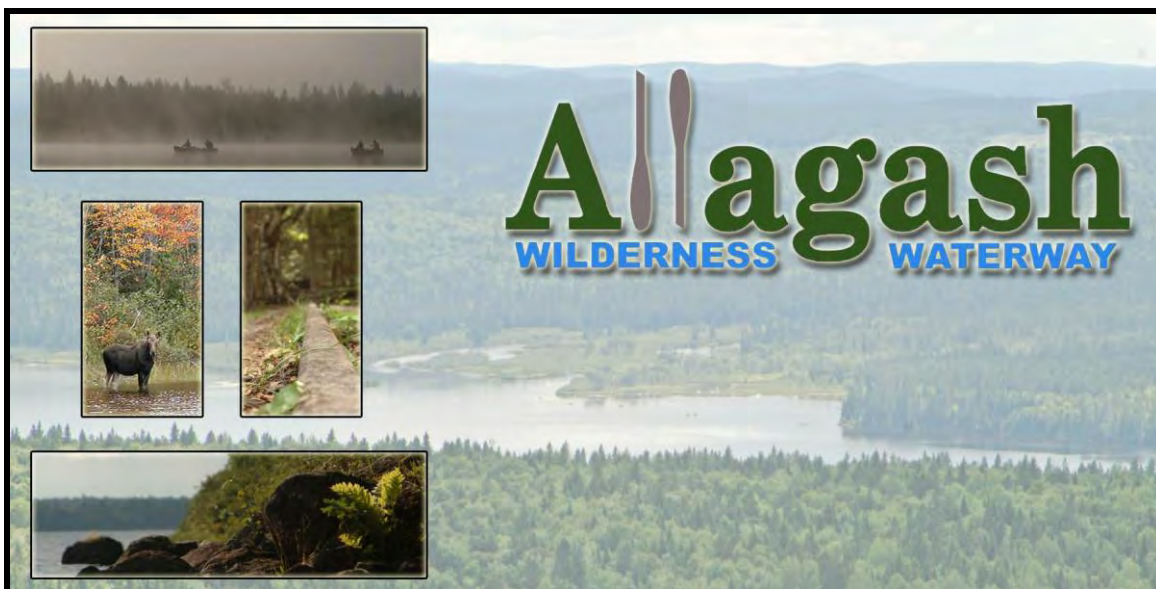


III. BACKGROUND



DESCRIPTION OF THE WATERWAY

The watercourse of the Allagash Wilderness Waterway stretches 92-miles from its southernmost point, Telos Dam in T6 R11 WELS, to its northernmost point at Twin Brook in Allagash Village, only a few miles from where the Allagash and Saint John Rivers come together. It includes Allagash Lake and Stream, the Allagash River, and the following lakes and ponds, listed from south to north: Telos Lake; Round Pond (T6 R11 WELS); Chamberlain Lake; Eagle Lake; Round Pond (T9 R13 WELS); Churchill Lake; Heron Lake; Umsaskis Lake; Long Lake; Harvey Pond; and Round Pond (T13 R12 WELS). If one were to canoe the entire watercourse from Telos Dam north, and include Allagash Lake and Allagash Stream as part of the trip, over one-half of the distance traveled would be across lakes and ponds. Traveling without a motor, the trip would take 7 to 10 days.

Zones and Areas

The lands of the “Waterway,” as defined in statute, encompass four zones or areas. The **inner or “restricted” zone** (Restricted Zone) is state-owned and managed by the Bureau of Parks and Public Lands. Private camps, bridges and roads except where rights have been retained, and construction, except for administrative purposes and at the state-owned Jalbert’s and Nugent’s Sporting Camps, are prohibited in the Restricted Zone. Timber harvesting is also prohibited in the Restricted Zone, “except for the

purpose of maintaining healthy forest conditions,” or “for the purpose of correcting situations that arise from natural disasters.” This zone averages 500 feet in width from the high water mark and contains 22,880 acres of land. In 1972, the state completed acquisition of the land in this zone, with the exception of the Telos and Lock Dam lots. In 1999, the state acquired the Telos Dam lot.

The **new construction area** (New Construction Area) is defined in statute as the land area within 1/4 mile (1,320 feet) of the outer boundary of the Restricted Zone, and is largely privately-owned. New construction of any kind in this area requires approval from the Bureau of Parks and Lands.

The **outer or one-mile area** (One Mile Area) is defined in statute, and “. . . includes all land area and all waters within one-mile of the bounds of the watercourse . . .” Within the One Mile Area, which is primarily privately owned, landowners must provide notification to the Division of all planned timber harvests and herbicide treatments.

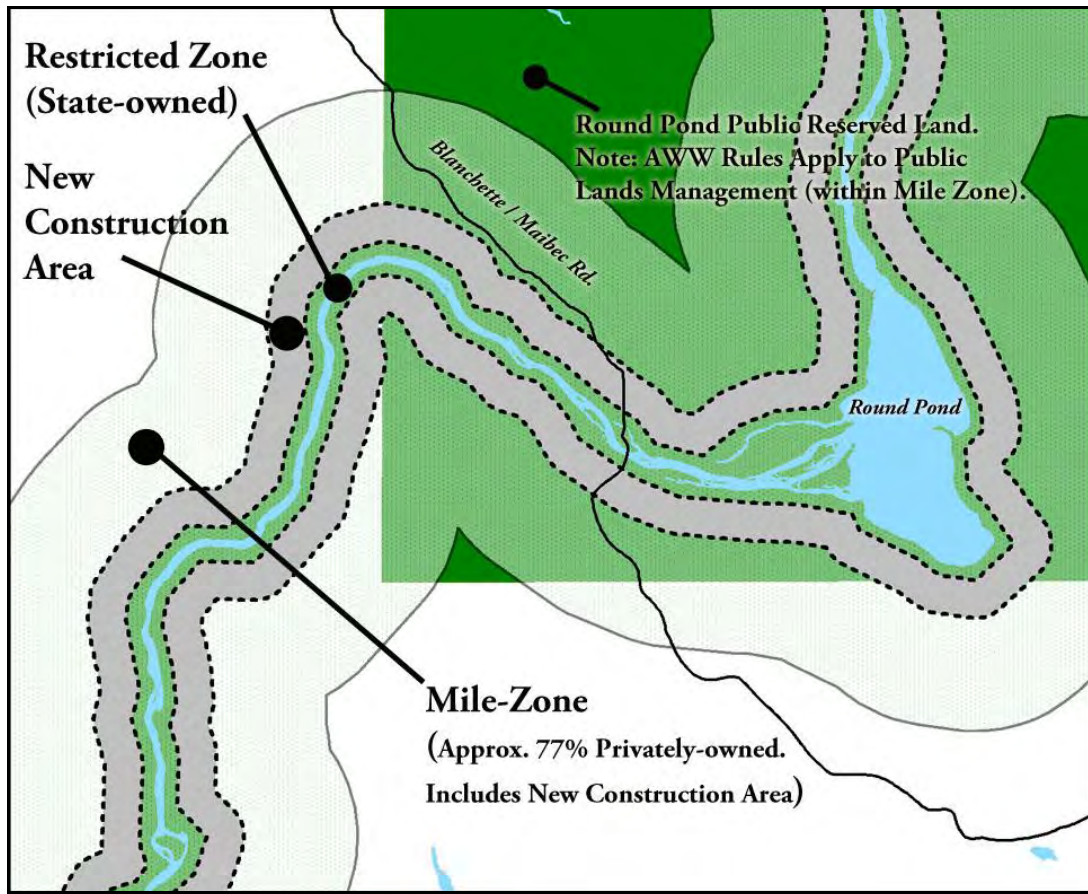
Areas **visible from the watercourse** (Visible Areas) are defined in statute as “*what a person at any point on the watercourse from Churchill Dam north can see without the aid of any magnifying device.*” If harvest operations or herbicide applications are to occur in the areas north of Churchill Dam visible from the watercourse, they must be approved by the Division. The Division’s authority to approve timber harvesting in 41 Visible Areas (18,520 acres) north of Churchill Dam, has been in place since 1986, following the identification of the areas and adoption of rules to guide the review of harvesting practices. Authority to regulate the application of herbicides in Visible Areas has been in place since 1991.



(Above) Mists Rise on Long Lake

Figure III – A: Overview of the Relationship between the Restricted Zone, New Construction Area, and One-Mile Zone.

Note: solid fill represents Division of Parks and Public Lands ownership, whether in the form of the AWW Restricted Zone or Public Reserved Land. This map depicts one section of the Waterway, near Round Pond in T13 R12 WELS.



Land Ownership

Most of the over 150,000 acres of land in the One Mile Area, outside of the Restricted Zone, is privately owned and managed primarily for forest products along with recreation, wildlife, and the protection of natural features, and are subject to regulation by the Land Use Regulation Commission and the provisions of the Forest Practices Act. There are currently 13 private landowners that each own at least 500 acres in the Waterway. In addition, the Division of Parks and Public Lands owns 32,255 acres of Public Reserved Land in the One-Mile area, which are managed for remote recreation, wildlife habitat, protection of natural features, and forest products.

Lakes and ponds greater than 10 acres, partially or wholly within the Allagash One Mile Area, are listed in Table III-A. These water bodies add nearly 50,000 acres to the size of the Waterway.

Table III-A: Lakes And Ponds Partially Or Wholly Within The Allagash One Mile Area

Water Body	Township	Water Body Acres	Feet Shoreline In One Mile Area
Webster Lake	T6 R11	531 (A)	2,970
Mud Pond	T6 R12	1,357 (B)	8,580
Lost Pond	T7 R12/13	45	4,620
Upper Ellis Pond	T7 R14	160 (B)	4,620
Otter Pond	T8 R14	109	7,920
Johnson Pond	T8 R14	197 (B)	7,260
Little Johnson Pond	T8 R14	12	2,640
Leadbetter Pond	T7 R12	180 (C)	4,950
Indian Pond	T7 R12	1,222 (D)	12,870
Grass Pond	T9 R12	43 (C)	4,290

- A. Only a very small portion of Webster Lake is within the One Mile Area.
- B. One half of the water body is within the One Mile Area.
- C. Most of water body is within the One Mile Area.
- D. Most of water body is outside the One Mile Area.
- E. Public Reserved Lands

General Road Access

There are no public roads to the Allagash Waterway. Most roads in the Waterway are gravel-based, privately-owned, and primarily used for forest land management. State-owned roads exist on Division-owned land such as the Henderson Brook Bridge crossing, Churchill Dam and Bridge, and numerous forest management roads on Public Reserved Land. The nearest state-owned highways are Route 161 in the town of Allagash (six miles from the northern boundary of the Waterway), Route 11 in Ashland (55 miles from the Umsaskis Thoroughfare crossing), and Route 11/157 in Millinocket (55 miles from the Chamberlain Thoroughfare crossing).

The major vehicular access routes to the Waterway are from:

- Millinocket and Greenville through North Maine Woods’ “Telos” checkpoint to Chamberlain Thoroughfare and Churchill Dam;
- Ashland through North Maine Woods’ “6-Mile” check point to Umsaskis Thoroughfare, Round Pond, and Chamberlain Thoroughfare;
- Allagash Village through North Maine Woods’ “Allagash” checkpoint to Michaud Farm, Round Pond, and Umsaskis Thoroughfare; and
- Daaquam through North Maine Woods’ “Daaquam” check point to Umsaskis Thoroughfare, Round Pond, and Churchill Dam.

Access from Canada to the Waterway is primarily through North Maine Woods’ “Allagash” and “Daaquam” checkpoints.

Many of the roads leading to and around the Waterway were built following the discontinuation of log driving on the Allagash River in 1939 and on the St. John River in 1960. There are approximately 13 miles of unpaved road within the Waterway’s Restricted Zone, all of which existed when the Waterway was established. Private landowners retained ownership of all roads and bridges located in the Restricted Zone that existed on December 28, 1966, the effective date of the Act establishing the Waterway.

Title 12, §1882 of the Allagash Statutes identifies that six bridges shall be the only permanent watercourse crossings. These six include the recently rebuilt Henderson Brook Bridge, the Umsaskis (Reality) Bridge, Churchill Dam Bridge, John’s Bridge, Chamberlain Thoroughfare Bridge, and Allagash Stream Bridge.

Access to the Watercourse

Access to the watercourse by motor vehicle is permitted by rule and has been allowed by the landowners belonging to North Maine Woods Inc. In 2006, following debate arising through a planning process that never produced an adopted Waterway management plan, Maine law (Title 12, §1882) was revised. The change in statute clarified and codified the locations of motor vehicle access points, trail access points, certain parking areas, and the exclusive locations of permanent watercourse crossings. The legislated motor vehicle access points are summarized in Table III-B. Table III – C documents spring, summer, and fall access to the watercourse via short trails. These access points were also codified by the 2006 update to Title 12, §1882.

While it is recognized that the question of access to the Watercourse and Restricted Zone continues to be a subject inspiring passionate and competing views, the law is clear regarding mandated vehicle access points.

Access Point	Township
Chamberlain Thoroughfare Bridge	T6 R11
Churchill Dam	T10 R11
Umsaskis Lake Thoroughfare	T11 R13
Henderson Brook Bridge	T13 R12
Michaud Farm	T15 R11
Twin Brooks	Allagash Plantation

*(Left) Table III –B:
Legislated Spring,
Summer, and Fall
Motor Vehicle Access to
the Edge of the
Watercourse*

Access Via Water Routes

Traditional water routes to the lakes, ponds, rivers, and streams of the Allagash Waterway include Mud Pond to Chamberlain Lake; Caucomgomoc Lake to Round Pond to Allagash Lake; Johnson Pond/Allagash Stream to Allagash Lake; and from the town of Allagash up the Allagash River as far as one cares to navigate, including portages around Allagash Falls and the breached dam at Long Lake. Water routes to the Allagash watercourse used more frequently since 1966 include Indian Stream, to the south end of Eagle Lake; and upper Allagash Stream, in T8 R15 WELS, to Allagash Lake. These routes rely heavily on access private lands before entering the Restricted Zone/watercourse.

Water access routes to the Allagash watercourse, and primary user groups or type of use, are listed in **Table III-D**. The amount of use over each of these routes is not quantified by Waterway staff, though Daigle in his *Allagash Wilderness Waterway Visitor Survey* (2003) documents entry points to the Waterway including Indian Stream (10% of survey respondents) and “other stream tributaries” (9% of survey respondents).

Land Trail Access

The Allagash watercourse can also be reached by several Division-approved foot trails originating outside the Restricted Zone. These trails include the Indian Stream Trail, Allagash Lake Carry Trail, Island Campsite Trail, Zieglar Trail, Russell Cove Trail, Johnson Pond Outlet Trail, and the Otter Pond Trail. Note that the Johnson Pond Outlet trail to upper Allagash Stream, the trail from Otter Pond to Allagash Lake, and the Indian Stream trail to Eagle Lake are all trails created after Waterway Designation. **Table III-E** provides additional information on these authorized trails.

Access Point	Township
John's Bridge*	T9 R13
Bissonette Bridge Road	T10 R12
Finley Bogan	T15 R11
Ramsey Ledge**	T15 R11
Indian Stream	T7 R12
<p>* limited to:</p> <p>(1) Unloading and access during the months of May and September;</p> <p>(2) Day use only with a permit from the bureau;</p> <p>(3) Parking outside the restricted zone; and</p> <p>(4) No vehicle access to the water's edge</p> <p>** limited to the motor vehicle parking area behind vegetative screening. Self-contained motor vehicle camping is allowed and canoe access is allowed</p>	

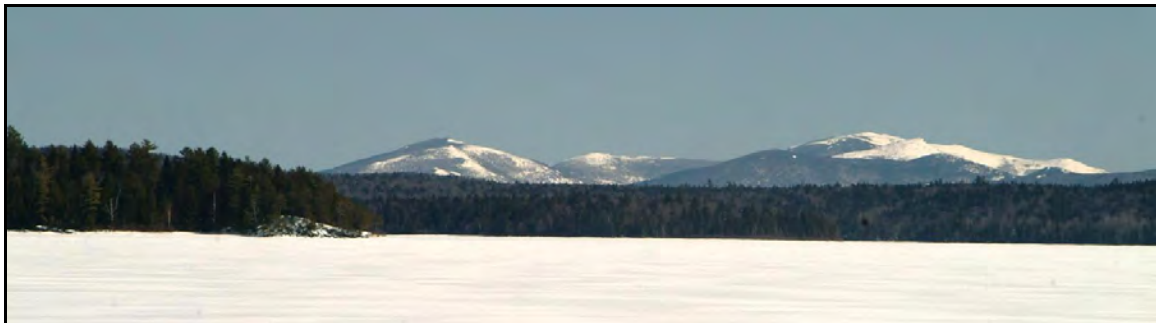
(Left) Table III – C: Legislated Spring, Summer, and Fall Access to the Edge of the Watercourse Via Short Trails

Aircraft Access

By Division rule, aircraft may land and take off, for transporting passengers, baggage, or provisions, at the access points including Telos Landing, Chamberlain Thoroughfare Bridge, Nugent's Camps, Lock Dam, the Jaws Campsite, Camp Drake, and Jalbert's Camps. This plan recommends that the Jaws site being relocated to Churchill Dam, which will necessitate a rules change.

Aircraft may land and take off from all lakes and ponds in the Waterway during the winter months, with the exception of Allagash Lake. **Figure III - B** depicts the location of these landings along with other access types and locations.

(Below) Winter View from Telos Lake towards Baxter State Park



(Below) Table III-D: Water Access Routes To The Allagash Watercourse

Stream/Brook	Township	Water Body Access	Major User Group	Ownership
Mud Pond	T6 R12	Chamberlain Lake	Scouts/Org. Groups	Private/State
Indian Stream	T7 R12	Eagle Lake	Fish. Parties/All Groups	Private/State
Smith Brook	T8 R12	Eagle Lake	Scouts/Org. Groups	Private/State
Allagash Stream	T8 R14	Allagash Lake	All Groups	Private
Johnson Pond/Stream	T8 R14	Allagash Lake	All Groups/Float Planes	Private
Soper Brook	T8 R12/13	Round Pond	Fish. Parties/Org. Groups	Private
Snare Brook	T9 R13	Eagle Lake	Fishing Parties	Private
Thoroughfare Brook	T9 R13	Churchill Lake	Fishing Parties	Private
Twin Brooks	T9 R12	Churchill Lake	Fishing Parties	Private
Ross Stream	T12 R13	Long Lake	Fish. Parties/Org. Groups	Private
Musquacook Stream	T13 R12	Allagash River	Fishing Parties	Private/State
Big Brook	T15 R10	Allagash River	Fishing Parties	Private
Allagash River upstream	Allagash	Allagash River	Fish. Parties/All Groups	Private

(Below) Table III-E: Authorized Foot Trails to or from the Watercourse

Trail Name	Length (mi.)	Maintained By	Location	Ownership
Webster Lake Trail	.8	BPL	T6 R11	State
Indian Stream Trail	.2	BPL	T7 R12	State
Lock Dam Portage Trail	.5	BPL	T7 R13	Private/State
Allagash Lake Carry Trail	2.7	Private, BPL	T7 R14	Private/State
Island Campsite Trail*	1	Private, BPL	T7 R14	Private/State
Zieglar Trail*	.5	Private, BPL	T8 R13	Private/State
Russell Cove Trail*	1	Private	T8 R13	Private/State
Tramway Trail	.6	BPL	T8 R13	Private/State
Allagash Mountain Trail	.7	BPL	T8 R14	State
Johnson Pond Outlet Trail	1	BPL	T8 R14	State
Ice Cave Campsite Trail	.1	Private	T8 R14	Private/State
Otter Pond Trail	.3	BPL	T8 R14	Private/State
Big Eddy Portage Trail	1	BPL	T10 R12	Private/State
Sandy Point Trail	.1	BPL	T11 R13	Private/State
Round Pond Mountain Trail	2.5	BPL	T13 R12	Private/State
Allagash Falls Portage Trail	.3	BPL	T15 R11	State

***Access prohibited May 1 – Sept 30. BPL = Maine Division of Parks and Public Lands**

Winter Access

In winter months, access to the Restricted Zone and Watercourse relies much less on roads providing motor vehicle access and instead relies heavily on snowmobile use (for the majority of users). The amount and location of plowed roads varies and fluctuates year to year based on landowner timber harvesting logistics. Thus, snowmobiling is a primary means of accessing and traveling on the watercourse. Chamberlain Thoroughfare is generally the most reliable motor vehicle access point in the Waterway during the winter.

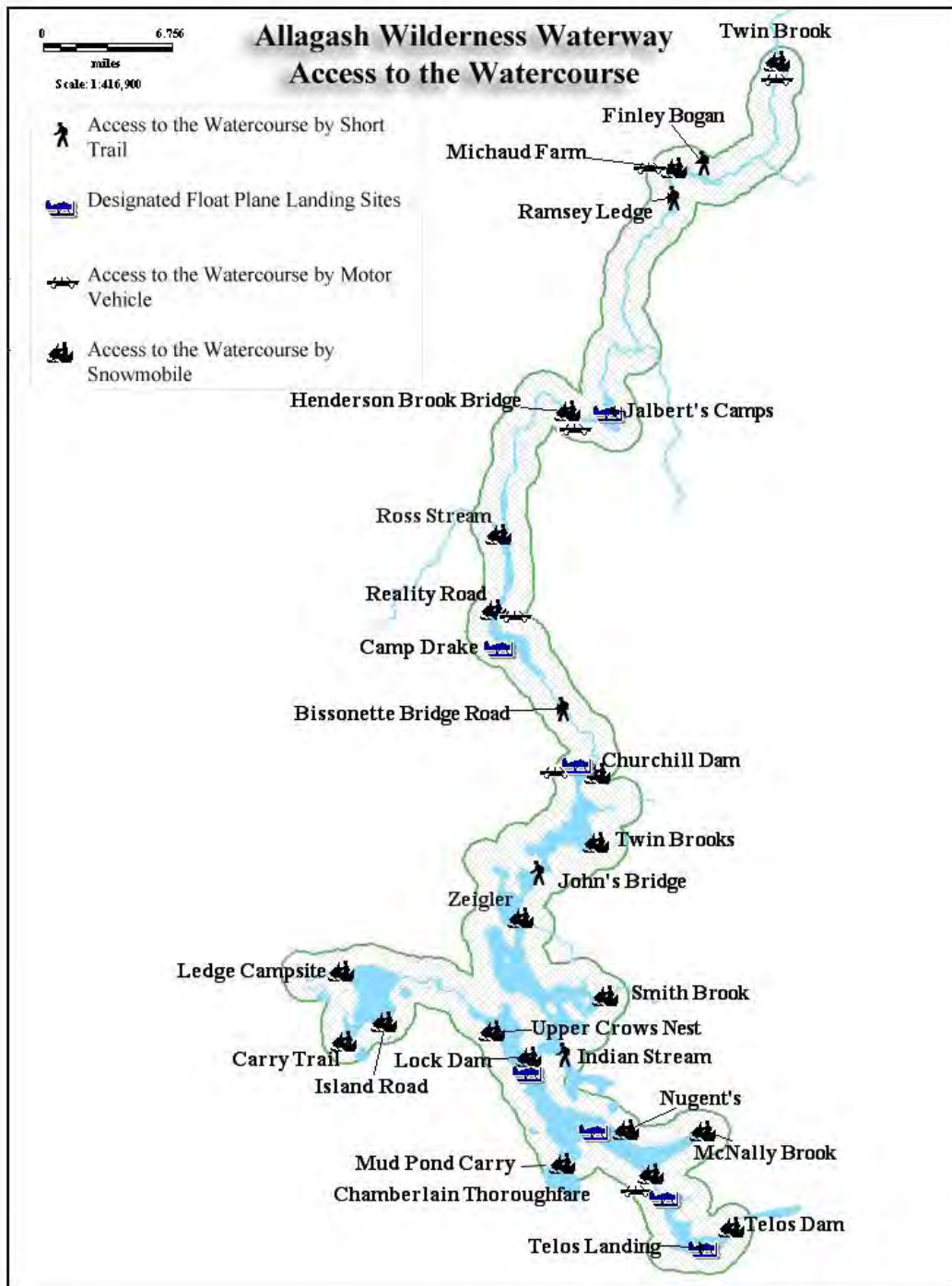
Statute allows snowmobiling on all bodies of the watercourse except Allagash Lake and Allagash Stream. Snowmobile access to the watercourse is designated only at the sites listed below. Per Maine State Title 12, §1882, snowmobile access must be maintained at 19 sites within the Waterway, though the specific locations of sites are not directed by law. The 19 sites identified in this plan are shown in *Table III – F* on the following page.



Thin Ice at Chamberlain Bridge

Table: III – F: AWW Watercourse Authorized Snowmobile Access Points		
<i>Headwater Lakes Snowmobile Access Points</i>		
Trail Name	Township	AWW Water Body
Telos Dam	T6R11	Telos Lake
Mud Pond Carry	T7R11	Chamberlain Lake
Chamberlain Thoroughfare	T6R11	Chamberlain Lake, Round Pond
Nugent’s Camps	T7R12	Chamberlain Lake
McNally Brook	T7R11	Chamberlain Lake
Smith Brook	T8R12	Eagle Lake
Upper Crows Nest	T7R13	Chamberlain Lake
Lock Dam	T7R13	Chamberlain Lake, Eagle Lake
Island Road	T7R14	Allagash Lake*
Carry Trail	T7R14	Allagash Lake*
Ledge Campsite	T8R14	Allagash Lake*
Zeigler Trail	T8R13	Eagle Lake
North Twin Brook	T9R12	Churchill Lake
Churchill Dam	T10R12	Churchill Lake
<i>Northern/River Snowmobile Access Points</i>		
Trail Name	Township	AWW Water Body
Reality Road	T11R13	Umsaskis Lake
Ross Stream	T12R13	Long Lake
Henderson Brook Bridge	T13R12	Allagash River, Round Pond
Michaud Farm	T15R11	Allagash River
Twin Brook	Allagash Plantation	Allagash River
*Access to shoreline only (snowmobile use not allowed on Allagash Lake).		

Figure III-B: Access to the Watercourse



THE SETTING – AN OVERVIEW

Geologic Foundation

The bedrock geology of the Allagash Region is relatively free of the intense geological processes evident elsewhere in Maine. Instead, the Allagash is dominated by the approximately 400 hundred year old Seboomook Formation, a remarkably uniform sequence of sedimentary rock units named for excellent exposures near Seboomook Dam in western Maine. The Seboomook Formation in the Allagash Region consists mostly of dark gray slate and light brown sandstone, with slate dominating. **Figure III-C** depicts the extent of the Seboomook Formation in Maine.

Fossilized reef fragments, traces of corals, remnants of spongelike stromatoporoids, and small marine invertebrates such as brachiopods tell a story in which



the lands now underlying the Allagash were once beneath a warm sea. Much more recently, between 25,000 and 21,000 years ago, a massive sheet of ice over a mile thick advanced over the Allagash Region, carving and gouging the landscape. By 10,000 years ago, the ice sheet had retreated, with meltwater leaving boulders, sand, and gravel in deposits that continue to influence the landscape, including the shape and flow of the watercourse.

Figure III - C (left): The extent of the Seboomook Formation in Western/Northern Maine.

Waterway Geography

There are eight lakes and four ponds within the waterway, and well over a hundred tributary brooks and streams flow into them and the river. The large headwater lakes and dams at Telos, Chamberlain, and Churchill provide extensive storage capacity allowing river flows suitable for canoeing to be maintained throughout the spring, summer, and fall. As is discussed in subsequent sections, the natural flow of the river system was altered in the mid-1800s to divert water flows into the East Branch of the

Penobscot River via a rough canal established from Telos Lake to Webster Lake, outside the Waterway and within the Penobscot River watershed. Current water management uses dams on Churchill, Chamberlain, and Telos Lakes to flow water north down the Allagash River while at the same time flowing water east and south into the East Branch of the Penobscot River.

Below Churchill Dam, the large headwater lakes with their expansive, undeveloped shorelines and views of the mountains making up Baxter State Park give way to a river oriented environment with interspersed lakes and ponds including Umsaskis Lake, Long Lake, and Round Pond. From the dam, the river runs sixty-two miles northward and drops more than three hundred feet in elevation before reaching the St. John River.

While there are no mountains in excess of 2,000' within or adjacent to the Waterway, the landscape includes numerous small mountains and rugged ridges scattered along the Waterway. Notable mountains in or adjacent to the Waterway include Allagash Mountain and Round Pond Mountain, both of which have active hiking trails as well as decommissioned fire towers atop their peaks.

(Right) Fire Tower atop Allagash Mountain



Human Prehistory

For ten centuries before the lumbermen came, the Allagash area from which many lumber industries eventually drew their wealth was the home of Native American tribes that archaeologists believe first settled in the region. The tundra-like environment left by the last Ice Age finally yielded to dense forest in northern Maine about 10,000 years ago. Though a few families of Paleoindians may have traveled through the Allagash region at that time, the archaeological record shows a larger population during the Archaic period (10,000 to 4,000 years ago). The people of this era were generally nomadic, using nets for fishing and stone or wood tools. Most plentiful among the artifacts discovered from this period are stone axes and gouges for woodworking and canoe-building. Between 4,000 and 3,500 years ago these types of tools became less common, suggesting a shift from dugout

canoes to a birch bark type. This view is also supported by a shift in the archaeological record in which sites up smaller drainages become more common – suggesting the transition to lighter canoes that can be portaged and hauled over obstacles such as beaver dams and ledges.

The Ceramic Period (3,000 to 500 years ago) is named for the emergence of the use of pottery. Though not very durable at this point, pottery enabled cooking directly on the fire, rather than the labor-intensive method of heating stones and placing them into a bark or wooden container. Although the Allagash region is not conducive to the long life of ceramic artifacts, archaeologists have found pottery here at least 2,000 years old. According to Dr. Art Spiess of the Maine Historic Preservation Commission, “For most of prehistory, Maine’s Native American population supported itself by hunting, fishing, and gathering in band organized societies without complex political organization...Maine Native Americans always have been relatively mobile in lifestyle and lived in relatively small groups.” The archaeological record seems to indicate that traditional Native American's began to move away from the Allagash region early in the 1800s.

The Native American heritage inherent in the Waterway is reflected in many of the names given to the lakes, ponds, and streams. These names were given by the Abenaki Indians, who once hunted and fished this entire area. One possible derivation of the word Allagash is the Indian word “Aleguash” meaning “camp on lakeshore.” Another meaning of this term, credited to Joe Polis in “Allegash and the East Branch” by Henry David Thoreau, is “The Hemlock River” (Thoreau, 1988). In his book “The Allagash”, Lew Dietz says the word Allagash is derived from “Alleguash,” from a lake the Indians called “Allagaskivignanmook,” meaning “Bark Cabin Lake” (Deitz, 1968).

Numerous Native American archaeological sites are present along the watercourse, some identified and documented, others still to be located. The construction of dams undoubtedly inundated many other sites.

Early Settlers

Not long after Native Americans moved elsewhere, in the years just prior to the arrival of the big lumber operations, a few settlers filtered down into the Allagash region, primarily from the settlements to the north along the St. John River. George Moir and Lucinda Diamond were among the area’s earliest white settlers, reportedly arriving there in 1837 to establish what is now called the Moir Farm. It is from them and other members of the Diamond family that many in Allagash village are descended.



(Left) The Moir Farm site in 2010 and in a historic photo (inset).

Lumber Interests Enter the Allagash

Dams and Logging Support

In the 1830s, the fact that the Allagash waters flowed northward into the St. John River was a major issue to Maine lumber interests based in Bangor. All of the timber harvested from around the shores of Telos, Chamberlain, Eagle Lake, and the river could only be transported by way of the Allagash and St. John Rivers through British-controlled seaports in Canada. Nature's intended course for the waterway was not enough however, to deter the lumber barons for long. A plan to reverse the course of a portion of the river's flow, from northward to southward, was devised. By raising the level of the lakes and shifting the direction of the river current to the south, logs could be driven into the East Branch of the Penobscot River to Bangor where American millers and shippers could profit.

In 1838, a plan was put in place to move logs from Chamberlain Lake into Telos Lake, then on to the East Branch basin. By fall 1841, Chamberlain Lake Dam (now referred to as Lock Dam) and Telos Dam were in place and the "Telos Cut", a canal ten to fifteen feet wide and one to six feet deep, stretched the five hundred feet below Telos to Webster Stream. With dams and the canal in place, timber could be run from the Allagash's headwater lakes into the East Branch of the Penobscot River and downstream to Bangor's numerous mills. The financial workings of these dams and the timber run through the Telos Cut did not work smoothly and strong disagreements over tolls led not only to the involvement of the Maine Legislature but also armed groups organized to enforce tolls.

Chamberlain Farm was constructed halfway up the eastern shore of Chamberlain Lake in 1846 to provide a source of hay and oats for workhorses, and winter vegetables for lumber crews. It also served as a lumbering depot on Chamberlain Lake. As years

passed, lumbering expanded northward. The construction in 1846 of Heron Lake Dam (now Churchill Dam) at the northern end of Heron and Churchill Lakes further expanded the area of timberlands capable of being floated southward towards Bangor.

A lock dam system at the current site of Lock Dam enabling the moving of logs from Eagle Lake to Chamberlain Lake by adjusting the water levels in the locks and floating groups of logs across was established in the 1850s. This process greatly expanded the acreage of timber that could be brought down to Bangor mills and markets, but the slow rate of the lock process limited the number of logs that could move through in a given period.

A half-century after the creation of the lock dam system, steam power was put to work to transport logs from Eagle Lake to Chamberlain Lake. A tramway system was devised to do the job. Essentially, the tramway was a small railroad pulled by a cable loop six thousand feet long. Steel trucks attached to the cable carried logs across a three thousand foot passage at the northern end of Chamberlain Lake at the rate of about three miles per hour. As the logs dropped off on the western end, each empty truck looped underneath to a lower track and returned for another load. The tramway system worked remarkably well for five years.

In 1907, the St. John Lumber Company began construction on Long Lake Dam and, after the first effort washed out in its first season, completed the project in 1911. This timber crib structure was made of huge pine logs and significantly extended the duration of the company's log drive on the Allagash River.

Two locomotives still sit at what was the northern terminus of the Eagle Lake and West Branch railroad, a 13 mile railroad that hauled pulpwood cut in the Eagle and Churchill Lakes watersheds on south to the Penobscot drainage at Umbazooksus Lake. On an average week, over 6, 500 cords of pulpwood were delivered in this manner to Umbazooksus and then to the paper mills in Millinocket and East Millinocket via log drive. One of the most significant structures of this railroad was the 1,500 foot trestle that crossed the northwest end of Chamberlain Lake where Allagash Stream enters the lake. The railroad operated from 1927 until 1933.

(Below) Historic Photograph of the Decaying Trestle on Chamberlain Lake.



Communities Tied to Logging –

A number of small communities grew up in the early 1900s around logging operations to supply the needs of the men working in these trades. J.T. Michaud, a lumber baron, established a farm on the upper reaches of the Allagash River to grow grain for his workhorses and vegetables for his work crews. He kept animals at the farm and ran a store for the families who lived and worked in the area, which was once a bustling little community of many as thirteen families. In the 1920s and 1930s, Michaud Farm became a base camp for lumber crews. When the St. John Lumber Company failed, so did the fortune of J.T. Michaud. The buildings (including one that served as a hotel for travelers), fell into disrepair and are all gone now. Today it is a camping and access site for canoers and the site of the northernmost BPL Ranger Station on the waterway.

At Churchill Depot by the shore of Heron Lake, approximately twenty families lived permanently at the depot by the early 1930s, including those of the superintendent, paymaster, master mechanic, truck drivers, Lombard operators, boat operators, scalers, camp superintendents, and many more. At the height of its operation, thousands of people were processed through the depot annually. This meant that additional structures were needed for a school, houses, offices, a power house, gas tanks, a Lombard shed, and others.

(Right) North Maine Woods Inc. Employees Visiting the Churchill Depot History Center with Ranger Patrick Emery.



The most significant remaining structure at the Depot is a large boarding house that was capable of handling many people at one time, some of whom were transients going to or from lumbering camps, and others who were more or less permanent residents employed to keep lumbering operation functioning. A storehouse from Churchill Depot is now used as a history center open to Waterway Visitors as well as limited storage.

Recreation Takes Root in the Allagash

The Allagash River watershed has long been recognized and enjoyed as a sportsmen's paradise and a respite from urban life. During the early years of commercial activity, the watershed was managed primarily for its timber resources. Log driving took place on the watercourse, and lumber camps were located along the shores, including those at Chamberlain Thoroughfare, Chamberlain Farm, Churchill Dam, Long Lake Dam, and Michaud Farm.

Early recreational visitors to the Allagash relied on these facilities built to serve the timber industry. Dams built to float logs provided comparable service for canoes. Chamberlain Farm and Churchill Depot served as re-supply points and safe havens in the woods. Eventually, purpose-built sporting camps were developed along the waterway to specifically serve the needs of hunters and fishermen.

Since the 1930s, recreational sporting camps have been a feature of life on the Allagash waterway. Today, there are remnants of these getaway destinations as well as two still in operation within the Waterway. The remains of one of the three log camps built in the 1930s by former Allagash game warden and guide Henry Taylor and his wife Alice still stand on the Allagash River today and are referred to as the Henry Taylor Camps.

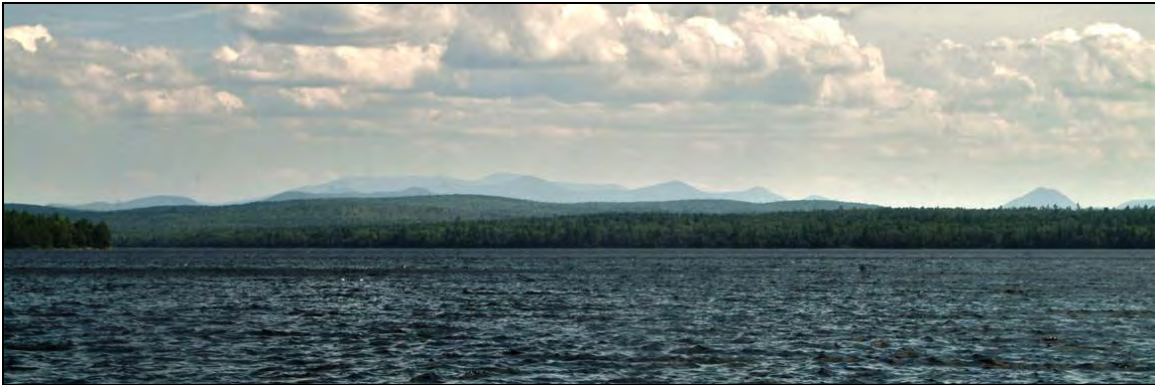


(Left) Landing at Pillsbury Island, 1957 (Al Mitchell Photo).

The two sporting camps remaining in operation within the Waterway, Jalbert's and Nugent's, are now owned by the state and leased for operation. These two historic sporting camps were not eliminated after the Allagash was purchased by the State because they offered an alternative, traditional form of public recreational use of the Waterway, and because both provided a measure of safety for boaters on Chamberlain Lake and Round Pond.

Henry David Thoreau's Visit to the Allagash

Of the many people who have visited the Allagash watershed, Henry David Thoreau is probably the most well-known. Thoreau made three trips into Maine: to “Ktaadn” in 1846; to Chesuncook Lake in 1853; and to the “Allagash and the East Branch of the Penobscot” in 1857. The route of his trip into the Allagash followed Moosehead Lake over the Northeast Carry into the West Branch of the Penobscot River, down to Chesuncook Lake with an intended carry over to Mud Pond. Thoreau and his companion missed Mud Pond on their portage and met their Indian guide, Joe Polis, on Chamberlain Lake just west of the Mud Pond inlet, where they camped overnight. The next day they visited Pillsbury Island on Eagle Lake, Thoreau’s most northerly advance into the watershed, and made notes of its vegetation. During the calm following a severe thunderstorm, Thoreau and his party paddled rapidly back through Lock Dam, to Chamberlain Lake, where they stayed overnight at Chamberlain Farm. The next day, Thoreau and his party paddled down Chamberlain Lake, through Telos Lake, to the East Branch of the Penobscot River via Webster Stream.



“This was another noble lake, called twelve miles long, east and west; if you add Telos Lake, which, since the dam was built, has been connected with it by deadwater, it will be twenty; and it is apparently from a mile and a half to two miles wide. We were about midway its length, on the south side. We could see the only clearing in these parts, called the “Chamberlain Farm,” with two or three log buildings close together, on the opposite shore, some two and a half miles distant.”

-Henry David Thoreau, journal entry from Chamberlain Lake, July 27th, 1857.

Dams

Telos and *Lock dams* were constructed in 1841 to divert the waters of the Allagash into the Penobscot drainage, thereby avoiding a tax imposed by the Province of New Brunswick on water driven logs.

At the east end of Telos Lake, *Telos Dam* separates the lake from Telos Gorge and Webster Stream, through which water flows into Webster Lake. The gorge below Telos Lake was enlarged (the Telos Cut) to allow an unobstructed flow of water for log driving. *Lock Dam*, which separates Chamberlain Lake from Eagle Lake, originally consisted of a series of locks to allow movement of logs from Eagle Lake to Chamberlain Lake. The locks do not exist today.



(Left) The Grate and Culvert Enabling Water to Pass through Earthen Lock Dam. Note, photo represents low lake level. (2002 Photo)



(Left) Telos Dam (2010 Photo)

pond at 2.6 feet). Maintaining an adequate minimum flow through this culvert, which acts as the effective sill elevation for Lock Dam, requires that the fall draw down at Chamberlain Lake be limited to a maximum of 3.5 feet (no lower than an elevation of 5.5 feet on the gage at Telos Dam). Thus, there is only a narrow lake-level range to store spring runoff or runoff from potential and inevitable mid winter thaws and rains occurring in a 250 square mile drainage area. The sill elevation of Lock Dam being slightly over 2.5 feet higher than that of Telos Dam limits the management capacity of a lakes system that actually sends water both south into Webster Stream via Telos Dam and northward to Churchill Dam and the Allagash River via Lock Dam.

(Below) Churchill Dam (2011 Photo)



Table III – G: Allagash Waterway Dams

	Telos Dam	Lock Dam	Churchill Dam	Long Lake Dam
Original Date of Construction	1841	1841	1846	1907
Construction Date Current Dam	1981	1962	1997/98	
Current Length Feet	240	280	139	
Current Head Feet	16	14	8.5	
Current Condition	good	fair	excellent	washed out
Construction Materials	timber & earth	earth fill*	concrete	

* Wooden structure covered with earth when rebuilt in 1962.

Long Lake Dam was built in 1907 by the St. John Lumber Company to facilitate log driving in late spring and early summer. The original dam was 700 feet long and held a fifteen-foot head of water. Its use was discontinued in the 1920s. Today, the dam is almost completely washed out. Remnants of dump wagons used to haul gravel for

construction of the dam are scattered in the nearby forest and in the watercourse below the dam.

*(Below) Collage of Artifacts in the Vicinity of the Tramway
and the Eagle Lake and West Branch Railroad*



Forest Management History

The eastern white pine (*Pinus strobus*) was the most valuable tree found in the Allagash watershed along the lakes, ponds, and rivers, and in old burns. Towering over lower levels of spruce and fir, it was easily located. Cutting of white pine first occurred in the Allagash in 1835 and was well underway by 1840. In 1857, when Thoreau ventured his furthest into the Allagash watershed, most of the white pine along the watercourse had been harvested, although groves still remained inland. At the beginning of the 20th century, with the advent of the pulp and paper industry, spruce and fir began to be extensively harvested.

Three innovative methods were used to deliver logs from the waters of Eagle Lake into Chamberlain Lake and thence into the East Branch Penobscot watershed. The first, a steam-powered tramway (conveyor) completed in 1902, consisting of 14 tons of 1.5 inch cable and 600 wheeled carriages, moved saw logs south for 3,000 feet along the height of land between Eagle and Chamberlain Lakes, north of Lock Dam. The tramway, remains of which exist today, was used only six years before being replaced by steam log

haulers that could carry logs directly from the cuttings in townships west of Eagle Lake to the head of Chamberlain Lake.

The Lombard steam log-hauler was invented in 1900 by A. O. Lombard of Springfield, Maine. Put into operation in the Allagash region in 1908, the Lombard could draw as many as 15 sleds. Steam powered Lombards were soon replaced by gasoline Lombards which were much easier and cheaper to run. The Lombard log-hauler era lasted roughly 25 years, although these machines were used as late as 1949. A gas-powered Lombard log-hauler used in the Allagash was restored by the Maine State Museum in the late 1970s, and is on display in Augusta.

In 1925, the Great Northern Paper Company contracted with Edouard LaCroix's Madawaska Company to build and operate a 13-mile railroad to facilitate delivery of pulpwood to the West Branch of the Penobscot River and thence to the Millinocket mills. The railroad began at Eagle Lake near the old tramway, extended overland to Chamberlain Lake and crossed an 1,800 foot trestle over the outlet of Allagash Stream. The railway then extended south to Umbazookskus Lake and terminated with a 600 foot trestle from which the pulp cars were unloaded. An additional five-mile length, used exclusively for transport of supplies, was later extended to Chesuncook Lake. The railroad began operation in 1927 with an oil-fired, 70-ton 4-6-0 standard gauge steam locomotive. In 1928, a larger locomotive, a 2-8-0 weighing 90 tons was added. Rolling stock consisted of modified standard gauge wooden pulp cars. This unique railroad reached its peak production in 1929 when a total of 163,865 cords were hauled during a six-month season. Standard gauge frames with wheels and special pulp bodies were hauled by the locomotive with a peak efficiency of 6,500 cords of wood transported per week. The railroad operation lasted until September, 1933. Remains of the venture are present today, including two locomotives standing near the Eagle Lake terminus of the line, railroad tracks, 15 pulp cars, and the trestle at the mouth of Allagash Stream. Also in 1925, a boarding house and storage barn were constructed at Churchill Depot by the Madawaska Company to provide overnight accommodations for loggers and to store logging equipment. These buildings still exist today.

Today, the entire Allagash Wilderness Waterway is within North Maine Woods, an organization of multiple landowners collaboratively managing access and recreation on over 3.5 million acres of top quality commercial forest land. Road access to the Waterway, as well as the larger region surrounding it, is possible due to the creation and maintenance of private road networks. While the days of Lombard Log Haulers, tramways, and log drives is over, modern forest harvesting tools such as forwarders, feller bunchers, logging trucks, etc continue the tradition of economic activity associated

with growing, harvesting, and selling timber. Given this regional character, the Allagash Wilderness Waterway Strategic Plan’s mission statement references the Waterway as “ a wilderness area in the historic and modern context of a working forest”.

WATERWAY CREATION AND DESIGNATION

State Acquisition

The Allagash River watershed was first suggested for public acquisition in “ A Recreation Plan for Maine,” published in 1956 by the Maine State Park Commission. In 1961 and 1963 the Allagash received national attention in reports prepared by the National Park Service (National Park Service, 1961) and the Bureau of Outdoor Recreation recommending (United States Department of the Interior, 1963) that the federal government, through the Department of the Interior, purchase the lands and waters of the Waterway to preserve and protect them as a component of the National Park System. In 1963, the Maine State Legislature created the Allagash River Authority “*to provide for the preservation of the natural beauty and wilderness character of the Allagash River Watercourse while utilizing the natural economic resources of the watercourse.*” An Allagash Advisory Committee, formed by the Authority, was authorized “*to formulate plans and proposals for preserving the Allagash River Watercourse so that the people of the State and its visitors may be assured of the continued opportunity to enjoy the benefits of the Allagash River Watercourse as a place of natural interest and scenic beauty.*”

Secretary of the Interior Stewart Udall strongly endorsed a National Park Service recommendation for the federal government to acquire 296,500 acres of land and water to create an Allagash National Recreation Area. The State of Maine, preferring state control, prepared a less extensive counter-proposal in 1965, recommending fee simple acquisition of land to an average width of 300 feet (400 feet minimum to 800 feet maximum became the width established in the 1966 statute), and standards for wood harvesting within one mile of the watercourse. Ultimately, Secretary Udall endorsed the state proposal.

In 1966, the Legislature approved the creation of the Waterway and appropriated funds for its administration. Concurrently, a bond issue in the amount of \$1,500,000 was sent to referendum to acquire the Restricted Zone, land surrounding the watercourse. The bond issue was overwhelmingly approved on November 8, 1966. By 1972, land acquisition of the Restricted Zone was completed with the assistance of the federal Land and Water Conservation Fund, which financed the remaining half of the total acquisition cost of \$3 million.

It is worth noting that conservation easements now are in place that protect all or portions of townships partially within the Waterway. These easement protections are on lands held by the Pingree Heirs (managed by Seven Islands Land Company) and Katahdin Forest Management. Townships with at least some area covered by conservation easement that are partially within the Waterway include: T5R11, T7R12, T8R12, T9R12, T9R13, T8, R13, T8R14, T7R14, T7R13, T6R13. The majority of these townships are covered entirely by conservation easement.

Wild and Scenic River (WSRS) Designation

On July 19, 1970, the Waterway was designated by the U.S. Department of the Interior as the first state-administered component of the National Wild and Scenic River System at a ceremony at Churchill Dam. Inclusion of the Waterway in the Wild and Scenic River System validates the Allagash's national significance and provides additional protection from federally-funded projects that might infringe upon the special character of the Waterway. The entire watercourse was officially designated as "wild" by the Department of the Interior even though, because of the roads, bridges, dams, and other structures present, an argument could have been made that the watercourse best fits a combination of "wild", "scenic", and "recreation" designations to be consistent with the definitions in the 1968 National Wild and Scenic Rivers System Act.

As noted above, the area established in 1966 by the Maine legislature as the Allagash Wilderness Waterway had also been the subject of previous federal study and National Park Service reports recommending federal acquisition. The option to include a state-managed Allagash in the federal system, if Maine's governor so chose, was made explicit in the 1968 federal Wild and Scenic Rivers Act [P.L. 90-542, Section 2(a)]. In 1970, Governor Curtis requested that the Secretary of the Interior designate the Allagash Wilderness Waterway a component of the Wild and Scenic River System. The "wild" category designation of the 92 mile watercourse was made in July 1970 and included the headwater lakes, three functional dams, seven bridges, private roads with numerous points of vehicle access to the watercourse, buildings, and other structures allowed by the State statute that established the Waterway. Given the presence of this development, the "wild" designation of the entire Waterway was a special-case action for a resource whose remote location deep in the Maine Woods, and its popularity for extended canoe trips in a largely-primitive and natural setting, outweighed the occasional evidence of more permanent, traditional, and historic human activity. The "wild" designation of the Allagash Wilderness Waterway was an exceptional action for a unique and complex situation.

Context of the Allagash's Wild and Scenic River (WSRS) Designation

The Waterway's inclusion in the federal WSRS accents and recognizes the Allagash's national significance, provides additional protection against certain changes that might infringe upon the Waterway's special character, and complements the State's overarching management focus. This focus is guided by the State Allagash statute and informed by the 2011 Allagash Wilderness Waterway Strategic Plan produced by Allagash Wilderness Waterway Advisory Council (established in 2007 by Public Law 2007, c. 146).

The Allagash Wilderness Waterway was accepted into the National Wild and Scenic Rivers System under section 2(a)(ii) of the Wild and Scenic Rivers Act – which gives administrative authority to the state. Therefore, the WSRS designation is an important consideration in Waterway management, but, save for questions regarding federal assistance or approval of water resources projects, it does not bring the force of law as the Allagash Statute does. Mandated US Army Corps of Engineers review of any activity in or within 0.25 miles upstream or downstream of the main stem or tributaries of a Wild and Scenic River segment, including 2(a)(ii) rivers, is an area where the Wild and Scenic Rivers Act provides controlling language for state-administered rivers (Army Corps review includes consultation with the National Park Service). More on this state-federal relationship can be found on the following page.

The Designation of the Allagash Wilderness Waterway as a Wild River in the Wild and Scenic River System links the Allagash with a host of nationally significant rivers. Below, the Allagash near the outlet of Long Lake (right) is juxtaposed with rafters on the Charley River (left) in Alaska, another wild-designated river. (Charley River photo courtesy National Park Service).



What is the National Wild and Scenic Rivers System and How Does the Allagash Wilderness Waterway Relate to It?

The National Wild and Scenic Rivers System was created by Congress in 1968 when it passed the Wild and Scenic Rivers Act (16 U.S.C. 1271-1287) to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Allagash Wilderness Waterway as a State-Administered Wild River

Rivers may be designated and thereby included in the National Wild and Scenic Rivers System through two routes. One route is for Congress to designate a river. Alternatively, a governor may submit an application under section 2(a)(ii) of the Wild and Scenic Rivers Act to the Secretary of the Interior. If the Secretary of the Interior deems that sufficient protection is ensured by the state, the Secretary may then designate the river. Rivers designated under section 2(a)(ii) are administered by the state, with the exception of any federal lands along the river. ***The Allagash Wilderness Waterway was designated under section 2(a)(ii) and is a state-administered river.*** Rivers, or segments of rivers, are classified as wild, scenic, or recreational. ***The entire length of the 92.5-mile Allagash Wilderness Waterway is classified as a wild river.*** A 2.6 mile section of the Deerfield River in Massachusetts is the only other wild river classification in the northeastern United States. Wild river areas are described as being, “free of impoundments and generally inaccessible except by trail, with watersheds or shorelines essentially primitive and waters unpolluted. These represent vestiges of primitive America.” (Source: Interagency Wild & Scenic Rivers Council).

Section 7(a) of the Wild and Scenic Rivers Act (WSRA), reads, “...no department or agency of the United States shall assist by loan, grant, license, or otherwise in the construction of any water resources project that would have a direct and adverse effect on the values for which such river was established”. It prohibits federal support for actions such as the construction of dams or other instream activities that would harm the river's free-flowing condition, water quality, or outstanding resource values. While Section 7(a) does prohibit federal support for harmful instream activities, the WSRA does not override state decision-making authority concerning other Waterway management decisions. As such, the WSRA, with the exception of Section 7, does not legally direct Waterway management. This point was clarified in the *Fitzgerald v. Harris* (549 F.3d 46) decision by the US First Circuit Court of Appeals. In sum, the predominant role of the federal government on 2(a)(ii) rivers is to cooperate and assist the states, who retain the authority to manage such rivers.

As of July 2011, the National System protects 12,598 miles of 203 rivers in 38 states and the Commonwealth of Puerto Rico – amounting to a little more than one-quarter of one percent of the nation's rivers. Of the 203 rivers in the system, 18 are state-administered.

For more details on the Wild and Scenic River System, visit www.rivers.gov.