and non-renewable, the location of any known archaeological properties may or may not be publicly identified. This practice minimizes looting and irresponsible disturbance of sites. Looting compromises the integrity of any information that may be retrieved from an archaeological property—and is illegal. More specifically, Waterway rule 2.18 prohibits the disturbance, removal, or possession of artifacts and the use of metal detectors.

Post–European Contact Properties

Euroamericans established themselves in the Allagash watershed about 225 years ago. They arrived from elsewhere in North America, bringing the goods necessary for domestic activities, and for agriculture and woods work. They built logging camps,



Figure 7. Tramway village, 1928. (photo courtesy of BPL)

farms, dams, a church, haul roads, and even a short railroad.

Their use is evident on the land today. For example, the Waterway holds logging tools, a steam-powered tramway, two railroad locomotives, and parts of Lombard log haulers. I discuss these in the Objects section of chapter 3. The Structures section deals with any extant buildings, dams, or other stationary constructions. Less obvious material remains are scattered throughout the Waterway, some associated with structures and some not, and these properties could hold answers to questions about the past. These places with evidence of Euroamerican use are potential post-contact archaeological properties.

There have been no professional archaeological surveys to identify post-contact Allagash archaeological resources. BPL did contract for an inventory of above-ground objects by Terry Harper, a technology history buff and drafting instructor (Harper, 1994a, 1994b, 1995), which I discuss in the Objects section of chapter 3.

Where there were people, horses, and equipment to be housed and cared for, infrastructure of various sorts provided the needed support. Given the extent of logging- and recreation-related use throughout the Allagash watershed, subsurface resources must exist at these dispersed places. I list some of those potential post–European archaeological properties here, though the list is far from complete. Look elsewhere for more about each, particularly Appendix B.

Former Logging Camps, Supply Depots, and Farms

Farms provided feed for workhorses and winter vegetables for lumber crews. They were important supply points for logging activity. There were probably dozens of woods farms in the Allagash watershed in the 19th and 20th centuries, and several larger supply

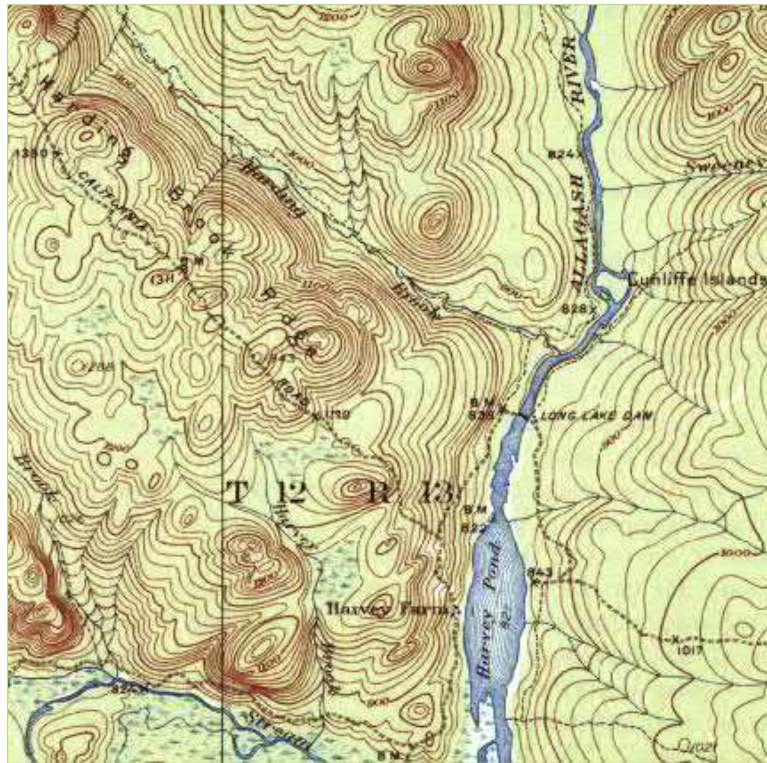


Figure 8. California Road route on portion of 1935 USGS Umsaskis Lake map.

depots. See the Structures section, this chapter, and Appendix B for discussion of locations where logging and farm structures still stand.

- Michaud Farm
- Cunliffe Depot
- Five Finger lumber camp
- Harvey Farm (Depot Farm)
- American Realty Depot
- barn at Bissonette Bridge
- Churchill Depot
- Clayton Lake Depot
- Tramway Depot/Eagle Lake Rail Terminal (Figure 7)
- Russell Brook Depot
- Drake Brook logging camp
- Umbazooksus Lake Rail Terminal
- Farm Island
- Chamberlain Farm
- Chamberlain depot
- “Dog Town”
- Long Lake Dam farms
- John’s Bridge logging camp
- Telos Farm

Former Roads and Bridges

Abandoned roads and river crossings are potential archaeological properties. Except for Bissonette Bridge abutments, I am not aware of other constructions at the sites listed here, though roadbeds may still be evident. Consult the Structures section and Appendix B for discussion of similar locations where development is still evident on the landscape, which are also potential post–European contact sites.

- Bissonette Bridge site
- California Road (Figure 8)
- Ice Bridge site
- Schedule Brook Bridge site
- Eagle Lake Tote Road (a.k.a. Chamberlain Winter Haul Road)
- Winter Haul Road 9-14
- Telos Tote Road
- networks of other “tote” and “haul back” roads

Dam and Boom Pier Properties

I discuss functioning and non-functioning dam locations—all potential post-contact archaeological properties—in the Structures section of this chapter and Appendix B.

- Allagash Falls
- Round Pond (T13 R12 WELS)
- Heron Lake
- Churchill Lake
- Harvey Pond
- Long Lake
- Eagle Lake
- Chamberlain Lake
- Mud Pond
- Soper Brook
- Allagash Lake
- Telos Lake

Boom piers were constructed to regulate the movement of logs on the water (see Boom Gear on page 112). Typically built as a log crib filled with stone, their locations are numerous, though undocumented.

Former Lookout Towers

The two discontinued fire towers still standing, described on pages 68–69, were once accompanied by four other towers atop mountains in the Allagash watershed.

- Round Pond Mountain
- Musquacook Mountain
- Priestly Mountain
- Clear Lake Mountain
- Soper Mountain
- Allagash Mountain

Former Camp Properties

Potential post–European contact archaeological properties include the locations of private hunting and fishing, trapper, warden, and commercial sporting camps that once dotted the Allagash landscapes. BPL and Inland Fisheries and Wildlife still use some of those structures in the Waterway for warden and ranger camps.

- West Twin Brook Camp
- Rideout Camp
- Dow Camp
- Hosea Buck Camp
- Camp at mouth of McKeen Brook
- Round Pond (T13 R12 WELS) Camp
- Camp at Round Pond (T13 R12 WELS) outlet
- Page Camp (Long Lake)
- Sam’s Camps
- Dynamite Camp
- Camp at Grey Brook
- Camp at Squirrel Brook
- Camp at Chisholm Brook
- Blanchett Camp
- Page Camps (Churchill Lake)
- Camp Pleasant
- Jaws Camp
- Farrington Camp
- Heart O’ Maine Sporting Camp
- Whiteneck Camps
- Allagash Lake Trappers Camp
- Telos Lumber Camps
- “bottle” and trash dumps

Camping Properties

Any early Euroamerican travelers in the watershed would have camped. There were no other accommodations, and travelers continued the practice even after some settlement of the area. An examination of early journals and published accounts would help identify potential archaeological properties associated with camping. For example, Henry David Thoreau describes the following three Allagash camping sites (1864, p. 237). One, Pillsbury Island, is among the 80 modern Waterway campsites listed in the Historic and Cultural Landscape section of this chapter. Also, see Appendix B.

- West Shore of Chamberlain Lake
- Pillsbury Island, Eagle Lake
- Chamberlain Farm

Other Post–European Contact Properties

The sources I consulted describe the farm established above Allagash Falls (c. 1837), now known as the Moir farm, as the first Euroamerican settlement in the study area. Other individuals and families of European descent who depended on the lands and waters for their livelihood followed. Potential post-contact properties listed below include locations where a few families lived—and places that did not fit in the categories above. I created the list based on review of drafts of this report, and it is admittedly incomplete. See Appendix B.

- Moir farm
- McLellan, McKinnon, and Mullins home places
- Finley Bogan
- Jalbert Place
- Heron Lake Sawmill
- International Paper Lodge
- Ellis Brook Crossing
- Paquett School
- utility lines that once crisscrossed the area

As with other heritage resources, a key component in assessing an archaeological property is to develop its historic context. For a discussion of historic contexts, see chapter 4, “Significance and Integrity.”

PS Charleston

There is only one post-European contact site identified in the Maine historic archaeological sites inventory that is possibly associated with the Allagash, though located outside the study area: a steam paddle-wheeler built in 1887. The 1906 shipwreck of the paddle steamer (PS) *Charleston* is recorded in the St. John River near the confluence of the Allagash (site ME #007-001).

CONDITION OF POST-EUROPEAN CONTACT ARCHAEOLOGICAL PROPERTIES: Undocumented. None of the potential resources discussed have been formally evaluated by a professional archaeologist.

Archaeological Fieldwork

Archaeologists have conducted reconnaissance-level surveys and inventories of pre-European contact archaeological sites on the shoreline of the lakes in the Allagash system, mostly from Churchill Depot south. According to Arthur Spiess, Senior Archaeologist with the Maine Historic Preservation Commission, the surveys reveal “remarkably intact evidence of the Native American populations along the shores of the Waterway’s lakes dating to shortly after retreat of the last glacier, some 13,500 years ago. Artifact yields also show changes in Native American lifeways as people later adapted from life in open country to the waterways of a forest environment” (pers. comm., August 24, 2016). Archaeologists have conducted some survey work in the Allagash system north of Churchill Depot, though they identified only a few properties.

Perhaps the first published reference to archaeological sites of the Allagash was an account of explorations by Warren K. Moorehead between 1912 and 1920. In 1912, he recorded about 15 “small sites” along the shores of the Allagash. Leaving in early May Moorehead and a small crew, “with Frank Capino, a Penobscot Indian, as guide,” journeyed by canoe about 220 miles from Northeast Carry to Fort Kent, at the mouth of the Fish River. Moorehead reports,

many sportsmen and pleasure seekers have taken the Allegash trip, but no one seems to have looked at the banks of these rivers and lakes with a view to recording aboriginal sites. . . . We attempted no explorations at this time. The trip was merely a reconnaissance [sic]. . . . The obliteration of archaeological sites in Maine by the erection of modern dams requires mention. On the upper waters and lakes discharging into the Penobscot, Kennebec, Allegash, and other waterways, dams ranging from four to fifteen meters in height have been built in recent years by lumber companies, and in consequence the lake levels have been raised many meters. At Lake Chesuncook, where between 1890 and 1905

Mr. Marks found many interesting specimens, a large dam has so raised the level of the lake that most of the Indian sites are now flooded. Since 1912 the lumber companies have stored even more water and it will probably never be possible to carry out archaeological researches on Lake Chesuncook or Lake Chamberlain (Moorehead, 1922, p. 15).

Moorehead's concern about the effect of dams on the integrity of Allagash archaeological sites remains valid today. The inundation of habitation sites by dams, in conjunction with erosion from fluctuating water levels and the action of ice and waves, has compromised archaeological resources to the point that most properties no longer contain useful records of past life along the watercourse. They have lost their integrity.

Two other observations by Moorehead also ring true regarding current fieldwork. First, "travel by canoe is in general by far the best method of exploration in New England, for the Indians travelled by canoe and we can move over the same thoroughfare that they traversed." The second is that "a site which appeals to the camper of today was likewise attractive to the Indian, and we frequently find modern camp sites placed upon Indian camping grounds" (Moorehead, 1922, pp. 15–16).

Moorehead carried Lucius Hubbard's 1899 map on his Allagash "reconnaissance." That map, annotated with his route, is in the collection of the Robert S. Peabody Museum of Archaeology at Phillips Academy in Andover, Massachusetts (Edney, 1997).

Butler and Hadlock

Eva L. Butler and Wendell S. Hadlock (1962) authored the first published survey of the Allagash. Hadlock had visited the area many times with knowledgeable amateur archaeologists, including Milton Hall. In 1952 and '53, Hall conducted "a search for Aboriginal campsites along the shores of the headwater lakes of the Allagash River." He identified and mapped 36 former camping grounds on the lakes' shores. Hall relates in his unpublished report that on one lake, "the evidence of Indian occupation was every where [sic] and in an hour or so we had recovered two or three hundred tools and implements" (Hall, n.d., p. 1). Hall describes some of the artifacts found, and includes photographs. Two maps show the location of the sites identified.

The 1962 technical bulletin by Butler and Hadlock relays their own work, the results of the preliminary surveys conducted by Milton Hall, and other work by John Hudson. Hadlock and Butler provide historic context for the work by Hall, and go on to enumerate the Allagash lake sites and artifacts described in Hall's unpublished report. They include his site maps, along with photos of about 180 artifacts recovered. At least one of the sites Hall identified was excavated by John Hudson, under supervision of Hadlock. The Abbe Museum holds some artifacts from the preliminary surveys (see page 108). Butler and Hadlock (1962, p. 27) conclude that "sufficient evidence was

uncovered to state that the interior of Maine was not an ‘untrodden wilderness,’ and to infer that many of the sites were occupied intermittently over a long period of time.”

Putnam

In 1996, the shores of Heron, Churchill, and Eagle lakes were the focus of a professional survey conducted by David E. Putnam, funded by the Maine Historic Preservation Commission. The survey located 65 precontact archaeological sites, 39 of which were newly identified and 26 of which had been previously recorded, largely by Butler and Hadlock. The survey continued with another field season in 1997, timed to examine shoreline exposed by low water levels during construction of Churchill–1998 dam. Additional 1997 work by Putnam, examined portions of shoreline along Chamberlain, Umsaskis, and Long lakes. Artifacts from the two Putnam surveys are housed at the Maine State Museum (BPL, 2012, p. 52); see Putnam Collection, page 109. According to Putnam, the record of Native American use of the Allagash shows an evolving technology due to changes in cultural affinity and the procurement of quality stone tools (pers. comm. with Maine Bureau of Parks and Lands, 2003).

Arthur Spiess and Putnam conducted a series of archaeological studies around the John’s Bridge area between 2000 and 2004. During two surveys in 2000, Putnam (2000a, 2000b) excavated 31 test pits along three transects. Six pits produced unequivocal precontact material.

Spiess

In 2003, Arthur Spiess authored a preliminary assessment of the National Register eligibility of sites in the John’s Bridge area. The report begins with an introduction to prehistoric archaeology in the Allagash and presents a review of existing archaeological information at more than a dozen sites. Spiess summarizes his 2001 and 2002 fieldwork at three of the largest sites near John’s Bridge (Spiess, 2003). He prepared a second, concluding report on the same subject regarding 2003 survey work, which followed up on work at the same location by Putnam (Spiess, 2004b). Spiess retains some collected materials at the offices of the Maine Historic Preservation Commission for processing. See Southern Lake Properties at page 145 for his conclusions regarding National Register eligibility.

Spiess regularly conducts archaeological fieldwork in the Allagash watershed. Two recent reports describe 2004 fieldwork and a 2008 survey of Allagash Lake. His 2004 season was focused on previously identified sites at Churchill and Eagle lakes where he “examined several rock outcrops for possible lithic sources used by Native Americans, without locating the white-patinating chert and purple rhyolite rock types that were most commonly used around the lakes in addition to Munsungun [Munsungan] chert” (Spiess, 2004a, p. 17). In the fall of 2008, Spiess set out to assess the archaeological

potential of Allagash Lake, following up on some of the work by others described above. He was also searching for the source of rocks used in making stone tools, specifically “the bedrock outcrop source of a striped rhyolite (volcanic) rock extensively used over thousands of years of prehistory on Churchill, Eagle and Chamberlain Lakes” (Spiess,

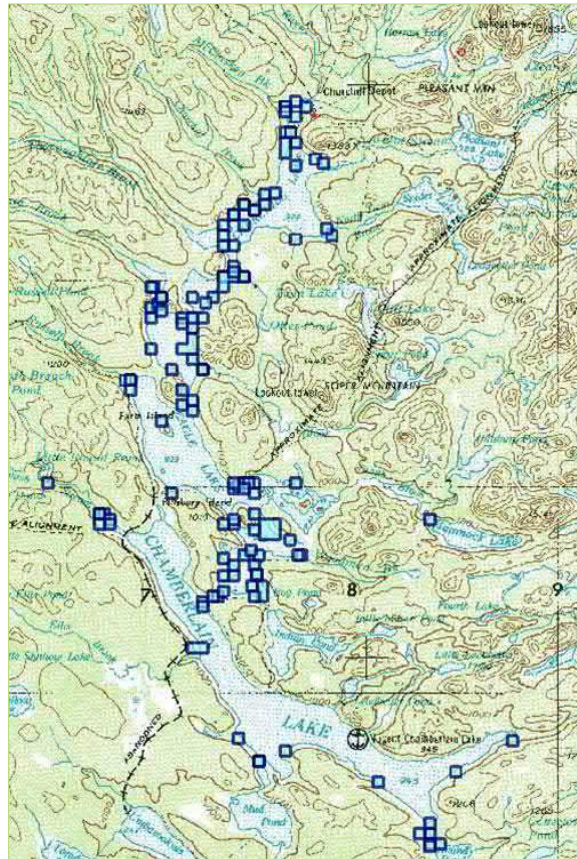


Figure 9. Identified archaeological sites south of Churchill Depot (map courtesy of A. Spiess).

2009, p. 1). Spiess did not find any of the quarry sites he was looking for. He concludes there are no significant precontact archaeological sites known on Allagash Lake.

Pre-European Contact Properties

The Maine Historic Preservation Commission classifies known precontact archaeological properties into five types: habitation (camp or village) and workshop sites; lithic quarries; cemeteries; rock art; and waterlogged sites preserving wood or other perishables. There are about 6,000 precontact sites entered in the Maine archaeological survey inventory. Of these, more than 95% are habitation and workshop sites, with about 4,500 sites (95%) located adjacent to canoe-navigable waters.

The Commission website describes the categories of archaeological properties in Maine, in addition to habitation sites.

The other types of known archaeological locations are far fewer in number than habitation sites. Lithic quarry sites are mines for rock used in making stone tools. They are highly localized sites, occurring at bedrock outcrops or along exposed, stony stream and river bottoms with extensive cobble materials. Cemetery sites always exist in locations with well-drained sandy or gravelly-sand soils near a large or small river or lake shore, or within 100 yards of a major habitation site. Rock art sites occur immediately adjacent to canoe-navigable water on particular kinds of bedrock outcrops. They include both petroglyphs (rock carving) and pictographs (rock painting) and probably date within the last 3,000 years. (“Prehistoric archaeology,” n.d.).

Similarly, all but one of approximately 157 Allagash pre-European sites identified in the Maine archaeological inventory appear to be camp or habitation sites. The one exception is a lithic outcrop that was used to quarry chert for stone tools. Spiess considers it a minor site compared with much larger quarries outside the Allagash watershed (pers. comm., October 20, 2016).

Practically all recorded Allagash Waterway archaeological properties are on the shores of the southern lakes as shown in Figure 8. The majority of the dozen Allagash River sites in the Maine inventory north of Churchill Depot are outside the bounds of the Waterway.

CONDITION—PRECONTACT PROPERTIES: Almost all precontact properties are eroded or waterlogged and possess little useful archaeological information. Spiess identifies only three sites in the Churchill and Eagle lakes area that have probable intact archaeological deposits (2004a, p. 17). See chapter 5 for a discussion of precontact properties’ significance.

HISTORIC AND CULTURAL LANDSCAPES

Historic and cultural landscapes have been influenced or shaped by humans. They are places that reveal aspects of a people’s origins and development, as well as their evolving relationships with the natural world. According to Bureau policy, “historic and cultural landscapes are geographic areas, including both cultural and natural resources and the wildlife and domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural and aesthetic values. Historic and cultural landscapes could include formally designed park spaces, as well as long-established trails, portages, and tote roads” (BPL, 2000, p. 36). There are no formally designed landscapes in the Allagash Waterway.

Then, the question becomes, have vernacular historic landscapes and ethnographic landscapes been documented? Vernacular landscapes are those that have evolved through use or occupancy by the ordinary people who shaped those landscapes. The social or cultural attitudes of an individual, family, or a community, are reflected in the landscapes they created. Ethnographic landscapes are associated with a particular group of people “containing a variety of natural and cultural resources that the associated people define as heritage resources” (“About cultural landscapes,” 2016). No vernacular or ethnographic landscapes have been professionally evaluated for the Allagash, or listed as landscapes in registries like the National Register of Historic Places.

Named Historical Sites

To focus heritage resource management within the Waterway, and to aid interpretation, the Bureau identified 13 locations of historical interest, typically presented as numbered locations from north to south prior to 2016. Most encompass physical remains of machinery or structures from logging. Yet, all are associated with the span of history in the Allagash watershed and might be considered historic or cultural landscapes. Only one—Tramway Historic District—is listed in the National Register of Historic Places; none are included in Maine’s system of State Historic Sites. The locations are composed of individual structures, objects, and other extant resources, which I discuss elsewhere in the assessment (chapters 3 and 5) and the interpretive plan (chapter 6).

- | | |
|--------------------------|-------------------------|
| 1. “Moir Farm” | 8. “Tramway” |
| 2. “Henry Taylor Camps” | 9. “Railroad Trestle” |
| 3. “Michaud Farm” | 10. “Lock Dam” |
| 4. “Cunliffe Depot” | 11. “Chamberlain Farm” |
| 5. “Jalbert’s Camps” | 12. “Nugent’s Camps” |
| 6. “Long Lake Dam” | 13. “Telos Dam and Cut” |
| 7. “Churchill Dam/Depot” | |

The Allagash video series produced by BPL (Figure 10) is another resource about the Waterway historical sites named above, especially Churchill Depot, Telos Dam, Lock Dam, Tramway, Cunliffe Depot, Moir farm, and the sporting camps.

Waterway Campsites

There are 81 authorized campsites within the Waterway.⁶ About half have one designated tenting area, or “cell,” for each camping party and about a third have two

⁶ Upper Crow’s Nest was reconfigured with Crow’s Nest in 2016 and Breezy Point created in 2017.

cells. The rest have three or four cells, with one, Jaws, having five. Each cell has a picnic area and fireplace. Several have springs associated with them.

Camping grounds evolved through repeated use by paddlers—perhaps over thousands of years, as Moorehead and others have expressed, although most ancient campsites



Figure 10. Screenshot from video "History and Tradition in the Allagash Wilderness Waterway," 2016. (BPL, 2014)

have been inundated by dams. Camping grounds were, in large part, also used for logging activities during the past 150 years: for example, Churchill Dam campsite.

Campsites could be considered cultural landscapes, though none has been so evaluated. I present the Waterway campsites in Table 1. Brief descriptions are based on conversations with visitors and staff, guidebooks, and various online sources.⁷ Figures 11 and 12 show campsite locations. The photo in Figure 13 depicts a typical site.

Site names with a checkmark (☑) in Table 1 indicates the location has association with a historical event, activity or person, or has other cultural and aesthetic values of note. For instance, Thoreau campsite is located on Pillsbury Island in Eagle Lake where Henry David Thoreau spent the afternoon of July 28, 1857, botanizing and waiting out a thundershower. He described the island thus: "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." After sitting out the rain, he and his party headed back up to Chamberlain Lake ahead of another storm and camped on the shore near Chamberlain Farm (Thoreau, 1864, pp. 237–247). His own account contradicts published sources stating he camped on the island. Pillsbury marks Thoreau's northernmost exploration during three Maine trips in the 1850s.

⁷ The Bureau's Google Earth presentation of Waterway campsites was particularly useful (BPL, 2013).

Table 1. Authorized Waterway Campsites

<p><input checked="" type="checkbox"/> = candidate heritage resources (see Terminology)</p>	
<ol style="list-style-type: none"> 1. East Twin Brook – last Waterway campsite before St. John River; BPL maintains it through an agreement with the owner. 2. Big Brook North – located on a high bluff overlooking the widening Allagash River. 3. Big Brook East – located on Allagash River. 4. Big Brook South – on Allagash River bank. 5. McKeen Brook – located on Allagash River. 6. Falls Bank – below Allagash Falls. 7. <input checked="" type="checkbox"/> Allagash Falls – spectacular views of 30-foot drop of the falls. 8. Taylor Landing – across the river from Moir farm and Taylor Camp. 9. <input checked="" type="checkbox"/> Michaud Farm – vehicle access; short walk to the Ranger Station and river. 10. Ramsay Ledge – only campsite where RV camping permitted; headstone for Joe McKeel nearby. 11. Cunliffe – across the river from Cunliffe Depot; an old road behind the site leads to Michaud Farm Ranger Station. 12. <input checked="" type="checkbox"/> Cunliffe Depot – site of lumbering camp; Lombard log hauler parts scattered in woods. 13. Bass Brook – small, cool spring brook near the canoe landing. 14. Deadwater North – outstanding view looking upstream; moose feed here. 15. Deadwater South – outstanding view looking upstream; moose feed here. 16. <input checked="" type="checkbox"/> Five Finger Brook North – adjacent to old lumbering camp; can see where four walls of one camp stood; fishing good. 17. Five Finger Brook West – dominated by towering white pine trees. 18. Five Finger Brook South – good fishing, especially near mouth of brook. 19. <input checked="" type="checkbox"/> Hosea B – site of Musquacook Mountain fire watchman’s cabin (c. 1918), presumably named for Hosea B. Buck. 20. Croque Brook – flat, grassy areas with plenty of space for pitching tents. 21. Turk Island – named after a horse that reportedly drowned in the deep hole by the site while pulling a towboat upriver. 	<ol style="list-style-type: none"> 22. Outlet – Round Pond outlet; excellent moose and other wildlife viewing. 23. Round Pond Rips – close to good fishing in the Rips. 24. <input checked="" type="checkbox"/> Tower Trail – eastern shore of Round Pond; trailhead for 2.5-mile hike to fire tower; watchman’s cabin was here. 25. Inlet – popular with canoeists; great view of Round Pond Mountain. 26. Squirrel Pocket – tucked into the southeastern cove of Round Pond. 27. Back Channel – popular with spring anglers. 28. Sweeney Brook – 2 miles below Long Lake Dam site; last campsite before Round Pond 8 miles downriver. 29. Cunliffe Island – 1 mile below Long Lake Dam site; only campsite on an island in Allagash River. 30. <input checked="" type="checkbox"/> Long Lake Dam – evidence of the Long Lake dams and log driving operations. 31. Lost Popple – west shore of Harvey Pond; moose and other wildlife viewing; solitude. 32. Sams – possibly named after Sam Jalbert; west shore of Long Lake; sandy beach. 33. Jalbert – possibly named after Sam or Willard Jalbert; not to be confused with Jalbert Camps on Round Pond. 34. Grey Brook – near inlet of Long Lake; moose, eagles, and other wildlife seen. 35. Pine – in the thoroughfare between Umsaskis and Long lakes, about 1 mile north of American Realty Road. 36. Sandy Point – large sandy beach with a view of Mount Katahdin. 37. <input checked="" type="checkbox"/> Ledges – next to outcropping on Umsaskis Lake; ledge offers outstanding view of lake and western mountains. 38. Chisholm Brook – on Allagash River before entering Umsaskis Lake; excellent moose and other wildlife viewing. 39. Meadows – about 10 miles downriver from Churchill Depot; great location for solitude. 40. <input checked="" type="checkbox"/> Churchill Dam – at Churchill Depot historical area near modern dam; portage service available, accessible to campers with disabilities. 41. Jaws – very popular; only about 1.5 miles from Churchill Depot.

42. High Bank — sandy bar on Chamberlain Lake; moose sightings common.
43. Scofield Point — extremely popular campsite next to long sandy point on Churchill Lake; large white pine trees.
44. Scofield Cove — sandy beach; about 1-hour paddle to Churchill Depot.
45. Little Eagle — pebbly beach in front of site.
46. Fred King — excellent moose and other wildlife viewing in Snare Brook Cove.
47. ☒ Zeigler — former log yard; old-growth white pine behind the site may measure more than 3 feet in diameter at base.
48. Pump Handle — Lookout Trail starts here; campsite popular with anglers; 20-minute walk to Second Ridge.
49. Priestly Point — popular for both north- or south-bound trips.
50. Lone Pine — single white pine stands taller than other trees on shore of Eagle Lake.
51. Farm Island — located on its namesake in Eagle Lake; popular with anglers.
52. Smith Brook — excellent wildlife viewing (moose) in Eagle Lake's Smith Brook Cove.
53. ☒ Thoreau — association with Thoreau's 1857 visit (he did not camp here); popular with groups visiting Tramway.
54. ☒ Pillsbury Island — Thoreau stopped on east shore of island in 1857.
55. Breezy Point — Created in 2017 (not indicated on Waterway map, Figure 12).
56. McCarren — located in the woods, this site offers excellent opportunity for solitude.
57. Lost Spring — close to the water; offers excellent view down Chamberlain Lake.
58. ☒ Crow's Nest — railbed of Eagle Lake & West Branch RR passes through to nearby EL&WB Trestle. (Upper Crow's Nest — reconfigured with Crow's nest in 2016.)
59. ☒ Little Allagash Falls — portage trail around Little Allagash Falls (a drop of 20 feet) runs through campsite.
60. Outlet — located where Allagash Stream exits the lake; great views of lake and sunsets over Allagash Mountain.
61. Island — not on an island, but near some on the east side of Allagash Lake.
62. Ede's — nice view of sunset over Allagash and Poland mountains.
63. Carry Trail — closest campsite to Allagash Lake Ranger Station and Allagash Mountain Trail.
64. Cove — located on west shore of Allagash Lake.
65. Ice Cave — serves as trailhead to Allagash Ice Cave located short distance behind site on private property.
66. Sandy Point — one of the more popular sites on Allagash Lake.
67. Ledge Point — popular with spring anglers due to closeness to Allagash Lake inlet.
68. Lock Dam — popular campsite; primary travel route for groups doing the Allagash.
69. Ellis Brook — great fishing; tucked into cove where Ellis brook enters Chamberlain Lake.
70. Shady — offers view of Katahdin from the landing.
71. ☒ Donnelly Point — outstanding Katahdin views; Thoreau camped near here July 27, 1857, after being lost at Mud Pond Carry.
72. ☒ Mud Brook — used for generations between the West Branch Penobscot and Allagash drainages via Mud Pond Carry.
73. Gravel Beach — overlooks largest section of Chamberlain Lake; gravel beach offers great swimming.
74. Rocky Cove — located on west shore of Chamberlain Lake.
75. Ledge Point — shallow cove good for swimming; views of small islands north of point.
76. The Arm — located on "arm" of Chamberlain Lake; popular for spring fishing parties.
77. Thoroughfare — easily accessed from boat launch at Chamberlain Thoroughfare Bridge; popular.
78. Boy Scout — references longtime use of Allagash by Scouts from throughout eastern U.S.
79. ☒ High Bank — Thoreau noted stands of red pine growing on the dry northeastern shore of Telos Lake in 1857.
80. Murphy's Field — surrounded by red pines; offers outstanding opportunity for solitude; newly renamed in 2016.
81. Telos Landing — great for fishing access to nearby streams and Telos Dam.

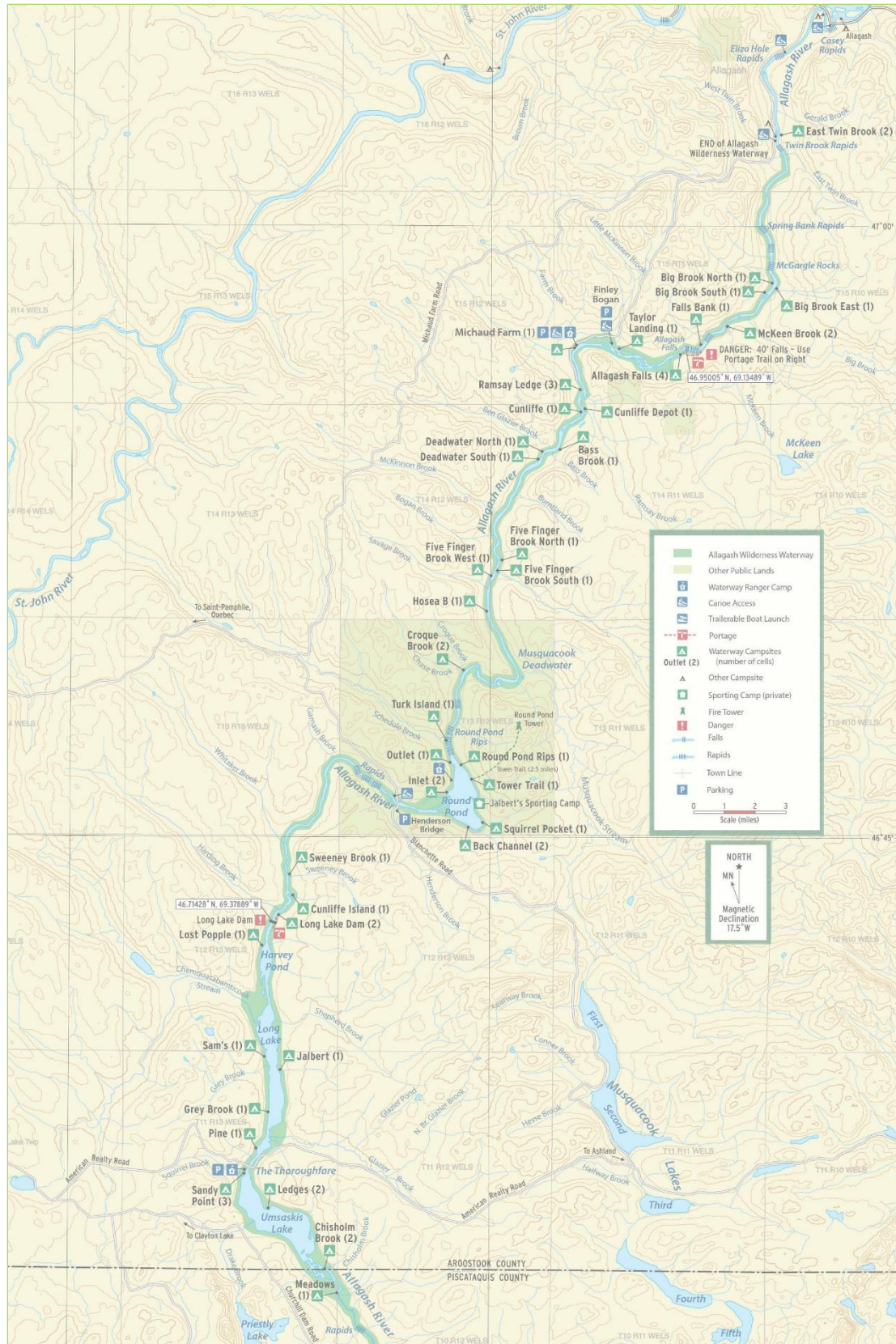


Figure 11. Allagash Wilderness Waterway – Aroostook County (detail of BPL, 2016).

DOWNLOAD FULL MAP at <http://www.maine.gov/dacf/parksearch/PropertyGuides/Maps/FullSize/aww-map.pdf>

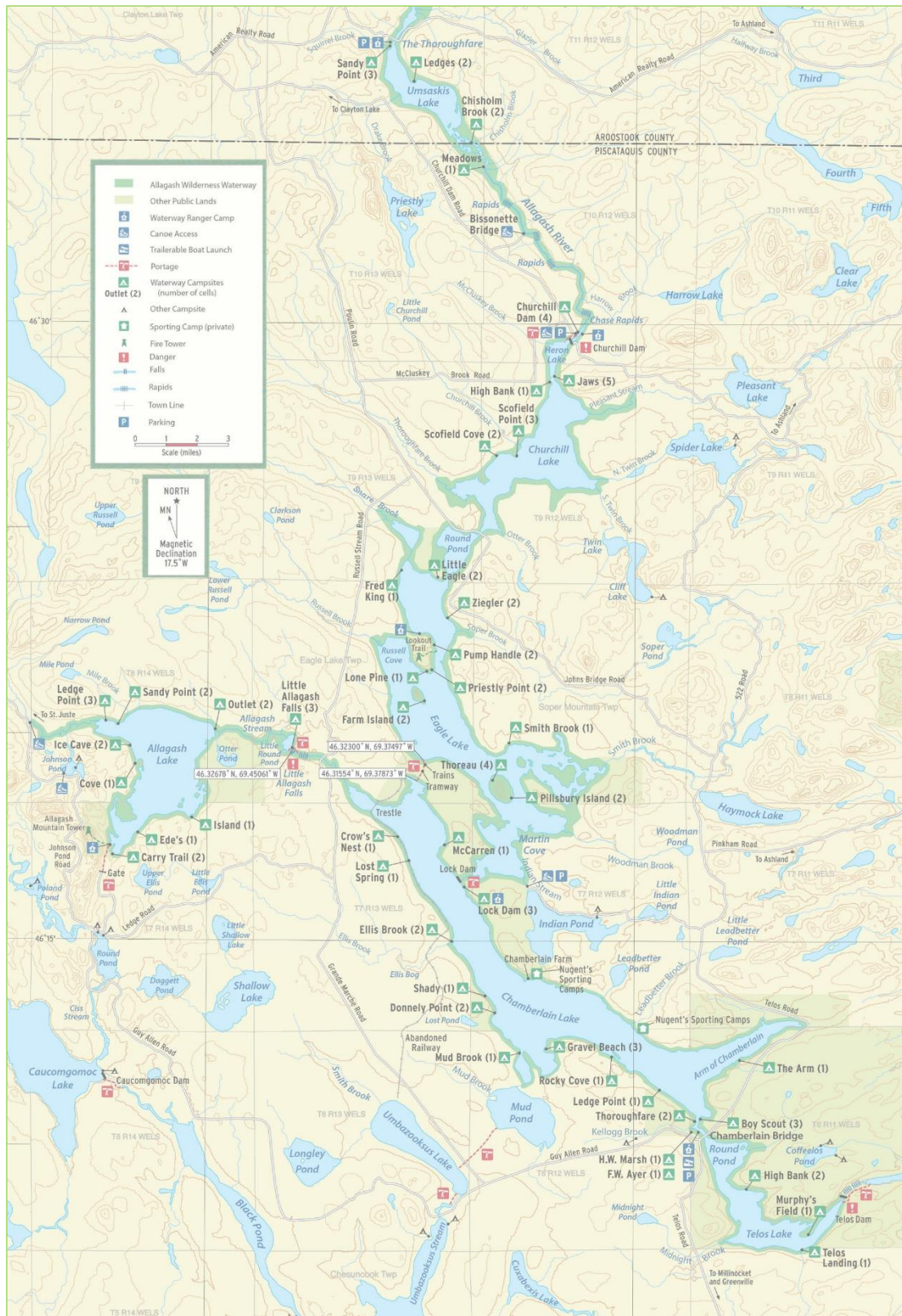


Figure 12. Allagash Wilderness Waterway – Piscataquis County (detail of BPL, 2016)

Trails and Portages

“Long-established trails, portages, and tote roads” could be considered historic and cultural landscapes (BPL, 2000, p. 36). Because most travel along the Allagash is over the watercourse (in boats or snowmobiles), there are fewer than 20 miles of authorized foot



Figure 13. Pillsbury Island campsite (BPL, 2013).

trails to consider along the 92 miles of the Waterway, none more than 2 miles long. Of those trails, eight are the principal watercraft portage paths or “carries” in the Waterway. Few trails have been managed for exceptional features or association with a significant person or events, or for other cultural and aesthetic values.

Portages and carries have an ancient history of connecting rivers, lakes, and streams across the length and breadth of Maine. The Allagash and St. John were part of a regional transportation network connecting the St. Lawrence River and the Atlantic, used by Native Americans from many tribes. Trails have also proved useful for going around falls and rapids—by lumbermen, “sporters” or “sports,” and today’s paddlers.

Allagash Falls Portage

The Allagash Falls Portage is an ancient carry: A portage at the falls is mandatory. Édouard Lacroix’s logging crews brought all manner of supplies upriver, around the falls on the trail. It is wide, therefore, to accommodate wagons, and even boats that crews rolled along it. Guide Gil Gilpatrick tells of one such trip.

The following morning after breakfast they hauled the 65-foot boat up to the put-in place at the head of the rapids. The sturdy boat moved overland on log rollers. . . . To get the boat up over the steep part of the carry they hooked it to a large steel ring set into the ledge at the top of the rise. By means of ropes and two sets of block and tackle the horses pulled the boat up by pulling down hill, one on each side of the boat (2003, pp. 155–156).

The ring remains securely in the portage trail bedrock.

Churchill Dam/Chase Rapids Carry

There is a take-out just above, and a put-in just below, Churchill–1998 dam for those traversing the river through Churchill Depot. Downstream of the dam is a 9-mile stretch of white water (mostly Class II) known as Chase Rapids. Although boatmen and guides cleared a channel long ago, the rapids are best attempted by experienced paddlers. Therefore, Waterway staff transport canoes, equipment, and passengers around Chase Rapids to the Bissonnette Bridge site for a fee. Alternatively, paddlers can bypass the upper reaches of the rapids using the 1.5-mile portage trail between Churchill–1998 and the head of Big Eddy.

Tramway Portage

Tramway Portage trail crosses from Chamberlain Lake to Eagle Lake near the route of the tramway. This being a short distance of about 3,000 feet, it was a common place to cross. Today, travelers see the remains of the tramway and railroad along the trail at numerous points. The portage begins on Chamberlain Lake at the former tramway power plant boilers. On the Eagle Lake side, it begins in a wide cove, generally facing Hog Island.

Lock Dam Portage

Rangers keep the Lock Dam Portage trail open for visitors who would prefer to carry some or all of their gear down to Eagle Lake instead of running Martin Stream with a loaded canoe. It is a snowmobile trail in winter.

Little Allagash Falls Portage

The stream from Allagash Lake drops roughly 20 feet over and around shale outcrops at Little Allagash Falls. There are two landings above the falls that lead to a portage trail, and the campsite. The first results in a 420-foot portage, the second is shorter at about 280 feet.

Round Pond/Allagash Lake Carry

The carry trail between Round Pond (T7-R14) and Allagash Lake is an old road, now gated 1 mile from the southern end of Allagash Lake. The trail has a maintained gravel surface on which wheeled canoe carriers work well. Shortly before reaching the lake, the trail splits to either the Ranger Station or Carry Trail campsite.

Telos Dam Portage

The portage between Telos and Webster lakes runs along an old road that parallels the 1 mile of turbulent water (class II and III). Henry David Thoreau walked along the banks to Webster Lake during his 1857 trip to the Maine woods, while his guide Joe Polis ran the stream from Telos.

Mud Pond Carry

Mud Pond Carry is an ancient portage (that crosses private land) from Umbazooksus Lake to Mud Pond. From Mud Pond, Chamberlain Lake is accessible. The carry linked the Allagash waters with those of the greater Chesuncook area.

By being able to access Chesuncook, an ancient traveler could go in any direction: northwest to Caucomgomoc Lake and to Allagash Lake via a portage, southwest to the West Branch of the Penobscot, which works its way back toward the headwaters of the St. John, southeast down the West Branch to its juncture with the East Branch and down to the ocean or portage into the maze of small ponds and brooks found in the Katahdin area (A. Barker, pers. comm., September 7, 2016).

The State created a rough trail at the carry in 1838. “Anse”⁸ Smith improved the trail and offered to tote dunnage over the portage with horse and sled for a fee, starting in 1880. He built a house and barn to support his operation. Lew Dietz (1968, p. 180) records that

in the years before Smith set up his enterprise, the Indian guides avoided Mud Pond Carry, insisting there was nothing to see or shoot at Chamberlain and Eagle lakes. The Indians promoted the Caucomgomoc Lake route, a passage that involved two or three short carries and a two-mile stretch of hard poling, but eliminated the man-killing portage at Mud Pond.

Other travelers wrote of Smith’s service (later assumed by his brother), and the difficulties of the carry, including Lucius Hubbard (1884) and Thomas Steele (1880, 1882). Henry David Thoreau wrote about being lost in 1857 while crossing this portage, which his Penobscot guide described as “the wettest carry in the State” (1864, p. 217). Renowned naturalist Manly Hardy called it “probably the worst carry for the distance in the state” (Bennett, 2001, p. 100). Much of what they wrote about the carry is still true today: “the path is a stream in wet years and a mossy, slippery seep in dry years” (A. Barker, pers. comm., September 7, 2016).

Fire Tower Trails

Tower Trail travels 2.5 miles from Tower campsite, gaining 700 feet in elevation, to the Round Pond Mountain fire tower. It leaves the Waterway and traverses the Public Reserved Lands Round Pond Unit, where Round Pond Mountain and the tower are located. A section of the trail is maintained as part of the 250-mile Can-Am sled dog race, which starts in Fort Kent.

⁸ Some sources use “Anse Smith.” Several show “Ansel Smith, Jr.,” whose father ran the hotel at Chesuncook Village. Perhaps “Anse” is a nickname. Sources variously attribute “Fred” or “Charley” to his brother, who took over the service.

Allagash Mountain Trail leads from Allagash Lake to the Allagash Mountain summit and fire tower. It climbs through Chamberlain Lake Public Reserved Lands' mix of spruce, fir, beech, birch, and maple. The trail gains a little over 750 feet in traveling 0.75 mile. On a clear day, there are views of Allagash, Chamberlain, Eagle, and Churchill lakes.



Figure 14. View from fire tower at end of Allagash Mountain Trail
(BPL, 2013)

Pumphandle Lookout Trail

This trail is a half-mile hiking trail that traverses up onto Second Ridge from Pumphandle campsite, about a 20-minute walk. It ends on a rocky outcropping with extensive views to the south. From there one can see Mount Katahdin, the north end of Chamberlain Lake, and the fire tower on Allagash Mountain.

Other Authorized Trails

The following trails are also authorized for foot travel within the Waterway.⁹

- Sandy Point Trail
- Priestly Mountain Trail
- Indian Stream trail along Indian Stream to Eagle Lake (T7-R12)
- trail between Otter Pond and Allagash Lake
- Johnson Pond Outlet trail between Johnson Pond and Allagash Stream
- trail to Ice Caves from Allagash Lake (see below)

⁹ A new foot trail leading from outside the Waterway to Tramway was authorized in 2016 (see Allagash Wilderness Waterway rules and regulations, as amended February 22, 2017). If created, it would lead from private land, across BPL's Chamberlain Ecological Reserve, to Tramway Portage Trail.

Allagash Ice Cave

By definition, historic and cultural landscapes include natural resources. Thus, the ice cave near the shore of Allagash Lake, the trail leading to it, and the immediate environs are a potential cultural landscape. Allagash Ice Cave consists of an extensive series of



Figure 15. Entrance to Ice Cave (BPL, 2013).

connected crevices that are tight, wet, cold, and dark. It is located on private land within the One-Mile Zone. Ice Cave Trail leads from Ice Cave campsite on Allagash Lake to the cave, a walk of less than 5 minutes through a yellow birch stand.

Amanda Barker describes the entrance (Figure 15) as “an odd gash in the ground. The gash isn’t that impressive, just a rock outcrop and a hole in the ground with the slanting dirt of the forest floor dipping into a triangular hole.” Barker is a science teacher, amateur historian, and former forest ranger who describes the cave.

Allagash Ice Cave is, at 291 meters long, the second longest in the State, and the deepest cave in the State at 21 meters deep. The cave [is] not caused by eroded stone but rather by the piling up of huge slabs and boulders, otherwise known as a Talus cave. Talus caves are often found at the base of cliffs where large chunks of rock have come crashing down. The Allagash cave, however, was formed by the glaciers ripping huge pieces of rock off the neighboring volcanic hills and depositing them here as the glacier receded (pers. comm., September 7, 2016).

The unusual location has long-standing associations with people. It is also one of three known natural caves in Maine where bats overwinter. Concern about human activity during winter hibernation has recently increased due to white-nose syndrome, which compromises health among bats. Disturbance causes bats to use limited fat reserves

that could cause mortality. Beginning in 2017, 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; see Appendix C for more about the bats in Allagash Ice Cave.

CONDITION—LANDSCAPES: Undocumented. The areas discussed in this section—named historical sites, campsites, trails and portages, or ice cave—have not been professionally evaluated as historic and cultural landscapes. Various guidebooks and online sources assess the state of trails, campsites, and portages as recreational assets. I discuss the significance of the above resources in chapter 5.

STRUCTURES

Historic buildings, and other structures, are physical links to the past. They are constructions that hold information about the history of the Allagash. Structures create “place” for visitors, as identifiable locations in the landscape that help tell stories of land and water. Structures include buildings, building ruins, bridges, earthworks, fences, remains of transportation features such as railroad tracks, etc. I consider a structure to be any stationary construction with a function, unless it is entirely subsurface (archaeological property) or in the watercourse below normal water level (submerged cultural resource).

Structures identified within the One-Mile Zone (see Figure 1) are listed in Table 2. Not all structures listed are heritage resources. A checkmark (✓) in Table 2 indicates structures that are candidate heritage resources. That is, they (a) are more than 50 years old, (b) have association with a historical event, activity, or person, (c) are representative of a type, (d) have other cultural and aesthetic values of note, or (e) possess information important in prehistory or history. These characteristics are consistent with Bureau policy identifying potential historic and cultural resources (BPL, 2000, p. 33).

Outbuildings or other ancillary structures could be potential heritage resources, but I did not learn enough about them for their consideration at this time. In fact, little documentation exists for many of the structures identified. No docks or roads were inventoried.

Existence of structures listed in Table 2 was verified by Allagash Wilderness Waterway staff review of a November 2016 draft of this report. Several structures were added to the list subsequent to broad review of a May 2017 *Storied Lands & Waters* draft.¹⁰ Unless otherwise noted, listed structures are managed by Waterway personnel.

¹⁰ BPL documents are the basis for the entries; construction dates and square footage are from the most reliable sources I could find, some more reliable than others.

Table 2. Structures within One-Mile Zone

✓ = candidate heritage resources (see Terminology). * = buildings outside the Restricted Zone, but within the One-Mile Zone. IFW = Maine Inland Fisheries and Wildlife, Warden Service and Fisheries Division. PRL = Maine Bureau of Parks and Lands Public Reserved Lands. UMFK = University of Maine at Fort Kent.				
LOCATION	STRUCTURE NAME	YEAR BUILT	CURRENT USE	SQUARE FOOTAGE
ALLAGASH RIVER				
T15 R11 WELS	Moir Farmhouse ✓	c. 1874	historical ruin	-
	Taylor Camp ✓	rebuilt 2012	visitor interpretation	400
	Michaud Farm Ranger Station	c. 1968	ranger housing	768
	woodshed	?	firewood/tool storage	171
T14 R12 WELS	Halfway Main Camp ✓ (Burntland Brook)	c. 1949	managed by Jalbert's Sporting Camps	817
	Halfway Bunkhouse	1985	managed by Jalbert's Sporting Camps	265
	shed	?	managed by Jalbert's Sporting Camps	89
ROUND POND / MOUNTAIN				
T13 R12 WELS	Round Pond warden camp ✓	1930s	IFW and AWW staff housing	-
	woodshed	1987	IFW firewood/tool storage	-
	Windy Point Lodge ✓	1940s	managed by Jalbert's Sporting Camps	610
	Windy Point Camp No. 1 ✓	1940s	managed by Jalbert's Sporting Camps	680
	Windy Point Camp No. 2 ✓	1940s	managed by Jalbert's Sporting Camps	360
	Windy Point Camp No. 3 ✓	1940s	managed by Jalbert's Sporting Camps	528
	sauna bldg.	2009	managed by Jalbert's Sporting Camps	95
	wood-fired hot tub and deck	1990	managed by Jalbert's Sporting Camps	-
	shed	c. 1949	managed by Jalbert's Sporting Camps	198
	E. H. Violette Wilderness Camp*	c. 1999	UMFK university classroom, student housing	1,440
	generator bldg.*	c. 1999	UMFK propane electric generator	-

LOCATION	STRUCTURE NAME	YEAR BUILT	CURRENT USE	SQUARE FOOTAGE
	Camp Henderson ✓*	pre-1966?	PRL employee housing	-
	shed*	?	PRL storage	-
	water tower*	?	PRL storage	-
	Round Pond Mtn. fire tower ✓*	1993	PRL decommissioned, no access allowed	-
T12 R13 WELS	Whittaker Brook Camp ✓	1949	managed by Jalbert's Sporting Camps	320
	McNally's Ross Stream Camps ✓* (five or six guest camps, lodge; outbuildings)	1940s	privately owned and operated sporting camp	-
	Henderson Brook Bridge	rebuilt 2010	PRL, carries Blanchet-Maibec Road	-
LONG LAKE				
T11 R13 WELS	springhouse	?	UMFK not used (former Page Camp)	-
UMSASKIS LAKE / THOROUGHFARE				
T11 R13 WELS	Camp Drake ranger camp ✓	c. 1940	project staff housing	631
	shed	?	storage	-
	Camp Drake warden camp ✓	pre-1966	IFW staff housing	-
	woodshed	?	IFW storage	-
T11 R13 WELS	Umsaskis Ranger Station	?	staff housing	786
	shed	?	firewood/tool storage	-
	Umsaskis (Realty) Bridge ✓	1958	Clayton Lake Woodlands Holdings, LLC., carries American Realty Road	-
T10 R12 WELS	Bissonette Bridge abutments ✓	pre-1966	stone and gravel	-
CHURCHILL DEPOT				
T10 R12 WELS	Churchill–1998 Dam and Bridge	1997–98	460-foot-long concrete dam with fishway, carries vehicles across Allagash River	-
	Storehouse (a.k.a. barn) ✓	c. 1925	displays, equipment storage	3,000
	Boarding House ✓	c. 1926	storage	2,400
	Churchill Ranger Station	pre-1970	year-round ranger housing	768
	shed	?	firewood/equip. storage	242

<i>LOCATION</i>	<i>STRUCTURE NAME</i>	<i>YEAR BUILT</i>	<i>CURRENT USE</i>	<i>SQUARE FOOTAGE</i>
	shop	1997	house generators, garage, workshop	864
	AWW Headquarters	1984	administration, seasonal park manager housing	1,151
	shed	?	firewood/equipment storage	247
	vault toilets (2)	pre-1986	visitor use	-
	accessible vault toilet	1997	visitor use	-
	billboard/kiosk	?	public information	-
CHURCHILL / HERON LAKE				
T9 R12 WELS	Camp Pleasant ✓	pre-1966	assistant ranger housing (former personal camp)	660
	shed	?	firewood/equipment storage	161
T9 R13 WELS	John's Bridge	1985 reconstruct	Seven Islands Land Company, carries vehicles	-
EAGLE LAKE				
T8 R13 WELS	Eagle Lake Ranger Station ✓	pre-1966	staff housing (former sporting camp)	300
	shed	?	firewood/equipment storage	-
	Camp Eagle warden camp ✓	pre-1966	IFW staff housing	546
	shop	?	IFW workshop; storage	96
	shed	?	IFW wood storage	546
TRAMWAY				
Eagle Lake TWP & T7 R13	tramway tracks ✓	1902	historical ruin	-
	EL&WB railroad tracks ✓	1926–27	historical ruin	-
	EL&WB Trestle ✓	1926–27	historical ruin	-
	well ✓	pre-1966	35-feet deep, stone lined	-
	Maine Forest Service camp flagpole ✓	pre-1966	erect metal flagpole at Forest Service camp site	-
	boarding house foundation ✓	pre-1966	historical ruin	-
CHAMBERLAIN LAKE / THOROUGHFARE				
T7 R13 WELS	Chamberlain–1841 dam ✓	1841	timber crib dam buried in Lock–1962 dam	-
	Lock–1962 dam ✓	1962	280-foot long earth-fill dam	-

<i>LOCATION</i>	<i>STRUCTURE NAME</i>	<i>YEAR BUILT</i>	<i>CURRENT USE</i>	<i>SQUARE FOOTAGE</i>
	Lock Dam Camp ✓	pre-1966	occasional ranger housing; former dam keeper's camp	513
	Lock Dam bunkhouse	?	staff housing (only bunks)	144
	shed	c. 2015	storage	110
T7 R12 WELS	Nugent (Leadbetter Brook) Main Lodge ¹¹ ✓	c. 1938	managed by Nugent's Sporting Camps	861
	Nugent sporting camp No.1 ✓	c. 1960	managed by Nugent's Sporting Camps	887
	Nugent sporting camp No. 2 ✓	?	managed by Nugent's Sporting Camps	379
	Nugent sporting camp No. 3 ✓	c. 1940	managed by Nugent's Sporting Camps	287
	Nugent sporting camp No. 4 ✓	?	managed by Nugent's Sporting Camps	426
	Nugent "Stubby's Camp" (relocated) ✓	1938	managed by Nugent's Sporting Camps	246
	Nugent "new" sporting camp	post-1996	managed by Nugent's Sporting Camps	800
	Nugent "new" sporting camp	post-1996	managed by Nugent's Sporting Camps	800
	Nugent manager's residence/shower bldg.	post-1996	managed by Nugent's Sporting Camps	1,060
	icehouse (woodshed) ✓	?	managed by Nugent's Sporting Camps	-
	storehouse (workshop) ✓	?	managed by Nugent's Sporting Camps	508
	generator shed	?	managed by Nugent's Sporting Camps	-
	Nugent (Chamberlain Farm) Farm Camp ✓	pre-1966	managed by Nugent's Sporting Camps	160
T6 R11 WELS	Chamberlain Ranger Station	?	year-round staff housing	768
	shed	?	storage	-
	shop	?	workshop, garage, storage	864
	generator shed	?	electric generator, storage	192
	woodshed	?	firewood storage	-
	Chamberlain Thoroughfare Bridge	1977	Katahdin Timberlands, carries vehicle	-

¹¹ Nugent Camp (Leadbetter Brook) square footage from March 5, 1996, unpublished BPL report.

<i>LOCATION</i>	<i>STRUCTURE NAME</i>	<i>YEAR BUILT</i>	<i>CURRENT USE</i>	<i>SQUARE FOOTAGE</i>
	Kellogg Brook Camp	?	PRL staff housing; vehicle access	-
	shed	?	PRL storage	-
	generator bldg.	?	PRL house generator	-
	warden camp ✓	1951	IFW staff housing; former logging camp	-
	boathouse	?	IFW storage	-
	woodshed	?	IFW firewood storage	-
ALLAGASH LAKE AND MOUNTAIN				
Eagle Lake TWP	Allagash Stream Bridge	1987 reconstruct	Seven Islands Land Company, carries vehicles	-
T8 R14 WELS	Allagash Lake Dam ✓	pre-1966	ruin at outlet of lake; typical of many former small dams. See Figure 31.	-
	Allagash Lake warden camp ✓	1956	IFW & AWW staff housing	-
T7 R14 WELS	Allagash Lake Ranger Station	?	staff housing	-
	shed	?	firewood/tool storage	-
	Allagash Mtn. Fire Tower ✓	1924	PRL decommissioned, visitor use	-
ROUND POND				
T6 R11 WELS	Round Pond ranger camp ✓	pre-1966	staff/ranger housing	635
	shed	?	supplies storage	-
TELOS LAKE				
T6 R11 WELS	Telos–1981 dam ✓	1981	timber crib construction	-
	Telos Cut ✓	1841	canal to dam	-
WATERWAY (Not included in calculations)				
Roadsides	entrance signs	-	visitor use	-
	notice boards	-	visitor use	-
Campsites (81)	≈ 150 ridge poles	-	visitor use	-
	≈ 150 fire rings	-	visitor use	-
	≈ 82 pit privies	-	visitor use	-
	≈ 81 campsite identity signs (18" high, approx. 3 ft. above grade)	-	visitor use	-

Considering the “more than 50-years-old” rule-of-thumb, structures built by BPL shortly after Waterway designation are on the cusp of consideration as historic. However, the Storied Lands & Waters assessment considers only buildings and other structures that were created prior to establishment of the Allagash Wilderness Waterway in 1966;



Figure 16. Michaud Farm Ranger Station (top – BPL, 2013; bottom – 2016, photos by B. Jacobson)

are associated with a historical event, activity, or person; are representative of a type; or have other cultural and aesthetic values of note. In all, about 50 of the 105 structures I identified might meet one or more of these criteria; see chapter 5 for my analysis of these. (Sites of former buildings and other structures that may possess important historical information are discussed in Appendix B.)

Condition of structures, when stated in the following, is based on documentation I discovered during the assessment. I did not conduct field reconnaissance.

Buildings

There are more buildings than any other type of structure identified in Table 2 (75%). Among the buildings, one third are camps. Of the 81 buildings within the One-Mile Zone, I found approximate dates of construction for only 45. The majority of those (26)

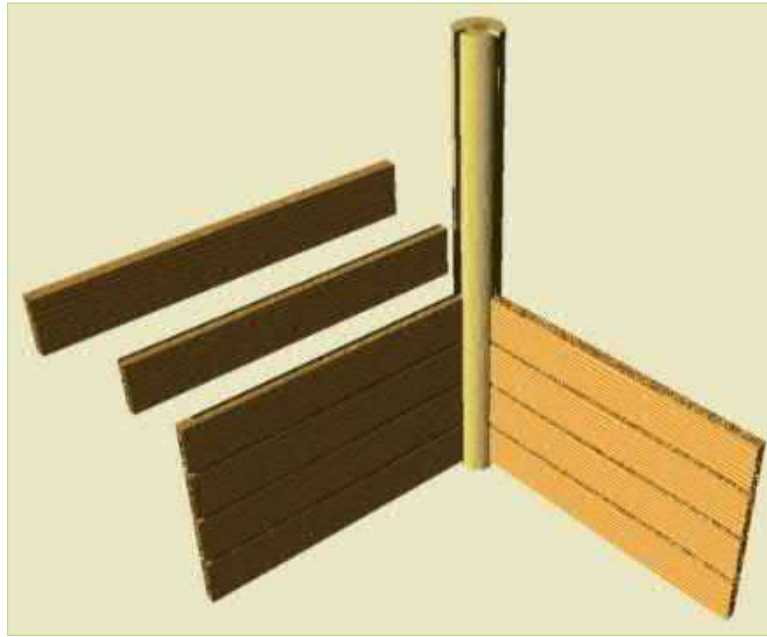


Figure 17. Illustration of pièce-sur-pièce à tenons en coulisse construction (BPL, n.d.-b).

are older than 50 years, exhibiting one characteristic of historic and cultural resources. All buildings identified are of log or stick-built wood construction. All are single-storey, with the exception of three at Churchill Depot that have two stories: Boarding House, Storehouse, and headquarters.

Moir Farmhouse (Allagash River)

The ruins of a farmhouse (Figure 18) at the Moir farm show *pièce-sur-pièce à tenons en coulisse* construction on a portion of the building (Figure 17). This traditional French style, also seen in the St. John Valley, features horizontal layers of hewn or sawn logs or planks stacked “piece on piece.” Rather than the logs being notched at the corners, they were often built *en coulisse*. That is, tenons or tongues on each end of the planks were inserted into vertical grooves (*coulisses*) in upright members at critical locations such as corners and doorways (U.S. Department of the Interior, National Park Service, 1994).

The farmhouse is located above Allagash Falls, about 11 miles from the village of Allagash and approximately 400 feet from the east bank of the river. The date of construction is in question. Some sources say 1874. BPL contracted with historic

archaeologist Peter Morrison (2003) to conduct an assessment of the farmhouse in 2001, and he asserts that it dates from the early 20th century. Interestingly, the pièce-sur-pièce portion was an addition to an earlier frame building, according to Morrison.

In later years, the Moir Farmhouse was used for hay storage; thus, many sources refer



Figure 18. Moir Farmhouse. (2016, photo by T. O’Leary)

to the structure as a barn. In addition to the primary dwelling, two other structures were standing in 2006. One is described in a 2006 Maine historic building/farmstead survey form as an unknown “log construction,” which stood beside the north wall of the farmhouse. The other is a log “chicken coop,” which Morrison suggests could have been a workshop at one time. Outbuildings that were once part of the farm are now potential archaeological sites. The Moir Farmhouse and ancillary structures were entered into the Maine historic building inventory in 2007 (MHPC #833-0001).

A section of pièce-sur-pièce à tenons en coulisse wall (7 feet high by 8 feet long) was constructed inside the Taylor Camp building for interpretive purposes by BPL staff, using 12 timbers that had been stored at Moir farm in the “chicken coop.” See Figure 19.

Many residents in the town of Allagash are descendants of the Moir and Diamond families who lived at Moir farm. See Appendix B for a drawing of the farmhouse, which is a subject rich with potential for historical interpretation.

CONDITION—FARMHOUSE: The Moir Farmhouse is considered a ruin. The 2006 historic structures survey forms evaluated the condition as “poor.”

Taylor Camp (Allagash River)

A 2006 Maine historic building survey form (MHPC #833-0002) assessed the condition of three log camps built and occupied by Henry and Alice Taylor on the Allagash River above (south of) Allagash Falls as “very poor.” BPL dismantled two of the camps and the



Figure 19. Pièce-sur-pièce wall of Moir Farmhouse timbers inside the reconstructed Taylor Camp (bottom – BPL, 2013; top – 2014, photo by T. O’Leary)

remaining building was reconstructed, set farther back from the river, using parts from all three structures. The community effort to save the camp, initiated by Mel and Gary Pelletier, was performed primarily by volunteers from 2005 to 2012; the camps were originally built in the 1930s. Replacement lumber and logs were brought to the area by

canoe (M. Pelletier, pers. comm., December 2, 2016 and April 6, 2017). An airstrip used to access the Henry Taylor camps was still evident near the Moir farm in 2006; see Other Mechanical Equipment on page 127. The Taylor Camp is open to the public for interpretive purposes. It is a candidate heritage resources. See Figure 19.



Figure 20. One of four camps at Windy Point, Round Pond. (2016, photo by B. Jacobson)

CONDITION—TAYLOR CAMP: The reconstructed camp appears to be in good condition, not unexpectedly given the recent work.

Halfway Camp – Jalbert’s Sporting Camps (Allagash River)

Three buildings near Burntland Brook, below Round Pond (T13 R12 WELS) on the Allagash River, are managed as part of the Jalbert’s Sporting Camps lease. They are considered “halfway” between Round Pond and Michaud Farm or Round Pond and Allagash Falls, depending on the source. One is the circa-1949 main camp. The others are a shed, date unknown, and a “small sleeping camp” or bunkhouse built in 1985 (according to risk assessment records). See Windy Point Camps below.

CONDITION—HALFWAY CAMP: Documentation not available.

Windy Point Camps – Jalbert’s Sporting Camps (Round Pond, T13 R12)

The original camp built on Windy Point in the 1940s (1941 or ‘49) by “The Old Guide” was destroyed. It was replaced, with several other structures added by him and family members since. Today, seven structures stand at Windy Point, of which four are classic camp buildings. (Other structures include a woodshed, privy, wood-fired sauna, and rustic hot tub.) The structures are maintained by the Jalbert family, under a lease from

the Bureau, and available for public use by reservation. Supreme Court Justice William O. Douglas stayed at the Windy Point Jalbert Camps in 1961.

CONDITION—WINDY POINT CAMPS: Documentation not available.

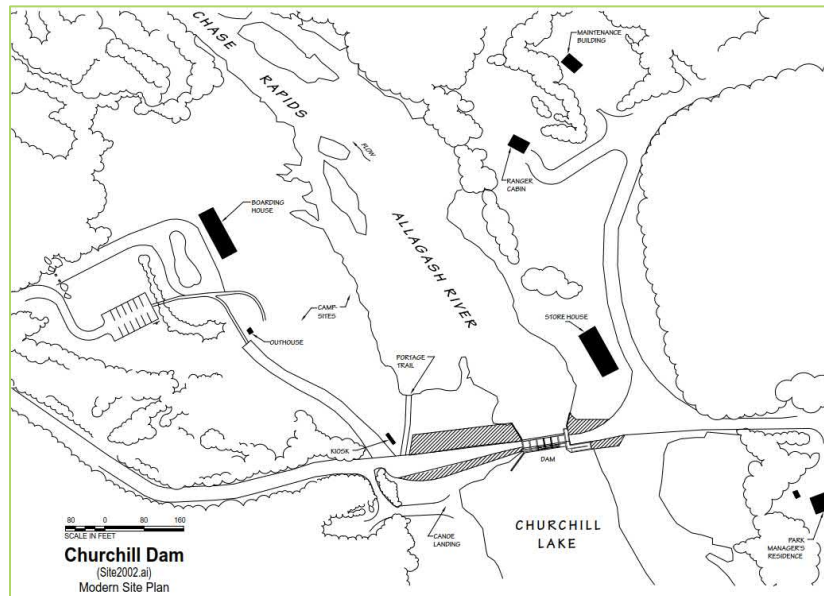


Figure 21. Churchill Depot site plan, c. 2002. (courtesy of BPL)

Whittaker Brook Camp – Jalbert’s Sporting Camps (Allagash River)

There is one camp at Whittaker Brook managed as part of the Jalbert’s Sporting Camps lease. Whittaker Brook is 8 miles upstream (south) of Round Pond (T13 R12 WELS). See Windy Point Camps.

CONDITION—WHITTAKER BROOK CAMP: Documentation not available.

Churchill Depot Boarding House (Allagash River)

The Madawaska Company built the Boarding House at Churchill Depot, part of the settlement to support Édouard Lacroix’s lumbering operations. It is a large, two-storey, wood frame structure sited on the shore of the Allagash River. Some who stayed there during the lumbering period were transients going to or from woods camps. Others were more permanent residents. For instance, *Nine Mile Bridge* author Helen Hamlin (1945), a schoolteacher at the depot, lived in one of the upstairs rooms.

The Churchill Depot Boarding House is the most studied building in the Waterway. Boarding House drawings were prepared and preservation priorities outlined for BPL in 1993 (James Yarnell, January 1993, copy at Maine Historic Preservation Commission). Volunteers replaced the foundation cribbing later in 1993. According to Terry Harper, they removed the lower boards on the walls at that time to allow sawdust insulation to

flow out, given that much of the deterioration to the sills and ends of the floor joist was attributed to the sawdust holding moisture (pers. comm., November 29, 2016). More recent work to the structure, completed by both volunteers and staff, includes repairs to the foundation cribbing and roof. The full scope of recent work is undocumented.



Figure 22. Churchill Depot Boarding House. (2017, photo by B. Jacobson)

Since 1999, the Bureau has photographed the structure and prepared measured drawings of the elevations, framing, and floor plan (Figure 25). In 2015, the Allagash Wilderness Watery Advisory Council supported investigating “restoration” of the Boarding House (BPL, 2016a, p. 3); the same year a National Park Service representative visited the building with several members of the Council.

In 2017, Michael Goebel-Bain, Maine Historic Preservation Commission National Register and Survey Coordinator, deemed the Boarding House eligible for nomination to the Register under two criteria. It is eligible due to association with the logging industry, under Criterion A, and because it embodies the distinctive characteristics of its type, under Criterion C. The period of significance begins at its construction by the Madawaska Company, circa 1926, and ends with its last use associated with logging (M. Goebel-Bain, pers. comm. with T. Desjardin, December 11, 2017).

CONDITION—BOARDING HOUSE: In 2015, Richard Chilcoat of National Park Service Northeast Region Historic Architecture, Conservation and Engineering Center inspected the Boarding House at the request of BPL. He reported his findings in a memo to Waterway Superintendent Matt LaRoche (August 17, 2015). Chilcoat contends, “the Boarding House is in poor but repairable condition and despite decades of little or no maintenance still retains a significant quantity of original interior and exterior historic architectural fabric.” Chilcoat noted the following building conditions in his 2015 memo.

Roof System

The existing sheet metal roof has reached the end of its life cycle. Nail popping is evident on many of the corrugated sheet metal panels and there is evidence in second floor ceiling finishes of roof leaks in several locations. It is unclear how many of these locations are active leaks. [See Figure 23.]



Figure 23. Roof and siding of the Boarding House. (2015, photo by R. Chilcoat)

Foundation Structural System

A wood cribbing system set directly on grade supports the Boarding House at the building's corners and at regular intervals along the perimeter sills and center span timber. A date stamp reading "Oct 1993" appears on the northwest corner cribbing indicating that at least some of the cribbing has been reset or replaced fairly recently. Many of the cribbing supports appear to have received wood or masonry shims during the 1993 work, likely to compensate for uneven settling. [See Figure 24].



Figure 24. Foundation cribbing and deteriorated sill at east end of Boarding House. (2015, photo by R. Chilcoat)

Perimeter Sills

An inspection of perimeter sill members revealed significant deterioration at a number of locations. The sill on the south side of the structure appears to have been replaced fairly recently, possibly as part of the 1993 stabilization project. This new through-bolted double timber is in good condition and

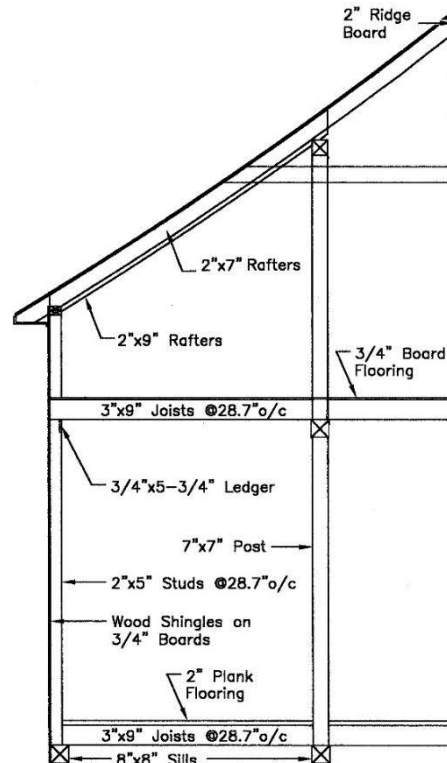


Figure 25. Elevation drawing of Churchill Depot Boarding House. (Courtesy of BPL)

appears to be adequately supported by the cribbing below. The sill timber spanning the west end of the south elevation is in good condition, but the floor joists in this location are completely deteriorated and are no longer engaged with the sill. This has caused the lower section of the exterior wall to bow outward significantly and the interior floor system in this location has failed. An additional location of concern was noted at the east end of the building. In this location a section of the sill is quite deteriorated and adjacent wall studs are no longer attached. [See Figure 24.]

Chimneys

A full inspection of the brick masonry chimneys was not possible given the time constraints of this initial visit. It appears that the center chimney is at least in part supported by a wood system located at grade below the structure. This wood support system is severely deteriorated and can no longer adequately support the brick masonry load above.

Exterior Cladding

The exterior cladding on the Boarding House is tongue-and-groove beveled clapboard which likely dates to the original construction of the building. There is also evidence that at some point in time the building may have been partially or fully clad over the clapboards in a green asphaltic sheet product.¹² This material remains on the cheek walls of the roof dormers. The lower courses of clapboards are missing at all elevations, which has allowed water to infiltrate the top of the sills. This has resulted in significant deterioration of wall studs and floor joists where they intersect perimeter sills.

Churchill Depot Storehouse (Allagash River)

This large structure (30' x 100'), sometimes referred to as “the barn,” stands on the shores of the Allagash River adjacent to Churchill–1998 dam (see site plan, Figure 21, and Figure 26). Originally, boats, and then planes, could off-load and load goods headed out to lumber camps directly thorough the building’s water-side double doors using the impoundment behind the former Heron Lake and Churchill dams. Now, BPL uses the Storehouse to house the Churchill Depot History Center, a collection of objects and images interpreting the Depot and the larger Waterway, and for operations functions.

The last substantial repair work on the Storehouse was done in 1984 when the structure was raised approximately 9 inches and an underdrain installed on one side. New timber support blocking was added, rotted sills, joists, and studs repaired or replaced, and flooring and sheathing installed. Removed shingles were then replaced. The contract for the work includes detailed methods and materials specification along with two drawings (C. Bastey, pers. comm., December 7, 2016). Volunteers and staff made roof repairs to the Storehouse in 2015.

The Storehouse is eligible for National Register of Historic Places nomination, due to its association with the logging industry (under National Register Criterion A). Its period of significance begins at construction (c. 1926) and ends with its last use associated with logging (M. Goebel-Bain pers. comm. with T. Desjardin, December 11, 2017).

CONDITION—STOREHOUSE: The condition of the Churchill Depot Storehouse is undocumented.

Clayton Lake Depot (Clayton Lake)

Édouard Lacroix’s Clayton Lake Depot—now owned by Clayton Lake Woodlands Holdings, LLC—is located within the Allagash watershed, but outside of the Waterway’s One-Mile Zone (thus not included in Table 2). It was apparently built in 1926 along the

¹² Terry Harper believes the green asphalt material was added in the 1950s (pers. comm., November 29, 2016).

same lines as Churchill Depot, though, unlike Churchill, its boarding house has a full second storey. “Each had an office (a bungalow-style house), a large bunkhouse with cook room on the ground floor, a large stable for the horses and Lombard haulers, a blacksmith shop, and other facilities. These year-round depots served the scattered



Figure 26. Aerial view of Storehouse amid dam construction activity, 1997. (photo courtesy of BPL)

temporary lumber camps. Clayton Lake even had a potato field (where the airport is now)” (A. German, pers. comm., August 17, 2016). Helen Hamlin tells of Clayton Lake Depot being the last stop for U.S. mail in the 1930s (1945, p. 93). Clayton Lake structures were renovated after 2009 and continue to be occupied.

It is said that Lacroix built several office-residences with the same floor plan so he would always be acclimated as he moved around his operations (A. Barker, pers. comm., July 23, 2016). Although this requires further investigation, Lacroix did use standardized structures at many locations such as Churchill Depot, Clayton Lake, Gaspésie, Coburn Gore, and LacFrontier. Reportedly, the office-residence design was by an architect who lived in Washington State and the boarding house design came from Great Northern Paper (T. Harper, pers. comm., November 29, 2016).

CONDITION—CLAYTON LAKE DEPOT: Documentation not available.

McNally’s Ross Stream Sporting Camps (Chemquasabamticook Stream)

Chemquasabamticook Stream—also known as Ross Stream—rapidly falls from Clayton Lake to Long Lake. The sporting camp on the northern bluff of the stream was developed more than 70 years ago by Dana and Mycki McNally with guide, and part owner, Les Gardner. The camp remains privately owned and operated on 2 acres of land leased from Tall Timber Trust, within the Waterway One-Mile Zone.

Typical of classic Maine sporting camps, there are five guest camps (each with two to four beds) and a main lodge. Four of the guest camps are of log construction and one is stick-built. The lodge is where meals are prepared and served, and is a gathering place for guests. Unlike many North Maine Woods accommodations, the lodge and camps



Figure 27. Farm Camp on Chamberlain Lake (BPL, 2013).

have running water with flush toilets and showers. They also are winterized, so the business is often open all seasons of the year for hunting, fishing, paddling, and snowmobiling (Smith, 2016, pp. 150–152).

CONDITION—MCNALLY’S CAMPS: Documentation not available.

Nugent’s Sporting Camps (Leadbetter Brook)

Al and Patty Nugent built a camp at Leadbetter Brook on the eastern shore of Chamberlain Lake in summer 1936. Following her husband’s death in February 1978, Patty continued operating the camps, which were by then property of the Bureau. She moved out in the winter of 1986–87 and their original camp building was removed from the Waterway. Eight of the log buildings built by the Nugents remain (B. Hardy, pers. comm., January 11, 2018) which, according the Nugent’s Camps website, “have all been rebuilt” (“History,” n.d.). Today, there are 12 structures, excluding docks and privies, at Leadbetter Brook. All these BPL buildings are maintained by the lessee and available for public use by reservation.

Farm Camp (Chamberlain Lake)

Another structure managed by Nugent’s Sporting Camps is located at the site of Chamberlain Farm, and is referred to as Farm Camp or Farmhouse Camp (Figure 27). Dean Bennett believes this remaining structure on the shore at the farm site was built shortly after the now-gone farmhouse, which was one of about 60 buildings once there.

Farm Camp could have been a storehouse or a boathouse in the past. Or, it was possibly a store that catered to paddlers soon after the presumed time it was built (2001, p. 205). Patty Nugent claimed that it was used for a paint and repair shop during the Coe-Pingree era (B. Hardy, pers. comm., April 7, 2017). Bennett has been through the



Figure 28. Lock Dam Camp interior. (2017, photo by B. Jacobson)

building, including the attic which has “original” boards (pers. comm., August 30, 2016).

CONDITION—NUGENT’S CAMPS: No documentation available.

Ranger and Warden Camps

The Department of Inland Fisheries and Wildlife owns five camps within the One-Mile Zone: warden camps on the thoroughfare between Round Pond (T6 R11 WELS) and Chamberlain, Allagash Lake, Eagle Lake, Umsaskis Lake, and Round Pond (T13 R12 WELS, used by Allagash staff). BPL also owns 14 camps and ranger stations for use by Allagash and Public Reserved Lands personnel. Lack of information about these structures prevented me from determining their status as heritage resources, except to say that some are more than 50 years old.

One pre-1966 Waterway camp, the former Lock dam keeper’s house, was the seasonal home of author Dorothy Boone Kidney (1969, 1977, 1980), now used by BPL for occasional volunteer and staff housing. It overlooks the dam and Chamberlain Lake (Figure 28).

Dorothy and her husband, Milford, spent 28 summers between 1957 and 1985 in a one-room cabin on Chamberlain Lake tending Lock Dam for Bangor Hydro-Electric Co. and registering canoeists for the Maine Bureau of Parks and Recreation.

A prolific freelance writer whose work appeared in national and regional magazines, she also wrote a number of books, three about their experiences in the Allagash: *Away from It All*, *A Home in the Wilderness* and *Wilderness Journal*.



Figure 29. Allagash Mountain Fire Tower (BPL, 2013).

Dorothy, who died at 82 in 2001, would have been delighted to read last Friday’s piece in the *Bangor Daily News* by Matthew LaRoche, superintendent of the Allagash Wilderness Waterway, in which he highlights the significance of the acquisition of Lock Dam and notes that the cabin the Kidney couple occupied “sits pretty much as they left it” (Olmstead, 2016).

CONDITION—RANGER AND WARDEN CAMPS: Documentation not available. Volunteers refurbished Lock Dam Camp in 2017; it and its outbuildings appear in good condition.

Fire Towers

There are presently two fire towers within the watershed. A log tower was first built atop Allagash Mountain (elev. 1,400 feet) in 1916 (Colby, 1919, p. 24) with the current 27-foot steel tower installed in 1924, according to the Forest Fire Lookout Association (“Maine fire towers,” 2015). The cab remains, and is accessible to the public. It is located on BPL’s Chamberlain Public Reserved Land. See Figures 14 and 29.

One on Round Pond Mountain (elev. 1,382 feet) was installed in 1993. The 60-foot steel tower (possibly from Burnt Mtn.) and observation platform replaced a 1946 structure. Located on BPL's Round Pond Public Reserved Land, it is reached via a 2.4-mile trail from the pond's shore. BPL posts the tower prohibiting public access. See Figure 90.



Figure 30. Churchill–1998 dam and roadway, with storehouse in background. (2016, photo by C. Stewart)

CONDITION—FIRE TOWERS: The Maine Chapter of the Forest Fire Lookout Association lists the 2015 condition of the Allagash Mountain tower as fair, and Round Pond Mountain as standing (“Maine fire towers,” 2015). My visit to Round Pond Mountain in 2016 revealed slack guywires and a delaminating plywood platform. In 2017, Waterway rangers reported a roof leak in the Allagash Mountain cab.

Dams

I consider dams as structures for this assessment, even though portions are submerged in the watercourse. These structures changed the flow of history just as they altered the natural flow of Allagash waters. Moreover, they remain important in the fabric of the modern Allagash. Hence, BPL maintains three functional dams to regulate water for paddling and fisheries.

The three maintained dams—Churchill–1998, Lock–1962, and Telos–1981—were built or rebuilt since 1966 and do not conform to the 50-year-old rule-of-thumb for heritage resources. Telos–1981, however, is of interest due to its traditional timber crib construction, and Lock–1962 encases the older Chamberlain dam. The current dam at Churchill is of modern concrete construction, built in 1997–98, upriver from the locations of dams that previously impounded Heron and Churchill lakes. Churchill–1998 is not a heritage resource (Figure 30).

Many former dams were as substantial as the three that remain functional. For instance, in 1907, the St. John Lumber Company constructed a dam at the outlet of Harvey Pond, which merged the pond with Long Lake. When the east end of this Long Lake–1907 dam washed out in 1908, the water level of the St. John rose several feet at Fort Kent

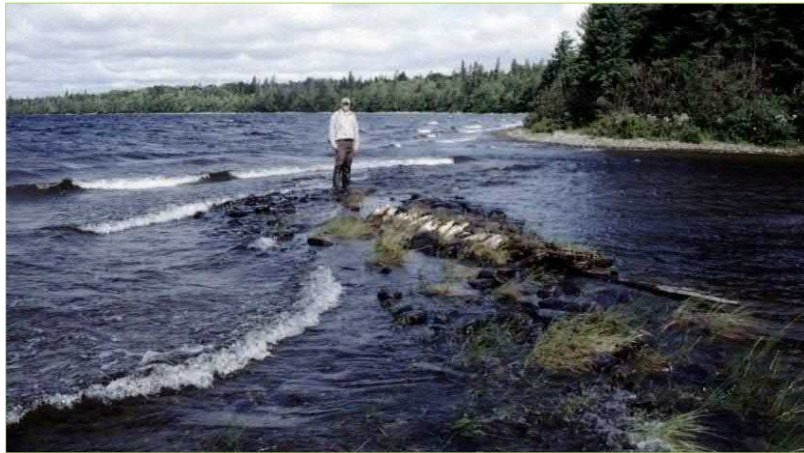


Figure 31. Remains of a dam at Allagash Lake outlet. (2004, photo by Johnson)

(BPL, n.d.-a). See page 216 and Appendix B for more details about Long Lake dams. Figure 89 is photo of what remains at the site.

So-called “log driving dams,” “roll dams,” or “wing dams” were less substantial. Often unnamed and mostly forgotten, these former structures helped manage the flow of water and logs during spring drives, and many are no longer discernible to the untrained eye. One example, at the outlet to Allagash Lake, is shown in Figure 31.

Dams were built and then rebuilt. Thus, secondary sources consulted give inconsistent dates and credit for dam construction. Some credit the engineer as the builder, while others the owner or investor. For instance, once source attributes Chamberlain dam to Shepard Boody, a lumberman who determined the feasibility of raising Chamberlain Lake in 1839. Another gives “the 1850s” as the dates of construction for both Chamberlain dam and the original Lock dam, and Eben S. Coe as builder of both. A third source claims David Pingree as the builder. A few sources also state that logs were driven into the West Branch drainage from Allagash lakes, rather than the Penobscot’s East Branch (a claim for which I’ve encountered no evidence). Gil Gilpatrick provides a concise treatment of early dam building in the “Dam It All” chapter of his book *Allagash* (2003). It includes the illustration in Figure 33.

A list of former dams identified during the Storied Lands & Waters project can be found in the Archaeological Properties section of this chapter, page 31; brief descriptions are in Appendix B: Potential Allagash Post-Contact Archaeological Properties.

Lock and Chamberlain Dams

The earthen dike of the modern Lock dam at the outlet of Chamberlain Lake was constructed in 1962, with substantial repair work performed in 2012 and 2018. The original 1841 timber crib dam at that location, Chamberlain Lake–1841 dam, had



Figure 32. Lock–1962 dam after 2018 repairs (2018, photo courtesy of BPL).

collapsed and was buried within an earthen berm. (I am assuming that the original 1841 dam was not substantially rebuilt prior to the construction of Lock–1962, and that Chamberlain–1841 is in fact the structure within the modern berm. No found sources counter this assumption.) In 2000, the State acquired Lock–1962 dam, and then the Lock Dam Lot and Lock Dam Camp in 2015.

Lock–1962’s (Figure 32) earthen embankment is 15 feet high by 280 feet long with sections of parapet wall of embedded vertical spruce planking or logs lined with a corrugated steel bulkhead. Riprap extends 3 to 5 feet above lake level. A gated spillway regulates flow (n.d., white paper in BPL historian files).

Amos Roberts and the Strickland Brothers (the owners of Township 6, Range 11) erected a dam at Chamberlain Lake during 1840–41 to supply Telos Cut. Five years later, Eben S. Coe built another dam (then called “Lock Dam”) below Chamberlain, at Eagle Lake, to create a lock that would float logs upstream from Eagle to Chamberlain. At the same time, he built Heron Lake–1846 dam to raise the lakes behind it, including Eagle. Once logs were raised to Chamberlain, they were driven to Telos, and then Webster Lake in the Penobscot’s East Branch drainage. The tramway made the lock obsolete because the conveyor could move more logs at a faster pace. Few vestiges remain of the lock or Lock–1846 dam, the lower dam at Eagle Lake.

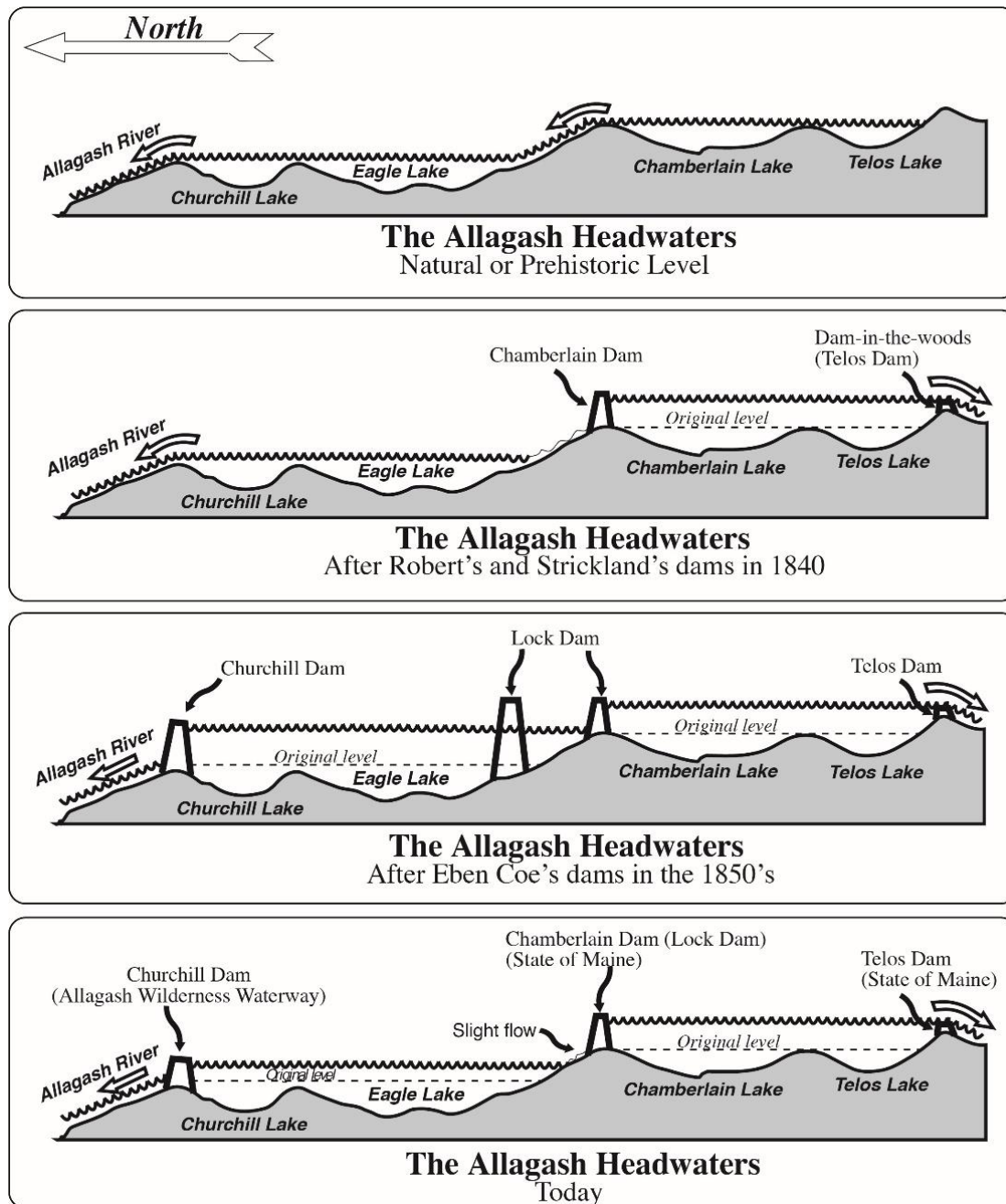


Figure 33. Changes wrought by early dams (Gilpatrick, 2003, p. 95).
Used by permission (G. Gilpatrick, pers. comm., January 23, 2017).

The former dam keeper's house, Lock Dam Camp, was the seasonal home of author Dorothy Boone Kidney. For more about Kidney, see the Ranger and Warden Camps heading, pages 67–68.



Figure 34. Aerial view of Telos–1981 dam by Rick Denico (BPL, 2015).

CONDITION—LOCK AND CHAMBERLAIN DAMS: In 2016, a contractor completed a condition report for Lock–1962, with recommendations. BPL replaced the dam's outlet structure in 2018 with a style intended to be more consistent with the river's wild character (BPL, 2018, p. 10). The condition of the buried Chamberlain–1841 cribwork is unknown.

Telos Dam and Cut

In 1838, Roberts and the Strickland Brothers engaged Shepard Boody to devise a way to make Chamberlain Lake flow against its northward natural current, and south into Telos Lake. Boody proposed raising the waters of Chamberlain Lake with a dam (see Lock and Chamberlain Dams, page 71), then directing the flow into Webster Lake, a source for the Penobscot River, via a 47-foot drop through Telos Gorge and Webster Stream (n.d., white paper in BPL historian files).

Boody proposed a canal 10 to 15 feet wide and 1 to 6 feet deep—known as Telos Cut—to feed water and logs to Telos dam. Many sources erroneously refer to the cut as the gorge below, rather than the channel constructed above the dam, though additional clearing was done below the dam in 1842 (Hubbard, 1884, p. 222). As Telos dam was built before Chamberlain–1841 dam delivered any water, it was known as the “Dam-in-the-Woods.” The dam enabled its owners to control the flow, and to collect a contentious toll from landowners who wanted to drive logs from points north of the dam to Bangor mills and markets (see note regarding a provincial tax on American logs).

Both the dam and cut were constructed by 1841, and dams have been constructed and reconstructed at the east end of Telos Lake since. The last crude log dam was replaced in 1924 by a timber crib dam. Portions of the dam have been replaced numerous times since then. The State acquired Telos–1981 dam and associated structures in 2000.

NOTE REGARDING A PROVINCIAL TAX ON AMERICAN LOGS

There is confusion in the record about the impetus for moving logs from the Allagash south on the Penobscot River. Several sources claim a tax on water-driven American logs imposed by the Province of New Brunswick was the cause; I found no documentation of such a tax prior to 1841, when Chamberlain and Telos dams were already in place.

There were, however, duties levied on forest products as a result of negotiations to set the international boundary. In 1839, U.S. Army General Winfield Scott and Sir John Harvey negotiated an interim agreement, in effect until a permanent boundary could be drawn between the United States and British North America. The agreement allowed joint occupancy of the area in dispute (present-day Aroostook and northern Piscataquis counties, Maine; Victoria and western Carleton and York counties, New Brunswick; and Lake Témiscouata region of Québec). Timbermen of both countries who operated in the area paid into a “disputed-territory fund” (MacNutt, 1963, pp. 308–313), which was divided when the boundary quarrel was settled. Her Majesty’s Province of New Brunswick collected those payments.

When the boundary was set in 1842, Article III of the Webster-Ashburton treaty allowed Americans to be treated the same as British subjects when they floated forest products on the St. John from the formerly disputed Maine territory. Both were taxed for “logs, lumber, timber, boards, staves, or shingles, or . . . agriculture.” (“British-American diplomacy: The Webster-Ashburton Treaty,” 2008).

In 1844, Maine formally complained that, in the year prior, the Province of New Brunswick had imposed a duty of a shilling a ton on all timber shipped from any port in the province, in violation of the 1842 treaty (Burrage, 1919, p. 341). New Brunswick reasoned that once the timber had entered the province it thus was being shipped from a provincial port and subject to the tax.

One source of confusion may well be John S. Springer who was quoted by Thoreau in *Maine Woods* (1864, p. 251). Springer wrote in 1856 that the impetus for digging the Telos Cut “is said to have originated in consequence of the levying of a provincial tax on lumber cut and run down the St. John’s by Americans, in violation of an article in the treaty adopted by the two governments in the recent settlement of the boundary between Maine and New Brunswick.” Springer went on to say that the duty was levied on “all timber running down the St. John’s, whether from the crown lands or the territory ceded to Maine. And the crown, in order to satisfy its loyal subjects for this new requisition, made a corresponding discount on the stumpage charged those hauling timber from the crown lands, while the Yankees were left without indemnification” (Springer, 1856, p. 206). Perhaps he was referring to the 1843 tax, which was in effect only after logs were floating from Allagash lakes into the Penobscot.

Don Nicoll (who has been directly involved with the Waterway since it was envisioned) notes, “there are questions raised in some of the later studies about the ‘tax as the cause’ argument. It appears the basic reason Pingree, et al., wanted to establish the Chamberlain–Telos flow through Webster Stream to the East Branch of the Penobscot was to deliver the timber more quickly and more cheaply than the roundabout route through the St. John, which, among other things, suffered from wildly variable water flows and intense competition for space on the river at narrow points and rapids. There is evidence the ‘tax’ argument was a cover story” (pers. comm., December 2, 2016).

East Branch Improvement Company erected the current Telos–1981 (240 feet long with a 16-foot head). It is of interest due to its traditional timber crib construction, placed on historic footings. The dam was constructed with non-native materials and earthen abutments incorporating steel sheet piling cutoff walls (n.d., BPL white paper).



Figure 35. Reconstructed tramway section. (2017, photo by B. Jacobson)

CONDITION—TELOS DAM: A contractor’s 2016 assessment of Telos–1981 dam recommends major repairs to correct leaks associated with structural deterioration. BPL undertook recommended stopgap repairs in 2017 (BPL, 2018, p.10).

Bridges

The six bridges listed in Table 2 and below are identified by the Allagash statute (12 MRS §1882) as permanent water crossings within the Waterway. All were constructed within the last 50 years, so I do not consider them heritage resources. The history of their locations is part of the story of the Allagash. The Eagle Lake & West Branch Trestle, a railroad bridge, is discussed below. Abandoned roads and bridges, potential archaeological sites, are discussed in Appendix B. The six bridges are:

- Henderson Brook Bridge
- Realty Bridge, also known as Umsaskis Bridge
- Churchill Dam Bridge
- John's Bridge
- Chamberlain Thoroughfare Bridge
- Allagash Stream Bridge.

Tramway Reconstruction

The historic tramway was the structure—a stationary functional construction—over which trams, vehicles that run on rails, carried logs. The structure included the wooden

trestle, rails, pulleys, cables, and power plant. What remains of the 1902 tramway could be considered a structure or an historic archaeological property. Because so many parts have been moved around since the tramway's abandonment, the scattered components of the tram and tramway are considered objects for this assessment; see Tramway Components at page 116, this chapter.

BPL and volunteers reconstructed a 28-foot section of the tramway for interpretive purposes, beginning in 2011. They mounted original rails, trams, and cables with new hardware on a support of new timbers. A pine log was placed on the tram as a demonstration and a fiberglass interpretive panel mounted on the log, as shown in Figure 35. In 2015, volunteers installed a 60-foot-long, 2-foot-wide drive belt between the steam engine and the tramway drive machinery. The reconstruction followed research and documentation by BPL and others, and the plans were approved by the director of the Maine Historic Preservation Commission. The tramway is a prime feature of a National Register Historic District.

CONDITION—TRAMWAY RECONSTRUCTION: Good.

Eagle Lake & West Branch Railroad

The Eagle Lake & West Branch railroad extended 13 miles south from Eagle Lake to Umbazooksus Lake, and its roadbed persists. It is most evident at the EL&WB Trestle and at the Eagle Lake terminus within Tramway Historic District where sit two locomotives and more than 40 decaying pulp cars. The railroad carried pulpwood south and, on return trips, supplies for lumbering operations. Operating from ice-out to freeze-up, the operation ran 24 hours a day and hauled approximately 65,000 cords of pulpwood a year (Harper, 1994c, p. 14).

Lacroix's Madawaska Company built the EL&WB in the winter of 1926–27. Later a 5-mile extension continuing to Chesuncook Meadows, known as the Chesuncook & Chamberlain Lake Railroad, was added.¹³ The railroad had terminal facilities at Eagle and Umbazooksus lakes.

Few wooden rail ties survive; some were evident at Crow's Nest campsite in 2001. In the 1970s, most rails within the Waterway were removed, except approximately 2 miles located between the Eagle Lake terminal at Tramway and the EL&WB Trestle (Harper, 1994c, p. 14). I describe the locomotives—contributing elements of the National Register nomination—and other rolling stock, in the Objects section, page 124.

¹³ Terry Harper notes that the oft-cited assertion of Great Northern's purchase and ownership of the railroad is not supported by his research of primary source material (Harper, 2017, p. 5).

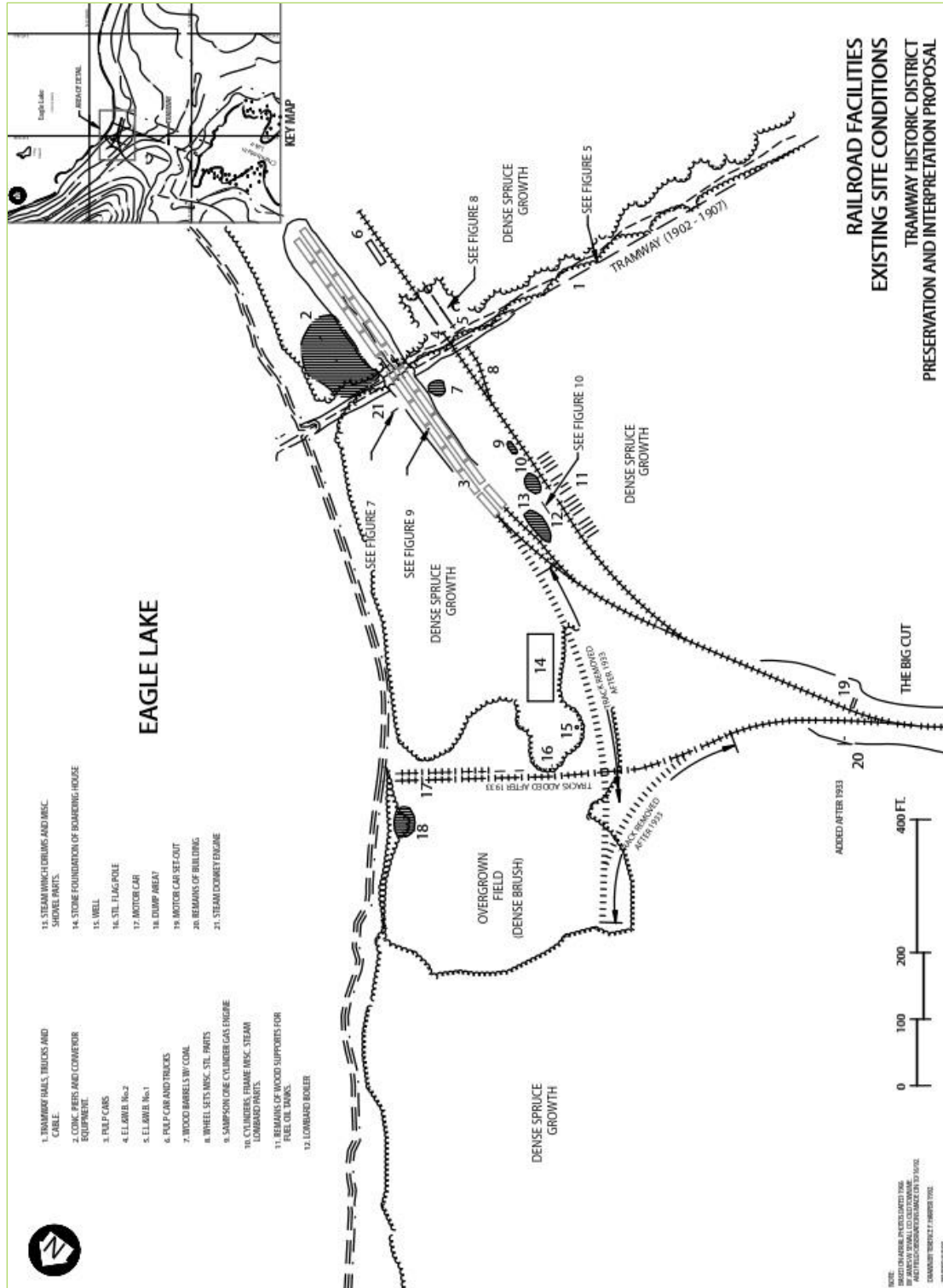


Figure 36. Railroad facilities existing conditions, 1994 (Harper, 1994c).

EL&WB Railroad Trestle

A 1,500-foot-long wooden trestle supported two locomotives—weighing 142,000 and 180,000 pounds—and about 14 loaded pulpwood cars 10 feet above the northern end of Chamberlain Lake, near Allagash Stream, during operation of the Eagle Lake & West



Figure 37. Remains of Eagle Lake & West Branch Trestle (BPL, 2013)

Branch Railroad (1927–1933). A fire weakened the wooden trestle (Harper, 1994c) and it is gone. Stone piers and some rails remain at the Trestle site; see Figure 37.

EL&WB Rail Terminals

The Madawaska Company built a loading facility and excavated a cut 500 feet long and 12 feet deep to facilitate loading at the Eagle Lake terminus of the EL&WB. The company built structures, now mostly gone, at both the Eagle Lake and Umbazooksus Lake terminals; they are potential archaeological properties. See the Objects section, page 124, for more about the railroad remains at Eagle Lake, including objects found by Harper (1994a, 1994b).

The Umbazooksus Lake terminal of the Eagle Lake & West Branch railroad, which is located outside the Storied Lands & Waters project study area, was inventoried by Harper (1995). It was here that a 600-foot-long pier extended into Umbazooksus Lake, upon which pulp cars were unloaded into the lake. Harper’s team was surprised to discover the mainline track still in place in 1995, beginning at the south switch to the wye and continuing north for an undetermined distance (Harper #9-1.0 thru 9-8.0). They recorded several items of note (9-9.0 thru 9-7.4), including part of a collapsed cabin that was one of three small dwellings that once lined the east side of the track. Harper noted

that wheel sets and truck assemblies had been used as fill material when the current dam was constructed across the outlet of Umbazooksus Lake. Knowledge of this site will improve understanding and interpretation of the railroad's operation.



Figure 38. Designation memorial plaque at Churchill Depot. (2017, photo by B. Jacobson)

CONDITION—EL&WB RAILROAD: The Trestle's stone piers and rails remain a feature on the land, as seen in Figure 37, though it is considered a ruin. The railbed is overgrown, noticeable at several locations, such as Crow's Nest campsite. The condition of the rail terminals is not documented.

Memorials

Dedication Plaque

U.S. Secretary of the Interior Walter J. Hickel, U.S. Senator Edmund Muskie, Maine Governor Kenneth Curtis, and other officials attended a ceremony held at Churchill Depot on July 19, 1970. The occasion was designation of the Allagash Wilderness Waterway as the first State-administered segment of the National Wild and Scenic

Rivers System. A bronze plaque placed at Churchill Depot for the dedication reads: “The Allagash Wilderness Waterway established by the people of Maine has been designated a State Wild River Area in the National Wild and Scenic Rivers System under provisions of the Wild and Scenic Rivers Act of 1968. Walter J. Hickel, Secretary of the Interior. July,



Figure 39. Joe McKeel memorial stone near Ramsay Ledges campsite—
“Joe McKeel. Died 1870” (BPL, 2013).

1970.” BPL moved the plaque to its current location near Churchill–1998 dam. See Figure 38.

CONDITION—DEDICATION PLAQUE: The bronze appears stable and recently cleaned. (Coloration of the masonry bedding appears similar to pictures from the 1970 event.)

McKeel Stone

Joseph McKeel (McKeal, McKiel, McKeil) was born in Kings County, New Brunswick, in 1800. The New Brunswick 1880 census lists McKeel as “death unknown” and his wife a widow, though he was known to be alive in Maine at that time. Some assume he left his wife and six children to work in the Maine woods. It is local legend that McKeel was buried along the shore of the Allagash, in two barrels (pork or flour barrels, depending on who is telling the story) during spring high water. Being buried in barrels was not unheard of in the Maine Woods. “The accepted way to bury a person in two barrels was to cut the top off one barrel down to the first hoop. Then one barrel could slide into

another one, be nailed together and that made an adequate coffin for those who wished to die as they lived, without standing on ceremony or fanfare” (Connors-Carlson, 2004, p. Preface). At least seven dates have been suggested for his demise, ranging from 1870 to 1902. No extant death certificate has been located (Connors-Carlson, 2004).

McKeel was buried by Dan O’Leary, Sr., who was living at the Moir farm (T. O’Leary, pers. comm., September 9, 2016). His grave was relocated to the site of a warden’s camp, some 16 miles along the Inn Road from the main road in the town of Allagash. There have been various grave markers. Clovis Jandreau put up the current stone memorial so that men working in the area would not run equipment back and forth over the grave. He is quoted in the January 22, 1973, *Bangor Daily News* as saying, “There used to be a wooden cross there 30 or 40 years ago, I don’t know what happened to it. I don’t remember where I got the date to put on the rock marker, but I think it was from inside the warden camp somewhere.” He estimated he placed the stone “about 10 years ago,” or circa 1963. (Connors-Carlson, 2004, p. 39). See Figures 39 and 88.

CONDITION—MCKEEL STONE: Undocumented.

OBJECTS

Museum objects are documents, specimens, artifacts, or other objects in the disciplines of archaeology, ethnography, history, biology, geology, and paleontology which are collected, protected, preserved, and used to aid understanding among visitors and to preserve information about specific parks, historic sites, or public lands units (BPL, 2000, pp. 37–38). The National Park Service posits that museum objects

are important park resources in their own right as well as being valuable for the information they provide about processes, events, and interactions among people and the environment. Natural and cultural objects and their associated records provide baseline data, serving as scientific and historical documentation of the park’s resources and purpose. . . . Museum objects used in exhibits, furnished historic structures, and other interpretive programs help visitors gain better understanding of the events, activities, and people commemorated by parks (U.S. Department of the Interior, National Park Service, 2005, p. 2.2).

Objects can be from any period in history. Museum professionals generally divided objects into collections of manuscripts, specimens in natural history collections, and collections related to archaeology, ethnography, and history. Objects can be large constructions that are by nature or design movable (distinguished from structures that are designed to be stationary), as well as smaller items. Thus, I discuss the railroad locomotives at Tramway Historic District, audiotapes at the Acadian Archives acadiennes, and hand tools at the Churchill Depot History Center in this section.

Maine Bureau of Parks and Lands

The Bureau does not have a formal museum collections program for the Allagash. However, BPL does have Allagash items in several locations. When possible, Waterway staff retrieve objects from the landscape and keep them in an area of the Storehouse at

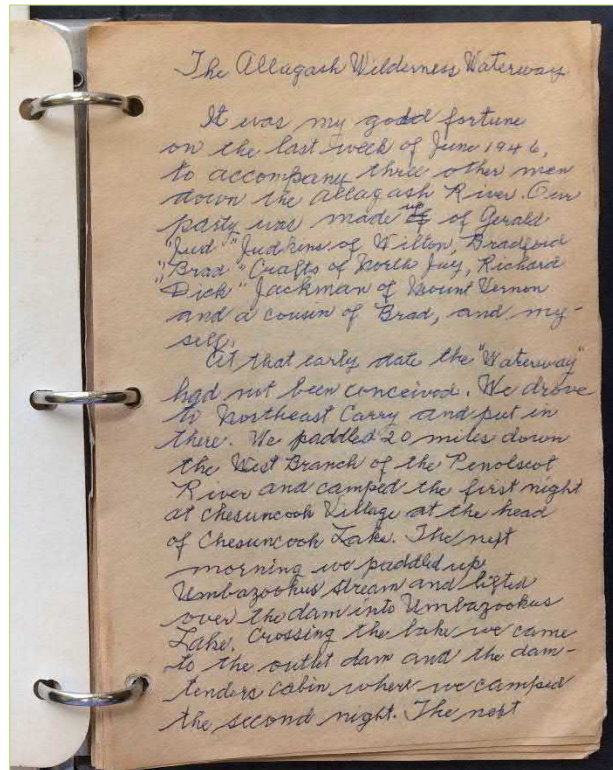


Figure 40. Account of 1946 Allagash trip found in BPL historian files. (2016, photo by B. Jacobson)

Churchill Depot. A large number of objects remain where they were abandoned prior to establishment of the Waterway, near the shores of the watercourse or deep in the woods.

Maine law (27 MRS §86-A, 27 MRSA §372) establishes responsibility for artifacts, museum objects, and specimens located on State-controlled lands, including the Waterway. They are the property of the State. Removal by anyone other than State of Maine personnel is prohibited by law and Waterway rule 2.18. Furthermore, “the Maine State Museum holds title, as trustee for the State, to all historical materials, other than documents or other library or archival items under the administrative jurisdiction of the Maine State Library or the Maine State Archives, that are or may become the property of the State and are or may be housed in the public buildings of the State.” The law further establishes that historical materials that are directly connected with areas under the jurisdiction of BPL “shall be exempt from this section.” (27 MRS §85-A). To some, the

mandate raises questions about the ownership of objects on Bureau lands. In chapter 5, I highlight distinctive objects held by the Bureau and others.

The BPL “historian files” in Augusta contain about 4 linear feet of records related to the history of the Allagash. There are background papers, correspondence, copies of reports and articles, Waterway guides, agreements, site plans, planning documents, and photocopies of historical photos. Some records are preserved on microfiche, and permanent records are held by the Maine State Archives. Fire consumed BPL records at the Waterway’s Umsaskis Lake headquarters when it burned in September 1982 (BPL, 2012, p. 60). Other BPL records are held in the current Waterway headquarters at Churchill Depot and in the Bureau’s Ashland and Greenville offices.

Manuscripts

In addition to administrative records, the BPL historian files include the following manuscripts.

- Historical and Contemporary Photos – Black-and-white prints, color photos, negatives, and transparencies in manila file folders. Two matching photo albums labeled “Photographs” hold 269 photos of the Allagash from the early 20th century. Another, “Memory Book,” has 148 pages of historical photos.
- Lawson Reeves Sojourns – Narratives and photographs “of two long-ago sojourns down the Allagash River,” according to a woman who donated the handwritten accounts when moving to a smaller dwelling. She reports, “both trips were organized by Lawson Reeves, a Maine native who lived in Corinna. These journals were given to my husband, William Hermann, by Lawson for safekeeping (he was one of the travelers). They are very interesting and chronicle conditions and customs of the time. One was done in 1946 and the other in 1979” (J. Hermann, pers. comm. with Maine Office of Tourism, n.d.). See Figure 40.

CONDITION—BPL MANUSCRIPTS: The above items are stored in a normal office environment. Condition of manuscripts varies.

Oral Histories

BPL contracted with Faye O’Leary Hafford, a local historian, to interview individuals associated with the Allagash Waterway to inform interpretative programming. Hafford and her husband, Lee, had spent 17 years employed by BPL at Michaud Farm, retiring in 1989. For the interviews, she sought anyone who could give information about the Allagash, including people who lived in the St. John Valley and others who knew the river. During a 1988–89 contract, at least 15 individuals were interviewed. The number from a 1990 contract is unknown, though Hafford reports that she continued to conduct interviews following the end of the contract period. Only a few tape recordings were made. Recently, Hafford’s handwritten notes were typed and compiled into a document

deposited at the Allagash Historical Society and the Faye O’Leary Hafford Library in the town of Allagash (F. O. Hafford, pers. comm., October 23, 2016).

CONDITION—HAFFORD ORAL HISTORIES: Condition of the original interview notes is unknown.

Inventory

In 1994, BPL contracted with Terry Harper for an inventory of post-contact objects resting above ground along the Waterway. The project was carried out in three phases, with the assistance of volunteers and BPL staff. More than 360 objects associated with 12 sites were numbered, photographed, and mapped; they are generally related to machinery and structures that served lumbering operations in the early 1900s.

Harper provided BPL with photocopies of the field book notes, as well as a site location map. Finished drawings, more than 300 catalogued photographs, and copies of audio commentaries were intended to accompany the inventory, though I did not locate any of these during the Storied Lands & Waters project. The sites Harper inventoried were:

- Cunliffe Depot (Allagash River)
- Long Lake Dam (Harvey Pond)
- Harvey Farm (Harvey Pond)
- Churchill Depot (Allagash River)
- Tramway Depot (Chamberlain and Eagle lakes)
- Remains of EL&WB RR (Eagle Lake)
- Chamberlain depot (Chamberlain Lake)
- Chamberlain Farm (Chamberlain Lake)
- EL&WB Trestle (Chamberlain Lake)
- Remains of EL&WB RR (Umbazooksus Lake)
- American Realty Depot (Umsaskis Lake)
- Paquett School (Umsaskis Lake).

During the Harper inventory some items were numbered with a system keyed to his maps and photos (Harper, 1994a, 1994b, 1995). The 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. Some numbered items have been moved to the Churchill Depot Storehouse.

Many objects held by BPL are in the Storehouse, where they are protected from weather and vandals and are on display for the public in the Churchill Depot History Center. There is no inventory or catalog for those materials (except Harper’s system). A few objects, also not inventoried, are stored in BPL offices. See headings in this Objects section for descriptions of the Bureau’s holdings, particularly Hand Tools, Boom Gear, Personal Items, Household Furnishings, Horse-Drawn Equipment, Tramway Components, Lombard Log Haulers, EL&WB Rolling Stock, Other Mechanical Equipment, and Boats.

Off-Site Repositories and Manuscript Collections

A range of organizations other than BPL, and individuals, also hold objects related to the Allagash. Some repositories are introduced below, accompanied by notes about any relevant manuscript collections. While manuscripts are usually thought of as text based, in museums and archives the term “manuscript” can refer to a variety of document types (U.S. Department of the Interior, National Park Service, 2005, “Understanding manuscripts: A basic introduction,” n.d.) such as:

- reports
- videotapes
- audiotapes
- correspondence
- photographs
- personal papers
- ephemera
- diaries
- scrapbooks
- press clippings
- legal and financial papers
- speeches.

I present details about Allagash items other than manuscripts under separate headings in this Objects section. As mentioned previously, some of these categories encompass BPL holdings. All objects types discussed are: Artifacts, Natural History Specimens, Hand Tools, Personal Items, Household Furnishings, Horse-Drawn Equipment, Tramway Components, Lombard Log Haulers, EL&WB Rolling Stock, Other Mechanical Equipment, and Boats.

Abbe Museum (Bar Harbor)

The mission of the Abbe Museum is to inspire new learning about the Wabanaki nations. In aggregate, the Abbe’s collections are composed of more than 50,000 objects representing 10,000 years of Native American culture and history in Maine. The collections and the museum’s education programs will be an important resource in developing interpretative media and programs for the Allagash. All collections are catalogued.

In addition to the Allagash artifacts collected on the shores of the Allagash lakes (see Artifacts, starting at page 108), I reviewed the following Abbe manuscripts related to archaeology in the Allagash–Munsungan Lake area.

- Master’s Thesis by Pauleena MacDougall Seeber – Miscellaneous papers related to archaeological surveys and excavations at Eagle and Munsungan lakes are in the Abbe Museum archive. These include a copy of an unpublished 1987 Master’s thesis, “A Comparison of Preliminary Archaeological Remains from Two Ceramic Period Sites at Munsungan [Munsungan] Lake, Maine,” by Pauleena MacDougall Seeber, and fieldnotes.

- Munsungan-Allagash Survey Collection – Black-and-white prints, negatives, and color transparencies related to Butler and Hadlock (1962) surveys. Includes photos of artifacts, excavations in the mid-1950s, and survey camps (Figure 41). One is labeled “Allagash Waters.”



Figure 41. Photo and transparencies from Abbe Museum archive. In lower photo Wendell Hadlock, Douglas Byers, and Milton Hall study materials during the 1950s. (2016, photo by B. Jacobson)

CONDITION—ABBE MANUSCRIPTS: Stable. Material is stored in acid-free folders and boxes and archival photo sleeves.

Acadian Archives acadiennes at University of Maine at Fort Kent (Fort Kent)

The Acadian Archives acadiennes was established at the University of Maine at Fort Kent in 1989. It is a repository and resource center, offering on-site consultation regarding archival collections and information about regional folklore, history, and folklife. The archives hold oral history interviews and scrapbooks that contain information about the Allagash. Lise Pelletier, Director of the Acadian Archives acadiennes, reports that they have few objects related to the Waterway (pers. comm., August 22, 2016). The results of my cursory search of the archives for relevant manuscripts are presented below.

- Marc Chassé Oral Histories – This collection (MCC-00248) consists of 350 video recordings of oral histories collected in English and French by Marc Chassé. Chassé was born in St. Agatha, Maine, and practiced chiropractic in

Fort Kent for 35 years, retiring in 1998. These histories document the Franco-American culture of the St. John Valley. Original VHS tapes have been converted to DVD format (both use and archival copies). Copies have been distributed to public libraries and local television stations within the St. John Valley. The online finding aid (Donahue & Chamberland, 2010) lists at least one interview that may be relevant: “Allagash, Gary Pelletier; Cunliffe Depot.” The collection is still being indexed, and an online search function will be available soon; a search of the database on the UMFK server for “Allagash” returned 32 hits.

CONDITION—Chassé Oral Histories: Documentation not available.

- Marcella Bélanger Violette Scrapbooks – Twenty-five scrapbooks (more than 3,000 pages) cover the period from 1920 through 2004. Among key topic areas are the St. John Valley, Franco-Americans, Acadians, Allagash Wilderness Waterway, and the Violette family. Ms. Violette was active in Valley civic life and her husband, Elmer, was a state senator at the time of the establishment of the Waterway and instrumental in its creation. Each volume is filled with photos, newspaper articles, letters, cards, telegrams, postcards, brochures, and other items. My online search of the collection returned 67 entries for “Allagash.” There is an online finding aid (Johnson & Kelly, 2007).

A tribute video to Elmer and Marcella Violette accompanies the scrapbook collection and includes an account by Don Nicoll, advisor to Senator Edmund Muskie, of their relations in establishing the Waterway as well as “annual inspection” trips thereafter. Similarly John Martin, a longtime Maine legislator who served with Judge Violette on the committee that created the Waterway, shares his remembrances

(*Remembering the contributions of Marcella and Elmer Violette [video file]*, 2013). See <https://youtu.be/Yxi0tQFwoS0/>.

CONDITION—Violette Scrapbooks: Documentation not available.

- Paradis Folklore Project – The archives maintains an in-house database of oral history interviews conducted by students at the University of Maine at Fort Kent, under the direction of former faculty member Roger Paradis. Most are in English, though a few are in French. Professor Paradis brought the tape recordings to the Acadian Archives acadiennes in March 1991 (there was extensive mold). The student interviews are considered separate collections; my search for “Allagash” returned 28 entries among the 68 total entries.

CONDITION—Paradis Folklore Project: Poor (L. Pelletier, pers. comm., August 22, 2016).

Allagash Historical Society (Allagash)

The nonprofit historical society was founded to share the Allagash community's history, especially the history of the locale's Scots-Irish population. Focus areas include lumbering, farming, schools, churches, and the Allagash and St. John rivers. The society's

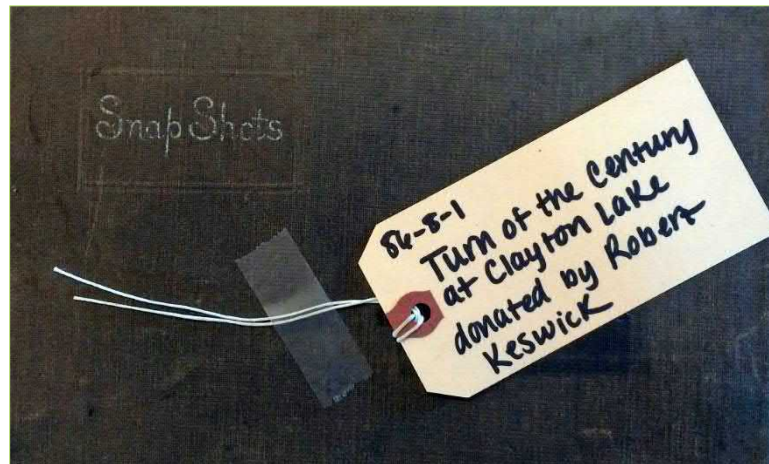


Figure 42. Photo album at Allagash Historical Society. (2016, photo by B. Jacobson)

collection has grown through donations, which are housed in a barn and new museum building. There are numerous household items and family scrapbooks. Given its location at the confluence of the Allagash and St. John rivers, there are also items related to travel on the water, lumbering, and farming—for instance, canoes, paddles, tack, models of ferry boats, logging equipment, and stoves from camps. None is known to have direct Allagash provenance (A. Jackson, pers. comm., August 20, 2016).

- “Snap Shots” – One photo book on display is labeled, “Turn of the Century at Clayton Lake” (AHS #86-8-1); see Figure 42. While not on the Allagash, Clayton Lake is within the Allagash watershed and was the site of a Madawaska Company depot similar in many ways to Churchill Depot.

CONDITION—“SNAP SHOTS” MANUSCRIPT: Documentation not available.

Ashland Historical Society (Ashland)

The volunteers of Ashland Historical Society store items in the basement of the public library in Ashland, Maine. The historical society collections are not catalogued or displayed, and I was not able to view them. The society president and Allagash librarian are not aware of any Allagash-related items in the collections (C. Morton, pers. comm., August 29, 2016).

Ashland Logging Museum (Ashland)

The museum was established by community members to help preserve the rich logging history of the Ashland area. Typewritten “curator reports” created by the museum’s

founder exist for most items acquired in the 1960s and '70s. Most objects have tags describing the item and who donated it to the museum, some tags have what appear to be catalog numbers. I did not identify any manuscripts at the museum, though they hold several objects related to Allagash logging; see Objects headings.



Figure 43. Don Nicoll, Rufus Nicoll, Don Hudson, and Bruce Jacobson discuss *"The Allegash"* (Heydt, n.d.), gifted to Allagash Wilderness Waterway Foundation, July 23, 2016. (photo by C. Stewart)

Allagash Wilderness Waterway Foundation

One purpose of the Allagash Wilderness Waterway Foundation (AWWF) is to preserve the historical and cultural values of the Allagash. While the Foundation does not maintain an archive or generally collect objects, it did acquire an historical account of a trip on the Allagash in conjunction with the Waterway's 50th anniversary celebration.

- "The Allegash" – The bound, unpublished record "of two tenderfeet and the conspirator on a five hundred mile canoeing trip through the wilderness of Maine and New Brunswick, September, 1923" is fashioned as a movie script (Heydt, n.d.). The "conspirator," Herman A. Heydt, organized the trip and wrote the account. Numerous black-and-white photos are by James G. MacLean. See Figure 43.

CONDITION—"THE ALLEGASH:" The binding is in fair condition and the rest is good. Storage conditions undocumented.

Bangor Public Library (Bangor)

The Local History and Special Collections sections of the Bangor Library hold information on Bangor, the Penobscot valley, the state of Maine, and the entire region of New

England. The materials include genealogical resources and historical references, generally beginning with the period when Maine was part of Massachusetts. Historical references about Maine industries, such as logging and paper, provide useful information for a better understanding of the Bangor region. The library keeps materials deemed rare, unique, and of high value secure in the Special Collections area. These unique materials include books, photographs, and archival collections. Researchers may only view these items in person at the library's Bangor Room; due to recent construction, not all materials are stored on site.

The library's holdings include a substantial amount of original material related to the upper St. John and Allagash lumbering history, cultural as well as economic. There are many historic photos, some accessible through the Maine Memory Network (D. Nicoll, pers. comm., September 17, 2016). My online search returned 56 records for the subject "Allagash," in the general catalog. For example, a video recording of "Northrunner: A Documentary Film Celebrating the 40th anniversary of the Allagash Wilderness Waterway" (Patrick McGowan & Hockmeyer, 2007).

- Maine Newspaper Articles – A search of the library's card catalogue (yes, typed index cards!) revealed some 80 entries for Allagash among the microfiche and print articles. The articles had appeared in the *Bangor Daily News*, *Bangor Daily Commercial*, *Lewiston Journal*, and *Portland Sunday Telegram*. A large portion of them deal with hydroelectric dam proposals. Other topics include creation of the Allagash Waterway, planning, Allagash Wilderness Waterway Advisory Council, bridge construction, trout fishing, forest fires, canoe trips, logging, river drivers, St. Croix Voyagers, David Pingree, and horseboating.
- Photos in Special Collections – These extensive holdings of photos and negatives are uncatalogued and stored in an off-site facility. They include a collection of *Bangor Daily News* photos from the 1950s to the 2000s.

CONDITION—BANGOR LIBRARY SPECIAL COLLECTIONS: Storage conditions unavailable.

Dean Bennett

Dean Bennett has a long and distinguished history of involvement with the Allagash, starting with his first paddle in 1964. He and his wife Sheila have canoed together in the Waterway since their 1975 honeymoon. Their 1994 book *Allagash: Maine's Wild and Scenic River* is a detailed and comprehensive description of the Waterway's natural history. The Bennetts illustrated the book with their own color photographs, maps, and pen-and-ink drawings.

Among his other titles, Bennett authored *The Wilderness from Chamberlain Farm: A Story of Hope for the American Wild* (2002), which he illustrated with black-and-white photos and drawings. Dean Bennett has offered his extensive collection of images for

use in Waterway education and interpretation programs. Bennett donated his materials related to the establishment and early history of the Waterway to the Natural Resources Council of Maine (D. Bennett, pers. comm., August 30, 2016).

CONDITION—BENNETT MANUSCRIPTS: Documentation not available.

Cary Library (Houlton), Aroostook County Oral History Project

Twelve libraries in Aroostook County created an informal oral history of the county through taped interviews of County residents. People of the St. John Valley and the Allagash were among those interviewed in 1971–72. The project produced 115 cassettes, 20 of which are in French and 2 in Swedish. Sets of the cassettes were given to participating local libraries, Maine State Library, and Library of Congress Folk Music Division. Cary Library in Houlton, Maine, coordinated the effort and library staff confirmed they retain their copies (pers. comm., October 2016); I did not check with other repositories. All of the interviews are also posted online at <http://www2.cary.lib.me.us/GenDB/aoh/>.

Subjects covered are early farming and machinery, railroading, folksongs and folklore, politics, town meetings, smuggling, cross-border activities, sporting camps, schools and schooling, tall tales, and “everything else that has made up the culture of the county.” My cursory review of the online index revealed many interviews of assumed interest; the numbers below indicate how many interviews are in the topic if more than one is catalogued (“Aroostook County oral history project, 1971-1972,” n.d.).

- | | |
|--|--|
| <ul style="list-style-type: none"> • Allagash Cave • Allagash, lumbering in (3) • Allagash River: <ul style="list-style-type: none"> ○ boating ○ channeling ○ origin of name ○ traveling • Allagash Settlement (2) • boats/boatbuilding: <ul style="list-style-type: none"> ○ batteaux ○ canoes (2) ○ pirogues ○ tow boats (2) ○ wanagan boats (3) ○ flanger • canoeing/canoe-poling (2) • canoe-making (3) | <ul style="list-style-type: none"> • canoes, birch (2) • Cunliffe’s Depot (3) • Cunliffe’s lumber operations (2) • game wardens, general, and: <ul style="list-style-type: none"> ○ Frank Austin [Helen Hamlin’s grandfather] ○ Tom Pelletier • LaCroix mill • log drives (8) • log jams and breaking (2) • lumber camps, as markets • lumber companies and operators: 12 operations noted (17) • lumbering/lumber industry (18) • lumbering camps (7) <ul style="list-style-type: none"> ○ building (2) ○ cooking and food (3) |
|--|--|

- | | |
|---|---|
| <ul style="list-style-type: none"> • lumbering description/terms (4) • Maliseets (Malecites) (3) • “negroes,” in a woods crew • rivermen (2) • wild animals (2) <ul style="list-style-type: none"> ○ bears (2) ○ black cat (panther) ○ caribou ○ deer (4) | <ul style="list-style-type: none"> ○ game ○ moose ○ raccoons • wildflowers • woods camps, peddler's visits • woods camps, recreation (2) • woodsmen, clothing (2) • woodsmen (12) |
|---|---|

CONDITION—AROOSTOOK ORAL HISTORIES: Storage conditions undocumented.

Fogler Library at University of Maine (Orono)

Due to the location of Maine’s land grant university at the heart of “The Lumber Capital of the World,” or so Bangor claimed in the 19th century, there are countless materials relevant to logging and forest management in the University’s collections. Here are a few samples from the Raymond H. Fogler Library. The library maintains DigitalCommons at UMaine, a searchable database of scholarly, educational, and creative works of the University of Maine community, which includes archives and special collections. The Special Collections Department contains the Northeast Archives of Folklore and Oral History (see the so-named section below).

- Bert Call Collection – This photo collection at the Fogler Library, University of Maine, contains negatives—taken by Bert Call between 1914 and 1939—of outdoor scenes of mountains, lakes, woods, and streams in the northern part of Maine. Images scanned from his black-and-white negatives are available online. Five photographs were called up by a search for “Allagash,” titled “Near Allagash Falls,” “Allagash Falls,” “Near Allagash Falls/Allagash River below Round Pond,” “Allagash Waters,” and “Down the Allagash” (“Special collections: guide to the Bert Call photograph collection,” 2015).
- Photographs of Logging Operations in Northern Maine – A single album (24 x 35 cm) contains photographs of logging operations in various places in Maine, 1907–1928. Images show logging roads and camps, Lombard log haulers, skidways, tramway at Chamberlain Lake, and Telos and Webster dams. The album is located in UM Orono Special Collections (SpC MS #1567 sc).
- Telos Canal Company Records, 1846–1966 (bulk 1846–1920) – The records (in two folders and one folio folder) include copies of 1846 incorporation papers, financial papers, statements of tolls, minutes of meetings, correspondence, and tax papers. Included also are two copies of a document, Telos Lake, from Report of Land Agent of Maine of 1841 and photographs of the Telos and Lock dams taken on or about May 18, 1942. There is no finding aid; see Special Collections librarian for assistance (“Telos Canal Company records, 1846-1966,” n.d.).
- The Hardy Journals – Manly Hardy was an amateur naturalist from Brewer, Maine, who left the most extensive published record of any of the naturalists who wrote about wildlife in Maine—including the Allagash— from the late 1800s through the early 1900s. His articles and essays covered a wide range of subjects

about a variety of bird and mammal species. Thirteen of Hardy's journals (typed), along with three authored by others, are collectively known as "The Hardy Journals" (Box #614, folder #73 of the Fannie Hardy Eckstorm Collection) (Krohn & Hardy, 2005).

- Great Northern Paper Company Papers, 1896–1960 – Papers include letters, scrapbooks, photograph albums, office files, annual reports, and reprints. Deposited by the Great Northern Paper Company. (Box #836–858, Folio). Topics include

<ul style="list-style-type: none"> ○ accident prevention ○ advertising ○ annual meetings, 1897–1911 ○ anecdotes ○ annual reports, two folders ○ apprentice program 	<ul style="list-style-type: none"> ○ associations, contributions, etc. ○ Barnum, Frank J. D., article reprints on forest usage ○ Big Black River Dam Company ○ Boston Post
--	--

CONDITION—FOGLER LIBRARY COLLECTIONS: Documentation not available, though none of the above listed items has restricted access.

Terence F. Harper

In July 1974, a young Terry Harper visited Churchill Depot where he explored many buildings including the tractor shed (since demolished); he became intrigued with Lombard log haulers. Since 1990, Harper has researched early lumbering operations and published several articles. Harper, along with his father Wayne Harper, conducted an inventory of objects resting above ground along the Waterway for the Bureau of Parks and Lands (1994a, 1994b, 1995). He developed a preservation plan for the EL&WB locomotives (1994c) and led volunteers of the Allagash Alliance to stabilize them. Recently, Harper provided documentation to restore a portion of the tramway.

His current interests include ongoing documentation of historical sites throughout the region and restoring a Wisconsin gasoline engine from a Lombard log hauler used by the Madawaska Company. Harper serves as a history consultant to the Maine Forest and Logging museum in Bradley, Maine. These interests have resulted in a collection of materials related to the Allagash Wilderness Waterway, which is uncatalogued.

- Approximately 500 images from 1900 to 1933 of Tramway Depot, EL&WB railroad, Churchill Depot, Lombard log hauler operations, etc.
- First-person accounts of people who worked on the railroad. For example, an October 18, 1992, taped oral interview with Avis Harkness Black, and letters and sketches from Edwin J. Robichaud (March 1992–November 1993).
- Madawaska Company (Lacroix) records, and background on Eastern Manufacturing, St. John Lumber Company, and Lombard Traction Engine Company.

- Floor plans and a 3-D REVIT generated model of the Churchill Depot Boarding House.

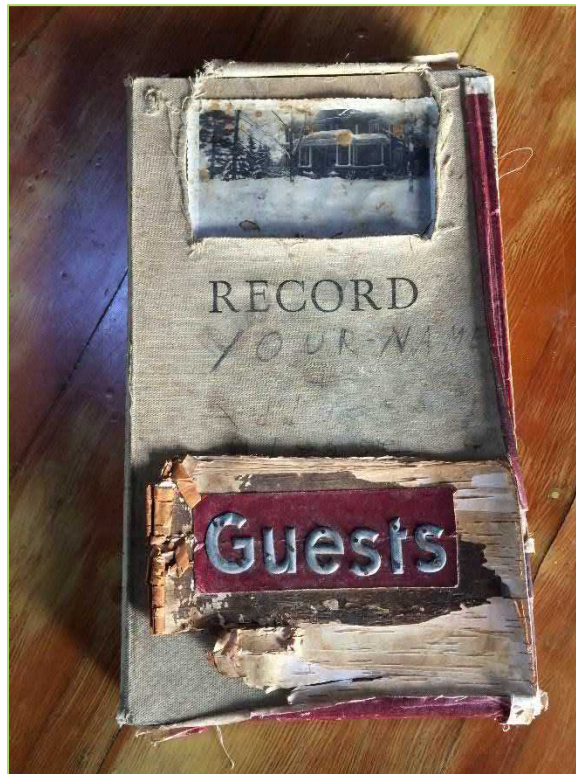


Figure 44. First (1953–1964) in a series of guest books at Jalbert's Sporting Camps. (2016, photo by B. Jacobson)

- Extensive field notes and photos from fieldwork (Figure 74).
- Detailed drawings for the Churchill Depot engine shed, EL&WB Trestle, pulp cars, and the plan/profiles for the entire EL&WB railway.
- Maps and site plans for Churchill and Tramway depots (c. 1926–1933) based on 1950s air photos, sketches provided by primary sources (people who actually lived and worked there), and contemporary photos.

CONDITION—HARPER MANUSCRIPTS: Documentation not available.

Willard Jalbert Family

Willard Jalbert, Sr., “The Old Guide,” left behind many stories about life on the Allagash. Some were captured on tape as part of the Aroostook Oral History Project (including a poem telling the story of the Jalbert Camp). Others have been passed down in the family. Family and guests continue to record life at Jalbert’s Sporting Camps in logbooks and photo albums stored at Windy Point. Due to the Jalbert family’s long association with the Allagash, they may well hold objects related to the Waterway, though I identified none during the project.

- Guest Logbooks – The first of four logbooks covers the period 1953 to 1964 (Figure 44). The covers of two others are labeled “June 9, 1979 to November 7, 1982,” and “September 1, 1967 to August 26, 1982.” The fourth is the current log including 2016 entries. Entries are from guests and family who have stayed at Jalbert’s Sporting Camps.
- About a dozen photo albums hold images of the Jalbert family and visitors to the camps. Some are captioned with accompanying stories.

CONDITION—JALBERT FAMILY MANUSCRIPTS: The Jalbert logbooks and photo albums are stored on a kitchen shelf, which makes them available to guests. It also subjects them to fluctuating temperature and humidity. Photo albums are not all of archival quality.

Maine Forest and Logging Museum (Bradley)

The Maine Forest and Logging Museum focuses on forest resources in a cultural context; its mission is to preserve, celebrate, and educate people about the sustainable forest culture of Maine. The museum conducts public programs and school tours that often combine an interactive living history format at an operating “up-and-down” sawmill, and a variety of other interpretative sites that include a blacksmith shop, batteaux, trappers’ line camp, covered bridge, and a log cabin. See Lombard Log Haulers at page 118 for information about Lombards at the museum. Due to pending implementation of a new accessions program, I was not able to determine what, if any, Allagash-related manuscripts the museum may have.

CONDITION—MAINE FOREST AND LOGGING MUSEUM MANUSCRIPTS: Unavailable.

Maine Historic Preservation Commission (Augusta)

The Maine Historic Preservation Commission is the State agency responsible for the identification, evaluation, and protection of Maine’s significant cultural resources. It functions as the State Historic Preservation Office; its Director is the State Historic Preservation Officer (SHPO), as directed by the National Historic Preservation Act of 1966. While not an archive, the records of the Maine Historic Preservation Commission hold historical information about the Allagash regarding eligibility for listing in the National Register of Historic Places, particularly structures and archaeology.

CONDITION—MHPC RECORDS: Undocumented.

Maine Historical Society (Portland)

The Maine Historical Society (MHS) maintains a museum and library in downtown Portland, Maine. Founded in 1822, the Society strives to serve the entire state through its education and outreach programs and through the digital museum, Maine Memory Network (<https://www.mainememory.net/>). This online resource includes photos and other documents related to the Allagash.

Published books in the library also include Allagash information. The Maine Historical Society has four collections of interest. (A fifth collection, records of Katahdin Forest Management and Timberlands donated to the Maine Historical Society in 2016, has not yet been accessioned.)



Figure 45. Henry L. Withee and Horace A. "Hod" Bailey cross Mud Pond Carry on July 8, 1911. (photo courtesy of Maine Historical Society)

- Anderson, Hayden L. V. *Maine Narrow Gauge Railroad and the Cumberland & Oxford Canal Collection, 1807–1999* – The Hayden collection consists of approximately 42 color, 35-mm slides of canals and railroads in Maine. These images were taken by Anderson in 1970 while researching his book *Canals and Inland Waterways of Maine*, which was published posthumously by Maine Historical Society in 1982. Photos include Telos Dam. ("Telos canal documents, ca. 1936-1987. In Maine Historical Society, Anderson, Hayden L. V. *Maine Narrow Gauge Railroad and the Cumberland & Oxford Canal collection, 1807-1999*. Coll. 2757., 2014)
- "Canoeing down the Allagash" – Bound typescript with photographs. First page: "In camp on Eagle Lake, Tuesday, August 9th, 1904, noon. I write in the tent with a gale of wind blowing." Thirty-eight leaves of text interspersed with leaves of photographs (b/w snapshots pasted onto pages). Also includes two large color prints of Québec City, where the "tour" concluded. (Coll. #2325.)
- "Alleguash River to Chimney Lake" – Manuscript map folded in portfolio 86 x 36 cm. Index reads, "Mr. Hunter's survey of the Alleguash River 1819." This is part of the Thomas Barclay Collection (Coll. #26) at the Maine Historical Society. The collection consists of the Papers of the St. Croix Commission and other commissions following the Treaty of Ghent (1814), appointed to agree on a Canadian-American border between Passamaquoddy Bay and the Great Lakes. Thomas Barclay (1753–1830) was one of the diplomats appointed by the British government to help settle the Northeast Boundary dispute. (Coll. 26, Map 6 in Portfolio B.)

- Withee, Henry L. Collection – This small collection (0.25 linear foot) details two northern Maine canoe trips taken by Henry L. Withee in 1911 and 1918. The former, a nine-day trip on the Allagash [sic] River from Kineo to Fort Kent, is a typescript bound in a hardcover book, illustrated with 45 of Withee's photographs (Figure 45). An envelope of 90 numbered



Figure 46. Allagash Mountain Fire Tower map. (n.d., image courtesy of Maine State Archives)

photographs of this trip, with numbered list, identifies additional sites. The latter, a small journal with a newspaper article entitled “A Week on the West Branch” glued in, is illustrated with several photographs. Collection also includes six envelopes containing Withee family photographs circa 1860. A portion of the collection was used as the basis of a 50th Waterway anniversary exhibit at the Maine Historical Society in 2016. (Coll. 1955.)

CONDITION—MHS MANUSCRIPTS: The four collections are in stable condition.

Maine Folklife Center (Orono)

The Maine Folklife Center at the University of Maine documents, interprets, preserves, and presents the traditional culture and living lore of Maine and the Maritime Provinces. This, of course, includes traditional work in the Maine Woods. Materials collected—primarily recorded interviews—are housed in and managed by the Northeast Archives of Folklore and Oral History. Though once part of the Folklife Center, the collection is now found in the Fogler Library Special Collections at the University of Maine in Orono.

Maine State Archives (Augusta)

The Maine State Archives, a bureau within the Department of Secretary of State, maintains approximately 95 million pages of official State records considered permanently valuable. These include bills introduced in the Legislature, Governor's Executive Council Reports, election returns, deeds to and from the State of Maine, maps from the Land Office, vital statistics prior to 1892, federal census records from Maine up to 1930, county court records dating back to the 1639, and military records through World War I, to list a few. Many archival records are available online or by contacting Archive Services. (<http://www.maine.gov/sos/arc/about/index.html>)

In addition to the items I viewed, listed below, the State Archives in Augusta has numerous maps, land agent reports, and appraisal reports regarding lands and buildings eventually included in the Waterway.

- Talks and Papers – This box of documents (Location #16170908, Box 3) relates to the establishment of the Allagash Wilderness Waterway. It contains speeches, news articles, position papers, and legislative proposals. Materials were prepared by, among others: Maine Forestry Commissioner Austin Wilkens, Senator Edmund S. Muskie, Director of Maine State Parks Lawrence Stuart, Association for Multiple Use of Forest Lands, Natural Resources Council of Maine, National Park Service, National Parks and Conservation Association, National Wildlife Federation, and Society of American Foresters.
- “View From Allagash Mtn. Fire Tower” – Prints from this Mylar map (Item #5-10-3) were used on the circular base of a fire-finder to obtain the azimuth and distance to a suspected fire. The 360-degree panorama alidade map shows and names landmarks visible in all directions from the cab of the Allagash Mountain fire tower (Figure 46).

CONDITION—STATE ARCHIVES MANUSCRIPTS: Collections noted are in stable condition, stored in acid-free boxes and folders.

Maine State Library (Augusta)

The State Library has, since its inception, collected and stored state documents and made them available to the public. The Library provides the Maine State Documents digital repository as a service to access electronic versions of Maine government publications. It is a valuable resource in identifying historic and cultural resources of the Allagash, and the stories they hold: <http://digitalmaine.com/>. The State Library also works with libraries throughout Maine to make them stronger. No physical documents held by the library were examined for the project.

Maine State Museum (Augusta)

The Maine State Museum builds and maintains collections regarding Maine's prehistory, history, and natural science. The museum holds title, on behalf of the people of Maine,

to artifacts and natural scientific specimens located on or beneath state-owned land, including the bottoms of navigable waterways and coastal waters. The museum displays portions of its collections in Augusta, and provides access to its collections for those interested in pursuing questions about Maine’s cultural and natural history.

A search by staff of the State Museum’s in-house database for “Allagash” returned records for the following manuscripts; there may be more (S. McDonald, pers. comm., December 1, 2016).

- Dudley Lunt Collection – Canoe paddle, photo album, and documents relating to a trip that Dudley Lunt and his guide Albert Saulnier made along the Allagash and St. John rivers in 1923. The album features snapshots of Lunt and guide Albert Saulnier on several other trips along the St. John and Allagash rivers in the 1920s.
- Dale J. Butterworth Tool Collection – A few photographs of Allagash Falls (one with a team of horses in foreground with two rafts behind, going upriver), Allagash River, and Allagash River camp.
- Paul Fournier Collection – The collection dates from the 1950s–1990s and Fournier’s years as a sporting camp owner and guide, bush pilot, videographer, photographer, writer, and spokesperson and media coordinator for the Maine Department of Inland Fisheries and Wildlife. The collection includes some photographs, scripts, and articles related to the Allagash.
- Miscellaneous – In addition to the collections above, the museum holds various letters and pictures from Allagash canoe trips taken in the early 1970s; two photographs of Taylor Sporting Camps in the 1940s; and two maps of the region, published in the 1970s by Phillips and Sons, Northeast Harbor, Maine.

See Objects headings, this chapter, for information about other Maine State Museum holdings related to the Allagash.

CONDITION—MAINE STATE MUSEUM MANUSCRIPTS: Stable.

Muskie Oral History Collection at Bates College (Lewiston)

The Edmund S. Muskie Oral History Collection at Bates College holds more than 440 oral histories with individuals who knew or were affected by U.S. Senator Edmund S. Muskie. While 27 oral history documents include the word “Allagash,” only eight include substantive content about the Allagash, such as establishment of the Waterway and trips down the watercourse. The eight Allagash-related interviews are with the following individuals.

- Marshall Burk (L’Hommedieu, 2003)
- John Martin (Nicoll, 1998a)
- Don Nicoll (Sirgo, 1998)

- William J. “Bill” Smith (L’Hommedieu, 2004a)
- Lawrence Stuart (Nicoll & Terwilliger, 1999)
- Clinton Blake “Bill” Townsend (L’Hommedieu, 2002)
- Dennis Violette (L’Hommedieu, 2004b)
- Elmer Violette (Nicoll, 1998b)

Don Nicoll was Director of the Muskie Oral History Project from 1998 to 2005; he and Andrea L’Hommedieu conducted most of the interviews. Each is documented with a transcript and summary, biographical information about the interviewee, and a transcript of the interview. Full audio of the recordings is available online. See the collection’s finding aid (“Guide to the Edmund S. Muskie oral history collection, 1985-2007,” 2013) for more about the collection.

CONDITION—MUSKIE ORAL HISTORY MANUSCRIPTS: Audio recordings (in both analog cassettes and digital CDs) transcripts (on archival paper and in digital storage), and photographs and memorabilia are all in archival storage and in good to excellent condition (D. Nicholl, pers. comm., December 1, 2016).

Northeast Archives of Folklore and Oral History at Fogler Library, University of Maine (Orono)

The Northeast Archives of Folklore and Oral History houses and manages all of the materials acquired by the Maine Folklife Center. In 2017, the Archives became part of the Special Collections Department at the University of Maine Raymond H. Fogler Library. I did not systematically search the archive, which contains more than 160 collections with over 3,700 individual accessions (including 12,600 photographs, 2,500 slides, 3,000 audio recordings, and 325,000 pages of printed materials). The archive is undoubtedly a rich source of information about life on the Allagash. The collection will be available online in 2018, including Allagash materials (K. Wynn, pers. comm., May 17, 2017). Here are some interviews of note in the collection.

- Jim Connors talks about guiding on the Allagash and stories told by guides to sports: being against the proposed Dickey-Lincoln dam and how negative the impact would be on the community and tourist industry; what it was like to be a guide and the job as a guide; various stories told by guides to the parties; impact of roads on the camps; duties of guides; competition with other guides, and stories of the guides’ interactions with their parties. (Text: 10 pp. catalog. 64 minutes, MFC #1478.)

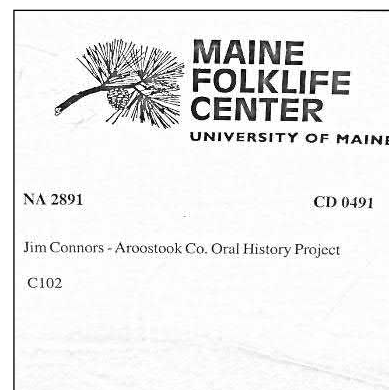


Figure 47. Interview of Jim Connors on compact disc (CD). (2016, photo by B. Jacobson)

- Calvin Hafford, who worked in the woods around the St. John and Allagash rivers, describes the work and the lifestyle and sings several songs. Music on the recording includes the following songs: “Shanty Boys,” sung by Hafford, about lumbering in the woods; “The Bogan Brook Line,” sung by Hafford, about working in the lumber woods; “Wild Winds that Crossed” and “Androscoggin Shore.” (45 minutes. MFC #2236.)
- Percy Jackson talks about his experiences as a Maine Guide at Frazier Camps at Square Lake and on the Allagash and St. John rivers. See Lowrey (1986). (RESTRICTED. Text: catalog. 90 minutes, MFC #1808.)
- Solomon Saucier talks about his life as a farmer, lumberman, and railroad worker; Ben Marquis’ lumber works; information about the Allagash; farming, barn-building, lumbering; the Bangor & Aroostook Railroad; maple sugar making and whiskey making. In French. Brief index. This recording is also available elsewhere.
- Cary Library (Houlton), Aroostook County Oral History Project (MFC #92826). See Cary Library above.
- Willard Jalbert, with additional input from his son, talks about life and work in northern Maine through the early and mid-20th century; fighting in lumberjack camps; experiences as a lumberjack foreman; interactions with wildlife; chopping trees and tending sled; lumberjack camp food and the prevalence of beans; 1961 trip on the Allagash River with Supreme Court Justice Douglas; experiences as an outdoor guide; plowing snow in lumber camps; qualities of a good lumberjack; qualities of a good Allagash guide; fishing; trapping, particularly beaver; recollections of his father; dams and dam building; reasons to fire a lumberjack; life in a lumberjack camp; and reading of a poem telling the story of the Jalbert camp on Round Pond. (Text: 75 pp. transcript, 3 hours, MFC #0713)

In addition to the sampling listed above for recordings, the Folklife Center has other applicable collections such as the dubbings of two records, *Allagash: The First 100 Years* and *A Voice from the Valley*, recited and narrated by Jim Connors of St. Francis, Maine, in 1989. The accession includes an index. (Recordings: C 0672–C 0673, MFC #2131.)

CONDITION—MAINE FOLKLIFE RECORDINGS: Stable.

Osher Map Library at University of Southern Maine (Portland)

The Osher Map Library and Smith Center for Cartographic Education preserves the cartographic heritage of the state, region, and nation. Osher makes that heritage accessible by sharing its collections through exhibitions and through collaborative efforts with other cultural institutions. It interprets its collections through university courses, collaboration with scholars, K-12 outreach, public lectures and conferences, and online and printed publications. Maps of interest regarding the Allagash include the following.

- Map of the Northern Part of the State of Maine and of the Adjacent British Provinces, Shewing the portion of that State to which Great Britain lays claim. Reduced from the official Map A with corrections from the latest surveys by S.L. Dashiell Washington 1830 – This map from the Osher Sheet Map Collection (barcode: 11912) is one of several by Dashiell that



Figure 48. Detail of Dashiell's 1830 map showing British claim to the Allagash (red line westerly from Mars Hill) (Edney, 1997).

illustrates the debate between the United States and Great Britain regarding the international border. Date produced and published: 1830. Dimensions: 76 x 55 cm. Permanent URL: <http://www.oshermaps.org/map/11912.0001>. See Figure 48.

- Allagash Lake Campsite, 1935, Maine Its Recreation and History – Two copies of the sketch map of a tent, trees, and campfire by Allagash Lake used to illustrate the parent map, Maine Its Recreation and History. Map Imagery Collection. Date produced and published: 1935.
- Lake Surveys: Penobscot River Drainage Basin Maine, Baskahegan, First and Second Grand and Allagash Lakes Plan [Sheet 2 of 2] – Osher Map Library Sheet Map Collection (barcode: 48311). Date produced and published: 1907. Permanent URL: <http://www.oshermaps.org/map/48311.0001>
- Phillips Map of Northern Maine's Moosehead–Allagash Region Headwaters of the Kennebec, St. John, and Penobscot Rivers – Illustrated map of the Moosehead-Allagash region of Maine, showing waterways, town lines, and major roadways. The library has several editions of this map (1963, 1967,

1970, 1978). Osher Sheet Map Collection (barcode: 1586). Creator and publisher: Augustus D. Phillips & Son. Date produced and published: 1963. Physical description: 1 paper map; colored, illustrated; 64 x 48 cm. Permanent URL: <http://www.oshermaps.org/map/1586.0001>. See back cover.

- Telos–Allagash Area – Map produced and published in 1965 (barcode: 37622). Permanent URL: <http://www.oshermaps.org/map/37622.0001>

Some maps presented in two former Osher Library exhibitions are of interest.

- Maine Wilderness Transformed: Timber, Sporting, and Exploitation of the Moosehead Lake Region – This exhibition (05/22/1997–01/07/1998) explores the creation of a landscape of extensive and paradoxical exploitation after 1820 of interior Maine’s forest resources and of its idealized essence as “wilderness.” Sections I and III are particularly relevant to Allagash studies.

I. The Archaeological and Ethnological Context.

II. Partitioning and Assessing the Land.

III. Early Sportsman’s Guidebooks and Maps.

IV. Giving Access to the Maine Woods.

V. John Mitchell’s Map of North America.

VI. The Logging Industry in the Twentieth Century

Nathan D. Hamilton, Associate Professor of Archaeology at University of Southern Maine, curated the exhibit. His collection of guidebooks (Hamilton Collection) was a primary source (Edney, 1997).

- Printed Maps of the District and State of Maine 1793–1860 – The early printed maps of Maine in this exhibition (03/08/2011–08/25/2011) reveal the development of the state through expanding population and economy. They encompass a wide variety of works, from formal atlas and wall maps to ephemeral pocket maps and maps in newspapers.

CONDITION—OSHER MAP LIBRARY MAPS: Information unavailable, but condition assumed stable.

Patten Lumbermen’s Museum (Patten)

The Patten Lumbermen’s Museum documents and preserves Maine’s early logging heritage. The museum’s collection policy focuses on items related to day-to-day harvesting operations of Maine forest products, primarily before World War II. Collections include tools of the trade, equipment used in the lumbering processes, equipment used in support of the industry, and objects related to the leisure of the people involved in logging (see other headings, this section). Central to the museum’s mission is educating the public about logging history and the accomplishments of early inhabitants of the State of Maine, through indoor and outdoor displays and through public events. The museum staff and volunteers also carry out an active school program.

The museum collects photographs, printed articles, videos, art, and any other media or records associated with Maine’s early logging heritage, as well as naturally occurring “found” items. No specific manuscripts associated with the Allagash, other than photocopied articles, were identified for the Storied Lands & Waters project.

CONDITION—PATTEN LUMBERMEN’S MUSEUM MANUSCRIPTS: Information unavailable.

Phillips Library at Peabody Essex Museum (Salem, MA)

The Phillips Library in Salem, Massachusetts, holds nine collections donated by the Pingree family heirs that include Allagash materials. David Pingree (nicknamed the “Merchant Prince of Salem”) began acquiring Maine timberlands in 1820 and formed several companies, in partnership with engineer Eben Smith Coe, that operated in the Allagash watershed.

In addition to the nine collections described here, the Phillips Library holds other materials donated by the Pingree heirs (e.g., Richard and Mary K. Wheatland Family Papers, 1862–1951, and Piscataquis Land Company Records, 1934–1940), but they do not appear to contain information specifically about the Allagash. The Phillips Library blog, “Conversant,” has several postings related to the Pingree family (“Conversant,” n.d.).

- Allagash Dam Company Records, 1851–1901 – This collection contains mostly financial records for the company “incorporated on June 3, 1851 for the purposes of erecting and maintaining a dam across the Allagash Falls on the Allagash River.” (“Allagash Dam Company records, 1851-1901,” 2015). It is contained in a single box (0.5 linear foot). Finding aid is available.
- Chamberlain Farm and Dam and Telos Canal Records, 1835–1928, 1968 – This large collection (16 boxes; 10.5 linear feet) is organized into three series: Financial Records, Inventories, and Other. It documents the everyday business that was carried out by David Pingree and Eben S. Coe in managing the logging-related operations of the Chamberlain Farm, the Telos Farm, and the Telos Canal. 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). The collection has a finding aid.
- David Pingree Papers, 1810–1939 – This extensive collection (151 boxes, 25 volumes, and 6 oversized folders spanning 97 linear feet) includes documents relating to David Pingree, papers of his family members, and records of his business associates. The bulk of the collection consists of business papers pertaining to shipping, and the purchase and logging of timberland. There are land office records regarding dams on the Allagash River in 1840s. The material has been organized into seven series; a finding aid assists researchers (“David Pingree papers, 1810-1939,” 2014).
- East Branch Dam Company Records, 1845–1901 – This collection is made up of corporate records of a company created in 1852 by David Pingree and

E. S. Coe. (It also includes labor receipts for log driving on the East Branch prior to construction of the dam.) The materials comprise nine boxes (9.5 linear feet) of records organized into three series: Financial Records, Correspondence, and Corporate Records. There is a finding aid to the collection (“East Branch Dam Company records, 1845-1901,” 2015). Identified subjects include: logging and lumber trade, Allagash River watershed, Aroostook and Piscataquis counties, and Telos Dam.

- Heron Lake Dam Company Records, 1846–1938 – These records document another of the companies created by David Pingree and Eben S. Coe, this one in 1846 to make, construct, and maintain a dam at the outlet of current Churchill Lake, at the head of the Allagash River (a.k.a. Churchill Dam). The collection is organized into two series (Financial Records and Other) contained in one box and one flat file (0.5 linear foot). A finding aid is available (“Heron Lake Dam Company records, 1846-1938,” 2016).
- Pingree Family Scrapbook Collection, 1849–1972 – Sixteen scrapbooks make up this collection. While there are non-business-related topics represented, the collection reflects “the Pingree family and their associates’ business interests in lumber and timber, particularly in Maine” (“Pingree family scrapbook collection, 1849-1972,” 2015). The collection is stored in ten boxes and two flat files (17.5 linear feet). There is a collection finding aid.
- Pingree/Wheatland Photograph Collection, 1899–1937, 1977 – This photograph collection contains loose photographs and some negatives from the late 1800s through the mid-1900s in two boxes (1 linear foot) which seem to have been taken by Stephen Wheatland (1897–1987) or his brother David Pingree Wheatland (1898–1993). The photographs are mainly landscapes of Maine. Some contain images of buildings (camps), dams, logs, and people. Identified subjects include: dams, logging, lumber camps, scaling (forestry), Aroostook and Piscataquis Counties, Allagash River watershed, Eagle Lake, Fort Kent, and St. John River watershed (ME and NB). A finding aid to the collections is available (Phillips Library at the Peabody Essex Museum, 2015). Some specific image titles of interest include:
 - Landing on the Ash River (T15 R10). March 1923.
 - Cunliffe Depot (T14 R11); Michaud Farm (T15 R11). March 1923, July 1931.
 - Eagle Lake camps (T16 R6). Aug 1926, July 1931.
 - Nine Mile Bridge (T12 R15). Nov 1927, July 1931.
 - Aerial photographs [color photos]. Undated.
- Pond’s Sheer Boom Company Records, 1878–1899 – This collection contains two boxes of papers (1.75 linear feet) about the operations of a company named after L. W. Pond who designed a lumber boom system. The company was started in 1878 by E. S. Coe and others to facilitate the driving of logs and timber down the St. John and Aroostook rivers and their tributaries. A finding aid includes an historical sketch of the company (“Pond’s Sheer Boom Company records, 1878-1899,” 2016).

- Seven Islands Land Company Records, 1794–1967, 1981 – The Seven Islands Land Company records contain land ownership documentation, fieldwork and exploration notes, business records, and wills and trusts (which can be used to track the Pingrees’ legacy of land ownership) for land in Maine and New Hampshire. The majority is records created before Seven



Figure 49. B&A Railroad turntable at St. Francis Historical Society. (2016, photo by B. Jacobson)

Islands was established. Includes a photograph of Eben S. Coe that was removed from its frame and placed in a protective sleeve. A finding aid is provided (“Seven Islands Land Company records, 1794-1967, 1981.,” 2015).

CONDITION—PEM MANUSCRIPTS: Stable. Material stored in acid-free folders and boxes. Metal fasteners removed. Individual, fragile items sleeved in polypropylene as necessary. Parts of the 1810–1939 David Pingree Papers have been affected by mold, and surrogate items are provided for research purposes. Due to the fragile nature of the 16 Pingree Family Scrapbooks, photocopying may not be available for each volume.

St. Francis Historical Society (St. Francis)

The St. Francis Historical Society has a collection of lumbering, farming, household, and railroad objects related to local history. Being 10 miles downriver from where the Allagash joins the St. John (and across from the mouth of the St. Francis River), many local families have both work and recreational connections to the Waterway. The society’s collection includes several scale models by local artisans of equipment that would have been used on the Allagash. However, no objects are known with an Allagash provenance (G. Perrault, pers. comm., August 21, 2016). The society maintains a list of most items in the collection, including date and name of donor.

At one time St. Francis was the end of the line for the Bangor & Aroostook Railroad. A turntable, built in 1904, turned the locomotives around for return trips. The turntable was used into the 1980s and carried goods to and from the Allagash. Train service to St. Francis stopped in 1990. The turntable and a railroad car figure prominently in the society's displays, and in self-published booklets. See Figure 49.

CONDITION—ST. FRANCIS HISTORICAL HOLDINGS: Storage conditions are undocumented. Some items are exposed to the elements.

Salt Institute for Documentary Studies at Maine College of Art (Portland)

Since 1973, the Salt Institute for Documentary Studies has taught students from all over the United States and around the world to become truthful, thorough, creative, and responsible storytellers and documentarians. Through writing, photography, video and radio these students have collected and shared Maine stories. In 2016, Salt partnered with the Maine College of Art and will continue to offer semester-long documentary program as well as shorter intensive workshop programs.

The Salt Story Archive contains almost 16,000 images, 495 radio stories, 849 writing projects, 251 short documentary video projects, more than 500 articles in 56 publications, and 3 books. HistoryIT reviewed Salt Institute's extensive archival collections and digitized much of the stored material. I identified the following documents related to the Allagash.

- Return of the Moosetowner – People from the town of Allagash see the town as more than just their home: it is their identity. Erin Fitzsimmons speaks to Chace Jackson about the pride people have for their hometown, and how changes in the town have forced people to leave, yet they maintain their identity. Year: 2014; Creator: Erin Fitzsimmons; Story type: Radio; Town: Allagash; County: Aroostook. See more at: <http://www.saltstoryarchive.com/projectview.php?id=1305#sthash.Lnt51k96.dpuf>
- Living in Limbo: After Allagash – Nick Crawford highlights the work of Troy Jackson, a state representative in Augusta. Crawford discusses how Jackson commutes between Augusta and Fort Kent every week to be with his family and his other job as a logger. Year: 2004; Creator: Nick Crawford; Contributor: Sabrina Haley; Story type: Writing; Town: Fort Kent; County: Aroostook. See more at: <http://www.saltstoryarchive.com/projectview.php?id=552#sthash.RgKQjZmD.dpuf>
- Besides Life Here – In summer 1976, Jack Weiner and Charlie Foltz camped in the Allagash wilderness by Eagle Lake where, they reported, aliens abducted them. Despite people not believing them, Molly Graham speaks to Weiner and Foltz about their encounter with aliens, and how their personalities began to change years after their trip. Year: 2009; Creator: Molly Graham; Contributor: Keith Lane; Story type: Radio; Town: Allagash;

County: Aroostook. See more at: <http://www.saltstoryarchive.com/projectview.php?id=1093#sthash.p6vjkviE.dpuf>

- When No One Believes – Photos that accompany Besides Life Here audio interview. Year: 2009; Creator: Keith Lane; Contributor: Molly Graham; Story type: Photography; Town: Allagash; County: Aroostook. See more at: <http://www.saltstoryarchive.com/projectview.php?id=1927#sthash.IEaoKiUv.dpuf>
- In the Woods – For the logging town of Allagash, industry has mechanized and caused a lot of change. Erin Fitzsimmons speaks to Allagash elders Faye O’Leary Hafford and Louis Pelletier Jr. about how times have changed in the woods. Year: 2014; Creator: Erin Fitzsimmons; Story type: Multimedia; Town: Allagash; County: Aroostook. See more at: <http://www.saltstoryarchive.com/projectview.php?id=1652#sthash.UAJzWkZH.dpuf>

CONDITION—SALT INSTITUTE MANUSCRIPTS: Information unavailable.

Artifacts

Artifacts are physical objects made or worked by human action that are analyzed by archaeologists to obtain information about the peoples who made and used them. Artifact collections related to the Allagash are dominated by woodworking tools that would have been used between 3,000 and 9,500 years ago (Archaic Period), and scrapers and points dating from 500 to 3,000 years ago (Ceramic Period)¹⁴ (Butler & Hadlock, 1962 and Putnam, 1997a, 1997b cited in Spiess, 2002, p. 35). All documented archaeological artifacts collected in the Allagash Waterway are from precontact sites; there have been no surveys of post-European contact properties.

Munsungan-Allagash Survey Collection

This collection (Abbe #93-03) contains about 350 artifacts in two storage boxes. One box holds animal bone fragments (some modified) while the other contains stone fragments (lithics). Following the Butler and Hadlock (1962) surveys described in *Archaeological Fieldwork* on page 33, the collected artifacts were catalogued at the Robert S. Peabody Museum of Archaeology (Phillips Academy in Andover, MA),¹⁵ and then some were deposited at the Abbe in Bar Harbor. This was prior to passage of 1979 legislation making all artifacts collected on State lands the property of the Maine State Museum. Thus, the Abbe and the State of Maine have no formal agreement regarding storage of the collection. Some artifacts from the Munsungan-Allagash survey may still be in

¹⁴ For a concise explanation of the archaeological time periods in Maine, go to <http://abbemuseum.org/research/archaeology/maine-timeline.html/>.

¹⁵ Hadlock worked with Doug Byers at the school.

private hands (J. Gray, pers. comm., August 5, 2016). See Figure 50.

CONDITION—MUNSUNGAN-ALLAGASH COLLECTION: The material is stored in acid-free boxes. The collection's condition is stable (J. Gray, pers. comm., August 5, 2016).



Figure 50. Lithic (top) and faunal material at Abbe Museum. (2016, photo by B. Jacobson)

Putnam Collection

The Maine State Museum holds Allagash artifacts collected by Dave Putnam (see *Archaeological Fieldwork*, page 33) in the museum's Augusta storage facility. Putnam recovered the artifacts during several surveys of Allagash lakes. Arthur Spiess analyzed five of the items from Eagle Lake to provide information for presentation to the public. He reports that four of the five, show characteristics of tools that would have been used during the Paleoindian period some 9,500 to 13,000 years ago. One is a definite

Paleoindian tool. Three tools are Munsungan chert quarried from outcrops about 20 miles from Eagle Lake (Spiess, 2002). The collection inventory includes material retrieved by Putnam during his 1996 and 1997 surveys (plus a few artifacts collected in 1996 outside the August 12–16 period of the published survey). All of the items



Figure 51. Objects on display at Churchill Depot History Center. (2016, photo by B. Jacobson)

inventoried are listed by the sites on which they were found (S. McDonald, pers. comm. with T. Caverly, December 22, 1990).

CONDITION—PUTNAM COLLECTION: Stable. The artifacts are in a climate-controlled, off-site facility (S. McDonald, pers. comm., August 8, 2016).

Natural History Specimens

A specimen is something collected as an example of a particular kind of thing. By law (27 MRS §376), all natural history specimens—such as rock samples, mounted pressed plants, animal skins, eggs, or mounted insects and all other samples of geological media or biological forms—collected on State-controlled lands are the property of the Maine State Museum. The museum holds one such item from the Allagash River: a geological specimen of greywacke.

Greywacke is the bedrock throughout the region, so the specimen itself is not surprising. What's interesting is that it may have been collected during the first geological survey of Maine between 1836 and 1839, or during a later 1860s survey by Charles Hitchcock. Verifiable documentation is absent, unfortunately, but the specimen definitely came

from a geological survey in the 19th century and was found in the Allagash River (S.McDonald, pers. comm., December 1, 2016).

CONDITION—GREYWACKE SAMPLE: The specimen is in good condition in museum storage.



Figure 52. "Small boom chain found on the Allagash River (waterway)" at Ashland Logging Museum (2016, photo by B. Jacobson)

Hand Tools

It was common practice for woodsmen to leave caches of tools when they expected to return to an area. The Bureau of Parks and Lands has brought many tools from the Allagash landscapes to the Churchill Depot Storehouse, where they are on display for visitors in the Churchill History Center. These objects include tools used in the woods, as well as larger equipment. There has been no inventory of the items (K. Brown, pers. comm., September 21, 2016). Therefore, the following are merely a few of the possibly hundreds of items stored at the Churchill Depot History Center. See Figure 51.

- There is a display of items labeled "Blacksmith Tools" (donated by former Baxter Park Ranger Bernard Crabtree) that identifies: spike for dam or bridge construction, bar shoe holding dog, handmade hinge, ox shoe, cutter, nail puller, farrier hammer, horse float, wrench, homemade bolt and nut, fancy wing nut, bunk hook, soldering iron, grab hook, door handle, monkey wrench, rasp, wood auger, chisel, draw shave, and whiffletree

hook. These would have been used by loggers, carpenters, blacksmiths, dam builders, and farriers (BPL, 2014a, p. 7).

- Another Churchill Depot History Center display label lists the following tools: bell, brace, picaroon, pole ax, Peavey cant dog, and boom chain.



Figure 53. Boom tightener (foreground) on display at Churchill History Center. (2016, photo by B. Jacobson)

Numerous hand tools are located in repositories, and still in the woods, of northern Maine.

CONDITION—HAND TOOLS: No documentation available.

Boom Gear

A boom is a barrier stretched across a river. While booms related to logging are long-gone on the Allagash watercourse, evidence of their use persists. Boom chains are commonly found, and are displayed at the Churchill History Center and local museums. In the 1950s, some were removed from the Allagash and incorporated into the VFW memorial in Fort Kent (M. Pelletier, pers. comm., December 2, 2016). A small one was retrieved from the Waterway in August 2016, and donated to the Ashland Logging Museum (Figure 52). Boom chains were used to create rafts of logs for storage and transport on rivers and lakes. A boom tightener, used in conjunction with the chains, is at the History Center in the Churchill Storehouse (Figure 53).

The boom chain replaced an older method of fastening logs together to make a boom: the through-shot. “Thoroshot” or “thorough shot” pins were formerly used to connect logs end-to-end to encircle thousands of cords of pulp wood for transport across lakes.

Bernie Howes, a volunteer at Ashland Logging Museum, told me the boom logs were usually made of yellow birch and the pins inserted in them were made of maple (pers. comm., August 22, 2016). Like boom chains, they are very common. BPL has two displayed in the Churchill Depot History Center, and the Ashland Logging Museum



Figure 54. Blue enamel stove from Nugent's Camp, now at Churchill Depot History Center. (2016, photo by C. Stewart)

displays several collected from “Round Pond.”

CONDITION—BOOM GEAR: No documentation available.

Personal Items

Maine’s logging and forestry museums and local historical societies have thousands of personal items that once belonged to those associated with logging and the forest products industry. Undoubtedly, some were used within the Allagash watershed, though none have been specifically identified, other than a canoe paddle at the Maine State Museum (maker unknown). The paddle was used in the 1920s by Dudley Lunt and his guide Albert Saulnier on the Allagash and St. John rivers (S. McDonald, pers. comm., December 1, 2016); see Maine State Museum, starting on page 98. The Bureau, too, holds personal items. For instance, a setting pole that was made and used by Fred King, a guide on the Allagash during the 1970s and 80s, was added to the Churchill Depot History Center displays in 2016 (BPL, 2017). I do not know if a “small, double runner sled behind the camps” in 1969 was brought to Churchill Depot as suggested by Steve Cole in a report about a trip to review Waterway historic resources and their interpretation (Cole, 1969, p. 2).

CONDITION—PERSONAL ITEMS: Dudley Lunt paddle is kept in Maine State Museum controlled storage and is in good condition. Other personal items are undocumented.

Household Furnishings

With lumbering, domestic life came to the Allagash watershed, either roughly in logging camps or in a more refined way in river communities that supported logging. Sporting camps brought household amenities to the Allagash as well. Some household objects remain. For instance, a Home Comfort cook stove now displayed in Churchill Depot History Center was removed from Nugent’s Camp main building and donated to BPL in 1996 (J. Richardson, pers. comm. with T. Caverly, April 2, 1996); see Figure 54. Perhaps some of the following Nugent furnishings reported by Steve Cole are among the other items in storage at Churchill Depot (1969, p. 2).

Of the furnishings to be sold to John Richardson, the only items which should be retained by BPR [BPL] are two examples of the “condemned” porch rockers (I have color slides to identify which ones should be kept). These were handmade by Nugent or someone else and are typical of sporting camp furniture. They might eventually be used in an exhibit by BPR [BPL] or the State Museum and should be stored in the shed at Churchill Dam. The same goes for one of Nugent’s handmade wooden sinks, still in use at the camps. Richardson said that the health agent would soon require him to replace the sinks, and when this happens, one of the varnished examples should be stored at Churchill Dam (I have slides to help with identification).

The Maine State Museum has an “Alla-Ware” mug produced in Allagash during the early 2000s (S. McDonald, pers. comm., December 1, 2016).

CONDITION—HOUSEHOLD ITEMS: The Alla-Ware mug in State Museum collections is in good condition in controlled museum storage environments. Other household items are undocumented.

Horse-Drawn Equipment

Watson Bottom-Dump Wagons

The Watson Corporation of Canastota, New York, manufactured horse-drawn wagons with a unique bottom-dump mechanism that was used to spread material during construction projects. Harper (1995) reported three dump wagons at Long Lake Dam (Harper #10-10, 10-20, and 10-30) used during the last rebuilding of the dam in 1926 by the Madawaska Company. Some detached subassemblies (such as Harper #10-21 thru 10-13) were also documented. Those wagons and parts were used by volunteer Thomas R. Goodyear to reconstruct one operational wagon, now at the Churchill Depot History Center.

The Bureau owns another Watson dump wagon, which is on loan to the Ashland Logging Museum. Goodyear believes all the BPL-owned wagons were built prior to 1912, and

that they were all used at Long Lake Dam (T. Goodyear, pers. comm. with S. McDonald, November 8, 1997).

The Ashland museum has cared for and displayed the fourth BPL wagon since it was put



Figure 55. Left—Reconstructed Watson dump wagon at Churchill Depot Storehouse. Right—Original-condition wagon at Ashland Logging Museum. (2016, photos by B. Jacobson)

on loan in 1974, “for the next few years” (T. Dickens, pers. comm. with R. Sawyer, June 27, 1974). Edward Chase, a longtime museum volunteer, reports that the museum has made no repairs to the wagon; “it’s just the way it was.” However, the museum recently sent two wheels to Ohio to be repaired, and they are now mounted on the wagon with new red paint (Figure 55). Otherwise, the vehicle appears original, with what seems to be original pinstriping over original paint on the body, and the original manufacturer’s label. Volunteers at the museum plan to “restore” the wagon, though they have not yet uncovered detailed information to guide them (E. Chase, pers. comm., September 18, 2016). The dump wagon at the Ashland museum had been stored at the Churchill Depot Storehouse, and is said to have been used by the Madawaska Company to build the Churchill–1925 dam and a railbed (B. Howes, pers. comm., August 22, 2016, and E. Chase, pers. comm., August 30, 2016). As mentioned above, it was also likely used to build a dam at Long Lake.

CONDITION—WATSON DUMP WAGONS: The reconstructed wagon at Churchill Depot History Center is in excellent condition. Likewise, BPL’s original wagon at Ashland is in good to excellent condition. Both are stored under cover.



Figure 56. Water slide (red poles) mounted on a water cart at Patten Lumbermen’s Museum. (2016, photo by B. Jacobson)

Water Slide

To fill a water cart as part of logging operations, a barrel of water, filled from a lake or stream, was drawn up a pair of parallel poles by lines attached to horses. According to the label on a pair of poles fixed together to form a “slide” at the Patten Lumbermen’s Museum, the slide and cart were “fashioned so the barrel dumped itself into the cart and then slid back down into the water. The horses would then draw the cart over the logging roads each night, spraying the water onto the sled tracks to freeze.” The frozen tracks eased hauling logs the next day. The slide at the Patten museum is from Churchill Depot (Figure 56). The cart is said to have been built and donated by Sherman Lumber Company, date and locale of use unknown. See video “Lombard Log Haulers at Patten Lumbermen’s Museum” for views of the water slide from Churchill Depot, and the water cart: <https://youtu.be/kUnl8v67-hw?t=4m30s> (Crosby, 2015).

CONDITION—WATER SLIDE: Stored in a shed, protected from weather.

Tramway Components

A tram is a vehicle that runs on rails and carries a load, in this case logs (more often the term applies to moving people). Here, 600 trams—or “trucks”—were pulled along rails by a 1½-inch steel cable, powered by a steam engine. The Westinghouse compound

vertical steam engine remains at Tramway (Harper, 1994c, p. 9). The tramway operated from 1903 to 1907, replacing the slower method of using a lock to move logs south from Eagle to Chamberlain lakes.



Figure 57. Tramway gears. (c. 2002, photo courtesy of BPL)

Some tramway rails, which are smaller at 22-inch gauge than the EL&WB rails, remain in Tramway Historic District (Figure 58). Other tramway rails have been removed. For instance, Bernie Howes reports the Ashland Logging Museum has a piece of rail tagged as having been removed from Tramway in the 1960s or '70s (pers. comm., August 22, 2016). A large debris field (Harper #8-1.0) at the former Churchill Depot machine shop location, approximately 100 feet north of the Waterway headquarters, contains numerous tramway-related objects (Harper, 1994c, p. 9).

BPL and volunteers arranged some mechanical components, along with some new parts, to create a display of the tramway for visitors at Tramway. The Patten Lumbermen's Museum displays a set of four trucks and clamps mounted on a wooden structure, as the tramway would have been in operation. See Tramway Reconstruction (page 75) and Lock and Chamberlain Dams (page 71) discussions in the Structures section, this chapter, and National Register of Historic Places in the Other Designations section (page 18) of chapter 2.

CONDITION—TRAMWAY COMPONENTS: Those metal objects that have been retrieved and are stored under cover are thought to be relatively stable. Those left where they were abandoned are deteriorating.

Lombard Log Haulers

At the dawn of the 20th century, Alvin Lombard (1856–1937) and his brother Samuel operated a blacksmith shop in Waterville, Maine, making sawmill and logging equipment. Alvin revolutionized woods work in Maine¹⁶ when he designed and built a



Figure 58. Tramway rails, trucks, and cable. (n.d., photo courtesy of BPL)

steam-powered locomotive that slid over snow and ice, pulling sleds loaded with logs.

The log haulers had skis on the front and were powered by tracks in the rear, which was an innovation that enabled them to move in the woods without the steel rails that confined other locomotives. Lombard haulers freed thousands of horses from the dangerous work of hauling trains of laden sleds in winter conditions.

Lombard had his very first machine “Mary Anne” operating in November 1900. He went into full production of the machines in 1903. The 1901 patent Alvin Lombard received

¹⁶ Lombards were also common in New Hampshire, and operated in some western states and Canada. Lombard licensed his design to the Phoenix Company in Eau Clair, Wisconsin, which produced more than 60 Phoenix steam log haulers. Several Phoenix steam log haulers are on display in Wisconsin, Iowa, Saskatchewan, and Finland (“Existing Lombard Steam Log Haulers,” 2015).

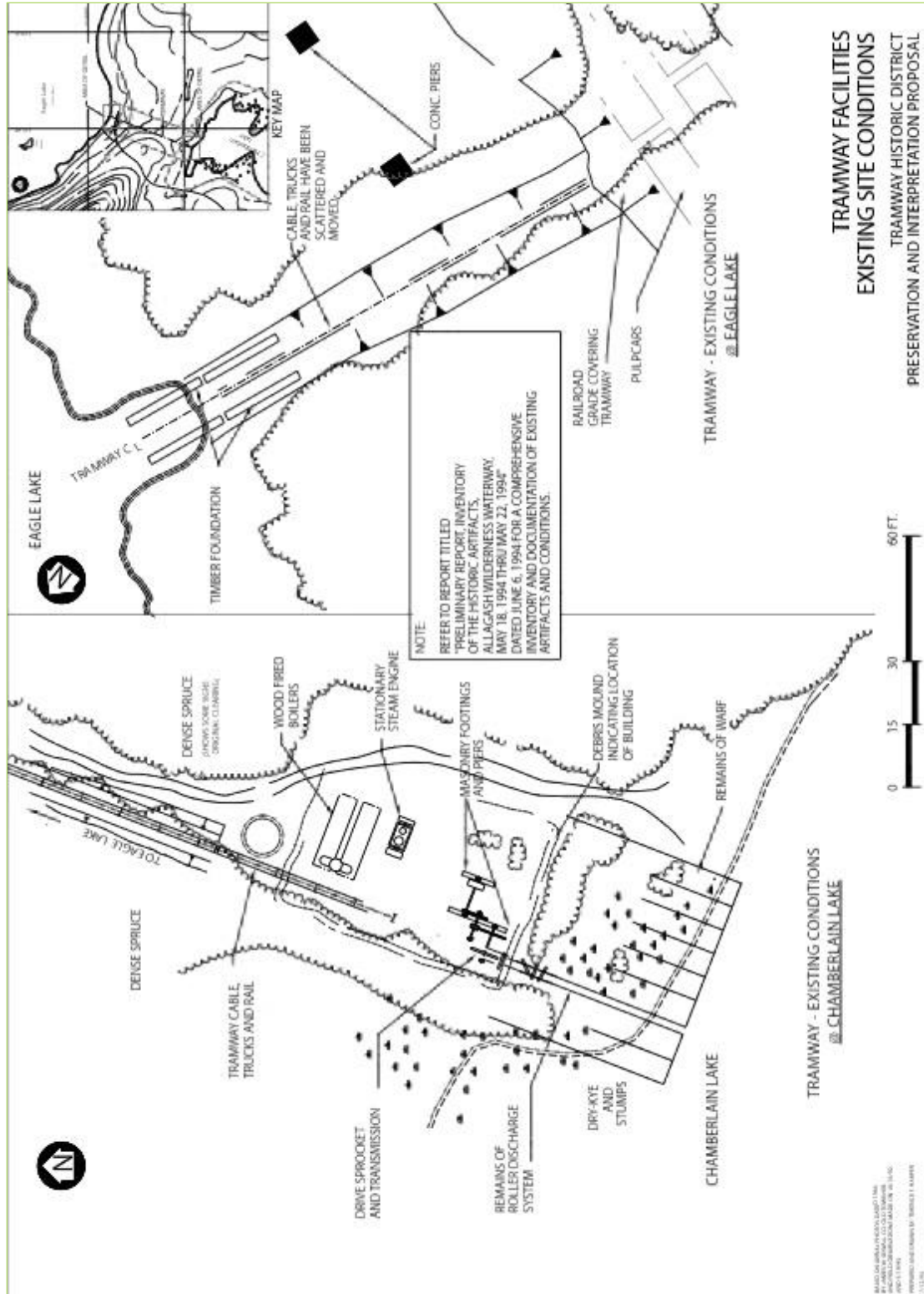


Figure 59. Tramway facilities existing conditions, c. 1994 (Harper, 1994c).

was the first issued for a track-driven vehicle and is the origin of all such vehicles today, such as army tanks, snowmobiles, and heavy equipment (T. Harper, pers. comm., December 13, 2016).



Figure 60. Lombard hauler No. 39 at Ashland Logging Museum. (2016, photo by B. Jacobson)

At first, the log haulers were powered by steam. Of the 86 steam-powered haulers Lombard built, six are known to still exist (“Existing Lombard steam log haulers,” 2015). Later, Lombard changed to gasoline engines. Three steam and two gasoline-powered Lombard haulers associated with the Waterway survive, though not all are complete. Lombard haulers have a following of New England devotees; several are operated for demonstrations, and for fun.

Lombard No. 39 is at the Ashland Logging Museum, donated to the museum by J. D. Irving, Ltd. The steam log hauler was used from 1927 to 1936 by Lacroix’s Madawaska Company, contractor to Great Northern Paper Company, and came from Churchill Lake (E. Chase, pers. comm., August 39, 2016). “This is one of the last Lombards made with a lap seam boiler. It is missing the steam piping, controls and the back of the cab but is in fair unrestored condition” (“Existing Lombard steam log haulers,” 2015). See Figure 60 and the video “Ashland Logging Museum Lombard Steam Log Hauler,” <https://youtu.be/U44NepH2nIE?t=18s> (Crosby, 2014a).

In addition to the Ashland Logging Museum’s steam-powered Lombard, two other steamers associated with the Allagash survive. One is held by the Maine Forest and Logging Museum and one by Clark’s Trading Post in Lincoln, New Hampshire. Both were

recovered from Knowles Brook and were operated by a Madawaska Company subcontractor in 1925. Terry Harper believes one, if not both, may have originally been purchased by the Eastern Manufacturing Company and used at Russell Brook prior to their 1913 abandonment and subsequent 1919 salvage by John Morrison.¹⁷ Both steam



Figure 61. Lombard log hauler from Churchill Depot on display at Maine State Museum. (n.d., photo courtesy Maine State Museum)

Lombards are in working condition, with the Maine Forest and Logging Museum’s machine operated on a regular basis (T. Harper, pers. comm., November 29, 2016).

Lombard began offering gasoline-powered machines commercially in 1915, and both gasoline and steam powered machines were marketed until 1917 (T. Harper, pers. comm., November 29, 2016). Gasoline-powered log haulers were simpler and easier to operate than steam-powered models. Several still survive in working condition.

One gasoline model that came from Churchill Depot was loaned to the Maine State Museum in 1977 (MSM #L77.87), then donated by BPL to the State Museum in 1986 (MSM #886.24.1). Lacroix had purchased it in early 1925 along with six other Lombards that were delivered to Township 5, Range 20, and then subsequently moved to Churchill. All were numbered by Lacroix; this machine was No. 6 (serial #3031NW). Following the end of Lacroix’s operation it was abandoned at Clayton Lake. International Paper purchased the Clayton Lake depot and, in 1968, No. 6 was moved to Churchill. The gas Lombard has been restored and is now on display at the museum in Augusta, Maine.¹⁸ See Figure 61.

¹⁷ Morrison used them on his upper St. John River operations prior to selling his holdings to Édouard “King” Lacroix in 1925.

¹⁸ The Lombard exhibit label may need correction to reflect that the machine came to BPL from International Paper and was used in timber harvesting operations in the Allagash (S. McDonald, pers.

Another gasoline Lombard log hauler (Figure 62) is on display at the Patten Lumbermen's Museum (Patten #2002.0736). According to the label, it was "used by Great Northern Co. on the R.R. operation at Churchill Lake and was brought out from Churchill Lake by J. M. Huber Corp." The label goes on to explain that although the



Figure 62. Gasoline Lombard log hauler at Patten Lumbermen's Museum. (2016, photo by B. Jacobson)

gasoline engines had less power than steam models, the initial cost was lower, they could be operated by one man, and they had BRAKES!

There are a number of other Allagash-related gasoline Lombard haulers that have survived. One is on display in downtown Waterville, Maine. The City of Waterville salvaged two machines from Churchill Depot in the early 1970s. After sitting for years, one hauler was cosmetically restored and placed on display, while the other became part of the private collection of Paul Breton. Three other ex-Churchill gasoline Lombards survive in New Hampshire. Lacroix's No. 8 is on display in the snowmobile museum in Allenstown. At some point it was cut in two and used to power a sawmill at Churchill Depot. After salvage by a timber company, Donald Johnson cosmetically restored it. Johnson also owns two other Lombards that were salvaged by Bert Packard in 1974, when the Churchill Depot tractor shed was burned. Today, both machines are in operating condition—one is the only gasoline Lombard operating with the correct Wisconsin T-head engine (said to be the cause of deafness in so many of the old Lombard drivers). The other machine has a non-standard diesel engine (T. Harper, pers. comm., November 29, 2016).

comm. with J. R. Phillips, April 22, 1998). A new builder's plate was created in 2011 for this machine; however, the "NW" suffix was erroneously omitted from the serial number (T. Harper, pers. comm., November 30, 2016).

I did not determine if steam-powered Lombard No. 2, owned by Patten Lumbermen's Museum, was used within the Waterway. The Sherman Lumber Company donated it, so the geographic scope of their operations would be key in determining its associations. Otherwise, No. 2 is of note because it is featured in a 1982 publication of the American



Figure 63. Lombard hauler owned by Ray Breton at Michaud Farm, August 20, 2016. (photo by B. Jacobson)

Society of Mechanical Engineers designating Lombards a National Historic Mechanical Engineering Landmark (#79). The Society published a history of Lombard log haulers at the time of designation (Rogers & Scribner, 1982).

A large debris field (Harper #8-1.0) at the former Churchill Depot machine shop location, approximately 100 feet north of the Waterway headquarters, contains gears, pulleys, flywheels, and shafts as well as many miscellaneous metal fittings associated with Lombards and the pulp sleds they pulled. At the location of the former Churchill Depot tractor shed there are the differential (Harper #8-390) and the entire track and sprocket assembly (8-3 8.0) for a steam Lombard, complete with both tracks and all associated hardware (8-3–5.0) (Harper, 1994b).

The remains of two Lombard log haulers are located at Cunliffe Depot. One, a steam model (Harper #12-20), had a newer “butt seam boiler” and is missing many parts including the steam engines, drive train, cab, controls, and all steam piping. There also are remains of a six-cylinder gasoline Lombard (Harper #12-1.0) at this site (“Existing Lombard steam log haulers,” 2015; Harper, 1995). The gas machine has a Lombard engine, and Harper asserts it is the oldest surviving gasoline Lombard known, dating to 1915 or 1916 (pers. comm., November 29, 2016). See the video “Cunliffe Depot Lombard Log Haulers Trip,” https://youtu.be/NRj_IHGsh0w?t=2m44s (Crosby, 2014b).

Ray Breton of Vassalboro, Maine, loaned his 1934 Lombard log hauler to BPL for demonstrations during the 2016 Waterway 50th anniversary celebrations. Weighing

about 10 tons and measuring 21 feet 5 inches long by 7 feet wide by 8 feet 8 inches high, the machine previously belonged to Starbird Lumber in Eustis, Maine (Figure 63).

CONDITION—LOMBARD LOG HAULERS: The cab of No. 39 sustained damage in a 1976 tornado that tore the roof off the Ashland Logging Museum open shed in which its stored (E. Chase, pers. comm., August 39, 2016). Otherwise, the condition is fair. The Maine State Museum displays the Churchill Depot gas-powered hauler as part of its interior exhibits. The restored vehicle is in good condition. The Patten gasoline hauler is under cover in a shed. The remains of two Lombard log haulers at Cunliffe Depot are in poor condition, showing heavy signs of decay and vandalism (Harper, 1995). Documentation is not available for haulers owned by others.

EL&WB Rolling Stock

Several types of vehicles have traversed the rails of the Eagle Lake & West Branch Railroad, such as huge locomotives and their tenders, loaded pulp cars, and railroad motor cars (also known as speeders). Maine Forest Service personnel used the latter into the late 1960s. A short 1966 movie recording a ride on the EL&WB aboard a motor care is posted at <https://www.youtube.com/watch?v=m-gtPiqITLc&sns=em> ([MrLombardguy], 2011).

Locomotives No. 1 and No. 2

Two standard-gauge locomotives and tenders (Harper #7-1.0 and 7-2.0) rest where they were parked in 1933 inside a shed, now gone, when operations of the EL&WB Railroad ceased. Most portable appurtenances have been removed from the vehicles by “treasure hunters,” though numerous objects associated with the locomotives have been retained by BPL (Harper, 1994b). Several state agencies cooperated to remove asbestos from around their boilers in 1995, and a group of volunteers, led by the Allagash Alliance and Waterway staff, put a new gravel base under their rails to stabilize the locomotives. This work was carried out under a 1997 permit issued by the Maine Historic Preservation Commission and Maine State Museum (pursuant to 27 MRSA § 374).

EL&WB Locomotive No. 1 is the smaller of the two steam locomotives, identified by its 4-6-0 wheel alignment. The Schenectady Locomotive Works built it in June 1897 (serial #4553). Lacroix’s Madawaska Company purchased it and moved it to Tramway in 1927, after service on several other railroads. When EL&WB No. 2 arrived in 1928, the first served as a spare. No. 2, with a 2-8-0 wheel alignment, was built in 1901 by Brooks Locomotive Works of Dunkirk, New York (serial #1415). Both were broken down for transport to the Allagash, and both converted from coal to more economical bunker fuel, a low-grade diesel oil, which heated water to produce steam (T. Harper, pers. comm. with K. Mohny, February 19, 1993).

In 1999, Dave Hubley of the Allagash Alliance transferred to the Bureau a metal placard that had been removed from Locomotive No. 1 many years earlier. The rusted placard displayed the number 63 in black paint, dating from the locomotive's service on the Grasse River Railroad prior to purchase for use on the EL&WB (S. McDonald, pers.



*Figure 64. Two locomotives used on Eagle Lake & West Branch railroad.
(n.d., photo courtesy of K. Brown)*

comm. with D. Hubley, July 30, 1999). Several other “disappeared” items have also been returned to the locomotives, or reconstructed by volunteers.

CONDITION— NO. 1 AND NO. 2 LOCOMOTIVES: Ruins. Location and condition of ancillary items unknown.

Pulp Cars

Some 40 flatbed cars were transported overland by the Madawaska Company, fitted with pulp racks, and further modified to work in conjunction with an unloading trestle at Umbazooksus (Harper, 1994c, p. 12). When the EL&WB Railroad ceased operations, many of the cars (Harper #7-5.0) were abandoned on the tracks in the Eagle Lake rail terminal at Tramway. There they remain, or rather, there remains what's left of them after 80 years of exposure to the elements. Harper documented more than 95 objects (7-1.0 thru 7-54.0) associated with the pulp cars and the railroad at the Eagle Lake terminal at Tramway.

CONDITION—EL&WB PULP CARS: Ruins. For current condition of the rail cars, see the video “Eagle Lake & West Branch Railroad: Allagash Abandoned Steam Locomotive Train Cars Walk-Through,” <https://youtu.be/1dV3LbINQHM> ([UntamedMainer], 2016).

Velocipedes

Velocipedes carry one or two people with light supplies, propelled on rails at about 15 miles per hour by pumping its handles back and forth. They were common on railroads in the early 1900s.



*Figure 65. Top—Sheffield velocipede at Patten Lumbermen’s Museum.
Bottom—Sheffield velocipede at Churchill Depot Storehouse.
(2016, photos by B. Jacobson)*

According to a museum label on a velocipede at the Patten Lumbermen’s Museum, it last saw service on the EL&WB. However, Edwin Robichaud—who was employed by the EL&WB and had been associated with the railroad since 1925—reported to Harper in the early 1990s that velocipedes had never been used on the EL&WB. Similarly, neither Harper nor I have found photographic evidence or other historical documentation attesting to their use. Harper and others agree that the velocipedes were found at Nugent’s Sporting Camp (pers. comm., November 29, 2016).

Al Nugent kept a velocipede at Ellis Brook Crossing, after the railroad shut down, which he used to transport “sports” and game along the northwest shore of Chamberlain Lake. Brent Hardy, Allagash Wilderness Waterway Advisory Council Chair, helped out at Nugent’s Camps for some 20 years, starting when he was a teenager. He doubts “Nuge” would have hauled the machines to Chamberlain. Rather, he believes others had first used the velocipede on the EL&WB (pers. comm., April 7, 2017).

The dates of construction for the two Sheffield velocipede cars, one at the Lumbermen’s Museum and one in the Churchill Depot History Center at the Storehouse, are unknown. The one at Patten was reconstructed in 2004 by employees of the S. W. Collins Company and Kieffer Real Estate Company of Caribou, Maine. The one in the Storehouse was also reconstructed, presumably at the same time by the same volunteers. See Figure 65.

CONDITION—VELOCIPEDES: The two reconstructed velocipedes are stored under cover, and both are in excellent condition.

Other Mechanical Equipment

While most remnants of equipment within the Waterway speak to the work of woodsmen and watermen, there are a few that relate more to their families and their leisure activities. For example, when Edwin Robichaud was a young boy in the 1920s he helped his great uncle, a camp cook, during summers in the logging camps. They lived in a small cabin just at the eastern end of the big cut at Tramway. One year, Edwin and his brother built a little coaster “scenic railroad.” Old John, the horse, was employed to drag rails from the abandoned tramway. The blacksmith joined two old trucks together with steel rods, and the boys equipped it with a platform and a box seat to create their “locomotive.” A few years ago, Terry Harper discovered that Richard Breton and his brother had found two trucks bolted together: They had found the boys’ “locomotive.” Harper found an errant tramway rail near the cabin site. Breton retains the bolted trucks in Vassalboro, Maine. The Robichaud boys also used tramway parts to build a “Ferris wheel,” the remains of which have not yet been located (T. Harper, pers. comm., December 14, 2016).

The engine and other parts of a Cessna 190 lie about near the Henry Taylor camp. The pilot (uninjured) crashed into trees on takeoff (BPL, n.d.-b). Nearby, at the Moir farm, Allagash Ranger Trevor O’Leary counts a 1956 Ford auto, John Deere two-bottom plow, one-row potato planter, hay rake, and harrow among the objects of interest (pers. comm., August 20, 2016).

Waterway Chief Ranger Kevin Brown adds that part of a turbine and gears from a former dam lie on the shore below the current Churchill–1998 dam (pers. comm.,

September 21, 2016). At the location of the former Churchill Depot tractor shed there is an early four-cylinder gas engine (Harper #8-3–5.0) (Harper, 1994b).

Two Fairbanks Morse engines (Harper #8-2.0 and 8-220) that powered two of the three conveyors used to load pulp cars at the Eagle Lake terminal of the EL&WB railroad are now at Churchill Depot (Harper, 1994b). According to Harper, the conveyors were dismantled after the EL&WB stopped operating and the engines were moved to the depot. One of three engines fell into the lake and was not recovered (pers. comm., November 29, 2016).

Harper found the remains of what appears to be a Lombard plow for grading the haul roads (Harper #6-3.0–6-3.22) on Chamberlain Lake in 1994 at a site he called Chamberlain depot. Other objects located at the site included a steam log hauler drive sprocket (6-2.0), a large belt-driven pump (6-5.0), remains of a blacksmith forge (6-1.0–6-1.3), and many sled runners and heavy steel drawbars (Harper, 1994a).

Located on the shore of Eagle Lake approximately 100 yards south of the inlet of Russell Brook lie the metal fittings of a Lombard-type log sled. Harper (1994b) notes that it rests only yards from the path of the winter haul road known as 9-14.

The remains of a 1920s steam shovel are located at the former site of Nine Mile Bridge, outside the Allagash watershed (Figure 66). In 1994, the builder's plate clearly identified the machine: "Erie Type B, No. 181, Ball Engine Co. Erie, PA." Unusually, it had railway wheels that were sitting on short lengths of rails, instead of standard crawler tracks. No doubt, its association with the EL&WB railroad accounts for the peculiarity. The shovel had been used to excavate the "big cut" at the Eagle Lake terminal and, with a pile driver attached, to construct the EL&WB Trestle (Harper, 1994c, p. 29, T. Harper, pers. comm., November 29, 2016). Brent Hardy confirms that it was still there when he visited the site in 2014 (pers. comm., April 7, 2016).

A similar piece of modified equipment is a Lombard hauler that ran on rails during construction of the EL&WB railroad. When Harper inventoried the tramway site in the 1990s, he found unique railroad-style wheels that did not belong to any piece of equipment he could identify. A few years later, he borrowed a photo album from Avis Harkness Black (her father was O. A. Harkness who played a major part in the tramway and was responsible for the design and construction of the *H. W. Marsh* and *George A. Dugan*). The album included photos of Russell Brook Depot (1908–1913) and various other photos from the 1920s. One photo reveals that a Lombard tractor had been converted to run on rails. He believes one of those rear wheels is located near the tramway boilers, along with parts of the front axle assembly and sprocket, and the other is in the woods in front of the locomotives. The two front axles and attached wheels are

sitting along the track just west of Ellis Bog (T. Harper, pers. comm., December 14, 2016).

CONDITION—"OTHER" EQUIPMENT: Not surprisingly, the current condition of these mostly metal objects is undocumented. "Due to its obscure location the shovel seems to have



Figure 66. Erie steam shovel at former Nine Mile Bridge location. (2007, photo by M. McLellan)

survived very well. Most notable is the completeness and soundness of its wood superstructure, while it still retains most of its mechanical components. . . . Also, the bucket has been detached though it is present at the site. The boiler itself is complete though the stack has been riddled with bullet holes and has collapsed. The fuel and water bunkers are mostly complete though they have been ravaged by corrosion as has the corrugated metal roof" (Harper, 1994c, pp. 28–29). Figure 66 indicates deterioration since Harper's 1994 assessment.

Boats

The Bureau has a canoe and two batteaux¹⁹ on display at the Churchill Depot Storehouse. A batteau overhead (behind the canoe in Figure 67) appears to have been modified with a square stern. I did not uncover documentation for these boats. In 1974, BPL donated a batteau and punt that had been at Churchill Depot to the Penobscot

¹⁹ "John Gardner, small boat historian, gives the spelling *batteau*, and plural, *batteaux*, as the English adaptation of the French *bateau*, which is the French for any small boat. The double 't' spelling was the rendering of this particular class of double-ended boat. Fannie Eckstorm maintains that *batteau*, *batteaus* was the accepted usage by Maine lumbermen" (Dietz, 1968, p. 251).

Marine Museum in Searsport, Maine (R. Palmer, pers. comm. to Bureau of Parks and Recreation, October 15, 1974). The Marine Museum in turn loaned both boats to the Patten Lumbermen's Museum. According to the Marine Museum collections catalog (PMM #1974.85), the lumbering batteau was constructed with two boards on the



Figure 67. Batteau (foreground) at Churchill Depot History Center. (2016, photo by B. Jacobson)

bottom and another two boards per side, all fastened to nine frames. Former BPL historian John Briggs is cited in the Maritime Museum catalog as saying it was built in the 1920s. The boat has one seat at the stern; the rail is broken at the port bow. The depth at bow is 2 feet $9\frac{7}{8}$ inches; midship is 1 foot $4\frac{1}{2}$ inches, and stern depth measures 2 feet $7\frac{1}{2}$ inches. I believe both boats are located at the Patten Lumbermen's Museum, though this is not confirmed.

The Marine Museum collections catalog (PMM #1974.86) states the lumberman's punt was used "to transport supplies to the many lumber camps on the Allagash River." It has two boards on each side ($1\frac{1}{2}$ inches thick) and 18 boards on the bottom (all $1\frac{1}{2}$ inches thick), with transoms at bow and stern.

Another batteau used on the Allagash, by Lacroix's Madawaska Company, is now located at the Ashland Logging Museum (Figure 68). Bernie Hawes pointed out that the batteau has tamarack "ship's knee" construction, and the bottom planks show marks from loggers calk or "cork" boots (pers. comm., August 22, 2016). Edward Chase says the batteau was built "across the river from St. Francis" (pers. comm., August 30, 2016).

The paddle steamer *H. W. Marsh* was built in 1903 at the Eagle Lake end of the tramway and used as a towboat. After the tramway ceased operation, it was moved overland to Chamberlain Lake (Harper, 1994c, p. 9). Toward the end of its use for booming logs, it was pulled ashore near Chamberlain Farm for the winter where the stern froze in the



Figure 68. Bernie Howes of Ashland Logging Museum inspects Churchill Depot batteau. (2016, photo by B. Jacobson)

water. “In order to protect the engine her stern was cut off just behind the paddle box and the forward part of her hauled up on the shore. When the ice went out in the spring the stern floated away and was lost” (Dietz, 1968, p. 169). Now, remnants of the boilers and engine (Harper #1-1.0–1-1.6) along the shoreline, as seen in Figure 69, are the only apparent signs of the 91-foot-long vessel (25-foot beam). The location of the stern is undocumented, however, two large objects are visible from the air in calm water just off shore. Brent Hardy believes one is a boiler. The other could be the paddle steamer’s stern (personal comm., April 7, 2017).

Part of the *Marsh* is preserved at the Patten Lumbermen’s Museum. A spruce knee and beam (Patten #378) are mounted overhead in one of the museum buildings. The label explains that it was “used in the construction of the steamer *H. W. Marsh* which towed logs up Eagle Lake to the tramway. Some knees were used to support a tower on the powerhouse of the Chamberlain–Eagle Lake tramway. Brought out by a group of men in 1963.”

A second wooden boat was built at the Chamberlain Lake end of the tramway, a propeller-driven vessel named the *George A. Dugan* which measured 71 feet in length with a beam of 20 feet (Harper, 1994c, p. 9). Also used as a towboat, it was most likely

carried out by the ice and sunk sometime during the 1920s or 1930s. One item that could be associated with the vessel was identified in 1994 (Harper #1-27.0). The rails used for hauling it were also present in 1994 (Harper #1-26.0 and 1-26.1).



Figure 69. Remnants of steamboat H. W. Marsh engine at Chamberlain Farm (BPL, 2013).

A wooden boat is lodged in the alders along North Twin Brook, about 175 feet up the brook from Churchill Lake (Figure 70). Arthur Spiess examined the boat during archaeological fieldwork in the area. Based on his own nautical experience, he guessed the sailing hull was built between 1900 and 1930. Terry Harper (pers. comm., November 29, 2016) suggests the boat may have been used as a “boom jumper” and Kevin Brown (pers. comm., August 28, 2016) thought it a towboat upon first finding it; either type would have been used during log drives. Spiess’s observations about the vessel follow.

The boat is wooden, apparently an older hull with a home-built cabin on top. The last refit, based on wiring hardware, spring door hinges, wire nails, and other hardware, was done in the mid-20th century (c. 1950–1960). A welded angle-iron frame used as an outboard motor mount had been bolted to the stern. The cabin is covered in plywood and tarpaper, held together with wire nails (steel).

The hull of the boat is older than the cabin. It has an overall length of 22 feet, with a 9-foot beam. The hull has a flat bottom. There are twin, parallel keelsons, each 4 by 4 feet, set about 8 to 9 inches on center. The stem is nearly vertical. Bent oak ribs in the hull have been sistered with metal plates held to the hull by iron nails. Copper screws were

the original hull fasteners. The hull planking appears to be cedar. There is a mast step and deck hole about 2½ feet abaft the stem post (bow), so the vessel was originally rigged as a cat boat (large single sail on a mast stepped in the bow) (Spiess, 2004a, p. 9).



Figure 70. Boat at North Twin Brook. (n.d., photo by K. Brown)

Other wooden boats (Harper #4-1.0 and 4-3.1) were found at the American Realty Depot on Umsaskis Lake (Harper, 1994a). Perhaps more exist elsewhere in the watershed. Sheila McDonald at the Maine State Museum reports that an unknown 20th century maker traveled the Allagash region in a decorated wood-and-canvas canoe (now in the museum's holdings) to "prove that man could survive in the wilderness" (pers. comm., December 1, 2016).

CONDITION—BOATS: Both the remains of the *H. W. Marsh* engine and the mid-20th-century boat hull at North Twin Brook are exposed to the weather and deteriorating, the wooden boat much more quickly than the iron engine. The three batteaux are under cover. The *H. W. Marsh* ship's knee is protected from the weather inside the Patten museum building. The wood-and-canvas canoe is stored by the Maine State Museum in a controlled environment and is in good condition. The BPL canoes are stored overhead inside the Churchill History Center.

ETHNOGRAPHIC RESOURCES

Ethnography is a branch of anthropology that observes and reports a group's knowledge and systems of meanings through descriptions of everyday life and practices. The ethnographic approach has been adopted in both sociology and the humanities; for example, ethnohistory looks at the culture of a group over time.

Ethnographic resources support traditional activities such as religious beliefs, traditional arts and native languages, and subsistence activities. Ethnographic resources could be special places in the natural world or natural materials that are traditionally associated with a culture (U.S. Department of the Interior, National Park Service, 1998, p. 49531). Aspects of culture that persevere over two or more generations are of particular interest.

The Bureau recognizes that

certain contemporary Native American and other communities are permitted by law, regulation, or policy to pursue customary religious, subsistence, and other cultural uses of Bureau resources with which they are traditionally associated. Such continuing use is often essential to the survival of family, community, or regional cultural systems, including patterns of belief and economic and religious life. Recognizing that its resource protection mandate affects this human use and cultural context of its resources, the Bureau of Parks and Lands will plan and execute programs in ways (such as the conservation of stands of brown ash trees, a traditional Native American basket making material) that safeguard cultural and natural resources while reflecting informed concern for the contemporary peoples and cultures traditionally associated with them (BPL, 2000, p. 38).

It is difficult to document cultural systems and a group's ties to a particular isolated area such as the lands and waters of the Allagash. Such an ambitious task not only requires the use of primary written sources, oral traditions, archaeology, and the involvement of associated communities, but also a deep understanding of how people form a distinct identity. Neither post-European contact nor precontact ethnographic resources have been formally identified for the Allagash. Nonetheless, ethnography offers perspective in understanding resources that have been classified above in other resource types, and in presenting the stories of the lands and waters to the public. The 150 oral histories and cultural landscapes are two instances where ethnographic information can prove valuable in Waterway management.

Ethnohistorian Micah Pawling's research and teaching at the University of Maine focuses on the ethnohistory of Northeast Native North America and collaboration with Native American communities in Maine. He suggests that we may need to rely on

primary sources (or documents), oral traditions, archaeology, and Wabanaki consultation to better understand Native identity of the region prior to and during the European-contact period. Pawling suggests Beatrice Craig's book *The Land in Between* (2009) might help in understanding Maliseet connections. Frank Speck and Wendell Hadlock (1946) worked on Penobscot and Maliseet family hunting territories in the region, and Harald Prins's dissertation (1990) illustrated strong Mi'kmaq ties. Otherwise, consultation of primary sources—such as journal entries of Europeans moving through the region, possibly starting with the journal of John Livingston (1710–1711) and John Montresor's maps and journals of the 1760s cited and reproduced in the *Historical Atlas of Maine* (Hornsby & Judd, 2015)—would be a first step toward better understanding (pers. comm., December 21, 2016).

BURIALS AND CEMETERIES

Gravesites provide a final resting place for those who toiled in the Allagash watershed, promoting an attitude of reverence and respect for those who have passed. They provide a place for any relatives, and others, to contemplate the lives of those who came before. Marked graves constitute a memento of the achievements of the everyday people and can be a source of community pride.

Federal law (25 USC §§ 3001 et seq.) provides protections for some Native American burial sites. It also institutes controls over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands, and the repatriation of such items held in museums receiving federal funds.

There is no evidence of cemeteries within 1 mile of the watercourse. No Native burials are documented. A headstone memorializes the burial of Joe McKeel; see McKeel Stone in Structures, page 80. Joe McKeel died while working as the camp watchman at Cunliffe Depot and it is said that he was buried in a casket made from two barrels. The location of his actual grave is undocumented (it has been moved), though Allagash Wilderness Advisory Council member Melford Pelletier believes he can locate the site (pers. comm., December 29, 2016).

One Ansel McDonald is said to be buried on Chamberlain Farm. There is no grave maker (H. Van De Bogert, pers. comm. with S. McDonald, May 13, 1986). Given the dangers of woods work, I am certain other men passed away along the Allagash, and given the remote location, more are likely buried there: for instance, the unfortunate individual for whom Ghost Landing Bar is named.

Some of those who accompanied the men also met their end on the Allagash waters or shores. One towerman's child is known to have drowned on Umsaskis Lake, and two

stillbirths are recorded (A. Barker, pers. comm., September 7, 2016). And then there's "Widow Blanche" who lived and is buried above Twin Brooks on the east side of the river, about a quarter-mile south of Allagash Falls (M. Pelletier, pers. comm., December 2, 2016, and April 6, 2017).

The Jalbert family lived on the river just south of Michaud Farm. Betty Pecararo relates that her father, Sam Jalbert, and his nine siblings were born at the Jalbert place. Two of them, a boy and a girl, are buried there (M. Pelletier, pers. comm., April 4, 2017). Neither markers nor burial locations are known for any of these individuals.

SUBMERGED CULTURAL RESOURCES

I would consider any heritage resources located in the watercourse entirely below normal water level as submerged cultural resources. With the intense level of logging activity on the water during the 19th and 20th centuries, which followed centuries of water travel, there are likely submerged heritage resources in the waters of the Allagash. For instance, what happened to the stern section of the *H. W. Marsh*? Two large objects are visible just offshore of the paddle steamer's remains at Chamberlain Farm; are they a boiler and the stern section? The old Telos Cut channel leading to the dam is evident from the air. Waterway Ranger Trevor O'Leary reports stone boom piers and chain in Round Pond (T13 R12 WELS), near Windy Point (pers. comm., August 20, 2016).

There has been no systematic underwater inventory, and no other submerged historic and cultural resources were identified during the Storied Lands & Waters project.

4. SIGNIFICANCE AND INTEGRITY

Not all heritage resources share equal value, nor the same significance or management potential. In order to focus limited funding and personnel, management choices must be made. Recommendations for the use and treatment of a historic or cultural resource—in order to realize its greatest scientific, traditional, historical, and management potential—are prioritized based on significance and integrity.

I utilize the framework below for assessing significance and integrity in order to make recommendations about treatment of Allagash heritage resources in chapter 5. Though created for the National Register of Historic Places, the framework is used to evaluate a wide variety of properties associated with the pre- and post-European contact history. Many programs administered by states, municipalities, and professional organizations rely on the National Register criteria.

It is important to note that my use of National Register guidance does not imply that the goal is to nominate Allagash properties for listing in the Register. The concepts of significance, context, and integrity are simply useful in setting treatment priorities. Bureau policy echoes the concern for historic context and integrity in evaluating and planning for BPL resources that possess national or state significance in history, architecture, archaeology, and culture.

SIGNIFICANCE

The National Park Service issues technical bulletins to aid in assessing the significance of historic places, with the bulletin *How to Apply the National Register Criteria for Evaluation* (1997) being prime among them. While National Register criteria are useful, a full discussion of their application is beyond the scope of the Storied Lands & Waters project. The Director of the Maine Historic Preservation Commission is the State Historic Preservation Officer for Maine; he and his staff are expert in applying National Register criteria and should be consulted for more in-depth discussion.²⁰ The basics—from the Historic Preservation Act, which created the National Register—are as follows.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

²⁰ Tribal Historic Preservation Officers for the Wabanaki nations should be consulted regarding tribal properties in Maine.

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history (16 USC 36, Part 60).

The significance of a heritage property can be judged and explained only when it is evaluated within its historic context. For a property to possess significance, it must be associated with an important historic context and retain integrity of features that are necessary to convey its significance.

Historic Context

Context is a precept of the preservation standards and guidelines widely used by governments, organizations, and individuals to frame discussions and make decisions about preservation activities. These standards are embodied in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, which form the basis for a systematic approach to the consideration of heritage properties.²¹ Thus,

decisions about the identification, evaluation, registration and treatment of historic properties are most reliably made when the relationship of individual properties to other similar properties is understood. Information about historic properties representing aspects of history, architecture, archeology, engineering and culture must be collected and organized to define these relationships. This organizational framework is called a "historic context." The historic context organizes information based on a cultural theme and its geographical and chronological limits (48 FR 44716).

Historic contexts are patterns or trends in history that help us understand a property and its meaning—and ultimately its significance. They link heritage properties to historic trends during the development of an area. "Historians, architectural historians, folklorists, archeologists, and anthropologists use different words to describe this

²¹ The Secretary's Standards were published in the Federal Register on September 29, 1983 (Vol. 48, No. 190: 44716–44742). The National Park Service has updated portions of the Standards and Guidelines, which are presented at https://www.nps.gov/history/local-law/Arch_Standards.htm, though not all revisions have been published in the Federal Register.

phenomena such as trend, pattern, theme, or cultural affiliation, but ultimately the concept is the same” (U.S. Department of the Interior, National Park Service, 1999, p. 11). The core premise is that resources, properties, or happenings in history do not occur in a vacuum but rather are part of larger trends or patterns. Historic contexts are organized by theme, place, and time.

The Maine Historic Preservation Commission staff follows this approach regarding the significance of Maine’s cultural heritage. For instance, like all heritage properties, archaeological properties can be associated with a variety of historic contexts and the Preservation Commission has published formal archaeological context statements for several cultures and times. The documents specify the attributes necessary for properties to be eligible under National Register Criterion D, “potential to provide important information about prehistory or history.” The MHPC documents can be accessed on their website:

<http://www.maine.gov/mhpc/archaeology/professional/contexts.html>.

The only existing historic context statements relevant for evaluating the significance of Allagash Wilderness Waterway properties, or other locations in the Maine Woods, are those prepared by MHPC for precontact archaeological properties (see above), and for Maine sporting camps (see page 157). It is outside the scope of the Storied Lands & Waters project to analyze the historical patterns and trends necessary to develop the significance themes needed to write Allagash context statements.

Yet, even a rudimentary framework of time and place will aid in understanding the relationship of individual Waterway properties to other similar properties. The “place” for the project, therefore, is the historical Allagash watershed. The Heritage Landscapes Management section of chapter 5 further defines geographic limits for Waterway context. For chronological limits, I offer five periods that correlate with aspects of the Waterway’s history, architecture, archaeology, engineering, and culture. Dates are approximate.

- Indigenous Peoples’ Homeland Period (before 1820)
- Scots-Irish, English, and French In-migration Period (1780–1850)
- Logging and River Drive Period (1830–1960)
- Rusticator and Sporting Camp Period (1850–1966)
- Waterway Period (after 1966)

The current era encompasses creation of the Allagash Wilderness Waterway, its designation as a Wild River in the national system, and recreational use and management of its lands and waters after 1966. Properties developed and used during this period do not meet the 50-year rule-of-thumb for heritage resources, which does not mean evidence of human use in the watershed since 1966 is unimportant and

should be disregarded. Rather, such evidence is not “historic.” Properties associated with the first four eras are potential historic and cultural resources, including those properties repurposed during the Waterway Period such as campsites and structures.

There is a close relationship between the above framework and interpretive themes developed in **Part Three**. Time and place are key to understanding the historical and cultural meanings of the Waterway.

INTEGRITY

Assessment of integrity must come after an assessment of significance. “Integrity is the ability of a property to convey its significance.” The National Register program identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Most, if not all, of these aspects must be present for a property to retain historic integrity (U.S. Department of the Interior, National Park Service, 1997, p. 44).

However, integrity is not the same as condition.

The condition of a resource is defined in terms of deterioration; integrity is defined in terms of correspondence with associations in the past. Condition is a matter of rot and rust; integrity is a matter of age and authenticity. All physical things have a condition; they do not all have historical integrity. On the other hand, all things with historical integrity also have a condition. The condition of a resource during its period of significance is part of its integrity (U.S. Department of the Interior, National Park Service, 1998, p. 49533).

Putting aside National Register guidelines, integrity has additional meaning for some heritage resources. For instance, as regards museum management, integrity refers to collections whose provenance (circumstances of creation, history of ownership, and usage) and original order are intact and whose documentary context is complete. Archaeologists use the word integrity to describe the level of preservation or quality of information contained within a property or assemblage of artifacts.

5. TREATMENT OF WATERWAY HERITAGE RESOURCES

Resources identified in “Allagash Heritage Resources” (chapter 3) that possess significance and integrity as described in “Significance and Integrity” (chapter 4), are presented by resource category in this chapter 5. I offer treatment recommendations for heritage resources within, and associated with, the Waterway for consideration by Bureau of Parks and Lands and Allagash Wilderness Waterway Foundation—where sufficient information is available.

Resource categories help identify a resource’s unique values, and general treatment options are enumerated in policy to protect and enhance those values for public benefit. Sections A through H propose treatment for heritage resource within BPL’s Integrated Resource Policy categories: lettering corresponds to the policy (BPL, 2000). I identify priority actions within each category, suggesting they be acted upon first. Recommendations across all categories, as well as many external factors, will be taken into account when the sequencing of proposed actions is decided.

The treatment recommendations in this chapter are consistent with the mission, guiding principles, goals, and objectives of the Waterway strategic plan prepared by the Allagash Wilderness Waterway Advisory Council (BPL, 2010); and with the policies, goals, objectives, and strategies of the Waterway management plan prepared by the Bureau of Parks and Lands (BPL, 2012). See chapter 2, “Waterway Background.”

In general, Bureau policy requires that managers “protect, monitor, and treat” historical and cultural resources under their care. Regarding treatment, the Bureau requires one of the following procedures: (a) preservation as is; (b) restoration to earlier appearances by the removal of later accretions and replacement of missing elements; (c) reconstruction or reproduction to replicate absent original resources; or (d) rehabilitation to alter or make additions to meet continuing or new uses while retaining historic character (BPL, 2000, pp. 33–34).

Bureau policy allows removal of historic and cultural resources, except museum objects, after planning or consultation processes weigh conflicting management objectives. “Following such a decision, the resource will be documented and significant resource data and materials will be retrieved. The resource may then be permitted to deteriorate naturally or be removed” (BPL, 2000, p. 35). More specific BPL treatment guidance is below, presented as part of each resource category section.

A. ARCHAEOLOGICAL PROPERTIES MANAGEMENT

Archaeological properties can provide information about the past that is unobtainable from other sources. Archaeologists record and analyze the intact remnants of a past culture at identified archaeological properties. Professional surveys have identified approximately 157 properties associated with pre-European use of the lands and waters of the Allagash watershed. All but one are habitation sites; one is a quarry site. There have been no professional archaeological surveys of post-contact resources.

Archaeological Treatment Guidance

The Maine Historic Preservation Commission (MHPC) is responsible for the identification, evaluation, and protection of Maine’s significant cultural resources. MHPC staff are expert in the identification and management of archaeological resources, with a demonstrated interest in the pre–European contact resources of the Allagash. BPL consultation with MHPC staff regarding Waterway archaeology is essential in Waterway management.

Bureau policy lays out treatment options for archaeological properties of both pre- and post–European contact periods. “Generally, archaeological resources will be left undisturbed” (BPL, 2000, p. 35). Preservation in a stable condition prevents degradation, preserves integrity (and research value), and offers in-place exhibit potential. Archaeologists today can use remote-sensing instruments (e.g., ground-penetrating radar) to identify archaeological features for research and interpretative purposes. This technique is non-destructive and provides results rapidly.

Historically, archaeologists obtained information by excavation and removal of material from archaeological properties. In some cases, removal of artifacts by authorized personnel is justified, particularly if significant archaeological data would be lost as a result of management action, development disturbance, or from “uncontrollable degradation or destruction from natural or human causes.” Artifacts might be removed for protection, research, or interpretation. In those cases, “Maine law (27 MRSA §§371–378) concerning ground disturbance on National Register State-owned lands will be followed. Or, if a Bureau property is not listed in the National Register, ground disturbance must be conducted with the permission of the Bureau Director.” Furthermore, recovery activities will be in accordance with professional standards and by archaeologists approved by the Maine Historic Preservation Commission (BPL, 2000, p. 35).

“In order to ensure proper preservation and interpretation of artifacts, specimens and materials which are found on, in or beneath state-controlled lands, it is in the public interest that a single state department be designated to hold title, as trustee for the

State, to all such artifacts, specimens and materials” (27 MRSA §371). Thus, Maine State Museum is designated to hold ownership of any archaeological items removed from land or water areas owned by the State (excluding Baxter State Park) or from certain submerged lands (27 MRSA §§373 and 376).

As provided by statute (27 MRSA §372(3)), the Maine Historic Preservation Commission and State Museum will consult with federally recognized Indian tribes in Maine concerning adequate and appropriate curation of archaeological materials excavated from protected sites. Protected sites include State-controlled properties listed in or eligible for listing in the National Register of Historic Places, and similar private lands subject to a preservation agreement between the landowner and the Maine Historic Preservation Commission.

Significant Archaeological Properties

Two general locations in the Waterway have archaeological resources that meet, or likely meet, the criteria for listing in the National Register of Historic Places. One is Tramway Historic District, which was listed in 1979. The other is an area composed of a few precontact sites on the southern Allagash lakes.

Tramway Historic District

Tramway Historic District, which has statewide significance, was listed in the National Register in 1979 within the contexts of engineering, industry, and transportation; see Other Designations section, page 17. The listing focused on the 1902 tramway, which served as a focal point in the history of lumbering operations in Maine, and two railroad locomotives abandoned in 1933. According to the nomination form, the railroad on which the locomotives operated represents an early–20th century adaptation seen throughout the Maine Woods to transport smaller softwoods destined for pulp production.

The district contains the logging tramway and locomotives, along with former building sites and features related to railroads and lumbering. However, the district nomination does not reference the latter post-contact archaeological sites. The description and site plan in Appendix B illustrate the extent of the Eagle Lake & West Branch Railroad (EL&WB) lumbering supply depot and railroad terminal that once occupied the site. “Several buildings were constructed on the shores of Eagle Lake and called ‘Tramway.’ There was a large storehouse, several small family residences and several sheds. At one time, over a hundred people lived there during the Lacroix operations. Later Maine Forest Service workers resided in some of the buildings during the summer months” (Weymouth, 2011, p. 40).

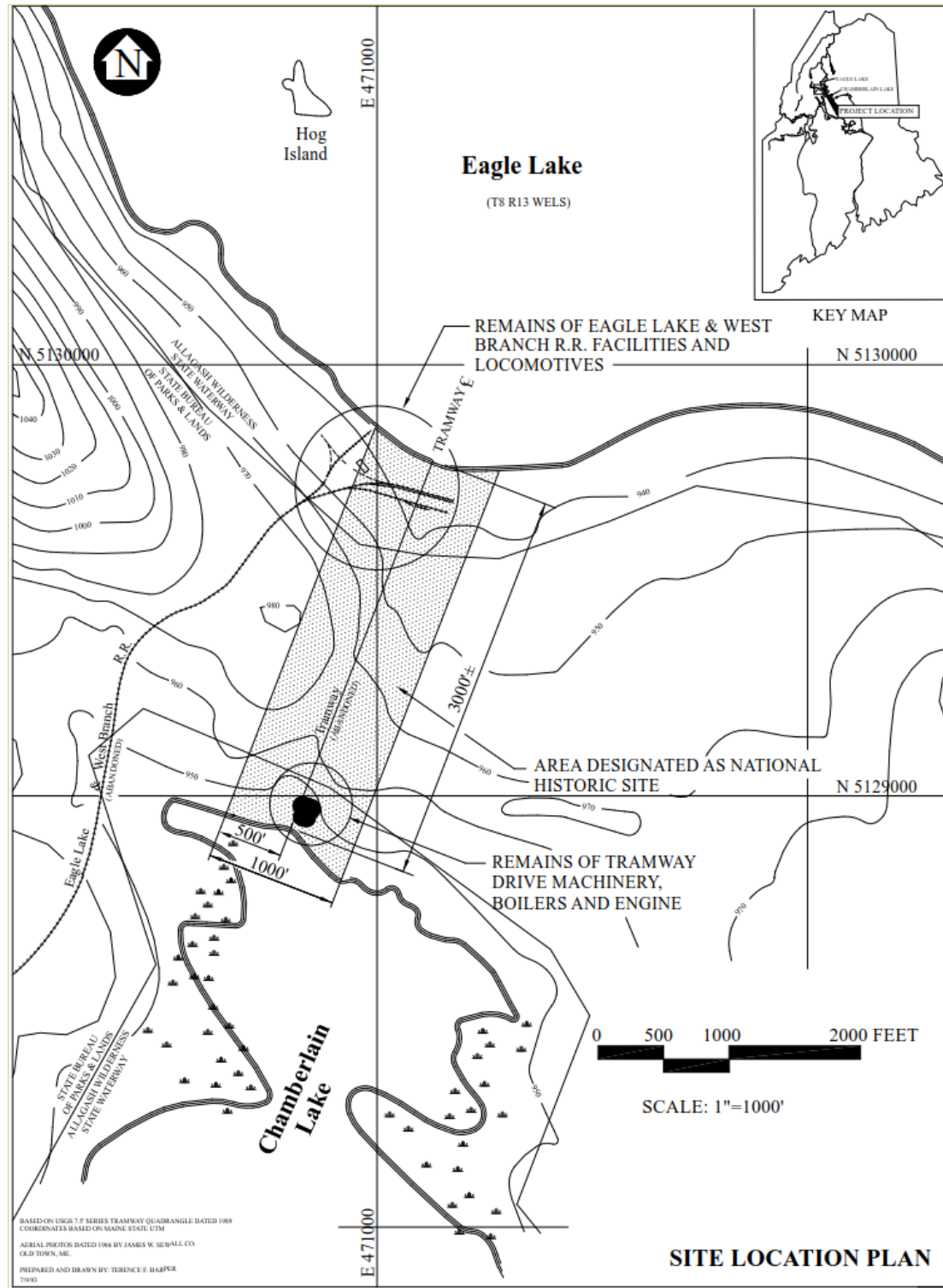


Figure 71. Tramway Historic District site location plan (Harper, 1994c).

Distinctive structures at Tramway identified in section D. Structures Management, this chapter:

- Eagle Lake terminal tracks and switches. Harper located all switch stands intact in 1994, except for one that would have stood at the north leg of the wye (Harper #7-14.0, 7-15.0, 7-17.0, and 7-18.0). One (7-11.1) was incomplete with its target and control rod missing.
- Railbed and remaining mainline tracks running south toward Umbazooksus Lake. Harper found approximately 2 miles of rail was still in place in 1994. He also noted several large stockpiles of rail as well as the access roads that ran through the site.
- Remains of the EL&WB Trestle at Allagash Stream. Stone piers and some rails remain at the railroad Trestle site.

Distinctive objects at Tramway identified in section D. Objects Management, this chapter:

- Tramway power plant, powertrain (gears and cable), rails, and trucks.
- Steam locomotives No. 1 and No. 2 with their tenders. (Harper identified numerous objects associated with the locomotives in 1994.)
- Remains of some 40 pulp cars used for the “Pulpwood Express.” The pulp cars (Harper #7-5.0), though partially burned, had survived to the extent that Harper took measurements in 1994 to assist in detailed drawings.

Other Potential Archaeological sites at Tramway reported by Harper in 1994:

- Evidence of the structure that housed the headworks machinery: “This structure (3-l.27) appears to have been a 45-foot by 60-foot post and beam structure with a sheet metal roof. Still present are the masonry foundations for the walls and support columns and the remnants of a 50-foot by 50-foot wharf structure that projected into Chamberlain Lake” (1994a, p. 3).
- Concrete piers of two loading conveyors (Harper #7-6.0 and 7-7.0). The site of a third conveyor (7-8.0) still had most machinery associated with it in 1994, though its Fairbanks Morse engine had been previously removed to Churchill Depot.

A 35-foot, stone-lined well at Tramway (see Figure B2, Appendix B) is an intriguing potential repository of artifacts (M. LaRoche, pers. comm., January 26, 2017). In addition, more than 97 objects were identified by Harper in 1994 (Harper #7-1.0 thru 7-54.0), including several debris fields identified as single entries. As seen above, Tramway Historic District contains an abundance of potential heritage resources in addition to those recognized in the National Register nomination.

Southern Lake Properties

Given that archaeologists have conducted most surveys of the Waterway’s pre-European contact properties south of Churchill Depot, little can be said with authority about the existence of significant properties to the north. Overall, there are few

significant properties south of Churchill because of erosion and surface collecting over the years, which compromises intact subsurface deposits.

Archaeologist Arthur Spiess identified three properties south of Churchill Depot with intact (uneroded) precontact archaeological deposits during the period 2001–2003, when he assessed the National Register eligibility of more than a dozen sites. Of these, he considers two eligible for the National Register; they are identified as ME #153.21 and 153.23 (Spiess, 2004c, p. 31). A third site, 53.111, also retains uneroded archaeological deposits. “Preservation of uneroded fire-hearth features would make the site likely NR eligible” (Spiess, 2003, p. 51).

Spiess identified a fourth southern lake property in 2004 that also might be significant. Even though the landform surrounding the archaeological deposits is eroding, the site is one of the few in the Waterway known to have intact archaeological context. “Either the attribute of an intact archaeological deposit at the site, or a [found] Paleoindian component, would make site 153.31 significant and eligible for listing in the National Register” (2004a, p. 16).

Some of the Waterway’s other precontact archaeological properties may be eligible for inclusion in the National Register of Historic Places, a common measure of significance. This may especially be true of properties not yet identified.

Recommended Actions for Archaeological Properties

TREATMENT FOR ALL ARCHAEOLOGICAL PROPERTIES: “Preservation as is.” Generally, archaeological properties will be left undisturbed. Carry out all recommended archaeological treatment actions in cooperation with Maine Historic Preservation Commission (MHPC) staff.

- A.1. **PRIORITY** – Record the locations of post-contact archaeological features identified in the Storied Lands & Waters project as an immediate interim step until archaeological surveys are completed. Work with university students and volunteers using geopositioning technology, following protocols established by BPL and MHPC. *Supports strategic plan objective B.1.a* (BPL, 2010)

COST: Coordination with volunteers.

- A.2. **PRIORITY** – Develop detailed, multi-year survey plans to carry out actions A.3 and A.4. Define scopes of work for what can be accomplished in a season (1 month to 6 weeks of fieldwork) for specific geographic areas in the Waterway. *Supports strategic plan objective B.1.a* (BPL, 2010).

COST ESTIMATE: MHPC responsibility.

- A.3. **PRIORITY** – Conduct systematic reconnaissance-level archaeological survey of pre-European contact resources on the shores of the Allagash River, north of Churchill Depot.
COST ESTIMATE: \$50,000; seek MHPC 50/50 matching funds.
- A.4. Conduct systematic reconnaissance-level historic archaeological survey of post-contact resources for the Waterway. This will likely be phased over several years. *Supports management plan strategy 3.4.G* (BPL, 2012).
COST ESTIMATE: \$50,000; seek MHPC 50/50 matching funds.
- A.5. **PRIORITY** – Assign Maine historic archaeological inventory site numbers to the properties of the Tramway village, Eagle Lake & West Branch rail terminal, railbed, and other related historic archaeological sites identified by the Storied Lands & Waters project or identifiable from maps or historical data.
COST: MHPC responsibility.
- A.6. Amend the Tramway Historic District National Register nomination and revise boundary to include the following contributing sites, structures, and objects; consider defining the district as an historic landscape. See Logging and Forest Management Landscape, section B, this chapter.
COST ESTIMATE: \$10,000.
- Tramway, a 20th-century logging village as depicted on site plan in Figure B1, Appendix B.
 - Eagle Lake terminal of the EL&WB at Tramway, depicted on site plan in Figure B1, Appendix B.
 - EL&WB railbed, within Tramway Historic District, at the EL&WB Trestle, and along Chamberlain Lake as shown on USGS topo maps.
- A.7. **Priority** = Site 152.21 – The four potentially significant precontact properties identified by Spiess (ME #153.21, 153.23, 153.31 and 153.111) are in areas of visitor activity: monitor the sites annually and be prepared to take protection or mitigation measures. Be aware of potential disturbance of sites by visitors or BPL staff, such as moving sand and soil.
COST: Operations in consultation with MHPC.
- A.8. Monitor a sample of the other 153 known precontact archaeological properties in the Waterway on an annual basis, as part of routine ranger responsibilities.
COST: Operations.
- A.9. **PRIORITY** = SITE 152.21 – Conduct further testing at one or more of the potentially significant precontact properties identified by Spiess and

prepare National Register nominations as appropriate. *Supports management plan strategy 3.4.A* (BPL, 2012).

COST ESTIMATE: \$5,000–15,000.

- A.10. Continue staff training about the protection of Waterway archaeological resources for permanent and seasonal employees.

COST: Operations.

- A.11. Be aware of listings for any Allagash artifacts being offered for sale (e.g., eBay), and initiate appropriate legal action.

COST: Operations.

- A.12. Complete an archaeological overview and assessment for the Allagash watershed as a long-term goal. This report will compile information from the above surveys and help determine the need for and design of any future studies.

COST ESTIMATE: \$15,000.

- A.13. Tell the stories of Allagash archaeological properties, and the people who created them, through interpretive media when they support Waterway interpretive themes. See interpretive plan, **Part Three**.

Archaeological actions are aligned with General Recommendation action H.6.

B. HERITAGE LANDSCAPES MANAGEMENT

Historic and cultural landscapes are settings created by people in the natural world. They express human manipulation of and adaptation to the land. They are special places. Evaluation of Allagash historic and cultural landscapes requires a multi-disciplinary approach, engaging professionals in the fields of history, ethnography, historic landscape architecture, historic architecture, and of natural history and science (U.S. Department of the Interior, National Park Service, 1998). To date no such analysis has taken place.

While perhaps a new concept regarding the Allagash, landscapes can provide context for the disparate resources in the watershed, integrating management and interpretation of historic, cultural, and natural resources. Landscapes are physical expressions of land use during the Waterway's historical periods identified in "Significance and Integrity" (chapter 4). The stories behind the physical features—the lives of the people responsible for the structures, artifacts, objects, and landscapes—are expressed through the interpretive themes in **Part Three**. So, too, are the naturally occurring features of the Allagash—the plants, fish, mammals, insects, streams, landforms, etc.—in other words, the Indigenous Landscape. The landscape concept offers a structural framework to aid understanding, presentation, and management of Allagash lands and waters.

Landscapes Treatment Guidance

Following is BPL policy on the treatment of historic and cultural landscapes. In addition, the National Park Service provides guidance in determining significance and treatment for landscapes.²²

The management of cultural landscapes will recognize and protect significant historic, archaeological, ethnographic, and design values. Treatment decisions regarding a historic and cultural landscape (preservation in its present condition; rehabilitation for contemporary use; restoration to an earlier appearance; or reconstruction of an obliterated landscape) will take into account both the natural and built features of the landscape and the dynamics inherent in natural processes and continued human and animal occupation.

Every effort will be made to ensure that routine park, historic site, or public lands unit operations do not intrude unnecessarily on a cultural landscape by introducing visible, audible, or atmospheric elements out of character with the historic environment. Trash disposal, storage of materials, parking of vehicles, and other operational activities will be conducted out of public view to the maximum extent feasible (BPL, 2000, p. 36).

Distinctive Heritage Landscapes

BPL's prime responsibility is to preserve, protect, and develop the Waterway's natural scenic beauty and unique character (12 MRS §1871). Historic and cultural properties and objects contribute to the unique character that is "the Allagash." The resource types documented in chapter 3—and natural resources not subject to this heritage assessment—comprise a mosaic of overlapping landscape layers. (I describe prominent natural resource features in chapter 6 and distinctive natural resources in Appendix C.)

Analysis of Candidate Landscapes

The evaluation of historic and cultural landscapes, which express human action in the environment during the Waterway's past, refers back to four historical periods I delineate in chapter 4:

1. Indigenous Peoples' Homeland Period (before 1820)
2. Scots-Irish, English, and French In-migration Period (1780–1850)
3. Logging and River Drive Period (1830–1960)
4. Rusticator and Sporting Camp Period (1850–1966).

²² For a detailed discussion of cultural landscapes, see National Register Bulletins 38: *Guidelines for Evaluating and Documenting Traditional Cultural Properties* (Parker & King, 1998) and 30: *Guidelines for Evaluating and Documenting Rural Landscapes* (Linda Flint McClelland & Melnick, 1999), and *NPS 28: Cultural Resource Guidelines* (U.S. Department of the Interior, National Park Service, 1998).

A fifth era, the modern Waterway Period (after 1966), is also presented in chapter 4. Treatment decisions about physical features with associated Waterway management such as campsites, ranger stations, maintenance facilities, put-ins, trails, signs, etc. are best guided by recreational and conservation needs, rather than heritage considerations. This applies to the 15 authorized Waterway campsites I highlight in Table 1 as potential heritage resources. As campsites, they are artifacts of Waterway management, even though several have preceding historical uses. Similarly, foot trails in the Waterway such as Tower, Allagash Mountain, Pump Handle Lookout, and Ice Cave do not have strong individual historical associations. They are not, themselves, distinctive heritage resources.

The Indigenous Peoples' Homeland Period has few obvious expressions of human activity on the land, unlike some other locations in North America. Prudent management means not calling out those features that do exist. Use of the watershed by Wabanaki people and their ancestors is an important part of Waterway history, both before and after the arrival of Euroamericans. Natural features associated with indigenous peoples are, in large part, enduring (major exceptions being water levels and the southerly flow of water from the southern lakes, now regulated by dams). The indigenous, or natural, landscape encompasses precontact Native American use.

During the Storied Lands & Waters project, no ceremonial or traditional uses by Native Americans were identified. Furthermore, it is unlikely that sites with evidence of past use by indigenous peoples are collectively significant. Archaeologist Arthur Spiess considered whether a National Register group listing for pre-European contact sites near John's Bridge would "add information to the understanding of prehistory that is greater than the sum of the information in the individual sites." Most of them are not eligible individually, and he concludes that the sites would not be eligible as a group either (2003, pp. 52–53). This is probably true of the collective significance of other known precontact properties throughout the Waterway. Therefore, I do not suggest a "Native American" thematic landscape. Use of the Allagash by the Wabanaki nations and their ancestors is, however, important when sharing the history of the Waterway: see **Part Three**.

Some places among the 13 historical sites named by BPL, and described in the chapter 6 Interpretive Opportunities section starting on page 209, could be considered vernacular landscapes. Vernacular landscapes have evolved through use by the ordinary people who manipulated those lands. However, the 13 named historical sites are part of a mosaic of larger landscapes that more fully express Waterway history collectively rather than individually.

Rather than trying to understand patterns of human activity in the Allagash watershed by focusing on individual properties, I propose three overlapping heritage landscapes labeled Logging and Forest Management, Sporting Camps, and Moosetowner. I discuss those landscapes in the so-named headings below.

Of the eight portages described in chapter 3, two are distinctive. Privately owned Mud Pond Carry has an association with both the Logging and Forest Management and the Sporting Camps themes: About half of its 2-mile length is within the study area (1840 watershed). Allagash Falls Portage is additionally part of the Moosetowner landscape. Little remains of the improvements made by the Smith brothers for the Mud Pond Toting Service, while at Allagash Falls there persists a cleared route, wear of the tread, and the iron ring. These portage routes are part of the Allagash, having been used by paddlers since before recorded history. They are distinctive features of the Waterway's historic or cultural landscapes.

I also identify Allagash Ice Cave and environs in chapter 3 as a potential heritage landscape. Archaeologist Dave Putnam has explored the cave on several occasions without finding archaeological evidence of human use (pers. comm., December 6, 2016). The privately owned cave remains a distinctive natural resource due to its configuration and use by over-wintering bats (see Appendix C), even though it is not a distinctive heritage resource.

Moosetowner Landscape

Residents in the town of Allagash, a community located at the confluence of the St. John River and the Allagash River, refer to themselves with pride as “Moosetowners.” Woods work, hunting, fishing, guiding, and especially life on the waters of the Allagash River, have been signature pursuits in their history. Other communities of the St. John Valley have ties to the river, but the connections are particularly strong among Moosetowners. With a population of about 250, the town of Allagash mounted their own celebration of the Waterway's 50th anniversary attended by about 600 to 800 people—it was the only community in the state of Maine to commemorate the 50-year milestone.

Speeches during the 2016 anniversary event described the role of local politicians in establishing the Waterway. There was talk of family trips up the Allagash with grandparents, parents, and children and the importance of having protected the Waterway for 50 years. As expressed by one speaker, Troy Jackson, the protected river means having memories of “waking up at Allagash Falls and motoring upriver with Grandfather Bob. Those things are what it is to live in and be from Allagash.” See the video “Allagash Wilderness Waterway 50th” for more about Moosetowner identity as expressed at the anniversary celebration: <https://youtu.be/N3jadSKGNCC?t=1h35m26s> ([WFKTV-4], 2016).

BACKGROUND ON SCOTS-IRISH IN MAINE

The place names of Belfast and Limerick attest to the early Scots-Irish presence in coastal Maine. Most early Scots-Irish immigrants arrived in what is now the United States during two periods: from 1718 to mid-1700s, and from 1771 to 1773. They arrived first in Boston, aboard five small ships on August 4, 1718, in a group of probably 750 Scots-Irish from the north of Ireland (Greene, p. 37). Though described as a “parcel of Irish,” and not welcome as newcomers, a number of them were Protestant natives of Scotland and thus treated better than the Irish Catholics; many stayed (Leyburn, 1962, p. 238).

Others moved elsewhere in New England within six months, including to Casco Bay and what is now Portland, Maine. Soon after, ships began arriving on the Maine coast directly from Ulster. Five ships arrived on the coast in 1719 with 200 families and another in 1720, landing on the shores of the Kennebec River. In 1730 the Scots-Irish resettled Townsend (Boothbay) and more arrived in Maine by ship during 1735. Scots-Irish established Damariscotta and Newcastle. Later, families with surnames that include McFadden, McGowen, McCoun, Vincent, Hamilton, Johnston, Malcom, McClellan, Crawford, Graves, Ward, Given, Dunning, and Simpson settled in Topsham (Merle, 2008).

The Scots-Irish of Allagash, in contrast, have ties to New Brunswick and arrived in what is now the State of Maine with other English speakers, Irish and English. The Kellys, McBriarties, Hughes, and Gardeners arrived from the Restigouche River, and the Walkers, Haffords, Jacksons, Hendersons, Mills, and Connors or Connors from Fredericton and St. John, New Brunswick (Hamlin, 1948, p. 126). One need only consider the name “Nova Scotia” to realize that immigration to the Canadian Maritimes from Scotland began early in the European history of North America (Green, p. 42).

When the first families arrived in the St. John Valley in the early 1800s, then, as now, their English language roots and Protestant faith differentiated them from the predominantly French-Catholic population for which the Valley is known. They created their own community at the confluence of the St. John and Allagash rivers.

Key components of Allagash identity are English language roots and Protestant faith, which differ from the predominantly French-speaking, Catholic background of other St. John Valley residents. Scots-Irish, along with Irish and English, are considered the first permanent residents of European descent to settle along the stretch of river north of Churchill Depot. Though Scots-Irish heritage is a key factor of identity, ninth-generation Allagasher Chance Jackson claims, “We’re Moosetowners now, more than we’re Scots-Irish” (Fitzsimmons, 2004).

It is hard to pinpoint the exact year Euroamericans arrived in Allagash because some people came, stayed a while, and left, while others settled permanently (primary research is needed). About 1838, a group including John and Annie Gardner, John and Sarah Henderson, and William Mullins made their way from Campbellton, New Brunswick. One source says the two women were sisters, members of the Diamond family. In the ensuing years it is said, their other sisters, Lucinda and Elizabeth and their

husbands, George Moir (Moor, Moore) and William Mullins respectively, followed them to the area (“Allagash Through the Ages,” 2016). According to one local historian, Thomas Moir built the Farmhouse that remains on the site today. Trevor O’Leary spends summers at Michaud Farm Ranger Station. He, like many residents of the town of Allagash, is descended from inhabitants of the Moir farm.

The good housewife mentioned in Lucius Hubbard’s [1884] book is very likely my great-great-great grandmother. How cool is that? As a ranger on the Allagash Wilderness Waterway, I am honored to have the Moir farm in my district. I am even more honored to tell people I am the seventh generation of O’Learys to work, live, or recreate on the Allagash River. Assistant Ranger Kale O’Leary, who also works on the waterway, is the eighth generation to do the same (O’Leary, 2015).

Ethnographic landscapes are associated with a particular group of people, encompassing resources they define as heritage resources. Do the people of the town of Allagash consider the natural and human-made features on the Allagash River heritage resources? This seems true of the Moir Farmhouse, and likely other structures and objects that survive in the Moosetowner Landscape north of Churchill Depot. “In the view of the Allagash people . . . the river begins at Churchill Dam. When they speak of the ‘lower river’ what they mean is the northern section of it that begins at Round Pond [T13 R12 WELS]. The ‘upper river’ is that piece of water from Round Pond south to Churchill Dam” (Dietz, 1968, p. 195). Looking at resources downstream of Churchill Dam through the lens of an ethnographic landscape can ground resource management and interpretation in an appreciation for a community’s cherished land-use history.

Others, of course, also value the lands and waters of the Allagash. There are historical ties to the watershed by people throughout Maine, New Brunswick, and Québec. The Waterway “is a destination for many who travel long distances to experience a storied fishing and paddling destination. Some of these more distant visitors are first time visitors while others return year after year building up cherished memories.” It is also a “backyard,” in relative terms, for people from northern Maine communities who treasure their traditions of access and use (BPL, 2012, p. 3).

Individuals, families, and organizations (youth camps, Boy Scouts, and churches) can trace longtime recreational use; others have economic connections (e.g., guides, sporting camp owners, and forestland managers); and some maintain mission-related ties (e.g., environmental groups).

However, Moosetowners stand apart as a cohesive community valuing the northern Waterway’s lands and waters as heritage resources. Among all Maine communities, ties to the Allagash appear strongest among the residents of the town of Allagash.

It seems that Churchill Lake marks a rough demarcation among long-standing Waterway use by northern Maine residents. Communities such as Ashland, Patten, and Greenville generally use the lands and waters to the south of Churchill for work, fishing, hunting, and recreation. Millinocket has strong connections to the southern lakes of the Waterway, especially for snowmobiling. Moosetowners and other residents of the St. John Valley tend to use areas north of Churchill, though the Churchill Lake dividing line is fluid for both groups.

Logging and Forest Management Landscape

The history of forest management within the Allagash watershed parallels developments in the logging industry throughout Maine, which is well studied and documented. The Allagash lakes are a focal point in logging history because they were ideal for collecting logs that were then driven to mills in the south via the Penobscot River, or to northern mills via the Allagash and St. John rivers. Paper mills created demand for large quantities of pulpwood, with the papermaking era marking transitions in technology such as the “Pulpwood Express” which ran from Eagle Lake to Umbazooksus Lake. “Early land-agent records indicate that cutting was first authorized in the Allagash headwaters in 1835” (Dietz, 1968, p. 64). The last mixed-wood drive on the river was likely 1945, by the Madawaska Company (one source reports an Irving drive on June 24, 1956). Harvesting continues today within the One-Mile Zone and throughout the Maine Woods with, in most cases, an emphasis on sustainability, sensitivity to conservation values, and accommodation of recreational visitors.

In some places logging and forest management is clearly evident on the land and in the waters of the Allagash watershed, especially where the remains of logging activities are scattered on the landscape. Perhaps less obvious evidence is the forest itself, which is in varying stages of reforestation and adaptation—a scenario common among historic lumbering areas. Within these areas

current tree cover often varies in species and age from historic vegetation. Abandoned areas frequently reflect the natural plant succession that follows cutting, making it impossible to define the visual quality of historic setting. For these reasons, significance depends on an understanding of changing patterns of vegetation and the presence of other characteristics, such as roadways, logging equipment and structures, workers’ camps, and transportation facilities (Linda Flint McClelland & Melnick, 1999, p. 27).

All of these elements (roads, logging equipment and structures, workers’ housing, and transportation infrastructure) are present to some degree along the Allagash and, while other locations in Maine may display aspects of the state’s logging and forest management past, I know of no other protected area managed for public use that possesses the breadth of logging and forest management heritage resources embraced by the Allagash. Seven factors coalesce to make the Waterway unique.

First. The Waterway remains part of the Maine Woods. The species composition has changed over the years, but the forest is extant. Trees more than 200 years old survive on Bear Mountain peninsula, protected within a Maine ecoreserve.

Second. The tributary streams and the haul roads used for delivering timber and pulp to lakes and ponds, and dams that regulated the flow of water and wood, remain.

Third. The Allagash River, which was used to transport people and supplies as well as to move timber to markets on the St. John, still flows north. And the southern lake connection to the Penobscot River persists, which provided profitable connections to Bangor markets.

Fourth. The watershed contains the many types of infrastructure built to support logging discussed in chapter 3 (“Allagash Heritage Resources”): supply depots, woods farms, lumber camps, fire towers, dams, the Telos Cut, road networks, the tramway, and the EL&WB rail terminal, railbed, trestle, and rolling stock.

Fifth. There are myriad logging-related objects associated with the Allagash in BPL ownership: hand tools, personal items, household furnishings, Watson bottom-dump wagons, tramway components, Lombard log hauler parts, other mechanical equipment, and boats.

Sixth. Tramway Historic District is listed in the National Register of Historic Places. There are two 20th-century boarding houses in the Allagash watershed associated with Édouard “King” Lacroix’s Madawaska Company, one privately owned. The Boarding House at Churchill Depot “embodies distinctive characteristics of its type,” according to Maine Historic Preservation Commission staff (M. Goebel-Bain, pers. comm. with T. Desjardin, December 11, 2017). Other logging and forest management properties may be eligible.

Seventh. In addition to the Waterway features owned by BPL, a range of organizations and individuals hold objects related to Allagash logging and forest management. Among them are manuscripts that can illuminate the history and value of the previous six items listed.

As seen in the list above, some components of historic and cultural landscapes could readily be classified as other resource types. Considering those resources part of the Allagash Logging and Forest Management Landscape offers context for individual features that, by themselves, may seem unimportant. An unattributed paper in the BPL historian files states the case regarding a holistic approach, in reference to the tramway and Eagle Lake & West Branch railroad components.

It may make more sense to think of these intertwined mechanical systems as simply two generations of a more extensive system of moving logs from the Allagash headwaters to market—a system that included Telos, Lock, Churchill, and Long Lake dams, and the Telos Cut. That would offer the opportunity to think of and document these things as more than simple mechanical oddities in the woods. Moreover, documenting the current state and evolution of water control structures on the Allagash, within their larger historical contexts, will

provide information that can help shape future decision making about their significance and long-term maintenance.

The landscape approach also aids interpretation, telling of logging and forest management with real things that remain where people created or used them. Visitors can understand “place” through physical expressions that demonstrate logging as part of the historical Allagash landscape.

Chamberlain Farm and Tramway Historic District

Two historical locations may warrant consideration as more circumscribed, individual historic landscapes due to a concentration of physical features that express past land use. In the archaeology recommendations (A.6), I suggest amending the Tramway Historic District National Register nomination to include the 20th-century Tramway logging depot and features of the Eagle Lake & West Branch railroad. The district also contains the Tramway Portage Trail. National Register districts are sometimes described as historic landscapes, and this could be argued for Tramway. Terry Harper’s writings about activities at Tramway and operation of the railroad could prove useful in developing context (1994a, 1994b, 1994c, 1995, 2013).

Similarly, historic logging resources at the Chamberlain Farm site may warrant consideration as a defined historic landscape within the overarching Logging and Forest Management Landscape. Chamberlain Farm was developed in 1846 to grow and store supplies before they were taken to woods camps where harvesting teams were working. Archaeological features at the former farm and supply depot, including the route of the winter haul road that extends to the east, may be eligible for listing in the National Register (A. Spiess, pers. comm., August 15, 2016). The winter haul road was later known as the Eagle Lake Tote Road. An 1874 map shows the road running east to Patten and connecting with the head of the Allagash River (now Churchill Dam) to the north (Bennett, 2001, p. 88). Pingree-Coe used Chamberlain Farm as headquarters for building the locks between Eagle and Chamberlain lakes, and H. W. Marsh and F. W. Ayer headquartered here to construct the tramway.

Renowned naturalist Manly Hardy tented at the farm in 1858, recording his experiences in his journals. His 1858 trip is described in “A Fall Fur-hunt From Maine to New Brunswick, Canada: The 1858 Journal of Manly Hardy” (Krohn & Hardy, 2005). Hardy returned to Chamberlain Farm with his daughter Fannie Pearson Hardy in 1888, as recorded in her journals (Bennett, 2001, pp. 101, 154). Transcendentalist Henry David Thoreau wrote about camping on the shore of Chamberlain Farm lot during July 1857 in *Maine Woods* (1864) and Lucius Hubbard (lawyer, geologist, writer, and mapmaker) visited the farm in 1881, writing about his visit in *Woods and Lakes of Maine* (1884). While Hubbard was paddling the North Woods, photographer and author Thomas Sedgwick Steele tented at Chamberlain Farm for his second time. He wrote of his 1879

and 1881 trips, with photos and maps, in two books: *Canoe and Camera: A Two Hundred Mile Tour Through the Maine Forests* (1880) and *Paddle and Portage, from Moosehead Lake to the Aroostook River, Maine* (1882). Many others, including prominent guides and politicians, have stopped, resupplied, and stayed at Chamberlain Farm. Dean Bennett documented much of the history around Chamberlain Farm in *The Wilderness from Chamberlain Farm* (2001). He believes the structure remaining near the shore (Farm Camp) could have survived from the Coe-Pingree logging days.

Sporting Camps Landscape

Hunting and fishing have long precedence on the Allagash lands and waters. Early “rusticators” of the 1800s, such as Henry David Thoreau, utilized facilities built for logging during canoe trips on the Allagash watercourse. Thoreau and other early visitors were guided by Maliseet, Mi’kmaq, and Penobscot guides. Later, “sporters,” as they were called at the time (Dietz, 1968, p. 180), arrived at numerous commercial sporting operations to fish, hunt, and paddle with the help of a cadre of professional guides.

Stephen Cole developed a phase one survey of sporting camps for the Maine Historic Preservation Commission. Cole defines the classic Maine sporting camp as a complex of structures composed of a central lodge flanked by individual camps and ancillary buildings, and situated on a lake or river for the primary purpose of fishing and hunting. The buildings are typically of log construction. These characteristics apply equally to commercial operations open to the public, or camps reserved for use by members or family (1990, pp. 1–9).

I found reference to only a handful of classic Maine sporting camps—ones that conformed to Cole’s definition—in the Allagash watershed: Taylor’s, Jalbert’s, Heart O’ Maine, Nugent’s, and McNally’s Ross Stream. There may have been more for which I did not encounter a record. Perhaps the majority of private sporting camps of the Allagash were simpler than the classic operations; research is needed.

As early as the 1890s, Eben S. Coe reported receiving inquiries about building camps on his lands in the Allagash watershed. One came from lawyer, geologist, writer, and mapmaker Lucius Hubbard. It is not clear if Hubbard ever secured a lease. While not a sporting camp, Chamberlain Farm hosted travelers, including hunters and anglers, for many years. By 1936, when Al and Patty Nugent arrived to build their own camp on Chamberlain Lake, only a few cabins remained on the shore at the farm (Bennett, 2001, pp. 197–198).

Regardless of the layout of the properties, hunters and anglers have come to the Allagash for a long time, and private and commercial camps have provided accommodation. The Sporting Camp Landscape encompasses the structures and the natural environment that supported this hunting and fishing tradition along the Allagash

watercourse. The principal surviving features of the landscape are Jalbert's and Nugent's sporting camps, which Cole lists at the end of his report with a handful of camps "believed to be historic complexes which remain in operation" (1990), and McNally's Ross Stream camps. Former camp properties may be among the yet un-inventoried post-contact archaeological resources of the Waterway. Thinking of the two remaining BPL camp complexes together, as part of the Allagash Sporting Camp Landscape, provides context for management decisions.

One final note about Allagash sporting camps: Maine law directs that "the bureau may not change the existing type of use of Jalbert's Sporting Camps on Round Pond (T13 R12 WELS) and Nugent's Sporting Camps on Chamberlain Lake or destroy or abandon those camps without legislative approval" (12 MRS §1876).

Landscape Features

Table 6, found in chapter 6, lists human-made features that express three periods of activity on the land, between 1780 and 1966 (see chapter 4 for a discussion of historic context). Natural features play an equal role in shaping Allagash landscapes; thus, I also included prominent natural features of the Indigenous Landscape in Table 6.

Recommended Actions for Heritage Landscapes

TREATMENT FOR ALL HERITAGE LANDSCAPES: "Preservation in present condition."

- B.1. **PRIORITY** – Adopt a management philosophy that incorporates three overlapping thematic landscape concepts: Logging and Forest Management, Sporting Camps, and Moosetowner—recognizing BPL's prime responsibility to manage the Waterway's wild lands and waters.
COST: None.
- B.2. Seek technical assistance from the NPS Olmsted Center for Landscape Preservation and MHPC staff to evaluate the significance and integrity for the following landscapes, as well as the value to Waterway management of preparing cultural landscape reports. This action aligns with Recommended Actions for Ethnographic Resources, section E of this chapter.
COST: BPL consultation.
 - Three distinctive Allagash landscapes: the vernacular Sporting Camps and Logging and Forest Management landscapes, and the ethnographic Moosetowner Landscape.
 - Tramway Historic District, possibly amending the National Register nomination to designate it a historic landscape related to logging industry, technology, and transportation (including Tramway Portage Trail).

- Chamberlain Farm, possibly preparing a National Register historic district nomination for Chamberlain Farm as a historic landscape related to the logging industry. (Properties with large acreage or a number of resources are usually considered districts.)
- B.3. Tell the stories of Allagash landscapes, and the people who created them, through interpretive media when they support Waterway interpretive themes. See interpretive plan, **Part Three**.

C. STRUCTURES MANAGEMENT

Historic buildings, and other structures, are physical links to the past. They are constructions that hold information about the history of the Allagash. Structures create “place” for visitors, as identifiable locations in the landscape that help tell stories of land and water.

Treatment Guidance for Structures

Bureau policy prescribes general treatment options for historic structures:

- preservation, in which a structure is preserved in its present condition
- rehabilitation, in which a structure is rehabilitated for contemporary functional use
- restoration, in which a structure is restored to an earlier appearance
- reconstruction, in which a vanished structure is reconstructed (BPL, 2000, pp. 36–37).

More specific guidance regarding historic structure treatment is also provided.

Additions to Historic Structures. In preference to new construction, every reasonable consideration will be given to using historic structures for Bureau purposes compatible with their preservation and public appreciation. Additions may be made to historic structures when essential to their continued use. Structural additions will harmonize with but be readily distinguishable from the older work and will not intrude upon the historic scene; other additions, such as lightning protection, security equipment, heating, and air conditioning, will meet the requirements for rehabilitation.

New Structures. New structures, landscape features, and utilities will be constructed in historic/cultural areas only if (1) existing structures and improvements do not meet essential management needs, and (2) new construction is designed and sited to preserve the integrity and character of the area. Unless associated with an approved restoration or reconstruction, new construction will harmonize with historic features in scale, texture, and continuity but will not imitate them.

Use of Historic Structures. Because unused structures are susceptible to neglect and vandalism accelerating their deterioration, compatible uses for historic structures will be found where appropriate.

All uses of historic structures are subject to preservation and public safety requirements. No administrative or public use will be permitted that would threaten the stability or character of a structure, the museum objects within it, or the safety of its users or that would entail alterations significantly compromising its integrity.

Damaged or Destroyed Structures. Prehistoric and historic structures damaged or destroyed by fire, storm, earthquake, war, or other accident may be preserved as ruins or may be rehabilitated, restored, or reconstructed in accordance with these policies.

Ruins. The stabilization of ruins will be preceded by studies to recover any data that would be affected by stabilization work. Ruins and related features on unexcavated archaeological sites will be stabilized only to the extent necessary to preserve research values or to arrest structural deterioration. Archeological ruins to be exhibited will not be excavated until adequate provisions are made for data recovery and stabilization. Structures will not be deliberately reduced to ruins, nor will missing structures be reconstructed to simulate ruins. . . .

Outdoor Sculpture. Outdoor statues, monuments, memorials, and plaques will be managed with the same consideration as other historic structures. Because their surface textures and finishes are important to their character and integrity, special care will be exercised in protecting, maintaining, and treating them (BPL, 2000, pp. 36–37).

Distinctive Structures

Table 2 lists the 105 structures documented within the One-Mile Zone, 50 of which I note as candidate heritage resources. Enough information was available to discuss 20 of the structures, counting Clayton Lake Depot (which is within the study area but outside the One-Mile Zone). Information was not available to evaluate individual hunting and fishing, trapper, and warden camps; surely, some could be heritage structures. Following analysis of the 20 Allagash structures that were documented, I suggest below that a few structures be treated as heritage resources. One, Taylor Camp, may appear to be missing from that group.

Even though Taylor Camp incorporates historic materials, it lacks integrity, having been reconstructed from three buildings in a new location. Furthermore, the three camp buildings that existed in 2003 were not eligible for listing in the National Register, as determined by Maine’s National Register Coordinator (C. Mitchell, pers. comm. with T. Desjardin, August 7, 2002). The local community values the remaining camp building, as evidenced by the volunteer effort to consolidate the camps into a single building and include a section of *pièce-sur-pièce à tenons en coulisse* wall from Moir farm timbers. Thus, while not a heritage resource, it has high value for continued interpretive purposes within the Sporting Camps and Moosetowner landscapes.

Moir Farmhouse

In 2003 Maine Historic Preservation Commission National Register Coordinator Christi A. Mitchell opined, “Moir farm is worthy of further study, and may be eligible for listing in the National Register in recognition of its unusual log building tradition” (C. Mitchell, pers. comm. with T. Desjardin, August 7, 2002). That unusual log building tradition, pièce-sur-pièce à tenons en coulisse, was employed by Maine Acadians in early St. John Valley houses. This vernacular building tradition, and other characteristics of the Valley’s Maine Acadian Culture, is described in a 1994 report by the U.S. Department of the Interior, National Park Service (pp. 54–58). Several such buildings survive, such as the Fred Albert House of the Madawaska Historical Society. The farmhouse is a distinctive structure of the Waterway, in view of portions built of pièce-sur-pièce à tenons en coulisse construction.

Furthermore, as described in the Distinctive Heritage Landscapes heading (page 149) the Moir Farmhouse has special meaning to the people from the town of Allagash. The farmhouse ruin is a heritage resource and a distinctive feature of the Moosetowner Landscape.

Jalbert’s Sporting Camps

Jalbert’s Sporting Camps—Halfway, Windy Point, and Whittaker Brook—are heritage components of two Allagash landscapes types. The Jalbert family and their guests have strong ties to the northern portion of the Waterway’s Sporting Camps Landscape. The Windy Point configuration conforms to that of the classic Maine sporting camp defined by Cole (1990) and is thus a distinctive element. Windy Point has further distinction for hosting Supreme Court Justice William O. Douglas in 1961. Moosetowners also have an affinity for the Jalbert’s camps, which are a distinctive component of the Moosetowner Landscape.

McKeel Stone and Waterway Dedication Plaque

“We have to ask ourselves, why do the people of Allagash pass on the story of Joe McKeel like a treasured piece of china? Why does everyone in Allagash still have knowledge of a man who was not an important man by today’s standard. . . . The proudwood [sic] people of Allagash intend that he never be forgotten, in part because they always believed that he was wronged, and as mean as he was [said] to be; he silently toiled and said very little” (Connors-Carlson, 2004, p. 9). The McKeel stone is a distinctive feature of the Moosetowner Landscape. Visitors leave coins on the McKeel stone in the belief he was a clerk (Trevor O’Leary, pers. comm., August 20, 2016). McKeel did work at the Michaud and Cunliffe supply depots. His memorial stone (Figure 89) stands for a common man who worked in the logging industry of the 1800s. Thus, the McKeel Stone is also a distinctive feature of the Allagash Logging and Forest Management Landscape.

Plaques are often disregarded as historic and cultural resources. In the case of the Waterway Dedication Plaque, I argue that it be treated as a heritage resource within the context of the Waterway period (after 1966). It stands for the culmination of the debate about the future of the Allagash in the 1950s and 1960s, action by the people of Maine to pass a bond for purchase of Waterway resources, and recognition by the federal government of the value of protecting the Allagash as part of the National Wild and Scenic River System. Key players in establishing the Waterway attended its unveiling, though in a different location in 1966.

Boarding Houses and Churchill Depot Storehouse

The Churchill Depot Boarding House and Storehouse are distinctive features of the Allagash Logging and Forest Management Landscape, both eligible for nomination to the National Register of Historic Places. They are the only buildings that survive within the One-Mile Zone of the Waterway that we know were part of an Allagash logging supply depot. Each structure tells a different part of the story.

“The Boarding House is a highly significant cultural resource with unique character-defining features that should be preserved as part of the historical context of the Allagash Wilderness Waterway” (R. Chilcoat, pers. comm. with M. LaRoche, August 17, 2015). It is eligible for the National Register under Criterion A for association with the logging industry and under Criterion C, as it embodies the distinctive characteristics of its type (M. Goebel-Bain, pers. comm. with T. Desjardin, December 11, 2017). The building is valued by Waterway supporters, as demonstrated by donated time and materials for stabilization efforts to date and the expressed interest in its future by the Waterway Advisory Council (BPL, 2016a, p. 3).

The Clayton Lake boarding house is accompanied by an office-residence, stable, and other structures built for Édouard Lacroix, as were the buildings at Churchill Depot. Even though the Clayton Lake boarding house has been remodeled, Chilcoat believes it has original features that could inform future work at the Churchill Depot Boarding House (pers. comm., November 28, 2016). The other surviving Édouard Lacroix buildings at Clayton Lake could inform interpretive programming. Although privately owned, the Clayton Lake boarding house is a distinctive feature within the Allagash watershed.

I discovered no information about the architecture of the Churchill Depot Storehouse, other than a floor plan indicating joist placement (Figure 98). In 2017, Michael Goebel-Bain, Maine Historic Preservation Commission National Register and Survey Coordinator, deemed the Storehouse eligible for nomination to the Register. It is eligible due to association with the logging industry. The period of significance begins at its construction by the Madawaska Company (ca. 1926) and ends with its last use associated with logging (M. Goebel-Bain, pers. comm. with T. Desjardin, December 11, 2017).

It is the only surviving logging depot storehouse in the Waterway and a distinctive feature of the Logging and Forest Management Landscape. Is it a typical “barn” for the region, or are there character-defining features that distinguish it as a “storehouse”?

EL&WB Structures

The existing structures of the “Pulpwood Express” are the Eagle Lake terminal tracks and switches at Tramway, the railbed and remaining mainline tracks running south toward Umbazooksus Lake, and the remains of the trestle at Allagash Stream. The Eagle Lake terminus is within the National Register Tramway Historic District. All of these railroad structures are distinctive features of the Allagash Logging and Forest Management Landscape and presumably contribute to the significance of the historic district. I discuss treatment of archaeological sites and objects related to the Eagle Lake & West Branch railroad in sections A and D of this chapter, respectively.

Lock Dam Camp

The camp at Lock dam, which was inhabited by author Dorothy Boone Kidney, is a building with potential for interpretation, and is a provisional heritage resource. As with other warden and ranger camps identified during the project, any judgments regarding its architectural significance await more information about the structure.

Nugent’s Sporting Camps

Eight log buildings survive at Leadbetter Brook from those built by Al and Patty Nugent. Although the original 1936 camp is gone, their main lodge (ca. 1938), five guest camps, icehouse, and storehouse survive. The Leadbetter Brook configuration conforms to that of the classic Maine sporting camp described by Cole (1990) and thus the camp complex is a distinctive element of the Waterway Sporting Camps Landscape.

Farm Camp

While the original use of the single building on the shore at Chamberlain Farm is unknown, it may have served as part of the Chamberlain supply depot as a paint and repair shop or as a store for paddlers (or perhaps both over time). Nugent’s Sporting Camps currently uses Farm Camp as a guest cabin. Thus, it is provisionally a component of two Allagash landscapes: Logging and Forest Management and Sporting Camps. Dean Bennett believes it retains original materials, at least in the attic (pers. comm., August 30, 2016). Farm Camp is a distinctive building within the context of the Waterway

Allagash Mountain Fire Tower

The steel Allagash Mountain Fire Tower retains its 1924 wooden cab and is accessible to the public. Nothing known about the Allagash Mountain tower would indicate that it is eligible for listing in the National Register (only one fire tower in the state is currently considered eligible by MHPC, according to A. Spiess, pers. comm., December 6, 2016).

It is, however, a distinctive feature of the Allagash Logging and Forest Management Landscape. Because the Round Pond Mountain fire tower has lost its integrity, now a replacement tower topped with a plywood platform, the Allagash tower is best suited to represent forest fire protection in the landscape. The historic alidade panorama map depicting the view from that tower, first sketched in 1919 (Colby, 1919, p. 15), enriches the Allagash Mountain Fire Tower as a resource for interpretation (Figure 46).

Telos–1981 and Chamberlain–1841 Dams

The dam at the outlet of Telos Lake, built in 1981, is of traditional crib-style construction (though not with all native materials). It is an example of timber crib dams that used to be numerous in northern Maine, and represents the type within the Waterway. According to Matt LaRoche, Telos–1981 dam is one of only two functioning timber crib dams left in Maine; the other is at the outlet of Millinocket Lake (T7 R9) (M. LaRoche, pers. com., December 2, 2016). Another timber crib dam, Chamberlain–1841, is buried within the berm of the modern Lock–1962 dam. It could be considered an archaeological resource, rather than a structure. Given the scarcity of this once common style, in Maine and the Waterway, both timber crib dams are distinctive features of the Logging and Forest Management Landscape. Of course, management options for Chamberlain–1841 are few, other than taking care to prevent damage when working on Lock–1962.

Recommended Actions for Heritage Structures

TREATMENT FOR ALL HERITAGE STRUCTURES: “Preservation, in which a structure is preserved in its present condition.” Consult with MHPC staff regarding implementation.

- c.1 **PRIORITY** – Review existing documentation of the Moir Farmhouse and work with volunteers, university students, or staff to update BPL records, including the use of geospatial positioning techniques to locate and document the location of each structure that was associated with the farm. Follow documentation guidance in section H. General Recommendations, and include GPS coordinates for all structures following BPL protocols. *Supports management plan strategy 3.4.E (BPL, 2012).*

COST ESTIMATE: \$250 for supplies; operations; coordination.

- c.2. Consider the Moir Farmhouse a component of the Moosetowner Landscape when making resource management and programming decisions north of Churchill Dam.

COST: None.

- c.3. Keep woody vegetation cleared at the Moir Farmhouse so that the location remains visible as a touchstone for the Scots-Irish of Allagash, and other visitors, and to prevent further damage to the structure. Do not remove the structure; rather, allow it to remain and deteriorate

naturally, according to BPL policy (BPL, 2000, p. 35) while maintaining safe conditions.

Cost: Operations.

- c.4. Preserve the McKeel memorial stone in its present location, even if the location of the actual grave is located elsewhere. The stone has meaning to visitors where it is, part of the Moosetowner and Logging and Forest Management landscapes. Follow best management practices for gravestones; keep woody vegetation cleared from the immediate vicinity.

Cost: Operations.

- c.5. Work with the lessee for Jalbert's Sporting Camps to ensure that camp buildings are preserved and that any alterations maintain the character-defining features of the structures, as determined by BPL in consultation with MHPC staff. At Windy Point, also preserve the classic Maine sporting camp configuration. Any additional structures should blend with the surroundings in style and material to maintain the site's character. *Supports management plan strategy 3.5* (BPL, 2012).

Cost: Coordination.

- c.6. Create a baseline record of Jalbert's and Nugent's sporting camps. (Little documentation was available during the Storied Lands & Waters project.) Follow documentation guidance in section H. General Recommendations, and include GPS coordinates for all structures following BPL protocols. Utilize volunteers, university students, or staff. *Supports management plan strategy 3.5.A, B, C, and D* (BPL, 2012).

Cost: Coordination.

- c.7. Employ the Allagash Sporting Camp Landscape for context when managing Jalbert's and Nugent's sporting camps, as they are the remaining physical expressions of commercial camp operations along the watercourse.

Cost: None.

- c.8. **PRIORITY** – Document the architecture of the Churchill Storehouse in consultation with MHPC staff. Include current photos, information on alterations to the buildings, and history of the building. This could be done in-house, or through volunteers. Follow documentation guidance in section H. General Recommendations, and include GPS coordinates following BPL protocols.

Cost: Operations; coordination.

- c.9. Evaluate, in consultation with MHPC, whether Churchill Depot Boarding House and Storehouse meet National Register Criterion D eligibility, as an early action under recommendation A.4, a systematic reconnaissance-

level historic archaeological survey of post-contact resources for the Waterway.

COST: Operations.

- c.10. **PRIORITY** – Prepare National Register nominations for the Boarding House and Storehouse in conjunction with a historic context statement for Maine logging depots. While not absolutely required for nomination, context will aid understanding of the structures and Waterway interpretation. *Supports strategic plan objective B.1.c* (BPL, 2010).

COST ESTIMATE FOR CONSULTING HISTORIAN: \$5,000–6,000 per building or \$8,000–10,000 if both done at once.

- c.11. Preserve the Waterway Dedication Plaque in its present location, following best management practices for bronze mounted on stone.

COST: Operations.

- c.12. **PRIORITY** – Stabilize the Churchill Depot Boarding House. Secure the building structurally to limit exposure to the elements and reduce the additional loss of historic fabric. Richard Chilcoat’s memo to Waterway Superintendent Matt LaRoche (August 17, 2015) recommends a phased approach for the overall preservation of the building, beginning with immediate stabilization and then planning for future phases. “Rehabilitation to alter or make additions to meet continuing or new uses while retaining historic character” may be an appropriate treatment, following further planning by BPL. *Supports management plan strategy 3.4.H* (BPL, 2012).

“CLASS C” COST ESTIMATE:²³ \$85,000–110,000.

- **Roof System** – Survey the existing main roof deck and dormers for areas of active leaks and complete localized repairs. Inspect fasteners on all panels and re-secure loose panels where necessary. [See Figure 23]
- **Foundation Structural System** – Inspect each crib location at least annually and make adjustments with additional shimming as necessary to accommodate any settling that might occur. While some settling of the foundation cribbing is evident, the system appears to be adequately supporting the existing building loads. [See Figure 73]
- **Perimeter Sills** – Remove the first few courses of exterior cladding on the full building perimeter to facilitate a full inspection of sill condition and condition of intersecting floor joists and wall studs. Complete “dutchman” repairs of deteriorated sill members where

²³ These types of government cost estimates, Class C, typically have a precision variance of around 25% or sometimes more. The remote location further complicates accurate projections.

necessary. Deteriorated wall stud and floor joist ends should be “sistered” with new material and properly fastened to the perimeter sill. Provide north–south-running cable ties where necessary to further stabilize the structure. [See Figure 24]



Figure 72. Missing cladding at Churchill Depot Boarding House perimeter sill. (2015, photo by R. Chilcoat)

- **Exterior Cladding** – After completion of sill and framing repairs, replace missing and badly damaged clapboards on all elevations, matching existing ones in size and profile. Replace missing clapboards on all elevations at perimeter sill locations. [See Figure 72]



Figure 73. Deteriorated chimney support, Churchill Depot Boarding House. (2015, photo by R. Chilcoat)

- **Chimney** – Complete a full inspection of the two brick chimneys to determine if they are adequately supported. If necessary, replace the deteriorated center chimney wood support system with a

masonry foundation and footing sized to fully support the chimney structure. [See Figure 73]

- c.13. Preserve the distinctive structures associated with the Eagle Lake & West Branch railroad identified in *Storied Lands & Waters*. Keep woody vegetation from the railbed. (See recommendations A and D, this chapter).

Cost: Operations.

- c.14. Work with the lessee of Nugent's Camps and MHPC to identify and retain any original features and materials of Farm Camp on Chamberlain Lake. Consider research about the building as a part of the Sporting Camps or Logging and Forest Management landscapes. *Supports management plan strategy 3.5.A* (BPL, 2012).

Cost: Coordination.

- c.15. **PRIORITY** – Preserve Allagash Mountain Fire Tower. Specific preservation requirements are unknown at this time, though a roof leak is reported; consider an evaluation by an architectural historian in consultation with MHPC.

Cost: Operations (Public Lands).

- c.16. Preserve the nature of Telos–1981 and Chamberlain–1841 dams as timber-crib structures. It is difficult to make specific treatment recommendations for Chamberlain–1841 dam, except to take care during repairs to Lock–1962. Consult with MHPC regarding preservation treatment options for Telos–1981. *Supports management plan strategy 3.4.C* (BPL, 2012).

Cost: Operations.

- c.17. Approach management of all logging-related structures holistically, as part of the Allagash Logging and Forest Management Landscape that supported a chain of harvest and transportation activities, rather than as individual features.

Cost: None.

- c.18. Document the history and architecture of Lock Dam Camp in consultation with MHPC staff. Include current photos, information on alterations to the buildings, and history of the building. This could be done in-house, or through volunteers. Follow documentation guidance in section H. General Recommendations, and include GPS coordinates following BPL protocols. If warranted, develop a preservation plan for the structure.

Cost: Operations; coordination.

- c.19. Tell the stories of Allagash structures, and the people who created them, through interpretive media when they support Waterway interpretive themes. See interpretive plan, **Part Three**.

D. OBJECTS MANAGEMENT

Objects are documents, specimens, artifacts, or other items in the disciplines of archaeology, ethnography, history, biology, geology, and paleontology. They are used to aid understanding among visitors and to preserve information. Although objects may be movable, they are associated with specific settings or environments. Objects should be in a setting appropriate to their significant historical use, roles, or character.

Treatment Guidance for Objects

It is Bureau policy to collect, protect, preserve, and use objects, documents, and specimens in the disciplines of archaeology, ethnography, history, biology, geology, and paleontology to aid understanding among visitors and to preserve information about specific parks, historic sites, or public lands units. Furthermore,

objects and related documentation essential to achieving the purposes and objectives of Bureau properties will be acquired and maintained in consultation with the Bureau's historic site specialist. Archeological objects found on Bureau lands after 1979 and technically under the stewardship of the Maine State Museum (27 MRSA §372), will be secured on loan from the Maine State Museum for public education purposes, providing the Bureau can insure safe storage or exhibition conditions.

Museum objects, whether lent or donated, will be acquired and disposed of in conformance with legal authorizations and established Bureau procedures. The Bureau of Parks and Lands will acquire only collections having legal and ethical pedigrees, and each park, historic site, or lands unit will maintain complete and current accession records to establish the basis for legal custody of the objects in its possession. An additional copy of these records will be maintained by the Bureau's historic site specialist.

The Bureau of Parks and Lands may cooperate with qualified institutions in the management of museum objects and, under existing legal authorities, may lend objects to and exchange objects with such institutions for approved purposes (BPL, 2000, pp. 37–38).

As referenced above and in chapter 3, the Maine State Museum has jurisdiction over historical materials owned by the State, other than items at the Maine State Library or the Maine State Archives (27 MRS §85-A). Some have questioned whether the Museum's responsibility extends to items held by the Bureau of Parks and Lands, such as objects in the Storehouse at the Churchill History Center. This might be resolved through a memorandum of understanding between the Bureau and the State Museum.

Distinctive BPL Objects

The Bureau does not have a collections management program. It is perhaps not surprising, then, that the circumstances of acquisition, history of ownership and usage, and even the number of Allagash-related objects held by the Bureau, is largely unknown. There is no record of accessions or inventory. The same is true for several museums and historical societies that hold Allagash-related objects. Therefore, the resource overview in chapter 3 is the basis for highlighting the following distinctive objects for management attention.

Watson Bottom-Dump Wagons

BPL owns two Watson wagons originally built prior to 1912. The one in the Storehouse at the Churchill History Center was reconstructed using metal parts from three dump wagons that were at the Long Lake Dam site, along with new wooden components. The other has been on loan to the Ashland Logging Museum since 1974. The latter is the more important because it appears to be in original condition. It is a distinctive object of the Allagash.

Tramway Components

A few objects associated with the log conveyor stand out at Tramway Historic District, specifically the tramway power plant, powertrain (gears and cable), rails, and trucks. These are distinctive objects (Figures 35, 57, and 58) primarily because they remain in the setting associated with their use and, while not unique in Maine, they comprise the only tramway relic within the Waterway Logging and Forest Management Landscape.

Lombard Log Haulers

Parts of Lombard log haulers are in several locations in the Waterway, documented by Harper's inventory. He located two Lombard machines of particular interest at Cunliffe Depot (Harper, 1995). One is a six-cylinder gas hauler (Harper #12-10) that appears to be a very early machine with a unique transmission system. The other is the remains of a hauler with an almost complete four-cylinder Lombard gasoline engine featuring an aluminum crankcase (Harper #12-27.0). (It was located in the middle of a large beaver flowage in 1995.)

Harper considers the four-cylinder Lombard a very rare and interesting machine—the only machine in existence with a Lombard engine and the oldest surviving gasoline Lombard. For a short period from 1915 through 1916, Lombard tractors used a proprietary engine designed and built by Lombard. Earlier and later tractors used engines from outside suppliers (Wisconsin, Sterling, Van Blerk, etc.). The four-cylinder Lombard at Cunliffe Depot has a crude, and early, transmission system. This dates the Cunliffe machine to the 1915–16 period. Harper considers the machine very worthy of

salvage and restoration in spite of missing components and cut frame (T. Harper, pers. comm., November 29, 2016).

Lacroix's Lombard No. 6, curated at the Maine State Museum is a distinctive object of the Waterway. It is restored, it is owned by the State, and it is interpreted for the public.

EL&WB Railroad Objects

There is no question that steam Locomotives No. 1 and No. 2 within Tramway Historic District are distinctive objects that warrant continued management attention by BPL: They are specifically included in the National Register Historic District. Other objects also contribute to the significance of the district, such as the remains of some 40 pulp cars. Without the cars to hold the wood, there would have been no need for the locomotives. Railroad-related archaeological sites are discussed in section A; see section C for EL&WB-related structures.

One of the three conveyors used to load pulp cars at the Eagle Lake terminal of the EL&WB railroad (Harper #7-8.0) still had most of its associated machinery in the 1990s, minus its Fairbanks Morse engine. Two Morse engines that powered the conveyors are now at Churchill Depot. Though no longer in their associated environment, the engines are physical remains that help tell about the railroad's pulpwood operation and are worthy of attention.

Boats

Unfortunately, I did not find documentation for the batteaux on display at the Churchill Depot History Center. The boat on blocks in Figure 67 is the only unmodified of these traditional logging-related boats associated with the Allagash that is owned by BPL, and a distinctive object associated with the Logging and Forest Management Landscape.

The remains of the steam engine from the *H. W. Marsh* at the Chamberlain Farm site (Figure 69) are distinctive within the Waterway as an example of the steamboats once common on the lakes of the Maine Woods. So, too, might be the stern if it is discovered in the lake.

The vessel in the alders along North Twin Brook (Figure 70) lacks integrity of construction to one period, and perhaps lacks association with industrial use of the forest (Spiess, 2004a, p. 10). If it was used as a towboat or "boom jumper," it might be of interest representing that part of logging history in the watershed. However, its history is unknown.

Recommended Actions for Objects

TREATMENT FOR ALL OBJECTS: “Protect, preserve, and use objects . . . to aid understanding among visitors and to preserve information about” the Allagash Waterway. Consult with Maine State Museum staff regarding implementation.

- D.1. View logging-related objects holistically, in relation to the Allagash Logging and Forest Management Landscape, rather than as individual features.
COST: None.
- D.2. **PRIORITY** – Work with the Jalbert family to produce archival-quality copies of the logbooks and photo albums in the Willard Jalbert Family Collection. Place one copy at the Windy Point sporting camp for use by visitors and one in BPL files. Then, provide a stable off-site storage environment for the original manuscripts.
COST ESTIMATE: \$550 for reproduction.
- D.3. Continue to monitor Locomotives No. 1 and No. 2 and their tenders in the Tramway Historic District and make any needed stabilization improvements. *Supports management plan strategy 3.4.B* (BPL, 2012).
COST: Operations.
- D.4. **PRIORITY** – Collaborate with the Ashland Logging Museum regarding preservation of the original-condition Watson dump wagon on loan to the museum from BPL, with the goal of preventing removal of original material, including finishes.
COST: Coordination.
- D.5. Document the two early Lombard haulers (Harper #12-10 and 12-27) at Cunliffe Depot, determine their significance in cooperation with the Maine State Museum and Lombard historians, and remove for proper storage and preservation if appropriate. Follow documentation guidance in section H. General Recommendations.
COST: Operations.
- D.6. Leave larger mechanical objects in situ, unless special circumstances warrant removal for conservation or storage. Review the detailed recommendations regarding retrieval and storage of objects made by Terry Harper in his inventory reports and memos (Harper, 1994a, 1994b, 1994c, 1995, 2013, 2015), and collect any small objects subject to looting that BPL has not yet placed in the Churchill Depot History Center.
COST: Operations.
- D.7. **PRIORITY** – Develop protocols in consultation with the Maine State Museum for intake and inventory procedures for Waterway objects, to be approved by the Director of Parks and Public Lands, even though BPL does not have formal collections program.

Cost: Operations.

- Intake would establish criteria for accepting objects, designate who is authorized to accept objects, and the kind of a record made at acquisition.

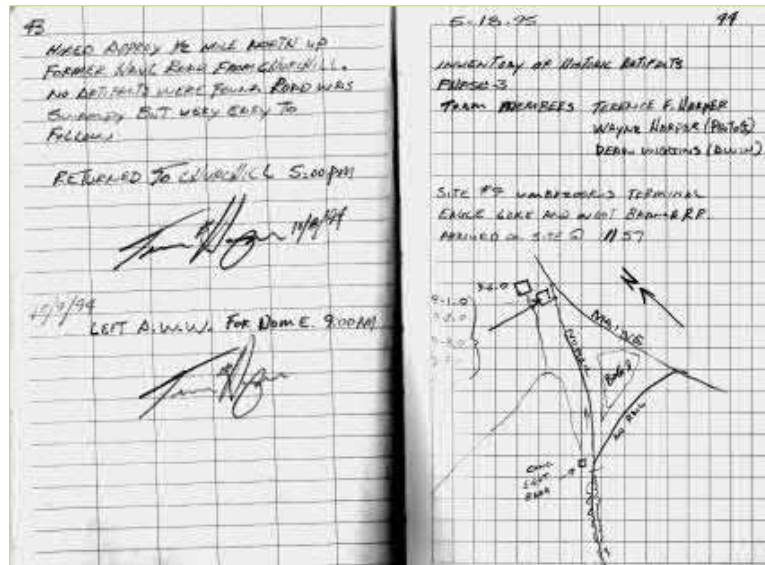


Figure 74. Field notes by Terry Harper, 1994. (courtesy of BPL)

- Inventory of objects should follow accepted museum practices. At a minimum, inventory procedures would include a list of the materials arranged in series that functions as a type of finding aid, a brief history of the collection, and a physical count of the collection for accountability purposes.
- D.8. Conduct a systematic inventory of objects held by BPL following the protocols developed in action D.7. *Supports management plan strategy 3.4.G* (BPL, 2012).
- Cost: Operations.
- D.9. Tell the stories of Allagash objects, and the people who created and used them, through interpretive media when they support Waterway interpretive themes. See interpretive plan, **Part Three**.

E. ETHNOGRAPHIC RESOURCES MANAGEMENT

The Waterway management plan posits that “the Allagash Wilderness Waterway is not simply a recreational asset, or a conservation property, or even an experience. It is a place that many equate with who their ancestors were, who they are, and what the State of Maine is. It is this quality that drives passion for the Waterway and concern for its management” (BPL, 2012, p. 83). That is to say, the Waterway itself could be an ethnographic resource. In sections B and C, I recommend the Moir Farmhouse be

treated as a cultural property related to the ethnographic Moosetowner Landscape. Nonetheless, it should be recognized that neither scholars nor affiliated groups have formally identified ethnographic properties within the Allagash watershed.

As a reminder, Bureau policy offers the following guidance regarding treatment of ethnographic resources. BPL plans and executes programs in ways “that safeguard cultural and natural resources while reflecting informed concern for the contemporary peoples and cultures traditionally associated with them” (BPL, 2000, p. 38).

To ensure that Bureau plans and actions reflect contemporary knowledge about the cultural context of sites, structures, certain natural areas, and other ethnographic resources, the Bureau of Parks and Lands will conduct appropriate cultural anthropological research, as relevant, in cooperation with Native American groups. Research findings will be used to support planning, resource management decisions, and activities; to develop interpretive programs accurately reflecting Native American and other cultures; and to facilitate consultation with and meet management responsibilities to affected communities (BPL, 2000, p. 38).

Recommended Actions for Ethnographic Resources

- E.1. Invite scholarly research by offering the distinctive Allagash landscapes as potential ethnographic topics.
Cost: Coordination.
 - Seek an historical landscape architect and ethnographer to assess the northern portion of the Waterway for lineal, subsistence, and recreational ties with the town of Allagash community using National Register guidelines for traditional cultural properties (Parker & King, 1998).
 - Seek an historical landscape architect and ethnographer to evaluate the southern lakes of the Waterway, using National Register guidelines for traditional cultural properties (Parker & King, 1998), regarding long-standing recreational use of the Waterway landscape for fishing, hunting, and snowmobiling by the Millinocket, Greenville, Patten, or Ashland communities.
- E.2. Continue to consult with the Wabanaki nations and other affected communities regarding the existence of any Waterway ethnographic resources. (This action is allied with consultation action H.4.)
Cost: Operations.

F. BURIALS AND CEMETERIES MANAGEMENT

Given the near invisibility of graves on the land, I did not confirm the location of burial sites or cemeteries in the study area. Therefore, I offer no distinctive properties for consideration.

It is BPL policy to identify and protect post- and pre-European contact burial areas, “whether or not formally plotted and enclosed as cemeteries” as they are protected by Maine law (13 MRSA §1371-A) in regards to construction or excavation. The federal Native American Graves Protection and Repatriation Act also provides guidelines for the treatment of Native American graves and artifacts related to them. The Maine State Museum is the contact agency in Maine for administering this law and the Bureau follows relevant procedures administered by the museum (BPL, 2000, p. 39).

Recommended Actions for Burial Sites

- F.1. Confirm the location of Joe McKeel’s gravesite using remote-sensing techniques by offering the opportunity to a university student with access to the appropriate equipment. Follow documentation guidance in section H. General Recommendations, and include GPS coordinates following BPL protocols.

COST: Coordination.

- F.2. Confirm and document other gravesites, as their existence becomes known. Follow documentation guidance in section H. General Recommendations, and include GPS coordinates following BPL protocols.

COST: Coordination.

G. SUBMERGED RESOURCES MANAGEMENT

I identified few submerged historic and cultural resources during the Storied Lands & Waters project and none was distinctive. Treatment of submerged historic and cultural resources is not addressed in the BPL Integrated Resource Policy (BPL, 2000) or in more specific policy for the Waterway.

Recommended Actions for Submerged Resources

- G.1. Work with volunteers to locate and document the stern of the *H. W. Marsh*. Employ side-scan radar or other remote-sensing, or perhaps a dive club could assist with documentation. Follow documentation guidance in section H. General Recommendations, and include GPS coordinates for all found objects following BPL protocols.

COST: Coordination.

- g.2. Utilize volunteers, students, or staff to document other underwater resources—including Telos Cut—as information becomes available, using geospatial technology and following BPL protocols. See documentation guidance in section H. General Recommendations.

COST: Coordination.

H. GENERAL RECOMMENDATIONS

Baseline Documentation Recommendations

A fundamental first step in protecting, monitoring, and treating Waterway heritage resources is to collect baseline information. Bureau staff, professional archaeologists, volunteers, and independent authors have already documented many properties and objects significant in the long span of human use the Allagash watershed. For instance, BPL prepared background papers about historic resources such as structures (dams, bridges, and camps and other buildings), and equipment related to logging (tramway, railroad, and Lombard log haulers).

What’s missing is a systematic, comprehensive approach for all resource categories, one that ensures baseline information is organized so it can easily be accessed, managed, and updated. The Storied Lands & Waters project begins to address this need by collecting readily available data. However, my conclusions and recommendations must be verified through fieldwork and scholarly research using primary and secondary sources. All such data collection and analysis should be conducted by fully qualified personnel and conform to current standards of scholarship. Once collected and organized, baseline research can serve a variety of purposes, from management planning to interpretative programs to publications.

A research program results in a succession of documents ranging from general to specific. Among them are the archaeological overview and assessment, historic resource study, historic structure report, and historic landscape report (U.S. Department of the Interior, National Park Service, 1998).

Documentation Guidance

The Maine Historic Preservation Commission can provide guidance for documenting the Waterway’s historic and cultural properties, and the Maine State Museum can assist with museum objects. They should be consulted for each relevant inventory and research project undertaken. In addition, the Secretary of the Interior publishes standards for documenting historic architecture, engineering features, and landscapes. The standards are specifically for several federal programs, but provide an approach useful to anyone documenting heritage resources. The published guidelines provide advice and technical information on meeting the standards.

Standard I. *Documentation Shall Adequately Explicate and Illustrate What is Significant or Valuable About the Historic Building, Site, Structure, or Object Being Documented.*

The historic significance of the building, site, structure, or object identified in the evaluation process should be conveyed by the drawings, photographs,

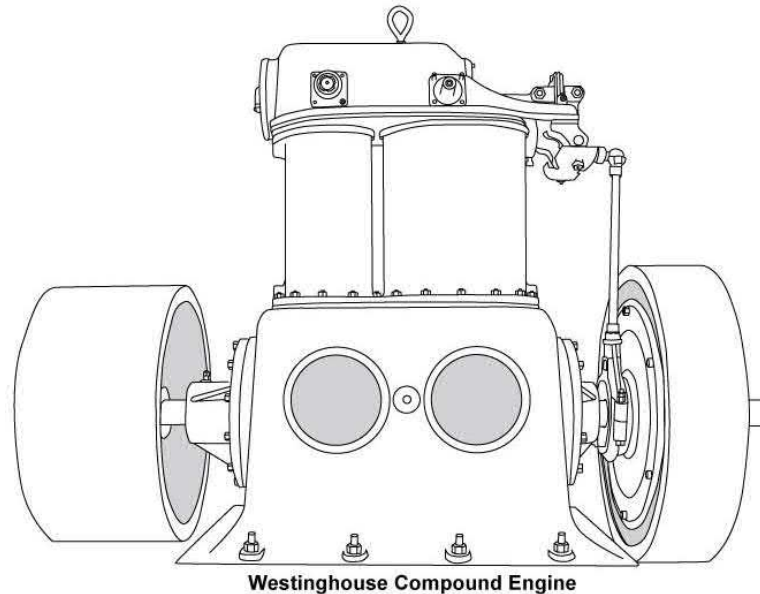


Figure 75. Example of Tramway Historic District documentation by BPL.
(2007, delineated by Thomas A. Desjardin)

and other materials that comprise documentation. The historical, architectural, engineering, or cultural values of the property together with the purpose of the documentation activity determine the level and methods of documentation. Documentation prepared for submission to the Library of Congress must meet the HABS/HAER Guidelines.

Standard II. *Documentation Shall be Prepared Accurately From Reliable Sources With Limitations Clearly Stated to Permit Independent Verification of the Information.*

The purpose of documentation is to preserve an accurate record of historic properties that can be used in research and other preservation activities. To serve these purposes, the documentation must include information that permits assessment of its reliability.

Standard III. *Documentation Shall be Prepared on Materials That are Readily Reproducible, Durable, and in Standard Sizes.*

The size and quality of documentation materials are important factors in the preservation of information for future use. Selection of materials should be based on the length of time expected for storage, the anticipated frequency of use, and a size convenient for storage.

Standard IV. Documentation Shall be Clearly and Concisely Produced.

In order for documentation to be useful for future research, written materials must be legible and understandable, and graphic materials must contain scale information and location references (U.S. Department of the Interior, National Park Service, Historic Buildings Survey/Historic American Engineering Record, 1990, p. 1).

Actions for Documentation

- H.1. Produce baseline studies and conduct inventories as suggested in actions A through G.
- Record locations of post-contact archaeological features identified in the Storied Lands & Waters project in Maine Historic Preservation Commission records (A.1).
 - Conduct reconnaissance-level archaeological surveys of pre-European contact resources on the shores of the Allagash River north of Churchill Depot, and post-contact resources within the Waterway as a whole (A.3 and A.4).
 - Prepare archaeological overview and assessment for the Allagash watershed based on completed archaeological surveys (A.12).
 - Locate and document each structure that was associated with the Moir farm (c.1).
 - Collect and record baseline data for Jalbert's and Nugent's sporting camps (c.6).
 - Document architecture of Churchill Storehouse (c.8).
 - Prepare logging and forest management historic context statement for nomination of Churchill Boarding House and Storehouse (c.10).
 - Document the two early Lombard haulers at Cunliffe Depot; determine their significance (D.5).
 - Conduct systematic inventory of objects held by BPL (D.8).
 - Support scholarly research of distinctive Allagash landscapes (E.1).
 - Locate and document Joe McKeel's gravesite (F.1) and other gravesites as they become known (F.2).
 - Locate and document submerged stern of the *H. W. Marsh* (G.1).
 - Document underwater resources as information becomes available (G.2).
- H.2. Produce an historic resource study for the Allagash Wilderness Waterway. An historic resource study establishes contexts and provides a baseline for understanding and evaluating the broad range of historical themes and related properties in a particular area. The study will serve as a planning tool for decisions regarding which heritage resources are significant and their future treatment. Key features of such a study for the Allagash are enumerated below. *Supports Department of Conservation/National Park Service memorandum of agreement* (Rust & Lovaglio, 2002).

COST ESTIMATE: \$110,000.

- Assemble and synthesize historical information, historical photographs, maps, and other materials related to activities of Native American use and occupation, logging and river drives, Scots-Irish, English and French in-migration, and wildland recreation. Show how those activities were conducted in the Allagash; how those activities changed over time; and how their physical manifestations have disappeared or survived in the Waterway.
- Use existing research and documentation as a starting point to refine and continue past efforts to document objects, structures, properties, and features associated with the above activities.

H.3. Develop a multi-year plan to collect baseline data about the remainder of the 35 potential heritage structures identified in chapter 3 but not mentioned in recommendation H.2, using volunteers and Waterway staff. Follow documentation guidance above, and include GPS coordinates for all structures following BPL protocols.

COST: Coordination; operations.

H.4. Contract with a museum professional to review relevant documentation of Allagash historic and cultural resources at locations including Churchill Depot Waterway Headquarters, BPL's Ashland, Bangor, and Greenville offices, and historical societies and libraries in northern Maine. On-site visits are required for locations with uncatalogued collections. Summarize findings and submit a report.

COST ESTIMATE: \$12,000.

H.5. Contact the Peabody Essex Museum to inquire if any researchers associated with the museum would be interested in creating a project around Pingree and Coe figuring out how to run the water of the Allagash "backwards," utilizing the large collection of historical manuscripts donated by the Pingree heirs.

COST: Coordination.

Coordination and Consultation Recommendations

The Waterway's management plan establishes cooperation with landowners and public and private organizations as a Waterway policy, meant to encourage appropriate treatment of historic and cultural resources managed by others within 1 mile of the watercourse (BPL, 2012, p. 141). As the Storied Lands & Waters project demonstrates, many physical attributes of past use along the Allagash are held well beyond the 1-mile limit, in museums and historical societies, and in private hands. Cooperation with those entities will help protect the Waterway's cultural legacy. The inverse is also true: others can assist BPL in the proper care of resources under its jurisdiction.

Actions for Coordination and Consultation

Cooperation and coordination with others is required for all aspects of Waterway management. Those cooperative actions below apply to heritage resource preservation and management. See the interpretive plan in **Part Three** for similar suggestions regarding shared stories of the Maine Woods region.

COST FOR COORDINATION AND CONSULTATION: Direct costs are minimal; however, building relationships requires a long-term investment of the Bureau's human resources. Clearly, this process is already underway, and need only be continued and enhanced as described below.

- H.6. Consult with Native American tribes through MHPC and Maine State Museum, regarding cultural affiliation, artifacts, and public interpretation. *Supports management plan strategy 3.4.A* (BPL, 2012).
- H.7. Assist landowners within the Allagash watershed with developing management guidelines for the preservation of identified heritage resources; for example, the structures at Clayton Lake and McNally Ross Stream Camps or the California Road. *Supports management plan strategy 7.3.B* (BPL, 2012).
- H.8. Establish and maintain cooperative relationships with organizations whose mission is relevant to the preservation of Waterway heritage resources, such as the Allagash Historical Society, Maine Acadian Heritage Council, Patten Lumbermen's Museum, and Ashland Logging Museum. *Supports strategic plan objective B.1.f* (BPL, 2010).
- H.9. Explore coordination with the several state and federal agencies responsible for managing heritage resources in the Maine Woods region, including Baxter State Park and Katahdin Woods and Waters National Monument. *Supports strategic plan goal 3* (BPL, 2010).
- H.10. Establish and maintain cooperative relationships with universities regarding opportunities among the previous recommendations.
 - Record the locations of post-contact archaeological features.
 - Locate and record each structure that was associated with the Moir farm.
 - Create baseline record of Jalbert's and Nugent's sporting camps.
 - Invite scholarly research by offering the distinctive Allagash landscapes as potential ethnographic topics.
 - Confirm location of McKeel and other gravesites using remote-sensing techniques.
 - Document submerged resources using geospatial technology.
- H.11. I identified individuals during the Storied Lands & Waters project who could bring their expertise and knowledge to bear on future work regarding Allagash heritage resources. Bona fide researchers may contact BPL for a list of their names.