FOREST PROTECTORS

Vol. xi - No. 2 - 1963

DIVISIONAL ACTIVITIES

FIRE CONTROL - MANAGEMENT
INSECT & DISEASE CONTROL
BLISTER RUST CONTROL
BAXTER PARK
GENERAL
Land Office - Public Lots
Forest Nursery

Maine Forest Service
Augusta, Maine
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As inventories are taken, seasonal wardens terminate their services, and certain field programs concluded, we might reflect a little on some of our accomplishments this past spring and summer.

The 101st Legislature was the longest on record and the forestry department, although sustaining some cuts, received appropriations to permit a continuation of current services operations without serious setbacks. No funds were made available for new activities or expansion. Matching funds were appropriated for the spruce budworm spray project. A few forestry law amendments were passed to strengthen administration and enforcement.

The department successfully carried out its fourth major aerial spray project for spruce budworm control by spraying 470,000 acres in northern Aroostook County. Success can be attributed to the leadership of Bob Nash in the excellent coordination of all agencies and personnel involved.

Another major accomplishment was the big spring planting program, and especially in Aroostook County, where under the pilot study of Cropland Conversion 1,061,900 seedlings were planted. A total of 3,829,860 seedlings were put into the ground for reforestation.

While other states in the Northeast suffered a disastrous spring fire season, Maine was fortunate to escape any serious fires. Later on in the season we did experience over 135 lightning fires which is a possible high. It looks promising to close out a favorable season.

Other activities were normal in forest nursery, small woodland management, insect and disease control and public lots.

Under publications we list the recent report on the history and management of the Public Reserved Lands, various feature newspaper stories and several circulars. The 34th Biennial Report of the Forest Commissioner should be out very shortly.

This Editor's Page does not permit much more space for review of accomplishments.

I would like to conclude that the Maine Forest Service continues to enjoy a favorable public image, and it is through your cooperation, loyalty and interest in the work that this has been made possible.

AUSTIN H. WILKINS
Forest Commissioner

September 20, 1963
Major activities of the season were the spruce budworm spray job of 479,000 acres and the extensive surveys by the field crews to determine results of the control project, plus the status of the budworm outside of the control area. The latter phase will give a basis for predicting the budworm populations for 1964. All of this is covered in a separate statement by John Coughlin in this issue. Light traps to learn of any spruce budworm moth flights were operated again at 24 locations. Dr. Brower has checked the catches and found scatterings of moths but no evidence of any concentrated flights.

The control project went off very well, especially in view of the fact that we were not able to start contracts for planes and materials until the very last of April. All had to be ready to go by the last of May. Spraying was done from the Presque Isle airport in the period June 4-19 with 10 TBM and 2 Stearman spray planes plus 7 guide-inspection planes. Two applications of 1/2 pound DDT in 1/2 gallon of solution per acre were made to give the same total application as before. Success of the job was greatly aided by the cooperation of other state departments - Education, Insurance, Aeronautics, and Fish and Game, along with the U. S. Forest Service, U. S. Customs, U. S. Immigration, Federal Aviation Agency, and Forest Protection, Ltd., of New Brunswick. Personnel of other departmental divisions were exceedingly helpful - various fire wardens in manning the pumps and loading planes, and in supplying weather records; John Walker in making up maps; Russ Cram and his radio technicians in setting up a detailed radio system for excellent communications airport - spray planes - guide planes - weather stations; and Joel Marsh for photography. Thanks should also go to the complete entomology staff for their dedicated efforts. Housing and meals for the complete crew were made available by the Northeastern Maine Vocational Institute (Keith Thompson, Principal) of the State Department of Education and ready help was supplied. Planes and pilots for the job were from as far away as Montana, Oregon, Idaho and Florida.

Personnel changes this season in entomology involved only rangers and the secretary - Albert Gibson returned to fire duty and was replaced by Rex McBrearty of St. Francis for the Allagash-St. John country; Malcolm Lane transferred into the Augusta office and was replaced by Lawrence Banker of Brownville Jct. for the Greenville-Patten area; Sybil Montag replaced Madeline Rivelli as secretary in August. In the blister rust control division, Joe Pike, Federal District Agent in the Bridgton office, was transferred to Amherst, Mass., and was replaced by his state assistant, David Stewart. Marty Calderara of the Auburn blister rust office is up and about his duties in recovering from a heart attack early last spring.

For those of the department who have wondered about the cause of some unusual tree conditions this summer, the following brief list is supplied: Fir and spruce showed common browning due to winter drying of foliage in western and northern Maine. Red spruce generally showed an abundance of brown sections (1-2" long) in amongst the green foliage by July. These were the opened and shrivelled galls of the pine leaf aphid--the insects thereafter migrating to white pine tips which are expected to be browned in abundance by next spring; oak in the Androscoggin and Upper Sandy River Valleys were well browned by August due to oak leaf miner; birches were severely browned by birch leaf miners in open stands; larch was pretty well stripped locally in eastern Maine and north of Jackman.

No spraying for gypsy moth was necessary. Experimental tests for control of the pine leaf aphid were made on Indian Town. John Dimond, and students of the University of Maine, supervised and checked this since our staff was fully occupied with the spruce budworm projects.
SUMMARY OF CURRENT BUDWORM SITUATION

Workers are still in the field gathering egg mass collections for predicting spruce budworm populations for 1964, although the Portage and Sinclair field laboratories closed down on August 16. Data are still being evaluated but indicate a very poor year for the spruce budworm as a result of an extensive spray operation. A large crew, under Bob Nash with the usual cooperation from other divisions, departments, agencies, and the federal government, but operating out of Presque Isle, sprayed some 479,000 acres during the period June 4-19. The usual good results seemed even better due largely to improved methods. Defoliation throughout the infested area was much reduced although feeding took place in numbers as expected, becoming very hard or impossible to find over much of the spray area. Egg mass collections made later confirmed this good control although there are still relatively light populations outside the treated area where the trees are in good condition and populations are not heavy enough to justify action. Some small spots of heavier budworm populations remain, however, in isolated stands, along some edges of the treated area, and along some streams where a desire to avoid getting spray in the water prevented complete coverage. These areas will be closely watched but none as yet gives evidence of being serious. In general, tree condition is expected to improve greatly over the area. The budworm is down but far out.

An infested area, north of the Aroostook River and west of Oxbow was given over to the federal government for use in experiments designed to develop a new and better biological insecticide, the bacterium Bacillus thuringiensis as a replacement for DDT. Since the experimental treatments required small treated plots surrounded and separated by untreated areas, it was not expected that defoliation would be prevented here or that complete control would be achieved. Therefore, an infestation persists here and may require action in 1964. The results of this interesting and promising experiment are being eagerly awaited.

Next season the entomology crews will be in the field as usual to watch the Oxbow area, to take action if needed, and to keep a close check on the "down but not out" spruce budworm.

John Coughlin, Entomologist

HELECOPTER TROUBLES

"Completed helicopter spraying of 20 acres just at sunset and headed for the airport in Hampden. Developed a bad exhaust valve over Hermon. Since we couldn't stay in the air, the alternative was clear."

Lester DeCoster - Service Forester
"My little pet coon, a small yearling, comes each evening between 6 & 7 P.M. for its snack of skim milk and crackers. Always cleans the bowl thoroughly. Tonight it hung around for an hour, would start to leave and then at the sound of my voice bidding it "goodnight" would turn and come back right up to the door. In time I shall be able to "hand feed" it I'm sure. It has huge white "mutton-chop" style whiskers, very odd, but distinctive."

Donald K. Smith - June 1/63
Watchman - Schoodic Mt.

"May 30 - 72 automobiles on the Landing." (Telos)

Merle L. York - June 1/63
Patrolman - Telos Lake

"May 31. Closed the dump on Indian Township because it did not meet forest fire regulations. This dump needs some work done and no one seems to want to do it. As far as I am concerned this dump will remain closed until it is made satisfactory.

"We have had a busy week. The district has been loaded with fishermen and campers. June 1 opening of bass fishing. I counted 45 people at Baskkegan Lake campground, also 9 tents. I had 3 hours flying with the Fish & Game Friday while looking for lost child at Grand Lake Stream. Had a nice look at the southern end of my district."

Ash Peasely - June 2/63
Chief Warden - St. Croix Dist.

"The Indian Township dump has been reopened, 6/6. It was closed 7 days. It is really cleaned up nice and is satisfactory. It was a real test, but when the people there found out we would stand firm on no dumping they cleaned it up."

Ash Peasely - June 9/63
Chief Warden - St. Croix Dist.

"Chased smokes and helped new mountain men by flashing them with a mirror and having them give me bearing and range so I also could check my maps."

Duluth Wing - June 8/63
Chief Warden - Dead River Dist.

"I have watchman on Red River and Nixon Roads checking cars. Old Emile Pelletier stopped Al Thomas and Hub Trefts on their way in to Red River and made them take everything they had out of their pockets. He took all their matches away from them and told them it was awful dry in the woods and he was afraid they would play with matches."

Stan Greenlaw - June 17/63
Chief Warden - Fish River Dist.

"This has been a busy week for No. 9 District as we had eight lightning strikes Tuesday afternoon. We were able to extinguish six of them and as far as we can tell the Good Lord took care of the other two, as we were unable to find any signs of them Wednesday."

Chester Goding - June 22/63
Chief Warden - Number 9 Dist.

"A tip to wardens in cleaning a badge - warm water, lava soap and a tooth brush."

Albert J. Gagnon - July 20/63
Patrolman - Elbow Lakes
Extracts from Weekly Reports Cont.

"Tried to have day off but fire reported by Bigelow east of Parker Pond. Flew the fire and got off at Parker Pond and worked on fire until after dark with 4 men from Philbrick's camp and 251 and 252. Slept until daylight at fire - this was not too popular with the Canadians but necessary due to inaccessibility of fire. The fire flared up when wind would hit it during the night and Welch and Sillanpaa would jump up and work on it and lay back down. At daylight I asked Welch if he had any problems (he was married just Saturday) and he said, "Hell, no, it seems good to get a good night's rest."

Duluth Wing - June 29/63
Chief Warden - Dead River Dist.

"Do your sleeping in bed. You can be riding on an 8-lane highway, as fine a road as there is anywhere. If you can't keep your eyes open, you cannot stay on it. Please don't make the mistake I did and try to sleep while driving. Besides getting seriously injured or killed, you could just as easily injure or kill some innocent party. Help Keep Maine Green. Prevent forest fires and do your sleeping in bed."

Ronald Call - June 29/63
Watchman - Kibby Mt.

All in a day's work.

"Patrolling with Ed Heath up old St. John's trail (upper section very obscure) through Avalanche valley to Moose Pond. No sign of anyone camping. Followed up Avalanche Brook and traversed mountain 1/4 mile, picked up new Rum Mt. trail and back to Abol campground. Seven hours. Rough going.

Besides general work in campground and office, helped repair camper's car (rock damage to trans. & oil lines).

Boat reported lost at one-thirty in the morning. Found it in the road between Katahdin Stream and Abol. Waited for party to claim it for nearly two hours.

Young man with kidney stones got me out the following night at 2:15."

Rodney Sargent - June 29/63
Abol Campground - Baxter Park

"Took boat on Moosehead and patrolled shore line from Seboomook landing around by N. E. Carry to Little Duck Cove. Met Asa Parkey, the patrolman from Greenville. Got back to camp and went to take reports up to headquarters. Just arrived there when a fire was reported at South Branch bridge on Hammond Township. Chief warden and I loaded jeep with equipment and went up by way of old tote road. Other patrolman and game warden went up deadwater by boat. Arriving at fire, we found two dozers beyond fire. Chief took one and I the other and started dozing fireline around head of fire. Relief drivers came and took tractors around 3:30 A.M. so that left chief and I free for other duties. Now I could write a story blow by blow of the fire but will make it short. For the next three days a setting hen with 14 chicks could not have been busier. On Tuesday evening when the gale of wind hit long before the showers we would have lost the fire again had it not been for the tank truck out of Greenville. We should have more of this equipment.

"Wednesday afternoon George, our pilot, picked me up at the head of Deadwater and we flew another lightning hit, north and west of Truesdale field. We got out from putting a fire line around that one at 4 A.M. on the 4th. If anyone heard strange noises on the 4th, it was either Vaughn or me catching up on some much needed sleep."
"Friday went back in and inspected fire on 5 R 18, as men from GNP had gone in on the 4th and put it out. They did a very good job. Nothing was even warm. Came back to headquarters and worked on equipment.

"At the start of the week the patrolman's wife at Caucomgomac Lake was taken to the hospital where she gave birth to a new born baby girl. I wasn't qualified to deliver the baby but did manage to return the mother back to trailer at Caucomgomac Lake this evening."

William Ogden - July 6/63
Patrolman - Seboomook Lake Dam

"Last week and this week made Allagash trip by canoe from Telos Lake to St. Francis. Joanne and I made the trip alone. Expected to see at least six or seven parties per day going our way, especially with all the publicity about the region. In two weeks we met no one. Everyone says "Save the Allagash" but very few use it. Most of the campsites were very good. A few need work done on them. Trip is recommended to anyone desiring to lose weight. I lost 9 pounds."

Walter R. Cooley Jr. - July 15/63
Service Forester

"Lightning hit camps Monday in the worst storm I have ever seen. It broke the screen door and smashed the dishes in the cupboard and spread the boards in the camp floor apart. My family and I like it here very much but when we see another storm like that coming we are going to be on the run."

Richard LaBree - July 6/63
Watchman - Chase Hill

"Helicopter played an important part in getting in a very remote area to put out a lightning fire on T. 5, R. 11. George Johnson landed the helicopter in an old campground. It was once known as the Old Cuxabexis depot camp. Roads that used to go to that camp cannot be followed now."

Oscar Gagnon - July 8/63
Chief Warden - Moosehead Dist.

"The lower section of our new trail has been used and enjoyed by a number of campers and day visitors. As it becomes known it is expected to be a very popular trail. A small set of falls, a large beaver dam, and a splendid view of the Abol slide and Katahdin is found only one mile from camp.

"Gardner Perry and a group of five people worked on this new trail and have completed it to scrub timber. They expect to be back in late August or September and hope to complete it to So. Peak. A name for this trail has been mentioned by the group."

Rodney H. Sargent - July 6/63
Abol Campground - Baxter Park

"Waldoboro - Grange meeting: Gave talk on Tree Farming and dedicated Lawson Pinkham's 105 acres as Maine's 551st Tree Farm. Had the delightful duty of helping judge an Apple Queen contest. One might think a forester would be the last choice as a judge of this type because he is always looking for the tall and straight. Yet, maybe they know we are always interested in the DBH, Diameter Breast Height."

Ancyl S. Thurston - June 29/63
Service Forester
"Very hazy and lightning late afternoon. Eleven fires resulted from this afternoon's storm. They were located at Big Squaw, Parmachenee, Stetson, Mass. Gore, Eustis, Squaretown, Mayfield, one on town line between Austin and Little Parker Pond, two on ridge west of Parker Pond, at Moscow and at Salmon Pond in 4 R 13. Had to hire extra planes. Men were spread thin, but not as thin as communications.

"Tuesday flew the two lightning fires we were not able to get men onto last night. Cleaned up office work, made arrangements for Vaughn on South Branch. We are supplying him by air. Out again all night. 220 and his crew didn't show up at Canada Falls Dam so Mangin and I spent night on Dead Water looking for them. We found them at Upper end of Dead Water at 3 A.M. Wednesday. They were dry and getting plenty of sleep. (They had had motor trouble and high winds.) I have never seen such severe lightning storms.

"Wednesday returned to Greenville at 5 A.M. Had lightning fire at Truesdale Pond on 4 R 18. Had a crew lined up (15 men) to send to South Branch fire. 220 isn't getting much out of his Canadian crew. Sent Smith to South Branch to bring back D-6.

"Thursday had a good night's sleep. Sent 701 down east A.M. Cleaned up office work. Had lightning fire at Hurd's Pond on 6 R 15, hired Folsom to fly. When 701 returned we flew fire and directed crew onto same. Also checked two other possibilities at Pittston - both were fog. Lightning fire at Spencer Lake - east side of Hedgehog Ridge.

"Friday did some general checking on equipment and manpower and office work. Had lightning fire at Lexington.

"Saturday sick, but on radio all day. Three lightning fires - Cuxabexis (5R11) Elliottsville, East Moxie. Nineteen lightning fires this week - all out except South Branch and this is well under control."

Earle Williams - July 6/63
Supervisor - Western Division

"Wednesday morning, following over one inch of rainfall, I called my chief, 210, and asked for the day off to visit Soubunge Mt. He okayed the request. Just then the phone rang in a weak uncertain manner. I answered it. It was the end of my day off.

"A lady was sobbing and talking at the same time. All I could understand was lost, stuck, and hungry. I told her to get in my truck and to stay put. Called headquarters. Packed a lunch with plenty of hot tea and went down the mountain. Met Phil Webb, 216, and Leo Thornton from Soubunge Mt. Mr. and Mrs. Sargent and year old daughter had got on the wrong road Saturday night. They were stuck on a woods road about eight miles beyond my tower trail. Left Mrs. Sargent and baby in my wife's care while Mr. Sargent, Phil Leo, and I went after his car. It was in such a hole we had to take the battery from the truck and lug it to his car. We got him started and by pushing got it onto high ground. Late that afternoon we got the car to my tower trail where we called a wrecker from Greenville. They are on their way home realizing the Maine Forest Service does more than protect the forest."

Edward L. Lambert - July 13/63
Watchman - Spencer Mt.
"Went into Bean's road and towed out a Plymouth car with man, wife and baby. They had been in there since Saturday night, stuck in a mudhole. They had no food and I did not get word until Tuesday. They were in pretty bad shape. The flies had done quite a job on the wife and baby and they were pretty hungry."

Philip Webb - July 14/63
Patrolman - Chesuncook Dam

"Wednesday I went on a rescue mission in on the Pogy trail. A bee stung a fisherman on the finger and knocked him for a loop. I took the B.S.T. in and draped him over the water tank and soon had him on the way to the hospital."

Tilson Palmer - July 27/63
Patrolman - East Branch Dist.

A good weekly report summary:
"As of Saturday night I have the tower cab painted and the ground around my tower mowed and pretty well picked up. I have 1/4 mile of trail mowed from tower camp. I have two windows in the camp painted and tier of wood in woodshed."

Gordon Hardy - July 20/63
Watchman - Snow Mt.

"Left tower to make insect collection. Car wouldn't start. Lifted hood to check wires. Car took off downhill, hitting fir tree. One fir really got a beating. Result: 1) No bugs fell from tree; 2) One wrecked Falcon ($138.97). This proved to be an expensive way to beat conifer trees." (Editor: Understand this method not approved by Entomology Dept.)

David Livingstone - August 19/63
Watchman - Chick Hill

"At 4:36 P.M., Wednesday afternoon, a camper cut his ankle with an ax. Sat up with him Wednesday night and stood by with him Thursday until plane came in and took him to a doctor."

Irvin Caverly, Jr. - Aug. 10/63
Ranger - Russell Pond

"August 1. Norway tower reported a smoke on the Mooseleuk Stream. 702 flew the area and found a party waving a white flag and could see a person lying on the ground. The sheriff's department was notified and they got a helicopter from Loring Air Force Base to go in and pick the man up. He had a heart attack."

Reginald Tucker - August 3/63
Chief Warden - Aroostook Waters

"Had the pleasure of a visit to the tower Tuesday forenoon of Governor and Mrs. John H. Chaffee of Rhode Island and party of 14. They came crawling up over the ledges on the east side - straight up from Schoodic Siding. Sure were scratched up, especially the children. Nice folks. - 8/17/63. Quite an interesting representation of visitors this summer--from Helena, Montana to Donats, France; from Athens, Greece to Tampa, Florida; Traverse City, Michigan to Shreveport, La."

Donald K. Smith - August 24/63
Watchman - Schoodic Mt.

"Two men living in a house trailer at 25 Mile were found overcome by gas from a faulty gas refrigerator. They were unconscious for 24 hours. Suggest that some gas company be contacted to find out what could be done to prevent this and that a bulletin be sent to all personnel, for a lot of men are using gas at our forestry camps."

Reginald Tucker - August 17/63
Chief Warden - Aroostook Waters
Went to see the doctor at Fort Kent as my heart wasn't ticking right and now it's hitting on all six 1-5-3-6-2-4.

Gilbert E. Peterson - August 17/63
Watchman - Rocky Mt.

"Lost. One tower man slightly worn.
It was with deep regret that I tendered my resignation. I wish to thank everyone for the splendid cooperation I have had here in the past 13 seasons. The forestry department has grown and changed in many ways during these years, most of them for the better. I am proud to have been part of it. May it continue to grow and improve in the years to come. I wish to especially thank Clayton Weymouth for his kindness and consideration, also his cooperation over the years. He has earned a rest. I also extend my best wishes to Carlton Merrill on his new assignment. I don't think anyone could have made a better choice."

Charles Bragdon - August 31/63
Watchman - Opportunity Farm

"Worked out in the area, cleaning up after the hurricane that we had here Saturday night. We lost trees in the campground and were flooded out quite badly, campers' tents all blown down, water pipes were washed downstream and bent up, so all in all quite a bit of damage and lots of extra work."

Frank Darling - August 31/63
Ranger - Katahdin Stream

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RADIO CHANGES AT MEDFORD

Originally in the tower, which is approximately 7 by 7 feet, there was a G.E. desk mate, hi-band; on top of that was a 60 watt set belonging to the Penobscot Development Company and a consolette for the forestry low-band. Also, there was a small desk, a chair, and the map table. This did not leave much room to move about, especially if there were visitors present.

The technicians changed the low-band, which consisted of a large console in the generator shed, a consolette in the house and one in the tower. In place of this they installed a 60 watt set about two feet square and one foot high. This set gives as good coverage as the large set did.

The radio room in the house is approximately six by five feet. The desk was put against one wall with the hi-band next to it. The low-band and the P.D. sets are on a shelf about two feet over the desk.

In the tower there are three speakers, the size of the mobile speakers, and three microphones. The two speakers for the forestry radios are equipped with on/off switches and switches for changing frequencies.

One of the problems here was not being able to change frequencies downstairs. The technicians solved this problem with the installation of switches and relays downstairs. By throwing these switches before going into the tower, the controls are changed to the remote position, enabling you to change frequencies in the tower also. The technicians worked this problem out and were able to make these changes at a fraction of the estimated cost. It is a neat and very convenient arrangement. All the radios are within easy reach of anyone seated at the desk. This is an ideal arrangement on stormy days as it eliminates the possibility of several trips into the tower and any party calling should be able to have almost immediate contact with this station at all times.

Norris Harrington
Watchman - Medford Tower
Everett S. Parsons  
Jackman, Maine

Dear Mr. Parsons:

I expect you wonder why I didn't drop in to see you. We got up to Jackman early Saturday morning and drove out to Attean Camps' landing. It was such a beautiful morning and the lake so smooth we just couldn't resist starting out right then. We got to the other end of Attean after fishing for a while and made the carry as far as the railroad.

It was there that disaster struck. We laid the canoe with all the gear piled in it near the tracks while we were looking around that little pond by the tracks north of Holeb. A fast freight came along and that was the end of the canoe, most of our gear, and the fishing trip. I don't know how I could have let a thing like that happen. We discussed whether it was far enough from the track when we placed it on the ground and I thought it was and also said something to the effect that "a train just went through an hour ago and there won't be another until tomorrow."

We gathered what gear we could and went back to Attean. Finally, after going nearly half way around Attean, we flagged a Montreal Canadian who took us back to Attean Camps and they brought us on in to the landing.

We had intended to come look you up after returning to Jackman, but it was late and we were somewhat numb at this point so just came on home.

This should give the people of that area something to laugh about for some time to come. I'll bet there have been a number of canoes lost or banged up but I'll bet that is the first one that was destroyed by a train.

It sure taught me a lesson and made me realize that I'll have to get out more. There are other facets to survival than just going to the office every day. So--just as soon as I can scrape up enough to buy another canoe we'll be back. If not this year, then first thing next year.

Very truly yours,

Clayton L. Reed

Editor's Note: Well, some people just get up too early some mornings.
This being my first year in forestry, also this territory, I was left wondering after my first gaze over Richardson. Such an expanse of water, where might this or that be? Don Wilcox quickly familiarized me with the Upper Lake and gave me a rundown on general procedure. From then on I was mostly on my own.

All camp and lunch grounds were a mess; cans, bottles and debris in general everywhere you looked. By the time I had the Richardsons cleaned, "Mooselook" was assigned to me, its grounds, for the most part, were in worse condition, and its addition gave around 35 sites and many more campers to keep an eye on. After dropping a few hints about outdoor fire safety and the new litter law, I didn't need eyes in the back of my head and six hands. People on the whole were cooperating. Of course, there were the few who wouldn't, messy campsites, remodeled fireplaces, and such questions as may we pitch our tent on the front porch of Matelik Island forestry camp?

Most campsites are adequately equipped for the average camper. However, some could stand new tables and toilet facilities.

The new Mooselook boat has proved an asset, enabling me to patrol in foul weather.

All of the reported smokes in my area have, fortunately, been false alarms. While I chased a fog bank late one evening, I later heard Wilcox and Crocker had been chasing moonbeams.

This has proved to be a busy but interesting summer.

Maurice Belanger - Patrolman

Berwick, Maine
July 16, 1963

Maine State Forestry Department
Augusta, Maine

Dear Mr. Wilkins:

We wish to express our sincere appreciation and our deep gratitude to the unit of the Maine State Forestry Department for the speedy response and the efficiency of its work in saving our home on July 8. The courtesy, concern and kindness of each individual reached far beyond the call of duty.

Sincerely,
Eugene, Sylvia and Mildred Collins

We requested comments on the above letter and Brad Woodward writes as follows:

The forestry department tank truck, which was a surplus oil delivery truck, is kept in North Berwick fire station and holds about 800 gallons of water.

North Berwick Fire Department was called to assist Berwick on this fire so this truck was sent along to help out, there being no hydrants handy. The Salmon Falls River is over a quarter mile away and had a mobile pumper pumping from it at the only place for one.

The barn, which had been struck by lightning and was on fire, was connected to the house by a shed. The fire was stopped before reaching the house to do much damage.
Several changes in personnel have taken place since the last issue of "Protectors." Bob Smith, who has been a Service Forester in Skowhegan for Somerset County since 1956, resigned June 1 to go into business for himself in Skowhegan as a Consulting Forester.

Jack Dirkman, a University of Maine graduate in Forestry, was employed in March. It is expected that he will take Bob Smith's place in Skowhegan in October. Gary Clendenning has been temporarily assigned to Ellsworth to handle Hancock County.

Fred Rooney has been assigned to Houlton in southern Aroostook to take Duncan Gilchrist's place. Duncan, as you may recall, resigned to go to Alaska as a forester with the Dept. of Interior. Several of the men correspond with Duncan and he writes glowing accounts of the area and his work. Commissioner Wilkins on his recent trip to Alaska with the Association of State Foresters had the opportunity to meet Duncan in Anchorage and discuss old times and his present job.

Joe Graham, III, was employed September 23 to assist Bob Locke in northern Aroostook County. He will be stationed in Fort Kent. This will be, to a degree, an exploratory project to see what the size of the workload is in the Fort Kent area. The future of this project will be based upon the results obtained. There is, of course, the Cropland Conversion Program, the successor to the Soil Bank Tree Planting Program, which will take a lot of time this fall and the coming spring in Aroostook County, so we know Joe will be kept busy.

The following foresters attended the Society of American Foresters' summer meeting in Rhode Island the first part of September: Joe Lupsha, Blynn Merrill, Dick Arsenault, Floyd Farrington, Wayne Jackson, Dave Clement, Walter Gooley, Clift Foster, Ancył Thurston, Jack Dirkman. The theme of water for drinking, industrial use, etc., and how to provide it in a heavily populated area in the purity and quantity needed was an interesting one to all attending. The problem will be here with us before we know it.

The aerial spray program under Title IV again had a very successful year. 1,547 acres were done under Title IV and 334 under the Agricultural Conservation Program. The following foresters participated in the program in their areas—LaCasce, DeCoster, Clendenning, Adams, Gooley and Clement; Dirkman worked with all of the men assisting them in the many details that are necessary to make it a success. Bad weather hampered the program for approximately two weeks in the Ellsworth area. Lester DeCoster probably had the most interesting time of all. While ferrying the helicopter between jobs, with Lester as a passenger, engine failure developed and it was necessary to land in an unknown area at dusk, without any of the attending crews knowing what had happened...and where. All in all, Lester thought it was an interesting season.

S. D. Warren gave its annual Tree Farm Family party, September 3, at Watcic Lake in Standish. Commissioner Wilkins attended and addressed the group on the importance of good forest management to the economy of Maine. Deputy Commissioner Holt, Bob Dinneen, Bill Adams, Clift Foster, Wayne Jackson, Dave Clement, Dick Arsenault and Floyd Farrington also attended. Needless to say, the lobster and clam dinner was greatly enjoyed. Due to the fact that Joel Marsh was unable to attend because of an automobile accident, it was necessary to divide his usual share of 5 lobsters among the others attending.
A simple resignation or retirement does not seem to be much when mentioned casually in conversation. Then you think, who can I get to fill the vacancy and best fit into the organization.

District Warden L. Clayton Weymouth arrives at thirty years of service as of October 16, 1963, and has decided to retire. This is the first retirement of a district warden since the organization was set up in 1949. Clayton has worked as a watchman on Mt. Zircon, county warden and district warden, and has put in many years of faithful service. He certainly has been an active warden as anyone knows who has worked with him. Ask Clayt to do something and you know it is done immediately, or a bit sooner.

After much thought and consideration, District Warden Carlton Merrill has been selected to replace Clayt. We feel especially fortunate to have a man of Carlton's experience and background that was willing to transfer from the relative quiet of District 5 to the hustle and bustle of District 1. Carlton, like Clayton, has a backlog of much experience as watchman, county warden, insect ranger and district warden. He is quite familiar with parts of District 1, having worked as county warden in the northern part and over the entire district as insect ranger.

To fill Carlton's place as district warden, Irvin Caverly of Bowdoin has been selected from the district warden register, he being among the "top three" that qualified in the exam given last fall.

Irvin has worked in District 5, as a warden at Enfield, and is familiar with the workings of this district. He has done a very good job for the past two years in District 4 and is to be especially commended for the work he has accomplished on the grounds and buildings at Bowdoin. This new job will be quite a change for him. In the past he has been a "doer"; now he will have to do more planning and supervision work and see that his crew are the "doers." This is indeed quite a change in itself as many times it is much easier to do a job yourself than to see that it is done correctly by someone else.

To replace Irvin at Bowdoin, it was decided to transfer Kenneth Stairs. Although "Saul" has been with Organized Towns for only the past two years, he has been with the department for several years. I am sure he has enjoyed his stay at Enfield, which is a relatively quiet area. Saul was picked for Bowdoin as this is an active district, both fire and otherwise, and it was felt that a new man would really be up against it. Then, too, District 4 does need men with fire experience as it has had a number of personnel changes in the last two or three years with Leland King, Maurice Weaver, and Norman Moody finishing their work in the district.

To replace Saul at Enfield Norris Harrington, watchman at Medford, has been selected from the active warden register set up by examination. Norris is a relatively new man with the department, having worked only the past two seasons as a watchman. He has had some experience in fire, working with the boys in Washington County. He is young and ambitious and with proper training will make a good warden for District 5.

To wind up all of the changes, David Livingstone of Chick Hill will be going to the Medford tower. This will make the fourth tower for Dave in two years and he has shown much ability in becoming familiar with an area. The
radio work at Medford will be of much interest to Dave after a reasonably quiet tower such as Chick Hill. Chick Hill will be left vacant for the remainder of the season.

Charlie Bragdon, watchman at Opportunity Farm, has just recently resigned. We are extremely sorry that Charlie felt he must move on. He has been at this tower for the past twelve years and has done an outstanding job. Without doubt Charlie has made the grounds around Opportunity Farm Hill the most attractive tower site in the State of Maine. It will be a difficult job to find a man that can fill his boots. The department wishes him the best of luck in his new position and trusts that he will have more time to check on those bass.

Kenneth A. Hinkley - Supervisor

"PREVENT FOREST FIRES" THEME OF FLOAT PRESENTED DRAMATICALLY IN TAOS PARADE

Fire broke out today on the Carson National Forest float in the Taos Fiesta parade.

A sign on the float read, "Prevent Forest Fires."

The next float in the parade carried a group of Indian forest fire fighters from Penasco. They extinguished the blaze with spray tanks carried as part of their float.

"Seattle Post-Intelligencer 7/26/63"

"The man who rolls up his sleeves seldom loses his shirt."

MASSIVE TREE PLANTING PROGRAM

Aroostook County planted 1,061,900 forest seedlings this past spring. It was rumored they did a real complete and thorough job. As you see - planting all available space.
NORTH BRIDGTON FIRE ASSOCIATION
North Bridgton, Maine

July 8, 1963

To all the Gals and Guys in this Area—

Bruce Barton once said that "Most of the world's auto speed records are broken by fire chiefs going home for lunch." This ain't so in North Bridgton Fire Department; first, because we haven't got a piece of equipment that can outrun the oldest hound in town, second, because our Chief has no official car. If the dept. provided him with a vehicle, a bike would be about it and it would have to be a secondhand one at that. His salary is nuttin', which holds for everyone in the dept. In fact, every member GIVES, not receives--GIVES some of his leisure time along with some of his spare cash now and then. You have heard the saying, "She is a golf widow." Well, in North Bridgton the gals are called "Firehouse Widows." No smart local gal would ever think of marrying a hometown guy, as she well knows her life is going to be "home alone with the kids."

However, have you ever stopped to think that all this is not only for their protection but yours as well? Ever had a fire? Hope you never do. But if you do, it's a good bet that the North Bridgton outfit will be there first--maybe not with the mostest or the shiniest, but they will be there--as we believe it's the first 10 minutes that decide whether it's going to be a big fire or not.

Nothing doubles up the North Bridgton Academy boys with laughter more than to see our 1492 Dodge roll out for an alarm with her mudguards a-flapping and wheels a-wigging. Most of these boys come from big towns or cities where fire equipment is still on the books to be paid for by the next generations. A fire in a big town is like watching a parade--shiny chariots racing here and there with horns blowing, bells a-ringing, led by the Chief in his shiny red personal chariot, plus all the personnel in uniform with brass buttons and fancy hats. At a North Bridgton fire you're liable to see a guy in a bathing suit or maybe less, if he happened to be caught in that particular state when the alarm sounded. Records show that no N. B. fireman has ever been seen at a fire in a night shirt, but at the next alarm, who knows?

North Bridgton Department owes no one for anything--equipment, building, etc.,--thanks to all you people who have helped us. Our equipment is kept in shape by John Pike who has the reputation of "if it ran once, he can make it run again." he has never been known to fix anything he couldn't fix so that someone else couldn't fix it either!

We are proud of our progress over the last eight years. They say that Mt. Chocorua is the most photographed spot in New England. That ain't so, for our old 10' x 8' building up by the Museum, with the sign "North Bridgton Fire Dept." won hands down. For equipment it had ten water pails and six lanterns. In those days, running expenses consisted of nothing more than a few new pails and some lantern chimneys, but today with our three pieces of equipment we need the help of all within this area, either by contributing directly as some of you do, by purchasing tickets for our prize drawing, or by attending our Auction on July 20. We realize the area is getting pretty well drained of auction articles, but won't you kindly look over your cellar or attic for possible contributions? Watch the papers!

Editor's Note: Local interest and enthusiasm have helped Maine people keep taxes in the realm of comprehension and the control of their local doings in the hands of those who receive the benefits.

Too bad this can't be applied on the National scene. Or can it?
ACTIVITY ON AGAMENTICUS MOUNTAIN

There has been a lot of activity on Mt. Agamenticus this season. It all started about three years ago when a group of individuals decided it would be a good place to have a ski resort and year-round recreational area. They finally got the plans drawn up and property straightened out and last winter the Mt. Agamenticus Corporation was formed.

Work began on the area the middle of April. The top of the mountain has been cut off except for a half dozen trees and it looks sort of bare. They have also been cutting on all the slopes and trails and it will take about three weeks more cutting to finish them. The main lift line is all finished and is 2500' long and will have a chair lift. There will be four slopes, three of which will end up at the bottom of the main lift line. The main or intermediate slope beside the main lift line is 2600'. The two novice slopes are 2800' and 3000' and the beginner's 1200' slope will have its own rope tow. These are all on the north and northwest side of the mountain.

There are also plans for a lodge on the top of the mountain with a restaurant open year round, a ski shop and other facilities, and a large parking area. Later on there will be some motel units. An area has been cleaned out for picnicking which will be nice when tables are placed there.

This is all being financed by the sale of public stock by the corporation. Although quite a lot of stock has been sold, it has not sold as fast as was hoped for, so they will have to postpone the opening of the area until a year from this winter. They will, however, continue work through the winter on the area.

So, I have had a lot of activity on Mt. Aggie this season. I have had around 2100 visitors so far this year, compared with 1500 last year at this time. You can see I haven't been lonesome at all.

Edward W. Cahoon
Watchman - Agamenticus Tower

1963 SPRINGFIELD EXHIBIT

The Maine Forest Service exhibit at the 1963 Eastern States Exposition in Springfield, Massachusetts, proved to be a popular one with visitors to the Maine building. Credit for the attractive and imaginative exhibit goes to a hard working team of MFS men who put a good many hours of work into building, manning, and dismantling the various sections of the display.

Phil Barton put his talent into building a small rustic theatre in which a 22-minute color movie filmed by Joel Marsh was shown. Phil Noyes, Jr., rebuilt the two large turntables that carried a display of forest products, a six foot high "wooden dollar" and six miniature forest scenes, painstakingly built by John Walker, Malcolm Lane, and Al Willis. The work of transporting, setting up, manning and dismantling the exhibit was shared by Jim Elliott, Gary Clendenning, Walker, Willis, Dick Pardo, Clift Foster, Merton Meldrum, Wendell Kennedy, and Malcolm Lane.

The exhibit theme was "Maine's Wooden Dollars," emphasizing the many forest derived benefits that must be protected from fire, insects and disease. Ten thousand small wooden dollars were handed out to visitors and some people made special visits to the Maine building just to pick up a wooden dollar that they had heard about.
MY TRIP DOWN THE ALLAGASH
or
HOW WHITE WATERS TURN HAIR GRAY

Most things turn out to be something other than expected, particularly in areas of restricted knowledge. My knowledge is restricted in many areas so it's readily apparent that confusion reigns under most circumstances.

My introduction to the use of a pole rather than a paddle in a canoe was:

1. "Well if you have a twenty foot canoe and the stern man is using a sixteen foot pole and has arms four feet long, you know the man in the bow should keep his head below the gunnel."

2. "At times you'll find you need to make a decision - should I stay with the pole or stay with the canoe. Deliberation means disaster."

As a mild understatement I'd say this poling deal represents an area of restricted knowledge on my part. We stayed at Umsaskis and I rode the white water all night. Next morning we rode a jeep to Churchill Lake--it was a rougher trip than the night before.

Fourteen men milled around Churchill Depot for half an hour looking over the old camps, log haulers, batteaus and trying to appear nonchalant about launching themselves into the space between there and Umsaskis Lake known as Chase Rips.

Art Sullivan of the Boston Record American was standing nearby and said, "Mind if I ride with you?" It wasn't that Art wasn't a good judge of a stern man - he just mistook my frozen silence of fear as characteristic of the better canoe men on the river. I was hoping some innocent would come along to share my blood bath and he never suspected a thing until we had gone at least 30 feet.

However, we were well prepared--we had three poles and two paddles aboard and used them all, but one at a time. My blood brother had been provided a low slung canoe seat and a six foot by one inch thick (all the way down) ash paddle. Being somewhat short coupled anyhow and with this club to ward off the wildlife and piscatorial denizens of the deep, he could just barely reach over the gunnel. Somehow we got alongside, or over, just about every rock in the river so Art didn't have to reach far with his paddle to push the bow into the channel again.

The Allagash River starting at Churchill Depot drops 100 feet in a distance of about three miles. There is considerable variety in the steepness of pitch and the size of flat areas.

We took information from any available quarter as we progressed downstream. One said, "Those lines of real sharp peaks on the rips show a sharp drop in grade - you'll get through them fine." Another said, "Watch them sharp peaks on the rips just ahead, the'es rocks underneath." Well, we found out how to tell the difference. If you hear a rather high pitched chug-chug, you've hit something besides water and have creamed the planking at the same time you land on your face in the canoe. If it's a rather slithery sound, you hope you're going to make it over a smooth-top boulder just about the same time the stern broaches to and ships water. If you hear an unusual amount of splashing and profanity, it's probably the guy behind you that just fell overboard from misreading the peaks on the rips.
We learned just fine. My bow man Sully didn't even get one scratch on his head from that pike pole and his arms were four feet long, just like a stern man's, from dipping that paddle all the way to Allagash village.

We didn’t become real blood brothers because neither one of us had a hemorrhage but we did sweat a lot of blood. And once down at the lower end of Chase Rips we got rather panicky when we noticed the water looked real red from the accumulation of red corpuscles. However, seeing all that flat water ahead brought us back to reality and that red water turned out to be the skin off a red canvas canoe; probably the result of one of those misdirected, inexperienced canoe fellas.

Fred E. Holt

Have had a good summer on Moosehead Lake this year. I built two toilets and some new dumps with signs and arrows pointing the way. These give good results and am in hopes to have them on all 42 campsites.

Not counting Fourth of July and Labor Day, there seems to be enough campsites to meet the public's needs. The main job is to get tables and toilets on them.

Asa Markey - Patrolman

As of September 1, 1963, Maine has 579 numbered tree farms with a total of 1,880,600 acres.

The 1963 Outstanding Tree Farmer award will be presented at the annual Grange meeting during October in Brewer.

CLIFF CHAPMAN AND THE BLONDE

During our dry spell, when all precautions were being taken on open fires and fireplaces, Clifford Chapman, from District 1, was making a routine check around Otter Pond. While there, he checked with a group from the Portland waterfront that had been enjoying liquid refreshments.

A blonde in a bathing suit came tripping over to see him and started a conversation. As it was an extremely hot day, she asked him if he wouldn’t like to go swimming. Cliff said he was sorry but he had no bathing suit. She immediately stepped out of hers and said, "I haven't either, so come on, let's go!"

Cliff said that was once he backed down and got out of there as quickly as he could, and that ended the checking around Otter Pond for that day.

Comment: Wish you had given us a more detailed description of actually what you saw!
OLD TOWN RADIO MEETING

On July 10 the second annual meeting of key station radio operators was held at the Eastern Division storehouse in Old Town. The meeting got underway with 100 per cent attendance. This was very gratifying as some of the boys had received rather short notice of the meeting.

Russ Cram opened the meeting with the explanation that the purpose of the meeting was:

1. To discuss ways to improve our radio system.
2. Obtain ideas from the different area operators.
3. Try to visualize our network from a state-wide viewpoint, not just the local angle.
4. Last but not least, to give operators a chance to meet and talk with fellow operators.

Personnel present were: Russ Cram, Windsor; Franklin Sargent, Augusta; Wayne Foss, Ossipee Mt.; Foster Gray, Dedham Bald; David Livingstone, Chick Hill; Norris Harrington, Medford Tower; William Conner, Bigelow Mt.; Stephen Packard, Squaw Mt.; Roy Foster, Green Mt.; Ivan Taggette, Priestly Mt.; Hanford McPherson, DeBoulie Mt.; Carleton Cameron, May Mt.; Kenneth Dodge, Cooper Mt.

Subject matter discussed: Operational procedure, reporting smokes, operating various types of radios, interference, elevation, power and coverage, radio service card, and use of batteries.

Several revisions in the radio manual have been made as a result of this meeting.

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Does a falling tree make a noise when no one is around? Steve Packard, Squaw Mt. watchman, came close to finding the answer recently.

"On way from tower to camp I heard and saw a spruce tree start to fall. I tried to jump out of the way but slipped and twisted my knee as well as hitting it on a rock. When I arrived at camp called storehouse and 211 came in and brought me out so I could go to doctor."

This doesn't give us the answer to the question. But we're glad 211 didn't have to report there was no one there to listen when he arrived.

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CITATION FOR RADIO OPERATORS

Franklin Sargent states the radio operators in his hearing have done a real good job of following procedure and keeping traffic to a minimum since the key station operators met as mentioned above. We assume other divisions have also been doing a good job. Have you been helping? Thanks!

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Fall tree planting will get under way soon with digging of trees to start September 23. Service Forester Bob Locke will be planting the largest number of trees, 300,000 in Aroostook under the Cropland Conversion Program.
REPORT FROM SPECKLED MT. TOWER

Three years ago decision was made to abandon Old Speck Mt. tower in Grafton Township. It was often in cloud cover and was difficult to retain a watchman willing to make the tough climb daily. Sabattus tower in Lovell was erected following the hurricane in 1938 and overlooked a relatively small area of good growing pine land in a summer resort area. The high hazards of the blow-down are long past and in view of the small area visible only from Sabattus this tower was also closed.

To fill in the gap, a cooperative agreement was made with the White Mt. Nat'l Forest to use Speckled Mt. tower. This tower has been manned in the past by U. S. Forest Service personnel. Its coverage ties in quite satisfactorily with Pleasant Mt. to the south, Streaked Mt. to the east, and Mt. Zircon to the northeast. Since living quarters are provided in the cab of the tower George Fox was asked to give his viewpoint on this type of facility. The U. S. Forest Service provides the facility and the Maine Forest Service handles the watchman's costs.

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Although this is my second year as a "coop" watchman, I had never had occasion to utilize both radios in fire control. When the Adams Mt. lightning hit took off, it was my privilege to report it, contact (via radio) the lead plane that guided in the air tanker with its wet water, and follow up with mop-up details. I used both radios to help get food, mobile tank units and fire crews in to the fire.

Not in any way to "downgrade" the U.S.F.S. method of suppression and mop-up, I would like to say in passing that their ways and our ways are almost opposite extremes. In my opinion they seem to overstress safety and "money is no object."

As to living conditions in the U.S.F.S. towers, there are both drawbacks and advantages. The cab is as nearly lightning proof as can be made; there is plenty of room in which to prepare and get one's meals, scan the area for smokes; and do "sack-drill."

Drawbacks are as follows: There is no sink--dish and wash water has to be carried downstairs and disposed of at the garbage pit. And from 6 a.m. until 9 p.m. is a long day. Although one isn't watching for smokes all this time, it gets rather tedious along about the 21st day of dry weather such as we experienced this summer.

George W. Fox
Watchman - Speckled Mt.

Mt. Zircon radioed Streaked and asked, "What would you do with a swarm of bees on the side of the tower window?"

Streaked answered, "I'd leave them bee."

Comment: That was good advice as later the bees moved to a new location.
MY TRIP TO ALASKA - Impressions and Experiences
(Extracts from Daily Diary)

Austin H. Wilkins, Forest Commissioner

Purpose and Authorization: Trip was made through Governor and Council authorization for the forest commissioner to attend the 41st Annual meeting of the National Association of State Foresters at Anchorage, Alaska. Period covered - July 17-28, 1963.

General Facts: At no time throughout the entire trip was there any luggage problems in spite of many changes and handling. Visit covered pre-conference and post-conference trips to points of interest in Alaska which at best, even by jet airlines, covered a very small segment of the whole State of Alaska. Our host state forester, Earl Plourde, planned trips which gave us a sampling cross section of the state. Travel was by jet, conventional propeller planes, amphibian, cruiser boat, bus, cars, and railroad. Most everything except the Alaskan dog sled.

Approximately 25 accumulated flying hours were involved and patronage of five well-known airlines. A distance of 10,000 miles was covered. Air hops were Augusta to Boston, Boston to Chicago, Chicago to Seattle, Seattle to Annette Island, Annette Island to Ketchikan, Ketchikan to Thorne Bay to Juneau, Juneau to Anchorage, Anchorage to Fairbanks, Anchorage to New York, and New York to Portland.

Being a distinguished group of state foresters representing 25 of the 50 states, we were given the royal Chamber of Commerce and Red Carpet treatment. Packets of material were freely distributed. At Anchorage and Fairbanks, the red Carpet was literally rolled out and the group greeted by the queens - Miss Alaska, Miss Anchorage, and Miss Fairbanks. We were also greeted by a band of Eskimos in native costumes who put on in our honor several native dances and songs, each very descriptive of the hunt, love, and primitive living.

It is a small world, since I met over 8 persons who either had lived in Maine or had relatives there. Examples: Bart Oliver, former SCS Director of Maine; one of our service foresters, Duncan Gilchrist; Buswell, formerly with the Extension Service at University of Maine; our Air Force bus driver for a day who had put in 4 years of service at Low Field in Bangor; Lt. McKinley tour guide who lived in Biddeford, studying for the ministry in Washington State, marrying a girl from Oregon and accepting a pastorate in Nova Scotia this fall; talked with brother of Ken Johnson - Lt. Col. Reginald Johnson currently stationed at Elmendorf Air Force Base at Anchorage; and one or two others.

A word should be mentioned here about the meals served on the large jet airlines, first class. Apparently nothing is spared in serving good and well-prepared food. When meal time comes the airline hostesses put on very attractive house coats -- sleeveless. On the Northwest Orient Airlines these coats are of oriental silk with unique flowered designs and other figures. Traveling first class one is served champagne and burgundy wine, along with shrimp cocktail, steak, salad, vegetables, dessert, coffee, and smokes. A snack consisted of crabmeat salad, french fries, vegetable side dish, cheese and crackers, choice of fresh fruit, dessert, coffee, and smokes -- wine if requested. Even the soap, sugar, salt, and pepper packages are colorfully wrapped.

It is interesting to note that inside the Alaska Pacific Coastal and Orient Airlines are colorful figures of totem poles, Eskimos, dog sled teams, polar scenes, and oriental designs. One can even rest his feet by taking off shoes and putting on light knitted socks.
The Alaskans are very proud of their recent Statehood (1959) and everywhere we hear of the bigness of Alaska in relationship to the other states. In fact, anyone from another state is referred to as, "You are from the lower 48?" or "South 48."

During our stay we had to get accustomed to the long 18 hours of daylight and differential of time. Eight o'clock a.m. in Maine would be 2 o'clock in Alaska. There are four time zones in Alaska.

One interesting experience was the 6½ hour non-stop flight by Jet 702, Northwest Orient Airline, from Anchorage to New York Idlewild. Left at 11:00 a.m. and reached New York 12:00 midnight. Cruised at 35,000 feet and took the polar trip just a few degrees from the Arctic Circle.

General Facts on Alaska: Anyone visiting Alaska for the first time is immediately struck by the bigness of the state, also the rugged terrain which can be easily observed from excellent topographic relief maps and actually flying over the area. The scenic beauty of vast mountain ranges (Alaskan Range), some bare, some covered with snow, one can easily see from plane windows and the many glaciers, lakes, glacial streams, and extensive coastline is something to behold.

Alaska was purchased from the Russians in 1867 under a Treaty of Purchase and signed at Washington, D.C., and became a sovereign state on January 3 by Act of Congress in 1959. The total area is 365,000,000 acres.

Being a new state with a tremendously large area of public domain, it was interesting to note how cooperatively the various state and federal agencies worked together. Department of Interior (Bureau of Land Management); U.S. Department of Agriculture (U.S. Forest Service); and State Department of Natural Resources.

Thursday, July 18, 1963: Took United Mainliner Jet from Boston for 2-hour flight to Chicago. Cruised at 35,000 feet. Smooth trip but flew most of the way above heavy cloud layer. Changed planes at big O'Hare Jet Airfield and flew 3 hours to Seattle, Washington. Plane carried full load and I had to take assigned seat facing backward. Cruised at 20,000 feet. Very interesting cloud formations - dense, scattered, fleecy, and some with turbulence. Noticed change in landscape from flat lands to rugged terrain of Cascade Mountains. Most all of Cascade Mountain peaks were snow-covered. Had fine view of Mt. Rainier and Mt. Adams. Flying first class we had for dinner: champagne, steak, soup, shrimp cocktail, coffee, and ice cream.

On the way in from the airport we passed the huge Boeing Aircraft Plant. New planes were being tested especially with the high tail design. Took ride on the famous Monorail and visited the various World's Fair buildings. Too long a waiting line to eat at the Space Needle.

Friday, July 19, 1963: Word from Seattle International Airport was very foggy conditions and take-off uncertain and we might have to leave from the Boeing Airfield. We were transported from the International Airport by bus to the Boeing Airfield as take-off conditions were better there. This quite often happens yet there is only 8 miles difference between the fields. It can be closed in tight at one field and open at the other.

Good take-off and climbed up through thick layer of fog and rain to 18,000 feet and then to 32,000 feet. Saw for a moment beautiful Olympic Mountains, Vancouver Island, and snow-capped mountains.
Before take-off we were briefed on how to use the oxygen mask and life preserver. There were many interesting totem pole designs and other figures on the inside walls of our plane. This set the atmosphere of the state we were to visit for the next few days.

After a 1½ hour flight we landed smoothly on Annette Island airstrip. This was created during World War II as part of our national defense. This airstrip is an outpost for take-offs to Juneau, Fairbanks, Anchorage, and other points. At this airstrip we saw our first Indians, Eskimos, and a group of smoke jumpers who had been working on fires and were returning to Hissoula. The smoke jumpers were in such an isolated country that when they got their fires out, they were hauled up by cable into helicopters.

We flew from Annette Island in P.B.Y. amphibian planes to Ketchikan. Ketchikan is the salmon center of the world, totem poles, and an average of 150 inches of rain which the Chamber of Commerce likes to express as 12 feet, 6 inches of rain.

Visited cornerstone marking the Tongass National Forest where President Harding dedicated the forest. This was his last public official act before his death. Some still believe he was poisoned. This area has several picnic areas but the men all carry firearms as protection against wild animals.

Ketchikan is the totem pole center of the world. We saw many totem poles and even a whole park of them. Each has its own story. At one stopping place the Indian children would go through the bus and show us a single flower or plant. Later we passed the hat. This we learned is standard operating procedure. Stops were also made where Indian craftwork could be purchased.

Saw the Ketchikan pulp mill - 600 ton daily capacity, using mostly western hemlock and sitka spruce. Built at a cost of $53,000,000 in 1953. Logs come to the mill in huge log rafts cut from heavily wooded slopes which extended right to water edge.

We witnessed an interesting Indian custom. The burial grounds are not marked. Instead the tombstones are placed in front of the homes of the living Indians for all to see and be a present reminder. Their thought is only a few would visit the burial ground.

Ketchikan was established during the gold rush days. Interesting features are salmon, totem poles, mining, and more recently timber industries and a pulp mill. Ketchikan spruce mill is largest in Alaska using sitka spruce. Manager was formerly supervisor of Tongass National Forest.

Saturday, July 20, 1963: We all checked out of our hotel early and boarded 3 boats for a 3-hour ride up through the Alaska Inland Watercourse to Thorne Bay. There we were to visit and witness high lead logging of sitka spruce and western hemlock for the Ketchikan Pulp Company and have luncheon and then travel amphibian to Juneau.

It was raining and misting most of the way. In the open water of some of the straits it can get quite choppy as it is not far from the open Pacific. Of special interest was the Alaska Coastal-A llis Airways - amphibians. These planes fly under most any weather conditions. On this particular day they flew low following the watercourse, often landing and taxiing, and when a break in the clouds comes, then up they go. It takes a real skilled pilot to know his way under these flying conditions.

The eclipse was moderate as we had overcast skies. One did not look directly at the sun as it was very bright even through a layer of fog.
After a pleasant tour in camp buses we returned to the base camp and took off in Alaska Coastal-Ellis Airlines to Juneau. The trip was beautiful as we cruised above the inland Alaska waterway and over snow-capped mountains to the Capitol - Juneau. This city is nestled in a deep, broad valley and the planes have to circle around mountains before we could land. Our pilot was requested to detour to show us some of the glaciers and mountains. It is a wonderful sight. At Juneau we were transported to the hotel and checked in.

Juneau is the Capitol of Alaska - designated in 1900. Named after Joe Juneau, one of two prospectors who discovered gold (Gold Creek) in 1879. These two prospectors were grub-staked by a Sitka merchant who went up the coastal belt and found gold at a large stream on the Gastineau Channel, now called Gold Creek. Took back to Sitka 800 pounds of quartz assayed at $30,000 and then the gold rush was on.

One mine operated up to 1944. From 1880 to 1903, over $28,350,000 of gold had been mined from Juneau mines. Mountains in Juneau were honeycombed with 100 miles of gold mines. Population of Juneau - 12,000. Annual rainfall is 85 inches and 100 inches of snow.

Sunday, July 21, 1963: Checked out early from the Baranof Hotel and by private cars traveled to the famous Mendenhall Glacier Recreation Area - 5,800 acres.

We were privileged to witness the dedication of a new Visitor Center of the U.S. Forest Service. The glacier is one of the few which the public can reach by car and view at close range. The Visitor Center is on a hill facing the glacier and is part of the North Tongass National Forest.

This Mendenhall Glacier Recreation Area is only the beginning of a long range program of developing glacier trails on each of the forest-covered mountains and an opportunity to look down on to the glacier in the valley below. This glacier is receding at the rate of 90 feet a year or a mile since 1910. No one is permitted to walk on to the ice. National Forest Rangers are well trained in interpretive talks on the history of the Mendenhall Glacier and the cause and action of glaciers as a whole.

After a flight of 2½ hours, we touched down at Anchorage and received the Red Carpet treatment; Miss Anchorage, state, and city officials. Two Air Force buses from Elmendorf Field took us 5 miles into town to our hotel.

This is truly an International airport as planes come in from Seattle, Fairbanks, Nome, the Orient, and Scandanavia. Immigration officials are all on hand to check foreign passengers.

Difficult to sleep as it was daylight - 18 hours. Liquor stores are open 21 hours of the day to accommodate trappers, prospectors, merchants, foreign visitors, etc.

Monday, Tuesday, Wednesday; July 22, 23, 24, 1963: Three days of 41st annual meeting of Association of State Foresters. Business sessions dealt with forestry problems and programs, reports of committees, and special guest speakers.

Name changed to "National Association of State Foresters" to increase our image. Election of officers: John Beale, President; Austin H. Wilkins, Vice President; Ray Shirley, Secretary; and Gareth Moon, Member at Large.
Afternoon of Tuesday, July 23, took bus trip to Tumagain Arm Scenic Reserve, Portage Glacier - heavy rain and gusts of 80-85 mile winds. We never got out of our buses. Park Rangers got in and gave us talk on history of glacier. Visited interesting experimental campground. This was an example of trying out on the public various ideas of camping facilities for reaction and comments. Different style tables, fireplaces, grates, shelters, etc.

Thursday, July 25, 1963: Early breakfast and departed from Anchorage - Westward Hotel for International Airport - Air Force buses. Took a converted DC-3 owned by bureau of Land Management and used for cargo dropping and smoke jumpers. Metal bucket seats - metal on side; all open inside even to cockpit where pilots sit. Stood at door where jumpers are kicked out. Cruised at 12,000 feet - took off in fog and light rain; did not see McKinley.

One-half hour out from Fairbanks we came into cleared skies and saw 11 moose eating on shore or swimming in small lakes. Very rugged terrain below. Landed smoothly at airport. At airport we were accorded the Red Carpet treatment. Red Carpet rolled out and at end were two Queens to greet us; also watched 4 Aleut Eskimos give a demonstration of several dances - centered around interpretive animal and everyday life: "Peeking through the Window" and "Lassoing a Reindeer."

Took trip out on Anchorage-Fairbanks graveled highway to again attend a dedication of the Bonanza Creek Experimental State Forest. Part of selection program. Miles of black spruce, aspen, and white birch. Heavy equipment used for road construction and improvement. Glacial soil very easy to handle and haul. Glacial silt often many feet thick, and glacial gravel. Stopped to dig down to perma frost - 18" frozen hard soil, never melts. Saw several radar points as part of vital Dew Line for our national security.

Stopped at Cripple Creek Resort. Remains of old mining town. Relics and buildings of those days preserved for tourists and atmosphere. Saloon intact and all the trappings. Bar tender was dressed up as in those days and recited "Dan McGrew" story. Had reindeer steak - paid in silver dollar change. Saw big dredges for gold mining - gold very small flakes but apparently profitable. Deposited material used for road construction. Saw world's largest gold mining dredge just out of Fairbanks where gold is separated from the gravel. Tailings used for road construction.

Bureau of Land Management has job of fire control on public domain. Fire record is improving. Fires cannot go deep because of perma frost. Whole strips of tundra or turf are cut and rolled back for a fire break. There are certain areas where it is useless to go and fight the fire. These usually burn until rain comes or natural barrier is reached. Cause of fires mostly lightning. Quite often the Bureau of Land Management will call the Missoula boys to smoke jump some of these fires. Air tankers are employed when practical to do so. Headquarters at Fairbanks of Bureau of Land Management is carrying out its own intensive fire training program.

Friday, July 26, 1963: Had an early breakfast at the University of Alaska cafeteria (Commons) and took passenger car to Alaska Railroad in Fairbanks for 4-hour train ride to McKinley Station. The cars of the train are colorfully painted in horizontal banks of blue and yellow. The train is called the Au ro ha. The passenger cars are equipped with big, wide plate glass windows so one can get an excellent view of the scenery. My car was filled with a group of touring school teachers - some chatter continuously. The train fare from Fairbanks to Anchorage is $28.50 one way and the ticket resembles a gold dollar bill with suitable printed statements, and a section reserved for a souvenir.
The trip was scenic through mountain passes, Indian villages, mining towns, glacier beds, swift mountain streams, deep gorges, etc. A printed route trip with descriptions at stops and mile posts was very helpful to identify places. Saw several radar outposts as part of our Dew Line - national defense against surprise air attack.

Saturday, July 27, 1963: A bus load of tourists, including myself, took a chartered 8-hour trip through a portion of McKinley National Park starting from McKinley Motel and followed a graveled road to Eielson. Eielson is a very scenic spot to view Mt. McKinley, surrounding mountains, and famous Muldrow Glacier.

We were awakened at 3:00 a.m., breakfast at 3:30, and on our way by 4:00 a.m. It was misty and raining. Individual lunches were prepared and most welcomed at Eielson. Each dressed warmly. Our guide lecturer on the bus was well trained and knew the history of the Park, wildlife, geology, mountain climbers, etc.

After a 20-minute ride we began to pick up wildlife of stray caribou drawing up the rear of the migration of caribou herds to the lowlands for winter, grizzly bears, moose, Dall sheep, foxes, Arctic gulls, and many Parky squirrels. Got several close-up views of these wild animals. No one is permitted to feed them.

We had an interesting view of two large grizzly bears playfully scampering around. Their diet consists of meat - Parky squirrels when they can dig them out of their holes, quite often fruitless; stray or lame caribou; mostly roots and blueberries are their principal source of food. At times whole strips of tundra (turf) will be torn up so as to get at the roots. One way of keeping bears away from doors of cabins is to drive nails through the wood with sharp points outside. We saw a famous naturalist whose books and research on bears are known throughout the country. He has been coming to McKinley for over 17 years.

Wilderness Club exert considerable influence by insisting on some conservation rules - some rather extreme. No black top roads on McKinley Park. Drunken Forest was changed to Leaning Forest. (This condition of leaning trees at various angles is due to the thawing out in spots of some of the perma frost and this causes the tree or trees to list.) A whole area does look like a crazy leaning forest - trees mostly black spruce. This Club even requested that mile posts be removed, but later replaced as they had a safety factor for hunters, trappers, etc. Also, no horn blowing on the Park is permitted, and this includes buses.

"Alaskan funnel" we learned is open toilets which are rest stops along the road.

Saw thousands of acres of perma frost, black spruce - slow growing and stunted. Thousands of acres of tundra and dwarfed willow only a few inches above the ground, but a big mass of dense roots in the 6-16" layer of tundra. Roots cannot penetrate the permanently frozen earth - perma frost.

Stopped at one interesting place known as Polychrome Pass where due to volcanic rocks and ash and minerals, many colors were reflected. This is striking on a clear, sunny day.

Muldrow Glacier was carefully explained to us that it moved 4 miles in the summer of 1957 and then stopped. Theory has it that after 200 years of repeated snow that sufficient weight was formed in the snow fields above the glacier to cause sufficient pressure to push the huge ice river a distance of 4 miles. It took everything in its path. Most glaciers are receding. Plant life is often found in front of these glaciers right next to the ice. The Muldrow Glacier moved at times at the rate of 200 inches a day.
A Harvard team of climbers recently completed the difficult west pass approach to the top. At the time of our visit there were two other teams on the mountain attempting to reach the top. Bush pilots very often land on the glaciers and thus enable climbers to get a good start for the climb. This is also done for hunters.

McKinley is 20,320 feet high and is the highest peak in North America, and is sheathed in ice and snow the year around. The Indians call the mountain Denali "The High One."

Each person taking one of the bus tours is made a member of the "Mt. McKinley Tundra Wildlife Club" and signed by Chief Lobo. Unique feature of the Club cards is an Official roll Call of animals seen on the trip. In spite of rain and fog I checked off 5 moose, 12 caribou, 4 grizzly bears, 6 bighorn sheep, 1 muskrat, 2 red fox, and many Parky squirrels. On a clear day this number would be greatly increased.

Sunday, July 28, 1963: Beautiful clear and warm, sunny day. Airport busy with jets coming and going from all parts of the world.

Saw and took pictures of a full jet load of Japanese Boy Scouts on a tour from Japan to Scandinavia. Brief stop-over at Anchorage. Many colorful uniforms of different scout troops. Took several pictures landing, unloading, and departing.

Our plane, the "Northwest Orient Airlines" took off at 10:00 a.m. (5:30 p.m. New York time) but due to time difference we landed 11:30 p.m. - 6½ hour flight.

Our plane came in from Tokyo, short stop-over and continued to New York. Northwest flies also to Hawaii, Korea, Hong Kong, Florida, Chicago, and Seattle.

In main concourse of airport - huge polar bear mounted with name plate of donor and where shot. Popular spot for picture taking. On walls are color pictures of all explorers of the Arctic, Alaska, and Mt. McKinley. Fine large blow-up scenes of Alaska, mountains, wildlife, forests, glaciers, etc.

Cruised at 32,000 feet - weather report good - very hot in New York, 90° and thunderstorms.

We flew the "Polar Route", 3,553 air miles in 6½ hours. Took 30 minutes to descend to Idlewild Airport.

As we flew east we could begin to see darkness approaching. As the sun went down, the earth below grew dark and yet above as we flew it was daylight, then turned to darkness. Saw severe lightning storms to our left and very spectacular. Smooth trip all the way and good landing. Quite a contrast from snow-capped mountains in Anchorage to heat wave of 90° in New York.

END OF A WONDERFUL TRIP!
Luther Davis reports the Wesley project is progressing well. A 36' x 48' storehouse will probably be closed in by the time you read this. Living quarters has been closed in, well drilled, furnace installed and wiring done.

This is known as an APW project - Accelerated Public Works. Its intent is to provide work for areas lacking economic vigor. Five men have been employed from the Wesley area and they have been supplemented by MFS manpower as available.

Bill Megquier reports he's pleased with his new cab at Deasey Mt. Says its nice to hear the wind outside and not feel it on the inside. As a result of various delays, Bill was a bit skeptical as to whether he would get a new cab. However, one fine day recently George Johnson made eleven helicopter trips with materials, and with Bill Lane's crew, Doubting Bill could see it and believe it.

Bare Prose From Harry Wiggins

I had a most humiliating experience while on my way to the tower. A bear came within eight or ten feet of me and growled. Why didn't someone tell me---? I never knew I looked that bad. Had on a clean uniform, too.

Oh well! Maybe the bear had something on his mind and didn't see me coming. Probably the state of the world or financial problems. After all, no matter how much energy he expended the best result he could expect would be a bear living.

I knew there was an Appalachian trail crew at the leanto so I warned them not to threaten the bear with anything. While there I inspected the leanto and surrounding area. The fire had been carefully extinguished and everything was spotless.

P.S. I wonder if anyone has a recipe for bear paw soup. I seem to have mislaid mine. Several people borrowed it but none of them ever made use of it. The cook always quit after reading the first line: "Take one bear paw."

Watchman - Barren Mt.

This happened to John Morin, who got lost on June 8.

"20 minutes walk to camp." 402 put John Morin on a mile and a half trail to Rocky Mt. camp with heavy pack basket supply at 3:00 P.M. and he missed the trail just 600 feet from the camp and kept on walking. At 5:50 I signed off the tower, and that was a big day. John never showed up and I called 402 to come help me find him as it was getting late.

At 6:40 P.M. I started out to hunt for him and he was a long ways from camp. We found him o.k. I led him to camp at 11:30 that evening. He had covered about seven to nine miles. We also did some walking before it got too late. In my opinion, it's best to stop, look, listen.

Gilbert E. Peterson
Watchman - Rocky Mt.